**DEPARTMENT OF TRANSPORTATION**
**FEDERAL AVIATION ADMINISTRATION**

A4CE
Revision 51
Textron Aviation

| | | |
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October 22, 2024

**WARNING**: Use of alcohol-based fuels can cause serious performance degradation and fuel system component damage and is therefore prohibited on Cessna airplanes.

## TYPE CERTIFICATE DATA SHEET NO. A4CE

This data sheet which is part of Type Certificate No. A4CE prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder — Textron Aviation Inc.
One Cessna Boulevard
Wichita, Kansas 67215

Type Certificate Holder Record — Cessna Aircraft Company transferred to Textron Aviation Inc. on July 29, 2015

### I. Model 206, Super Skywagon, 6 PCL-SM (Normal Category), Approved July 19, 1963

Engine — Continental IO-520-A

*Fuel — 100/130 minimum grade aviation gasoline

*Engine Limits — For all operations, 2700 r.p.m. (285 b. hp.)

Propeller and Propeller Limits

Landplanes

1. McCauley Propeller
   Hub: D2A34C58/90AT-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 36 in. station:
   Low pitch: 10.3°
   High pitch: 25.8°
   a. Propeller spinner: Cessna 0752004
   b. Hydraulic governor:
      (1) Woodward D210452
      (2) McCauley C290D2/T5 or C290D3/T5

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**I. Model 206** (cont'd)

Propeller and Propeller Limits (cont'd)

McCauley constant speed propeller installation:
(w/incorporation of Cessna Service Kit SK206-49)

2. McCauley Propeller
   Hub: D2A37C230
   Blades: 90REB-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 30 in. station:
   Low pitch: 12.8°
   High pitch: 28.3°
   a. Propeller spinner: Cessna 0752004-2
   b. Hydraulic governor:
      (1) Woodward D210452
      (2) McCauley C290D2/T5 or C290D3/T5

Floatplane

3. McCauley Propeller
   Hub: D2A34C58/90AT-2
   Diameter: Not over 88 in., not under 84 in.
   Pitch settings at 36 in. station:
   Low pitch: 9.0°
   High pitch: 25.8°
   a. Propeller spinner: Cessna spinner 0752004
   b. Hydraulic governor:
      (1) Woodward D210452
      (2) McCauley C290D2/T5 or C290D3/T5

*Airspeed Limits (CAS)

| | |
|---|---|
| Never exceed | 210 m.p.h. (182 knots) |
| Maximum structural cruising | 170 m.p.h. (148 knots) |
| Maneuvering | 138 m.p.h. (120 knots) |
| Flaps extended | 110 m.p.h. ( 96 knots) |

C.G. Range

Landplane
(+33.0) to (+47.4) at 2250 lb. or less
(+40.5) to (+47.4) at 3300 lb.
Floatplane (Edo 582-3430)
(+34.0) to (+47.4) at 2600 lb. or less
(+38.5) to (+47.4) at 3500 lb.
Straight line variation between points given

Empty Wt. C.G. Range: None

*Maximum Weight
Landplane: 3300 lb.
Floatplane: 3500 lb.

No. of Seats: Six (Two at +36, Two at +69, 2 at +100)

Maximum Baggage: Reference weight and balance data

Fuel Capacity: 65 gal. (63.4 gal. usable); two 32.5 gal. tanks in wings at +48

Oil Capacity: 12 qt. at -19.4 (6 qt. usable)
(See NOTE 1 for data on system fuel and oil)

**I. Model 206** (cont'd)

| | | | | | |
|---|---|---|---|---|---|
| Control Surface Movements | Wing flaps (Land) | Up | 0° | Down | 40° +1°, -2° |
| | (Sea) | Up | 0° | Down | 30° +1°, -2° |
| | Aileron | Up | 21° ±2° | Down | 14° 30' ±2° |
| | Elevator | Up | 26° 30' ±1° | Down | 18° ±1° |
| | Elevator tab | Up | 15° +1°, -0° | Down | 25° +1°, -0° |
| | Rudder (Land) | Right | 27° 13' ±1° | Left | 27° 13' ±1° |
| | Rudder (Sea) | Right | 24° 57' ±1° | Left | 24° 57' ±1° |
| | (measured perpendicular to rudder hinge line) | | | | |
| | Rudder (Land) | Right | 24° ±1° | Left | 24° ±1° |
| | Rudder (Sea) | Right | 22° ±1° | Left | 22° ±1° |
| | (measured parallel to 0.0.W.L.) | | | | |

Serial Nos. Eligible: 206-0001 thru 206-0275

**II. Model U206, Super Skywagon, 6 PCL-SM (Normal Category), Approved October 8, 1964**

Engine: Continental IO-520-A

*Fuel: 100/130 minimum grade aviation gasoline

*Engine Limits: For all operations, 2700 r.p.m. (285 b. hp.)

Propeller and Propeller Limits:

Landplane

1. McCauley Propeller
   Hub: D2A34C58/90AT-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 36 in. station:
   Low pitch: 10.3°
   High pitch: 25.8°
   a. Propeller spinner: Cessna 0752004
   b. Hydraulic governor:
   (1) Woodward D210452
   (2) McCauley C290D2/T5 or C290D3/T5

McCauley constant speed propeller installation (w/incorporation of Cessna Service Kit SK206-49)

2. McCauley Propeller
   Hub: D2A37C230
   Blades: 90REB-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 30 in. station:
   Low pitch: 12.8°
   High pitch: 28.3°
   a. Propeller spinner: Cessna 0752004-2
   b. Hydraulic governor:
   (1) Woodward D210452
   (2) McCauley C290D2/T5 or C290D3/T5

Floatplane

1. McCauley Propeller
   Hub: D2A34C58/90AT-2
   Diameter: Not over 88 in., not under 84 in.
   Pitch settings at 36 in. station:
   Low pitch: 9.0°
   High pitch: 25.8°
   a. Propeller spinner: Cessna 0752004
   b. Hydraulic governor:
   (1) Woodward D210452
   (2) McCauley C290D2/T5 or C290D3/T5

**II. Model U206** (cont'd)

| | | |
|---|---|---|
| *Airspeed Limits (CAS) | Never exceed | 210 m.p.h. (182 knots) |
| | Maximum structural cruising | 170 m.p.h. (148 knots) |
| | Maneuvering | 138 m.p.h. (120 knots) |
| | Flaps extended | 110 m.p.h. ( 96 knots) |

C.G. Range

Landplane
(+33.0) to (+47.4) at 2250 lb. or less
(+40.5) to (+47.4) at 3300 lb.
Straight line variation between points given
Floatplane (Edo 582-3430)
(+34.0) to (+47.4) at 2600 lb. or less
(+38.5) to (+47.4) at 3500 lb.
Straight line variation between points given

Empty Wt. C.G. Range: None

*Maximum Weight: Landplane 3300 lb.; Floatplane 3500 lb.

No. of Seats: Six (Two at +36, Two at +69, 2 at +100)

Maximum Baggage: Reference weight and balance data

Fuel Capacity: 65 gal. (63.4 gal. usable); two 32.5 gal. tanks in wings at +48

Oil Capacity: 12 qt. at -19.4 (6 qt. usable)
See Note 1 for data on system fuel and oil

Control Surface Movements

| | | | | | |
|---|---|---|---|---|---|
| Wing flaps | (Land) | Up | 0° | Down | 40° +1°, -2° |
| | (Sea) | Up | 0° | Down | 30° +1°, -2° |
| Aileron | | Up | 21° ±2° | Down | 14° 30' ±2° |
| Elevator | | Up | 26° 30' ±1° | Down | 18° ±1° |
| Elevator tab | | Up | 15° +1°, -0° | Down | 25° +1°, -0° |
| Rudder (Land) | | Right | 27° 13' ±1° | Left | 27° 13' ±1° |
| Rudder (Sea) | | Right | 24° 57' ±1° | Left | 24° 57' ±1° |
| (measured perpendicular to rudder hinge line) | | | | | |
| Rudder (Land) | | Right | 24° ±1° | Left | 24° ±1° |
| Rudder (Sea) | | Right | 22° ±1° | Left | 22° ±1° |
| (measured parallel to 0.0.W.L.) | | | | | |

Serial Nos. Eligible: U206-0276 thru 206-0437

**III. Model P206, 6 PCL-SM (Normal Category), Approved October 8, 1964**

Engine: Continental IO-520-A

*Fuel: 100/130 minimum grade aviation gasoline

*Engine Limits: For all operations, 2700 r.p.m. (285 b. hp.)

