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To: All CESSNA C208 Owners and Operators

**OPERATION OF C208 AIRCRAFT WITH A SEATING CONFIGURATION IN EXCESS OF THE
11 SEAT CONFIGURATION AS STIPULATED IN THE TYPE CERTIFICATE**
Revision 1

1. Introduction

It has come to the CAA's attention that certain Owners/Operators are operating the C208 with a 14 seat configuration. These operations do not comply with the requirements of the South African Civil Aviation Regulations (SACAR).

2. Discussion

2.1 The C208 is Type Certified (TC) by the FAA (State of Design and Manufacture) in accordance with the FAA Federal Aviation Regulation (FAR) 23, AIRWORTHINESS STANDARDS: NORMAL, UTILITY, ACROBATIC, AND COMMUTER CATEGORY AIRCRAFT. FAR 23.3 read as follows:

23.3 Airplane categories.

(a) The normal category is limited to airplanes that have a seating configuration, excluding pilot seats, of nine or less, a maximum certificated takeoff weight of 12,500 pounds or less, and intended for nonacrobatic operation.

2.2 The CAA have adopted FAR 23 requirements for Airworthiness Standards in SACAR Part 21.02.3(1)(a), read with SA-CATS 21.02.3 3, which read:

3. Aeroplanes: Normal, utility, acrobatic and commuter category

(1) Compliance for type certification must be shown with the Federal Aviation Administration (FAA) airworthiness requirements as stated in FAR Part 23 (as amended on the date of application for certification).

2.2 The FAA TC is issued on the basis of FAR 23, which the CAA has accepted.

2.3 Thus it can be seen that the Regulatory seating requirement for this type of aircraft is 9 passengers or less, plus 2 pilots, a total of 11 seats or less. The 14 seat configuration does not conform to the requirements of FAR 23, SACAR Part 21.02.3 or to the FAA TC.

2.4 An audit of the C208 aircraft airworthiness files revealed that most aircraft were presented for the initial Certificate of Airworthiness Inspections with Equipment Lists and Mass and

Balance reports showing 11 or less seats. The exceptions are those imported in cargo or VIP (eg Oasis) configurations.

3. Conclusion

- 3.1 The SACAA submits that all C208 operations with a 14 seat configuration do not conform to the SACAR requirements and therefore this invalidates the Certificate of Airworthiness.
- 3.2 All owners/operators operating C208 with 14 seats must comply to the requirements of the Regulations with immediate effect.
- 3.3 For any enquiries contact:
 - Certification Engineering on 011 545 1147, or
 - Airworthiness on 011 545 1107

4. Attachment


AIC number **SERIES F 007/2014** dated **06 Mar 2014** regarding **CESSNA 208 and 208B MODELS (INCLUDING THE 208EX) SEAT CONFIGURATION** is attached.

5. Notes on Attachment

- 5.1 AICs are published monthly, and as this AIC was too late for the February publication, it was scheduled for the March publication. It was decided to pre-release this AIC as it contains important information for Industry.
- 5.2 The important paragraphs of the AIC are:
 - 2.5 *SACAR do make provision for approval of design or configuration changes from the 11-place seat configuration to the 13-place, 14-place and utility seating options as prescribed in section 2 of this AIC.*
 - 3 **ALTERNATIVE MEANS OF COMPLIANCE**
 - 3.1 *Any desire to alter the seat configuration of the foregoing aircraft models to 13-place, 14-place and utility seating options shall be in accordance of the provisions detailed in AIC 61-6, which provided methods and information acceptable to the SACAA for showing compliance to Part 21 and Part 43 of the Civil Aviation Regulations, 2011, with respect to modifications of aircraft.*



Mr M Lebogo
General Manager: Aircraft Safety

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AIRWORTHINESS

MAINTENANCE

CESSNA 208 AND 208B MODELS (INCLUDING THE 208EX MODEL) SEAT CONFIGURATION

1. BACKGROUND

- 1.1 It has come to the attention of the Director of Civil Aviation that some owners and or operators are erroneously presenting (to the market) the Cessna 208 and 208B models (including the 208EX model) as a 14 seat configuration.
- 1.2 This Aeronautical Information Circular (AIC) seeks to articulate the South African Civil Aviation Authority (SACAA) stance on the matter in an effort to correct the foregoing.

2. INFORMATION

- 2.1 The Cessna 208 and 208B models (including the 208EX model) are not recognised as commuter category aircraft.
- 2.2 The Cessna 208 and 208B models (including the 208EX model) were granted SACAA Type Acceptance based on the Federal Aviation Administration (FAA) Type Certificate number A37CE.
- 2.3 Consequently, all limitation prescribed by the State of Design and responsible Authority through Pilot Operators Handbook (POH) and Aircraft Flight Manual (AFM) were adopted as is for the 208 and 208B models. One of these limitations includes the permissible seating options and arrangement, which only allows for three possible seating configurations i.e. 6 Seats, 9+2 Seats and 8+2 Seats.
- 2.4 Utilization of the 13-place, 14-place and utility seating options are not permissible, by the State of Design's Authority i.e. the FAA. This stance is also shared by the State of Registry i.e. SACAA, as such, all owners and or operators operating the Cessna 208 and 208B models (including the 208EX model) with 14-place seating must comply to requirements of the South African Civil Aviation Regulations (SACAR) with immediate effect.
- 2.5 SACAR do make provision for approval of design or configuration changes from 11-place seat configuration to the 13-place, 14-place and utility seating options as prescribed in section 2 of this AIC.

3. ALTERNATE MEANS OF COMPLIANCE

- 3.1 Any desire to alter the seat configuration of the foregoing aircraft models to 13-place, 14-place and utility seating options shall be in accordance with the provisions detailed in AIC 61.6, which provides methods and information acceptable to the SACAA for showing compliance with Part 21 and Part 43 of the Civil Aviation Regulations, 2011, with respect to modifications to aircraft.



DIRECTOR OF CIVIL AVIATION