



TYPE ACCEPTANCE CERTIFICATE

Number: A259
Issue 4

This type acceptance certificate is issued for the Textron Aviation Inc. model 208B aeroplane in accordance with regulation 21.029A and 21.029B(1) of the *Civil Aviation Safety Regulations 1998*.

Aircraft of the type and models covered by this certificate are eligible for Australian certificates of airworthiness in the normal category.

This certificate is valid until suspended or cancelled by the Civil Aviation Safety Authority. The basis of certification is as prescribed in Type Certificate Data Sheet No. A259 issued by the Civil Aviation Safety Authority of Australia.



Klaus Schwerdtfeger
Klaus Schwerdtfeger
Delegate of the Authority
22 July 2022

No: A259
Revision No: 3
Aircraft: Textron Aviation Inc
Model: 208B

Date: 22 July 2022

TYPE ACCEPTANCE CERTIFICATE DATA SHEET

This data sheet is part of Type Acceptance Certificate A259 which is issued under *Civil Aviation Safety Regulations (CASRs)* 21.029A and 21.029B(1). It lists any conditions and/or limitations under which the type acceptance certificate was issued to meet the requirements of CASA.

Certification Basis:

The basis of certification is as prescribed in Type Certificate Data Sheet (TCDS) IM.A.226 Issued by the European Aviation Safety Agency (EASA)

Certificate of Airworthiness Category:

An aircraft of the type and model covered by this certificate is eligible for an Australian certificate of airworthiness in the normal category.

Eligible Serial Numbers:

Refer to the EASA TCDS

Conditions and/or Limitations:

The following conditions and limitations are imposed under CASR 21.029B(1)

1. 208B model aircraft of a standard production configuration equipped with PT6A-114A or PT6A-140 engines, are eligible to be a prescribed single-engine aeroplane for the purposes of regulation 135.240 of CASR.

This eligibility does not constitute approval to conduct PSEA operations

2. Where the aircraft has been modified from a standard production configuration, or the aircraft has not been listed in point 1 above, additional airworthiness assessment by CASA and approval against the airworthiness requirements of Civil Aviation Order (CAO) 100.5 and CASA Advisory Circular (AC) 21-38 will be required before the aircraft can be considered eligible for PSEA operations.

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