**III. Model P206** (cont'd)

Propeller and Propeller Limits

Landplane

1. McCauley Propeller
   Hub: E2A34C64/90AT-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 36 in. station:
   Low pitch: 10.3°,
   High pitch: 25.8°
   a. Propeller spinner: Cessna 1250411-4
   b. Hydraulic governor:
   (1) Woodward D210452
   (2) McCauley C290D2/T5 or C290D3/T5
2. McCauley Propeller
   Hub: E2A34C73/90AT-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 36 in. station:
   Low pitch: 10.3°,
   High pitch: 25.8°
   a. Propeller spinner: Cessna spinner 1250415
   b. Hydraulic governor:
   (1) Woodward D210452
   (2) McCauley C290D2/T5 or C290D3/T5
3. McCauley Propeller
   Hub: D3A32C88/82NC-2
   Diameter: Not over 80 in., not under 78 in.
   Pitch settings at 30 in. station:
   Low pitch: 13.8°
   High pitch: 28.1°
   a. Propeller spinner: Cessna spinner 1250419
   b. Hydraulic governor:
   (1) Woodward D210452
   (2) McCauley C290D2/T5 or C290D3/T5

McCauley constant speed propeller installation (w/incorporation of Cessna Service Kit SK206-49):

4. McCauley Propeller
   Hub: E2A37C233
   Blades: 90REB-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 30 in. station:
   Low pitch: 12.8°
   High pitch: 28.3°
   a. Propeller spinner: Cessna 1250415
   b. Hydraulic governor:
   (1) Woodward D210452
   (2) McCauley C290D2/T5 or C290D3/T5

Floatplane

1. McCauley Propeller
   Hub: D2A34C58/90AT-2
   Diameter: Not over 88 in., not under 84 in.
   Pitch settings at 36 in. station:
   Low pitch: 9.0°
   High pitch: 25.8°
   a. Propeller spinner: Cessna 0752004
   b. Hydraulic governor:
   (1) Woodward D210452
   (2) McCauley C290D2/T5 or C290D3/T5

**III. Model P206** (cont'd)

| | | | | | |
|---|---|---|---|---|---|
| *Airspeed Limits (CAS) | Never exceed | 210 mph. (182 knots) | | | |
| | Maximum structural cruising | 170 mph. (148 knots) | | | |
| | Maneuvering | 138 mph. (120 knots) | | | |
| | Flaps extended | 110 mph. ( 96 knots) | | | |
| C.G. Range | Landplane | | | | |
| | (+33.0) to (+47.4) at 2250 lb. or less | | | | |
| | (+40.5) to (+47.4) at 3300 lb. | | | | |
| | Straight line variation between points given | | | | |
| | Floatplane (Edo 582-3430) | | | | |
| | (+34.0) to (+47.4) at 2600 lb. or less | | | | |
| | (+38.5) to (+47.4) at 3500 lb. | | | | |
| | Straight line variation between points given | | | | |
| Empty wt. C.G. Range | None | | | | |
| *Maximum Weight | Landplane 3300 lb. | | | | |
| | Floatplane 3500 lb. | | | | |
| No. of Seats | Six (Two at +36, 2 at +69, Two at +100) | | | | |
| Maximum Baggage | Reference weight and balance data | | | | |
| Fuel Capacity | 65 gal. (63.4 gal. usable); two 32.5 gal. tanks in wings at +48 | | | | |
| Oil Capacity | 12 qt. at -19.4 (6 qt. usable) | | | | |
| | See Note 1 for data on system fuel and oil | | | | |
| Control Surface Movements | Wing flaps (Land) | Up 0° | Down | 40° +1°, -2° | |
| | (Sea) | Up 0° | Down | 30° +1°, -2° | |
| | Aileron | Up 21° ±2° | Down | 14° 30' ±2° | |
| | Elevator | Up 26° 30' ±1° | Down | 18° ±1° | |
| | Elevator tab | Up 15° +1°, -0° | Down | 25° +1°, -0° | |
| | Rudder (Land) | Right 27° 13' ±1° | Left | 27° 13' ±1° | |
| | Rudder (Sea) | Right 24° 57' ±1° | Left | 24° 57' ±1° | |
| | (measured perpendicular to rudder hinge line) | | | | |
| | Rudder (Land) | Right 24° ±1° | Left | 24° ±1° | |
| | Rudder (Sea) | Right 22° ±1° | Left | 22° ±1° | |
| | (measured parallel to 0.0.W.L.) | | | | |
| Serial Nos. Eligible | P206-0002 thru P206-0160 | | | | |

**IV. Model U206A, 6 PCL-SM (Normal Category), Approved September 24, 1965**

| | |
|---|---|
| Engine | Continental IO-520-A |
| *Fuel | 100/130 minimum grade aviation gasoline |
| *Engine Limits | For all operations, 2700 r.p.m. (285 b. hp.) |

**IV. Model U206A** (cont'd)

Propeller and Propeller Limits

Landplane

1. McCauley Propeller
   Hub: D2A34C58/90AT-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 36 in. station:
   Low pitch: 10.3°
   High pitch: 25.8°
   a. Propeller spinner: Cessna 0752004
   b. Hydraulic governor:
   (1) Woodward D210452
   (2) McCauley C290D2/T5 or C290D3/T5
2. McCauley Propeller
   Hub: D3A32C79/82NK-2
   Diameter: not over 80 in., not under 78 in.
   Pitch settings at 30 in. station:
   Low pitch: 11.3°
   High pitch: 27.6°
   a. Propeller spinner: Cessna 1250420
   b. Hydraulic governor:
   (1) Woodward D210452
   (2) McCauley C290D2/T5 or C290D3/T5
3. McCauley Propeller
   Hub: D3A32C90/82NC-2
   Diameter: Not over 80 in., not under 78 in.
   Pitch settings at 30 in. station:
   Low pitch: 13.8°
   High pitch: 28.1°
   a. Propeller spinner: Cessna 1250420
   b. Hydraulic governor:
   (1) Woodward D210452
   (2) McCauley C290D2/T5 or C290D3/T5

McCauley constant speed propeller installation
(w/incorporation of Cessna Service Kit SK206-49)

4. McCauley Propeller
   Hub: D2A37C230 with 90REB-8 blades
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 30 in. station:
   Low pitch: 12.8°
   High pitch: 28.3°
   a. Propeller spinner: Cessna 0752004-2
   b. Hydraulic governor:
   (1) Woodward D210452
   (2) McCauley C290D2/T5 or C290D3/T5

Floatplane

1. McCauley Propeller
   Hub: D2A34C58/90AT-2
   Diameter: Not over 88 in., not under 84 in.
   Pitch settings at 36 in. station:
   Low pitch: 9.0°
   High pitch: 25.8°
   a. Propeller spinner: Cessna 0752004
   b. Hydraulic governor:
   (1) Woodward D210452
   (2) McCauley C290D2/T5 or C290D3/T5
2. McCauley Propeller
   Hub: D3A32C90/82NC-2
   Diameter: Not over 80 in., not under 78 in.
   Pitch settings at 30 in. station:
   Low pitch: 13.8°
   High pitch: 28.1°
   a. Propeller spinner: Cessna 1250909
   b. Hydraulic governor: McCauley C290D2/T5 or C290D3/T5

**IV. Model U206A** (cont'd)

*Airspeed Limits (CAS)

| | | |
|---|---|---|
| Never exceed | 210 mph. | (182 knots) |
| Maximum structural cruising | 170 mph. | (148 knots) |
| Maneuvering | | |
| 3300 lb. skiplane | 138 mph. | (120 knots) |
| 3500 lb. floatplane | 138 mph. | (120 knots) |
| 3600 lb. landplane | 144 mph. | (125 knots) |
| Flaps extended | 110 mph. | ( 96 knots) |

C.G. Range

Landplane
(+33.0) to (+47.4) at 2500 lb. or less
(+42.5) to (+47.4) at 3600 lb.
Straight line variation between points given
Floatplane (Edo 582-3430)
(+34.0) to (+47.4) at 2600 lb. or less
(+38.5) to (+47.4) at 3500 lb.
Straight line variation between points given
Skiplane (FluiDyne R210)
(+33.0) to (+47.4) at 2250 lb. or less
(+40.5) to (+47.4) at 3300 lb.
Straight line variation between points given

Empty wt. C.G. Range: None

*Maximum Weight

| | |
|---|---|
| Landplane | 3600 lb. |
| Floatplane | 3500 lb. |
| Skiplane | 3300 lb. |

No. of Seats: 6 (2 at +36, 2 at +69, 2 at +100)

Maximum Baggage: Reference weight and balance data

Fuel Capacity: 65 gal. (63.0 gal. usable); two 32.5 gal. tanks in wings at +48

Oil Capacity: 12 qt. at -19.4 (6 qt. usable)
See Note 1 for data on system fuel and oil

Control Surface Movements

| | | | | | |
|---|---|---|---|---|---|
| Wing flaps | (Land) | Up | 0° | Down | 40° +1°, -2° |
| | (Sea) | Up | 0° | Down | 30° +1°, -2° |
| Aileron | | Up | 21° ±2° | Down | 14° 30' ±2° |
| Elevator | | Up | 26° 30' ±1° | Down | 18° ±1° |
| Elevator tab | | Up | 15° +1°, -0° | Down | 25° +1°, -0° |
| Rudder (Land) | | Right | 27° 13' ±1° | Left | 27° 13' ±1° |
| Rudder (Sea) | | Right | 24° 57' ±1° | Left | 24° 57' ±1° |
| (measured perpendicular to rudder hinge line) | | | | | |
| Rudder (Land) | | Right | 24° ±1° | Left | 24° ±1° |
| Rudder (Sea) | | Right | 22° ±1° | Left | 22° ±1° |
| (measured parallel to 0.0.W.L.) | | | | | |

Serial Nos. Eligible: U206-0438 thru U206-0656

**V. Model P206A, 6 PCL-SM (Normal Category), Approved September 24, 1965**
**Model P206B, 6 PCLM (Normal Category), Approved August 3, 1966**

Engine: Continental IO-520-A

*Fuel: 100/130 minimum grade aviation gasoline

*Engine Limits: For all operations, 2700 rpm. (285 b.hp.)

Propeller and Propeller Limits:

Landplane (Model P206A only)

1. McCauley Propeller
   Hub: E2A34C73/90AT-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 36 in. station:
   Low pitch: 10.3°
   High pitch: 25.8°
   a. Propeller spinner: Cessna 1250415
   b. Hydraulic governor:
   (1) Woodward D210452
   (2) McCauley C290D2/T5 or C290D3/T5
2. McCauley Propeller
   Hub: D2A34C58/90AT-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 36 in. station:
   Low pitch: 10.3°
   High pitch: 25.8°
   a. Propeller spinner: Cessna 0752004
   b. Hydraulic governor:
   (1) Woodward D210452
   (2) McCauley C290D2/T5 or C290D3/T5
3. McCauley Propeller
   Hub: D3A32C77/82NK-2
   Diameter: Not over 80 in., not under 78 in.
   Pitch settings at 30 in. station:
   Low pitch: 11.3°
   High pitch: 27.6°
   a. Propeller spinner: Cessna 1250419-2
   b. Hydraulic governor:
   (1) Woodward D210452
   (2) McCauley C290D2/T5 or C290D3/T5
4. McCauley Propeller
   Hub: D3A32C79/82NK-2
   Diameter: Not over 80 in., not under 78 in.
   Pitch settings at 30 in. station:
   Low pitch: 11.3°
   High pitch: 27.6°
   a. Propeller spinner: Cessna 1250420
   b. Hydraulic governor:
   (1) Woodward D210452
   (2) McCauley C290D2/T5 or C290D3/T5
5. McCauley Propeller
   Hub: D3A32C88/82NC-2
   Diameter: Not over 80 in., not under 78 in.
   Pitch settings at 30 in. station:
   Low pitch: 13.8°
   High pitch: 28.1°
   a. Propeller spinner: Cessna 1250419-2
   b. Hydraulic governor:
   (1) Woodward D210452
   (2) McCauley C290D2/T5 or C290D3/T5

**V. <u>Model P206A, Model P206B</u>** (cont'd)

Propeller and Propeller Limits (cont'd)

6. McCauley Propeller
   Hub: D3A32C90/82NC-2
   Diameter: Not over 80 in., not under 78 in.
   Pitch settings at 30 in. station:
   Low pitch: 13.8°
   High pitch: 28.1°
   a. Propeller spinner: Cessna 1250420
   b. Hydraulic governor:
   (1) Woodward D210452
   (2) McCauley C290D2/T5 or C290D3/T5
   McCauley constant speed propeller installation with incorporation of Cessna Service Kit SK206-49)
7. McCauley Propeller
   Hub: E2A37C233
   Blades: 90REB-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 30 in. station:
   Low pitch: 12.8°
   High pitch: 28.3°
   a. Propeller spinner: Cessna 1250415
   b. Hydraulic governor:
   (1) Woodward D210452
   (2) McCauley C290D2/T5 or C290D3/T5
   McCauley constant speed propeller installation with incorporation of Cessna Service Kit SK206-49)
8. McCauley Propeller
   Hub: D2A37C230
   Blades: 90REB-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 30 in. station:
   Low pitch: 12.8°
   High pitch: 28.3°
   a. Propeller spinner: Cessna 0752004
   b. Hydraulic governor:
   (1) Woodward D210452
   (2) McCauley C290D2/T5 or C290D3/T5

<u>Floatplane</u>

1. McCauley Propeller
   Hub: D2A34C58/90AT-2
   Diameter: Not over 88 in., not under 84 in.
   Pitch settings at 36 in. station:
   Low pitch: 9.0°
   High pitch: 25.8°
   a. Propeller spinner: Cessna 0752004
   b. Hydraulic governor:
   (1) Woodward D210452
   (2) McCauley C290D2/T5 or C290D3/T5

<u>Landplane</u> (Model P206B only)

1. McCauley Propeller
   Hub: E2A34C73/90AT-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 36 in. station:
   Low pitch: 10.3°
   High pitch: 25.8°
   a. Propeller spinner: Cessna 1250415
   b. Hydraulic governor:
   (1) Woodward D210452
   (2) McCauley C290D2/T5 or C290D3/T5

**V. <u>Model P206A, Model P206B</u>** (cont'd)

| | |
|---|---|
| Propeller and Propeller Limits (cont'd) | 2. McCauley Propeller<br>Hub: D3A32C88/82NC-2<br>Diameter: Not over 80 in., not under 78 in.<br>Pitch settings at 30 in. station:<br>Low pitch: 13.8°<br>High pitch: 28.1°<br>a. Propeller spinner: Cessna 1250419-2<br>b. Hydraulic governor:<br>(1) Woodward D210452<br>(2) McCauley C290D2/T5 or C290D3/T5<br>McCauley constant speed propeller installation (w/incorporation of Cessna Service Kit SK206-49)<br>3. McCauley Propeller<br>Hub: E2A37C233<br>Blades: 90REB-8<br>Diameter: Not over 82 in., not under 80 in.<br>Pitch settings at 30 in. station:<br>Low pitch: 12.8°<br>High pitch: 28.3°<br>a. Propeller spinner: Cessna 1250415<br>b. Hydraulic governor:<br>(1) Woodward D210452<br>(2) McCauley C290D2/T5 or C290D3/T5 |
| *Airspeed Limits (CAS) | Never exceed 210 mph. (182 knots)<br>Maximum structural cruising 170 mph. (148 knots)<br>Maneuvering<br>3300 lb. skiplane 138 mph. (120 knots)<br>3500 lb. floatplane 138 mph. (120 knots)<br>3600 lb. landplane 144 mph. (125 knots)<br>Flaps extended 110 mph. ( 96 knots) |
| C.G. Range | <u>Landplane</u><br>(+33.0) to (+47.4) at 2500 lb. or less<br>(+42.5) to (+47.4) at 3600 lb.<br>Straight line variation between points given<br><u>Floatplane</u> (Edo 582-3430)<br>(+34.0) to (+47.4) at 2600 lb. or less<br>(+38.5) to (+47.4) at 3500 lb.<br>Straight line variation between points given<br><u>Skiplane</u> (FluiDyne R210)<br>(+33.0) to (+47.4) at 2250 lb. or less<br>(+40.5) to (+47.4) at 3300 lb.<br>Straight line variation between points given |
| Empty wt. C.G. Range | None |
| *Maximum Weight | Landplane 3600 lb.<br>Floatplane 3500 lb. (Model P206A only)<br>Skiplane 3300 lb. |
| No. of Seats | Six (Two at +36, 2 at +69, Two at +100) |
| Maximum Baggage | Reference weight and balance data |
| Fuel Capacity | 65 gal. (63.0 gal. usable); two 32.5 gal. tanks in wings at +48 |

**V. Model P206A, Model P206B** (cont'd)

| | | | | | |
|---|---|---|---|---|---|
| Oil Capacity | 12 qt. at -19.4 (6 qt. usable)<br>See Note 1 for data on system fuel and oil | | | | |
| Control Surface Movements | Wing flaps (Land) | Up | 0° | Down | 40° +1°, -2° |
| | (Sea) | Up | 0° | Down | 30° +1°, -2° |
| | Aileron | Up | 21° ±2° | Down | 14° 30' ±2° |
| | Elevator | Up | 26° 30' ±1° | Down | 18° ±1° |
| | Elevator tab | Up | 15° +1°, -0° | Down | 25° +1°, -0° |
| | Rudder (Land) | Right | 27° 13' ±1° | Left | 27° 13' ±1° |
| | Rudder (Sea) | Right | 24° 57' ±1° | Left | 24° 57' ±1° |
| | (measured perpendicular to rudder hinge line) | | | | |
| | Rudder (Land) | Right | 24° ±1° | Left | 24° ±1° |
| | Rudder (Sea) | Right | 22° ±1° | Left | 22° ±1° |
| | (measured parallel to 0.0.W.L.) | | | | |
| Serial Nos. Eligible | Model P206A: P206-0161 thru P206-0306<br>Model P206B: P206-0307 thru P206-0419 | | | | |

**VI. Model TU206A, 6 PCL-SM (Normal Category), Approved December 20, 1965**
**Model TU206B, 6 PCL-SM (Normal Category), Approved August 3, 1966**

Engine: Continental TSIO-520-C

*Fuel: 100/130 minimum grade aviation gasoline

*Engine Limits: For all operations, 2700 rpm. (285 b.hp.)

Propeller and Propeller Limits:

Landplane

1. McCauley Propeller
   Hub: D2A34C78/90AT-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 36 in. station:
   Low pitch: 11.8°
   High pitch: 32.0°
   a. Propeller spinner: Cessna 0752004
   b. Hydraulic governor:
   (1) Woodward G210452
   (2) McCauley C290D2/T2 or C290D4/T2
2. McCauley Propeller
   Hub: D3A32C79/82NK-2
   Diameter: Not over 80 in., not under 78 in.
   Pitch settings at 30 in. station:
   Low pitch: 13.2°
   High pitch: 32.5°
   a. Propeller spinner: Cessna 1250420
   b. Hydraulic governor:
   (1) Woodward G210452
   (2) McCauley C290D2/T2 or C290D4/T2
3. McCauley Propeller
   Hub: D3A32C90/82NC-2
   Diameter: Not over 80 in., not under 78 in.
   Pitch settings at 30 in. station:
   Low pitch: 14.0°
   High pitch: 33.0°
   a. Propeller spinner: Cessna 1250420
   b. Hydraulic governor:
   (1) Woodward G210452
   (2) McCauley C290D2/T2 or C290D4/T2

**VI. Model TU206A, Model TU206B** (cont'd)

Propeller and Propeller Limits (cont'd)

McCauley constant speed propeller installation
(w/incorporation of Cessna Service Kit SK206-49)

4. McCauley Propeller
   Hub: D2A37C231
   Blades: 90REB-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 30 in. station:
      Low pitch: 14.3°
      High pitch: 34.5°
   a. Propeller spinner: Cessna 0752004-2
   b. Hydraulic governor:
      (1) Woodward G210452
      (2) McCauley C290D2/T2 or C290D4/T2

Floatplane

1. McCauley Propeller
   Hub: D2A34C58/90AT-2
   Diameter: Not over 88 in., not under 86 in.
   Pitch settings at 36 in. station:
      Low pitch: 9.0°
      High pitch: 25.8°
   a. Propeller spinner: Cessna 0752004
   b. Hydraulic governor:
      (1) Woodward G210452
      (2) McCauley C290D2/T2 or C290D4/T2
2. McCauley Propeller
   Hub: D3A32C90/82NC-2
   Diameter: Not over 80 in., not under 78 in.
   Pitch settings at 30 in. station:
      Low pitch: 14.0°
      High pitch: 33.0°
   a. Propeller spinner: Cessna spinner 1250909
   b. Hydraulic governor: McCauley C290D2/T2 or C290D4/T2

*Airspeed Limits (CAS)

| | |
|---|---|
| Never exceed | 210 m.p.h. (182 knots) |
| Maximum structural cruising | 170 m.p.h. (148 knots) |
| Maneuvering | |
| 3300 lb. skiplane | 138 m.p.h. (120 knots) |
| 3600 lb. floatplane | 138 m.p.h. (120 knots) |
| 3600 lb. landplane | 144 m.p.h. (125 knots) |
| Flaps extended | 110 m.p.h. ( 96 knots) |

C.G. Range

Landplane
(+33.0) to (+47.4) at 2500 lb. or less
(+42.5) to (+47.4) at 3600 lb.
Straight line variation between points given
Floatplane (Edo 582-3430)
(+34.0) to (+47.4) at 2600 lb. or less
(+39.0) to (+47.4) at 3600 lb.
Straight line variation between points given
Skiplane (FluiDyne R210)
(+33.0) to (+47.4) at 2250 lb. or less
(+40.5) to (+47.4) at 3300 lb.
Straight line variation between points given

Empty Wt. C.G. Range

None

**VI. Model TU206A, Model TU206B** (cont'd)

| | | | | | |
|---|---|---|---|---|---|
| *Maximum Weight | Landplane | 3600 lb. | | | |
| | Floatplane | 3600 lb. | | | |
| | Skiplane | 3300 lb. | | | |
| No. of Seats | 6 (2 at +36, 2 at +69, 2 at +100) | | | | |
| Maximum Baggage | Reference weight and balance data | | | | |
| Fuel Capacity | 65 gal. (63.0 gal. usable); two 32.5 gal. tanks in wings at +48 | | | | |
| Oil Capacity | 12 qt. at -19.4 (6 qt. usable)<br>See NOTE 1 for data on system fuel and oil | | | | |
| Control Surface Movements | Wing flaps (Land) | Up | 0° | Down | 40° +1°, -2° |
| | (Sea) | Up | 0° | Down | 30° +1°, -2° |
| | Aileron | Up | 21° ±2° | Down | 14° 30' ±2° |
| | Elevator | Up | 26° 30' ±1° | Down | 18° ±1° |
| | Elevator tab | Up | 15° +1°, -0° | Down | 25° +1°, -0° |
| | Rudder (Land) | Right | 27° 13' ±1° | Left | 27° 13' ±1° |
| | Rudder (Sea) | Right | 24° 57' ±1° | Left | 24° 57' ±1° |
| | (measured perpendicular to rudder hinge line) | | | | |
| | Rudder (Land) | Right | 24° ±1° | Left | 24° ±1° |
| | Rudder (Sea) | Right | 22° ±1° | Left | 22° ±1° |
| | (measured parallel to 0.0.W.L.) | | | | |
| Serial Nos. Eligible | Model TU206A: U206-0487 thru U206-0656<br>Model TU206B: U206-0657 thru U206-0914 | | | | |

**VII. Model TP206A, 6 PCL-SM (Normal Category), Approved December 20, 1965**
**Model TP206B, 6 PCLM (Normal Category), Approved August 3, 1966**

Engine: Continental TSIO-520-C

*Fuel: 100/130 minimum grade aviation gasoline

*Engine Limits: For all operations, 2700 r.p.m. (285 b. hp.)

Propeller and Propeller Limits:

Landplane (Model TP206A only)

1. McCauley Propeller
   Hub: E2A34C70/90AT-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 36 in. station:
   Low pitch: 11.8°
   High pitch: 32.0°
   a. Propeller spinner: Cessna 1250415
   b. Hydraulic governor:
   (1) Woodward G210452
   (2) McCauley C290D2/T2 or C290D4/T4
2. McCauley Propeller
   Hub: D2A34C78/90AT-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 36 in. station:
   Low pitch: 11.8°
   High pitch: 32.0°
   a. Propeller spinner: Cessna 0752004
   b. Hydraulic governor:
   (1) Woodward G210452
   (2) McCauley C290D2/T2 or C290D4/T2

**VII. Model TP206A, TP206B** (cont'd)

Propeller and Propeller Limits (cont'd)

McCauley constant speed propeller installation
(w/incorporation of Cessna Service Kit SK206-49)

3. McCauley Propeller
   Hub: D3A32C77/82NK-2
   Diameter: Not over 80 in., not under 78 in.
   Pitch settings at 30 in. station:
      Low pitch: 13.2°
      High pitch: 32.5°
   a. Propeller spinner: Cessna 1250419
   b. Hydraulic governor:
      (1) Woodward G210452
      (2) McCauley C290D2/T2 or C290D4/T2
4. McCauley Propeller
   Hub: D3A32C79/82NK-2
   Diameter: Not over 80 in., not under 78 in.
   Pitch settings at 30 in. station:
      Low pitch: 13.2°
      High pitch: 32.5°
   a. Propeller spinner: Cessna 1250420
   b. Hydraulic governor:
      (1) Woodward G210452
      (2) McCauley C290D2/T2 or C290D4/T2
5. McCauley Propeller
   Hub: D3A32C88/82NC-2
   Diameter: Not over 80 in., not under 78 in.
   Pitch settings at 30 in. station:
      Low pitch: 14.0°
      High pitch: 33.0°
   a. Propeller spinner: Cessna 1250419
   b. Hydraulic governor:
      (1) Woodward G210452
      (2) McCauley C290D2/T2 or C290D4/T2
6. McCauley Propeller
   Hub: D3A32C90/82NC-2
   Diameter: Not over 80 in., not under 78 in.
   Pitch settings at 30 in. station:
      Low pitch: 14.0°
      High pitch: 33.0°
   a. Propeller spinner: Cessna 1250420
   b. Hydraulic governor:
      (1) Woodward G210452
      (2) McCauley C290D2/T2 or C290D4/T2

McCauley constant speed propeller installation
(w/incorporation of Cessna Service Kit SK206-49)

7. McCauley Propeller
   Hub: E2A37C234 with 90REC-8 blades
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 30 in. station:
      Low pitch: 14.3°
      High pitch: 34.5°
   a. Propeller spinner: Cessna 1250415
   b. Hydraulic governor:
      (1) Woodward G210452
      (2) McCauley C290D2/T2 or C290D4/T2

**VII. Model TP206A, TP206B** (cont'd)

Propeller and Propeller Limits (cont'd)

McCauley constant speed propeller installation (w/incorporation of Cessna Service Kit SK206-49)

8. McCauley Propeller
   Hub: D2A37C231
   Blades: 90REB-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 30 in. station:
   Low pitch: 14.3°
   High pitch: 34.5°
   a. Propeller spinner: Cessna 0752004
   b. Hydraulic governor:
   (1) Woodward G210452
   (2) McCauley C290D2/T2 or C290D4/T2

Floatplane (Model TP206A only)

1. McCauley Propeller
   Hub: D2A34C58/90AT-2
   Diameter: Not over 88 in., not under 86 in.
   Pitch settings at 36 in. station:
   Low pitch: 9.0°
   High pitch: 25.8°
   a. Propeller spinner: Cessna 0752004
   b. Hydraulic governor:
   (1) Woodward G210452
   (2) McCauley C290D2/T2 or C290D4/T2

Landplane (Model TP206B only)

1. McCauley Propeller
   Hub: E2A34C70/90AT-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 36 in. station:
   Low pitch: 11.8°
   High pitch: 32.0°
   a. Propeller spinner: Cessna 1250415
   b. Hydraulic governor:
   (1) Woodward G210452
   (2) McCauley C290D2/T2 or C290D4/T2
2. McCauley Propeller
   Hub: D3A32C88/82NC-2
   Diameter: Not over 80 in., not under 78 in.
   Pitch settings at 30 in. station:
   Low pitch: 14.0°
   High pitch: 33.0°
   a. Propeller spinner: Cessna 1250419
   b. Hydraulic governor:
   (1) Woodward G210452
   (2) McCauley C290D2/T2 or C290D4/T2
3. McCauley Propeller
   Hub: D3A32C77/82NK-2
   Diameter: Not over 80 in., not under 78 in.
   Pitch settings at 30 in. station:
   Low pitch: 13.2°
   High pitch: 32.5°
   a. Propeller spinner: Cessna 1250419
   b. Hydraulic governor:
   (1) Woodward G210452
   (2) McCauley C290D2/T2 or C290D4/T2

**VII. Model TP206A, TP206B** (cont'd)

**Propeller and Propeller Limits (cont'd)**

McCauley constant speed propeller installation
(w/incorporation of Cessna Service Kit SK206-49)

4. McCauley Propeller
   - Hub: E2A37C234 with 90REC-8 blades
   - Diameter: Not over 82 in., not under 80 in.
   - Pitch settings at 30 in. station:
     - Low pitch: 14.3°
     - High pitch: 34.5°
   - a. Propeller spinner: Cessna 1250415
   - b. Hydraulic governor:
     - (1) Woodward G210452
     - (2) McCauley C290D2/T2 or C290D4/T2

***Airspeed Limits (CAS)**

| | |
|---|---|
| Never exceed | 210 m.p.h. (182 knots) |
| Maximum structural cruising | 170 m.p.h. (148 knots) |
| Maneuvering | |
| 3300 lb. skiplane | 138 m.p.h. (120 knots) |
| 3600 lb. floatplane | 138 m.p.h. (120 knots) |
| 3600 lb. landplane | 144 m.p.h. (125 knots) |
| Flaps extended | 110 m.p.h. ( 96 knots) |

**C.G. Range**

Landplane
(+33.0) to (+47.4) at 2500 lb. or less
(+42.5) to (+47.4) at 3600 lb.
Straight line variation between points given
Floatplane (Edo 582-3430)
(+34.0) to (+47.4) at 2600 lb. or less
(+39.0) to (+47.4) at 3600 lb.
Straight line variation between points given
Skiplane (FluiDyne R210)
(+33.0) to (+47.4) at 2250 lb. or less
(+40.5) to (+47.4) at 3300 lb.
Straight line variation between points given

**Empty Wt. C.G. Range**

None

***Maximum Weight**

| | |
|---|---|
| Landplane | 3600 lb. |
| Floatplane | 3600 lb. (Model TP206A only) |
| Skiplane | 3300 lb. |

**No. of Seats**

Six (Two at +36, 2 at +69, Two at +100)

**Maximum Baggage**

Reference weight and balance data

**Fuel Capacity**

65 gal. (63.0 gal. usable) two 32.5 gal. tanks in wings at +48

**Oil Capacity**

12 qt. at -19.4 (6 qt. usable)
See NOTE 1 for data on system fuel and oil

**Control Surface Movement**

| | | | | | |
|---|---|---|---|---|---|
| Wing flaps (Land) | Up | 0° | Down | 40° +1°, -2° |
| (Sea) | Up | 0° | Down | 30° +1°, -2° |
| Aileron | Up | 21° ±2° | Down | 14° 30' ±1° |
| Elevator | Up | 26° 30' ±1° | Down | 18° ±1° |
| Elevator tab | Up | 15° +1°, -0° | Down | 25° +1°, -0° |
| Rudder (Land) | Right | 27° 13' ±1° | Left | 27° 13' ±1° |
| Rudder (Sea) | Right | 24° 57' ±1° | Left | 24° 57' ±1° |
| (measured perpendicular to rudder hinge line) | | | | |
| Rudder (Land) | Right | 24° ±1° | Left | 24° ±1° |
| Rudder (Sea) | Right | 22° ±1° | Left | 22° ±1° |
| (measured parallel to 0.0.W.L.) | | | | |

**VII. Model TP206A, TP206B** (cont'd)

| | | |
|---|---|---|
| Serial Nos. Eligible | Model TP206A: | P206-0191 thru P206-0306 |
| | Model TP206B: | P206-0307 thru P206-0419 |

**VIII. Model U206B, 6 PCL-SM (Normal Category), Approved August 3, 1966**

Engine: Continental IO-520-F

*Fuel: 100/130 minimum grade aviation gasoline

*Engine Limits: Takeoff (5 min.) at 2850 r.p.m. (300 hp.)
For all other operations, 2700 r.p.m. (285 hp.)

Propeller and Propeller Limits:

Landplane

1. McCauley Propeller
   Hub: D2A34C58/90AT-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 36 in. station:
   Low pitch: 9.5°
   High pitch: 25.8°
   a. Propeller spinner: Cessna 1250909-3
   b. Hydraulic governor:
   (1) Woodward 210452
   (2) McCauley C290D2/T4 or C290D4/T4
2. McCauley Propeller
   Hub: D3A32C90/82NC-2
   Diameter: Not over 80 in., not under 78 in.
   Pitch settings at 30 in. station:
   Low pitch: 11.5°
   High pitch: 28.1°
   a. Propeller spinner: Cessna 1250909-8
   b. Hydraulic governor:
   (1) Woodward 210462
   (2) McCauley C290D2/T4 or C290D4/T4

McCauley constant speed propeller installation
(w/incorporation of Cessna Service Kit SK206-49)

3. McCauley Propeller
   Hub: D2A37C230
   Blades: 90REB-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 30 in. station:
   Low pitch: 12.0°
   High pitch: 28.3°
   a. Propeller spinner: Cessna 1250909-K200
   b. Hydraulic governor:
   (1) Woodward 210462
   (2) McCauley C290D2/T4 or C290D4/T4

Floatplane

1. McCauley Propeller
   Hub: D2A34C58/90AT-4
   Diameter: Not over 86 in., not under 84 in.
   Pitch settings at 36 in. station:
   Low pitch: 11.5°
   High pitch: 28.1°
   a. Propeller spinner: Cessna 1250909-3
   b. Hydraulic governor:
   (1) Woodward 210462
   (2) McCauley C290D2/T4 or C290D4/T4

**VIII. Model U206B** (cont'd)

**Propeller and Propeller Limits**

2. McCauley Propeller
   Hub: D3A32C90/82NC-2
   Diameter: Not over 80 in., not under 78 in.
   Pitch settings at 30 in. station:
   Low pitch: 11.5°
   High pitch: 28.1°
   a. Propeller spinner: Cessna 1250909
   b. Hydraulic governor: McCauley C290D2/T4 or C290D4/T4

***Airspeed Limits (CAS)**

| | |
|---|---|
| Never exceed | 210 mph. (182 knots) |
| Maximum structural cruising | 170 mph. (148 knots) |
| Maneuvering | |
| 3300 lb. skiplane | 138 mph. (120 knots) |
| 3500 lb. floatplane | 138 mph. (120 knots) |
| 3600 lb. landplane | 144 mph. (125 knots) |
| Flaps extended | 110 mph. ( 96 knots) |

**C.G. Range**

Landplane
(+33.0) to (+47.4) at 2500 lb. or less
(+42.5) to (+47.4) at 3600 lb.
Straight line variation between points given
Floatplane (Edo 582-3430)
(+34.0) to (+47.4) at 2600 lb. or less
(+38.5) to (+47.4) at 3500 lb.
Straight line variation between points given
Skiplane (FluiDyne R210)
(+33.0) to (+47.4) at 2250 lb. or less
(+40.5) to (+47.4) at 3300 lb.
Straight line variation between points given

**Empty wt. C.G. Range**

None

***Maximum Weight**

| | |
|---|---|
| Landplane | 3600 lb. |
| Floatplane | 3500 lb. |
| Skiplane | 3300 lb. |

**No. of Seats**

Six (Two at +36, 2 at +69, Two at +100)

**Maximum Baggage**

Reference weight and balance data

**Fuel Capacity**

65 gal. (two 32.5 gal. tanks in wings at +48; 63.0 gal. usable)

**Oil Capacity**

12 qt. at -19.4 (6 qt. usable)
See Note 1 for data on system fuel and oil

**Control Surface Movements**

| | | | | | |
|---|---|---|---|---|---|
| Wing flaps (Land) | Up | 0° | Down | 40° +1°, -2° |
| (Sea) | Up | 0° | Down | 30° +1°, -2° |
| Aileron | Up | 21° ±2° | Down | 14° 30' ±2° |
| Elevator | Up | 26° 30' ±1° | Down | 18° ±1° |
| Elevator tab | Up | 15° +1°, -0° | Down | 25° +1°, -0° |
| Rudder (Land) | Right | 27° 13' ±1° | Left | 27° 13' ±1° |
| Rudder (Sea) | Right | 24° 57' ±1° | Left | 24° 57' ±1° |
| (measured perpendicular to rudder hinge line) | | | | |
| Rudder (Land) | Right | 24° ±1° | Left | 24° ±1° |
| Rudder (Sea) | Right | 22° ±1° | Left | 22° ±1° |
| (measured parallel to 0.0.W.L.) | | | | |

**Serial Nos. Eligible**

U206-0657 thru U206-0914

## IX. Model P206C/TP206C, 6 PCLM (Normal Category), Approved July 20, 1967
## Model P206D/TP206D, 6 PCLM (Normal Category), Approved September 18, 1968
## Model P206E/TP206E, 6 PCLM (Normal Category), Approved July 28, 1969

**Models P206C, P206D, P206E**

Engine: Continental IO-520-A

*Fuel: 100/130 minimum grade aviation gasoline

*Engine Limits: For all operations, 2700 rpm. (285 b.hp.)

Propeller and Propeller Limits:

1. McCauley Propeller
   Hub: E2A34C73/90AT-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 36 in. station:
   Low pitch: 10.3°
   High pitch: 25.8°
   a. Propeller spinner: Cessna 1250415
   b. Hydraulic governor:
   (1) Woodward D210452
   (2) McCauley C290D2/T5 or C290D3/T5
2. McCauley Propeller
   Hub: D3A32C88/82NC-2
   Diameter: Not over 80 in., not under 78 in.
   Pitch settings at 30 in. station:
   Low pitch: 13.8°
   High pitch: 28.1°
   a. Propeller spinner: Cessna 1250419-2
   b. Hydraulic governor:
   (1) Woodward D210452
   (2) McCauley C290D2/T5 or C290D3/T5

McCauley constant speed propeller installation (w/incorporation of Cessna Service Kit SK206-49)

3. McCauley Propeller
   Hub: E2A37C233
   Blades: 90REB-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 30 in. station:
   Low pitch: 12.8°
   High pitch: 28.3°
   a. Propeller spinner: Cessna 1250415
   b. Hydraulic governor:
   (1) Woodward G210452
   (2) McCauley C290D2/T5 or C290D3/T5

**Models TP206C, TP206D, TP206E**

Engine: Continental TSIO-520-C

*Fuel: 100/130 minimum grade aviation gasoline

*Engine Limits: For all operations, 2700 rpm. (285 b.hp.)

**IX. Models P206C/TP206C, P206D/TP206D, P206E/TP206E** (cont'd)

**Models TP206C, TP206D, TP206E** (cont'd)

Propeller and Propeller Limits

1. McCauley Propeller
   Hub: E2A34C70/90AT-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 36 in. station:
   Low pitch: 11.8°
   High pitch: 32.0°
   a. Propeller spinner: Cessna 1250415
   b. Hydraulic governor:
   (1) Woodward G210452
   (2) McCauley C290D2/T2 or C290D4/T2
2. McCauley Propeller
   Hub: D3A32C88/82NC-2
   Diameter: Not over 80 in., not under 78 in.
   Pitch settings at 30 in. station:
   Low pitch: 14.0°
   High pitch: 33.0°
   a. Propeller spinner: Cessna 1250419
   b. Hydraulic governor:
   (1) Woodward G210452
   (2) McCauley C290D2/T2

McCauley constant speed propeller installation (w/incorporation of Cessna Service Kit SK206-49)

3. McCauley Propeller
   Hub: E2A37C234
   Blades: 90REB-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 30 in. station:
   Low pitch: 14.3°
   High pitch: 34.5°
   a. Propeller spinner: Cessna 1250415
   b. Hydraulic governor:
   (1) Woodward G210452
   (2) McCauley C290D2/T2 or C290D4/T2

**Models P206C/TP206C, P206D/TP206D, P206E/TP206E**

| | | |
|---|---|---|
| *Airspeed Limits (CAS) | Never exceed | 210 mph. (182 knots) |
| | Maximum structural cruising | 170 mph. (148 knots) |
| | Maneuvering | |
| | 3300 lb. skiplane | 138 mph. (120 knots) |
| | 3600 lb. landplane | 144 mph. (125 knots) |
| | Flaps extended | 110 mph. ( 96 knots) |

C.G. Range

Landplane
(+33.0) to (+49.7) at 2500 lb. or less
(+42.5) to (+49.7) at 3600 lb.
Straight line variation between points given
Skiplane (FluiDyne R210)
(+33.0) to (+47.4) at 2250 lb. or less
(+40.5) to (+47.4) at 3300 lb.
Straight line variation between points given

Empty wt. C.G. Range: None

**IX. Models P206C/TP206C, P206D/TP206D, P206E/TP206E** (cont'd)

**Models P206C/TP206C, P206D/TP206D, P206E/TP206E** (cont'd)

| | | |
|---|---|---|
| *Maximum Weight | Landplane | 3600 lb. |
| | Skiplane | 3300 lb. |
| No. of Seats | Six (Two at +36, 2 at +69, Two at +100) | |
| Maximum Baggage | Reference weight and balance data | |
| Fuel Capacity | 65 gal. (63.0 gal. usable) two 32.5 gal. tanks in wings at +48 | |
| Oil Capacity | 12 qt. at -19.4 (6 qt. usable)<br>See Note 1 for data on system fuel and oil | |

| Control Surface Movements | | | | | |
|---|---|---|---|---|---|
| | Wing flaps | Up | 0° | Down | 40° +1°, -2° |
| | Aileron | Up | 21° ±2° | Down | 14° 30' ±2° |
| | Elevator | Up | 21° ±1° | Down | 17° ±1° |
| | Elevator tab | Up | 25° ±1° | Down | 5° ±1° |
| | Rudder | Right | 27° 13' ±1° | Left | 27° 13' ±1° |
| | (measured perpendicular to rudder hinge line) | | | | |
| | Rudder | Right | 24° ±1° | Left | 24° ±1° |
| | (measured parallel to 0.0.W.L.) | | | | |

| | | |
|---|---|---|
| Serial Nos. Eligible | P206C, TP206C: | P206-0420 thru P206-0519 |
| | P206D, TP206D: | P206-0520 thru P206-0603 |
| | P206E, TP206E: | P206-0001, P20600604 thru P20600647 |

**X. Model U206C/TU206C, 6 PCL-SM (Normal Category), Approved July 20, 1967**
**Model U206D/TU206D, 6 PCL-SM (Normal Category), Approved September 18, 1968**
**Model U206E/TU206E, 6 PCL-SM (Normal Category), Approved July 28, 1969**
**Model U206F/TU206F, 6 PCL-SM (Normal Category), Approved October 26, 1971**

**Models U206C, U206D, U206E, U206F**

Engine: Continental IO-520-F

*Fuel: 100/130 minimum grade aviation gasoline

*Engine Limits: Takeoff (5 min.) at 2850 rpm. (300 hp.)
For all other operations, 2700 rpm. (285 hp.)

Propeller and Propeller Limits:

Landplane

1. McCauley Propeller
   Hub: D2A34C58/90AT-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 36 in. station:
   Low pitch: 9.5°
   High pitch: 25.8°
   a. Propeller spinner: Cessna 1250909
   b. Hydraulic governor:
      (1) Woodward 210462
      (2) McCauley C290D2/T4 or C290D4/T4
2. McCauley Propeller
   Hub: D3A32C90/82NC-2
   Diameter: Not over 80 in., not under 78 in.
   Pitch settings at 30 in. station:
   Low pitch: 11.5°
   High pitch: 28.1°
   a. Propeller spinner: Cessna 1250909
   b. Hydraulic governor:
      (1) Woodward 210462
      (2) McCauley C290D2/T4 or C290D4/T4

**X. Models U206C/TU206C, U206D/TU206D, U206E/TU206E, U206F/TU206F** (cont'd)

**Models U206C, U206D, U206E, U206F** (cont'd)

Propeller and Propeller Limits (cont'd)

McCauley constant speed propeller installation (w/incorporation of Cessna Service Kit SK206-49)

3. McCauley Propeller
   Hub: D2A37C230
   Blades: 90REB-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 30 in. station:
   Low pitch: 12.0°
   High pitch: 28.3°
   a. Propeller spinner: Cessna 1250909-K200
   b. Hydraulic governor:
   (1) Woodward 210462
   (2) McCauley C290D2/T4 or C290D4/T4

Floatplane

1. McCauley Propeller
   Hub: D2A34C58/90AT-4
   Diameter: Not over 86 in., not under 84 in.
   Pitch settings at 36 in. station:
   Low pitch: 8.0°
   High pitch: 25.0°
   a. Propeller spinner: Cessna 1250909
   b. Hydraulic governor:
   (1) Woodward 210462
   (2) McCauley C290D2/T4 or C290D4/T4
2. McCauley Propeller
   Hub: D3A32C90/82NC-2
   Diameter: Not over 80 in., not under 78 in.
   Pitch settings at 30 in. station:
   Low pitch: 11.5°
   High pitch: 28.1°
   a. Propeller spinner: Cessna 1250909
   b. Hydraulic governor: McCauley C290D2/T4 or C290D4/T4

**Models TU206C, TU206D, TU206E, TU206F**

Engine: Continental TSIO-520-C

*Fuel: 100/130 minimum grade aviation gasoline

*Engine Limits: For all operations, 2700 rpm. (285 b.hp.)

Propeller and Propeller Limits

Landplane (S/N U206-0915 thru U2062199)

1. McCauley Propeller
   Hub: D2A34C78/90AT-8 or /90AT-8.5
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 36 in. station:
   Low pitch: 11.8°
   High pitch: 32.0°
   a. Propeller spinner: Cessna 1250909
   b. Hydraulic governor:
   (1) Woodward G210452
   (2) McCauley C290D2/T2 or C290D4/T2
2. McCauley Propeller
   Hub: D3A32C79/82NK-2
   Diameter: Not over 80 in., not under 78 in.
   Pitch settings at 30 in. station:
   Low pitch: 13.2°
   High pitch: 32.5°
   a. Propeller spinner: Cessna 1250909
   b. Hydraulic governor:
   (1) Woodward G210452
   (2) McCauley C290D2/T2 or C290D4/T2

**X. Models U206C/TU206C, U206D/TU206D, U206E/TU206E, U206F/TU206F** (cont'd)

**Models TU206C, TU206D, TU206E, TU206F** (cont'd)

Propeller and Propeller Limits (cont'd)

3. McCauley Propeller
   Hub: D3A32C90/82NC-2
   Diameter: Not over 80 in., not under 78 in.
   Pitch settings at 30 in. station:
   Low pitch: 14.0°
   High pitch: 33.0°
   a. Propeller spinner: Cessna 1250909
   b. Hydraulic governor:
   (1) Woodward G210452
   (2) McCauley C290D2/T2 or C290D4/T2

McCauley constant speed propeller installation (w/incorporation of Cessna Service Kit SK206-49)

4. McCauley Propeller
   Hub: D2A37C231
   Blades: 90REB-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 30 in. station:
   Low pitch: 14.3°
   High pitch: 34.5°
   a. Propeller spinner: Cessna 1250909-K200
   b. Hydraulic governor:
   (1) Woodward G210452
   (2) McCauley C290D2/T2 or C290D4/T2

Floatplane (S/N U206-0915 thru U20602199)

1. McCauley Propeller
   Hub: D2A34C58/90AT-4
   Diameter: Not over 86 in., not under 84 in.
   Pitch settings at 36 in. station:
   Low pitch: 8.0°
   High pitch: 25.0°
   a. Propeller spinner: Cessna 1250909
   b. Hydraulic governor:
   (1) Woodward G210452
   (2) McCauley C290D2/T2 or C290D4/T2
2. McCauley Propeller
   Hub: D3A32C90/82NC-2
   Diameter: Not over 80 in., not under 78 in.
   Pitch settings at 30 in. station:
   Low pitch: 11.5°
   High pitch: 28.1°
   a. Propeller spinner: Cessna 1250909
   b. Hydraulic governor: McCauley C290D2/T2 or C290D4/T2

Landplane (S/N U20602200 and On)

1. McCauley Propeller
   Hub: E2A34C70/90AT-8
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 36 in. station:
   Low pitch: 11.8°
   High pitch: 32.0°
   a. Propeller spinner: Cessna 1250415
   b. Hydraulic governor:
   (1) Woodward G210452
   (2) McCauley C290D2/T2 or C290D4/T2

**X. Models U206C/TU206C, U206D/TU206D, U206E/TU206E, U206F/TU206F** (cont'd)

**Models TU206C, TU206D, TU206E, TU206F** (cont'd)

Propeller and Propeller Limits (cont'd)

2. McCauley Propeller
   Hub: D3A32C88/82NC-2
   Diameter: Not over 80 in., not under 78.0 in.
   Pitch settings at 30 in. station:
   Low pitch: 14.0°
   High pitch: 33.0°
   a. Propeller spinner: Cessna 1250419
   b. Hydraulic governor:
   (1) Woodward G210452
   (2) McCauley C290D2/T2 or C290D4/T2

McCauley constant speed propeller installation (w/incorporation of Cessna Service Kit SK206-49)

3. McCauley Propeller
   Hub: E2A37C234 with 90REC-8 blades
   Diameter: Not over 82 in., not under 80 in.
   Pitch settings at 30 in. station:
   Low pitch: 14.3°
   High pitch: 34.5°
   a. Propeller spinner: Cessna 1250415
   b. Hydraulic governor:
   (1) Woodward G210452
   (2) McCauley C290D2/T2 or C290D4/T2

*Airspeed Limits (CAS)

U206-0915 thru U206-1444
U20601445 thru U20603020

| | |
|---|---|
| Never exceed | 210 mph. (182 knots) |
| Maximum structural cruising | 170 mph. (148 knots) |

Maneuvering: (S/N U206-0915 thru U206-1444 U20601445 thru U20601700)

| | |
|---|---|
| 3300 lb. skiplane | 138 mph. (120 knots) |
| 3500 lb. floatplane | 138 mph. (120 knots) |
| 3600 lb. floatplane | 144 mph. (125 knots) |
| 3600 lb. landplane | 144 mph. (125 knots) |

(S/N U20601701 thru U20602199)

| | |
|---|---|
| 3300 lb. skiplane | 134 mph. (116 knots) |
| 3500 lb. floatplane | 138 mph. (120 knots) |
| 3600 lb. floatplane | 139 mph. (121 knots) |
| 3600 lb. landplane | 139 mph. (121 knots) |

(S/N U20602200 thru U20603020)

| | |
|---|---|
| 3300 lb. skiplane | 134 mph. (116 knots) |
| 3500 lb. floatplane | 138 mph. (120 knots) |
| 3600 lb. landplane | 139 mph. (121 knots) |

Flaps extended (S/N U206-0915 thru U206-1444 U20601445 thru U20601700) 110 mph. ( 96 knots)
(S/N U20601701 thru U20603020) 120 mph. (104 knots)

*Aircraft Limits (IAS)

U20603021 and up

| | |
|---|---|
| Never exceed | 185 knots |
| Maximum structural cruising | 151 knots |
| Maneuvering | |
| 3300 lb. skiplane | 120 knots |
| 3500 lb. floatplane | 123 knots |
| 3600 lb. landplane | 123 knots |
| Flaps extended | 100 knots |

**X . Models U206C/TU206C, U206D/TU206D, U206E/TU206E, U206F/TU206F** (cont'd)

**Models TU206C, TU206D, TU206E, TU206F** (cont'd)

| | |
|---|---|
| C.G. Range | Landplane<br>(+33.0) to (+49.7) at 2500 lb. or less<br>(+42.5) to (+49.7) at 3600 lb.<br>Straight line variation between points given<br>Floatplane (EDO 582-3430)<br>(+34.0) to (+47.4) at 2600 lb. or less<br>(+38.5) to (+47.4) at 3500 lb. (U206C, U206D, U206E, U206F)<br>(+39.0) to (+47.4) at 3600 lb. (TU206C, TU206D, TU206E, TU206F)<br>Straight line variation between points given<br>Skiplane (FluiDyne R210)<br>(+33.0) to (+47.4) at 2250 lb. or less<br>(+40.5) to (+47.4) at 3300 lb.<br>Straight line variation between points given |
| Empty Wt. C.G. Range | None |
| *Maximum Weight | Landplane 3600 lb.<br>Floatplane 3500 lb. (3600 lb. TU206C, TU206D, TU206E, TU206F)<br>Skiplane 3300 lb. |
| No. of Seats | Six (Two at +36, 2 at +69, Two at +100)<br>S/N U206-0915 thru U206-1444<br>U20601445 thru U20601587<br>Six (Two at +34 to +48, Two at +69 to +79, Two at +92 to +100)<br>S/N U20601588 and On |
| Maximum Baggage | Reference weight and balance data |
| Fuel Capacity | 65 gal. (63.0 gal. usable) two 32.5 gal. tanks in wings at +48 through S/N U20602126<br><br>61 gal. (59.0 gal. usable) two 30.5 gal. tanks in wings at +48 S/N U20602127 and on |
| Oil Capacity | 12 qt. at -19.4 (6 qt. usable)<br>See NOTE 1 for data on system fuel and oil |

Control Surface Movements

| | | | | |
|---|---|---|---|---|
| Wing flaps | | | | |
| Landplane | Up | 0° | Down | 40° +1°, -2° |
| Floatplane | Up | 0° | Down | 30° +1°, -2° |
| Aileron | Up | 21° ±2° | Down | 14° 30' ±2° |
| Elevator | Up | 21° ±1° | Down | 17° ±1° |
| Elevator tab | | | | |
| Landplane | Up | 25° +1°, -0° | Down | 5° +1°, -0° |
| Seaplane | Up | 25° +1°, -0° | Down | 5° +1°, -0° |
| | (S/N U206-0915 thru U206-1444 and U20601445 thru U20601700) | | | |
| | Up | 21° ±1° | Down | 9° 30' ±1° |
| | (S/N U20601701 and On) | | | |
| Rudder (Land) | Right | 27° 13' ±1° | Left | 27° 13' ±1° |
| Rudder (Sea) | Right | 24° 57' ±1° | Left | 24° 57' ±1° |
| (measured perpendicular to rudder hinge line) | | | | |
| Rudder (Land) | Right | 24° ±1° | Left | 24° ±1° |
| Rudder (Sea) | Right | 22° ±1° | Left | 22° ±1° |
| (measured parallel to 0.0.W.L.) | | | | |

**X. Models U206C/TU206C, U206D/TU206D, U206E/TU206E, U206F/TU206F** (cont'd)

**Models TU206C, TU206D, TU206E, TU206F** (cont'd)

| | | |
|---|---|---|
| Serial Nos. Eligible | U206C, TU206C: | U206-0915 thru U206-1234 (1968) |
| | U206D, TU206D: | U206-1235 thru U206-1444 (1969) |
| | U206E, TU206E: | U20601445 thru U20601587 (1970) |
| | U206E, TU206E: | U20601588 thru U20601700 (1971) |
| | U206F, TU206F: | U20601701 thru U20601874 (1972) |
| | U206F, TU206F: | U20601875 thru U20602199 (1973) |
| | U206F, TU206F: | U20602200 thru U20602579 (1974) |
| | U206F, TU206F: | U20602580 thru U20602588 and U20602590 thru U20603020 (1975) |
| | U206F, TU206F: | U20603021 thru U20603521 (1976) |

**XI. Model U206G/TU206G, 6 PCL-SM (Normal Category), Approved June 21, 1976**
Model TU206G, S/N U20603522 thru U20604650, 6 PCLM only

**Model U206G**

Engine: Continental IO-520-F

*Fuel:
100/130 min. grade aviation gasoline
(S/N U20603522 thru U20604074)
100LL/100 min. aviation grade gasoline
(S/N U20602589 and U20604075 and On)

*Engine Limits: Takeoff (5 min.) at 2850 r.p.m. (300 hp.)
For all other operations, 2700 r.p.m. (285 hp.)

Propeller and Propeller Limits:

Landplane

1. McCauley Propeller
   Hub: 3A32C90/82NC-2 (S/N U20603522 thru U20604074)
   Diameter: Not over 80 in., not under 78 in.
   Pitch settings at 30 in. station:
   Low pitch: 11.5°
   High pitch: 28.1°
   a. Propeller spinner: Cessna 1250909
   b. Hydraulic governor:
   (1) Woodward 210462
   (2) McCauley C290D2/T4 or C290D4/T4
2. McCauley Propeller
   Hub: D3A34C404/80VA-0 (S/N U20602589 and U20604075 and On)
   Diameter: Not over 80 in., not under 78.5 in.
   Pitch settings at 30 in. station:
   Low pitch: 11.0°
   High pitch: 27.0°
   a. Propeller spinner: Cessna 1250419
   b. Hydraulic governor: McCauley C290D4/T4

Floatplane

1. McCauley Propeller
   Hub: D2A34C58/90AT-4 (S/N U20603522 thru U20604074)
   Diameter: Not over 86 in., not under 84 in.
   Pitch settings at 36 in. station:
   Low pitch: 8.0°
   High pitch: 25.0°
   a. Propeller spinner: Cessna 1250909
   b. Hydraulic governor:
   (1) Woodward 210462 or
   (2) McCauley C290D2/T4 or C290D4/T4

**XI. Model U206G/TU206G** (cont'd)

**Model U206G** (cont'd)

Propeller and Propeller Limits (cont'd)

2. McCauley Propeller
   Hub: D3A32C90/82NC-2 (S/N U20603522 thru U20604074)
   Diameter: Not over 80 in., not under 78 in.
   Pitch settings at 30 in. station:
   Low pitch: 11.5°
   High pitch: 28.1°
   a. Propeller spinner: Cessna 1250909
   b. Hydraulic governor: McCauley C290D2/T4 or C290D4/T4
3. McCauley Propeller
   Hub: D3A34C404/80VA-0 (S/N U20602589 and U20604075 and On)
   Diameter: Not over 80 in., not under 78.5 in.
   Pitch settings at 30 in. station:
   Low pitch: 11.0°
   High pitch: 27.0°
   a. Propeller spinner: Cessna 1250419
   b. Hydraulic governor: McCauley C290D4/T4

**Model TU206G**

Engine: Continental TSIO-520-M

*Fuel: 100/130 min. grade aviation gasoline (S/N U20603522 thru U20604074)
100LL/100 min. aviation grade gasoline (S/N U20604075 and On)

*Engine Limits: Takeoff (5 min.) at 2700 r.p.m., 36.5 in. Hg. mp., 310 hp.
For all operations 2600 r.p.m., 35 in. Hg. mp., 285 hp.

Propeller and Propeller Limits

1. McCauley Propeller
   Hub: D3A34C402/90DFA-10
   Diameter: Not over 80 in., not under 78.5 in.
   Pitch settings at 30 in. station:
   Low pitch: 12.4°
   High pitch: 28.5°
   Avoid continuous operation between 1850 and 2150 r.p.m. above 24 in. mp.
   a. Propeller spinner: Cessna 1250419
   b. Hydraulic governor: McCauley C290D4/T2

**Model U206G/TU206G**

*Airspeed Limits (IAS) (See NOTE 5)

U20603522 thru U20604074

| | |
|---|---|
| Never exceed (U206G) | 185 knots |
| (TU206G) | 183 knots |
| Maximum structural cruising (U206G) | 151 knots |
| (TU206G) | 149 knots |
| Maneuvering: | |
| Landplane | 120 knots |
| Floatplane (U206G) | 120 knots |
| Flaps extended | 100 knots |

U20602589 and U20604075 and On

| | |
|---|---|
| Never exceed | 183 knots |
| Maximum structural cruising | 149 knots |
| Maneuvering | 120 knots |
| Flaps extended | 100 knots |

**XI. Model U206G/TU206G** (cont'd)

| | |
|---|---|
| C.G. Range | U206G:<br>Landplane<br>(+33.0) to (+49.7) at 2500 lb. or less<br>(+42.5) to (+49.7) at 3600 lb.<br>Straight line variation between points given<br>Floatplane (EDO 582-3430)<br>(+34.0) to (+47.4) at 2600 lb. or less<br>(+38.5) to (+47.4) at 3500 lb.<br>Straight line variation between points given<br><br>TU206G:<br>Landplane<br>(+33.0) to (+49.7) at 2500 lb. or less<br>(+42.5) to (+49.7) at 3600 lb.<br>Straight line variation between points given<br><br>Floatplane (EDO 582-3430) (U20604361, U20604650 and On)<br>(+34.0) to (+47.4) at 2600 lb. or less<br>(+39.0) to (+47.4) at 3600 lb.<br>Straight line variation between points given<br>Amphibian (Edo 696-3500) (U20604361, U20604650 and On)<br>(+34.0) to (+47.4) at 2600 lb. or less<br>(+39.0) to (+47.4) at 3600 lb.<br>Straight line variation between points given |
| *Maximum Weight | U206<br>Landplane 3600 lb.<br>Floatplane 3500 lb.<br><br>TU206<br>Landplane 3600 lb.<br>Floatplane 3600 lb.<br>Amphibian 3600 lb. |
| No. of Seats | Six (Two at +34 to 48, Two at +69 to +79, Two at +92 to +100) |
| Maximum Baggage | Reference weight and balance data |
| Fuel Capacity | (U20603522 thru U20604649)<br>Standard: 61 gal. (59 gal. usable) two 30.5 gal. tanks in wings at +48<br>Optional: 80 gal. (76 gal. usable) two 40 gal. tanks in wings at +48<br>(U20602589, U20604650 and On)<br>92 gal. (88 gal. usable); two 46.0 gal. integral tanks in wings at +46.5 |
| Oil Capacity | 12 qt. at -19.4 (8 qt. usable)<br>See NOTE 1 for data on system fuel and oil |

**XI. Model U206G/TU206G** (cont'd)

| | | | | | |
|---|---|---|---|---|---|
| Control Surface Movements | Wing flaps | | | | |
| | Landplane | Up | 0° | Down | 40° +1°, -2° |
| | Floatplane/Amphibian | Up | 0° | Down | 30° +1°, -2° |
| | Aileron | Up | 21° ±2° | Down | 14° 30' ±2° |
| | Elevator | Up | 21° ±1° | Down | 17° ±1° |
| | Elevator tab | | | | |
| | Landplane | Up | 25° +1°, -0° | Down | 5° +1°, -0° |
| | Floatplane/Amphibian | Up | 21° ±1° | Down | 9° 30' ±1° |
| | Rudder | | | | |
| | Landplane | Right | 27° 13' ±1° | Left | 27° 13' ±1° |
| | Floatplane/Amphibian | Right | 24° 57' ±1° | Left | 24° 57' ±1° |
| | (measured perpendicular to rudder hinge line) | | | | |
| | Rudder | | | | |
| | Landplane | Right | 24° ±1° | Left | 24° ±1° |
| | Floatplane/Amphibian | Right | 22° ±1° | Left | 22° ±1° |
| | (measured parallel to 0.0.W.L.) | | | | |

| | | |
|---|---|---|
| Serial Nos. Eligible | U206G/TU206G: | 676 and U20603522 thru U20604074 (1977) |
| | U206G/TU206G: | U20604075 thru U20604649 (1978) |
| | U206G/TU206G: | U20602589 and U20604650 thru U20605309 (1979) |
| | U206G/TU206G: | U20605310 thru U20605919 (1980) |
| | U206G/TU206G: | U20605920 thru U20606439 (1981) |
| | U206G/TU206G: | U20606440 thru U20606699 (1982) |
| | U206G/TU206G: | U20606700 thru U20606788 (1983) |
| | U206G/TU206G: | U20606789 thru U20606846 (1984) |
| | U206G/TU206G: | U20606847 thru U20606920 (1985) |
| | U206G/TU206G: | U20606921 thru U20607020 (1986) |

**Data Pertinent to Model Items I thru XI**

| | |
|---|---|
| Datum | Fuselage Sta. 0.0 (front face of firewall) |
| Leveling Means | Top of tailcone (thru S/N U20604074)<br>Jig located nutplates and screws on left of tailcone<br>(S/N U20602589 and U20604075 and On) |

**Certification Basis:**
Part 3 of the Civil Air Regulations (CAR) effective May 15, 1956, as amended by 3-1 through 3-8. In addition, effective U20602589 and U20604650 and On, FAR 23.1559 effective March 1, 1978. Dual wheel amphibious float criteria Special Conditions dated January 14, 1969, and Amendment No. 1 dated February 20, 1969. FAR 36 and Amendments 1 through 6, S/N U20604075 and On. Effective S/N U20606847 and On, FAR 23.1545 effective December 1, 1978. Application for Type Certificate (TC) dated November 9, 1962. TC No. A4CE issued July 19, 1963, obtained by the manufacturer under delegation option procedures.

| | | |
|---|---|---|
| Equivalent Safety Items: | S/N U20602589 and U20603021 and On | |
| | Airspeed Indicator | CAR 3.757 (See NOTE 5) |
| | Operating Limitations | CAR 3.778(a) |

**Production Basis**
Production Certificate No. 4. Delegation Option Manufacturer No. CE-1 authorized to Issue airworthiness certificates under delegation option provisions of Part 21 of the Federal Aviation Regulations.

**Data Pertinent to Model Items I thru XI** (cont'd)

**Equipment**
The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. This equipment must include a current Airplane Flight Manual (AFM), effective S/N U20602589 and U20604650 and On.

In addition, the following item of equipment is required: Stall Warning Indicator, Cessna Dwg. 0511062-4.

NOTE 1. Current weight and balance report including list of equipment included in the certificated empty weight and loading instructions, when necessary, must be provided for each aircraft at the time of original certification. The certificated empty weight and corresponding center of gravity location must include unusable fuel of 10 lbs. at +46 on the 206, P206, and U206, unusable fuel of 12 lbs. at +46 on the 206 Series (A through G, as applicable to P, TP, U, and TU through S/N U20604649) and 24 lbs. at +48 on TU206 and U206 Series, S/N U20602589 and U20604650 and On, and undrainable oil of 0.0 lb. at -19.4 through S/N U20603020 and full oil of 22.5 lbs. at -19.4 for S/N U20602589 and U20603021 and On.

NOTE 2. The following placards must be displayed as indicated:

A. Applicable to Models 206, P206, and U206 Landplane and Floatplane
(1) In full view of the pilot:
(a) VFR flight only.
"This airplane must be operated as a normal category airplane in compliance with the operating limitations as stated in the form of placards, markings, and manuals. No acrobatic maneuvers including spins approved.

MAXIMUMS
Maneuvering 138 m.p.h. - CAS
Design weigh 3300 lb. (3500 lb.) (Note: ( ) indicates floatplane)
Flight maneuvering load factors:
Flaps up +3.8, -1.52 Flaps down +3.00 (+2.75)
Altitude loss in stall recovery 200 ft. (240 ft.)
Flap extension speed 110 mph. -CAS
Airplane is controllable in 20 knots (12 knots) crosswinds.
Known icing conditions to be avoided.
This airplane is certified for the following flight operations as of date of original airworthiness certification:
VFR-DAY-NIGHT"

(b) VFR or IFR flight
"This airplane must be operated as a normal category airplane in compliance with the operating limitations as stated in the form of placards, markings, and manuals. No acrobatic maneuvers including spins approved.

MAXIMUMS
Maneuvering 138 mph. - CAS
Design weight 3300 lb. (3500 lb.) (Note: ( ) indicates floatplane)
Flight maneuvering load factors:
Flaps up +3.8; -1.52 Flaps down +3.00 (+2.75)
Altitude loss in stall recovery 200 ft. (240 ft.)
Flap extension speed 110 m.p.h. - CAS
Airplane is controllable in 20 knot (12 knot) crosswinds.
Known icing conditions to be avoided.
This airplane is certified for the following flight operations as of date of original airworthiness certification:
VFR-IFR-DAY-NIGHT"

**Data Pertinent to Model Items I thru XI** (cont'd)

NOTE 2. (cont'd)

(2) On control lock: "Control lock - remove before starting engine."

(3) On fuel selector plate:
(Standard range tanks) "Both off. Left on 31.7 gal. Right on 31.7 gal. Use full rich mixture to switch tanks. Take off and land on fuller tank."
(Optional long-range tanks) "Both off. Left on 40.0 gal. Right on 40.0 gal. Use full rich mixture to switch tanks. Take off and land on fuller tank."

(4) On fuel tank filler cap:
(Standard range tanks) "Tank capacity 32.5 U.S. Gallons, 100/130."
(Optional long-range tanks) "Tank capacity 42.0 U.S. Gallons, 100/130."

(5) Above selector valve:
"Turn pump on 'HI' when switching from dry tank to a tank containing fuel."

(6) On cargo door:
"Refer to weight and balance data for baggage/cargo loading."

(7) In full view of the pilot:
(S/N 206-0138 thru 206-0275) (S/N P206-0002 thru P206-0160) (S/N U206-027 thru U206-0437)
"MAJOR FUEL FLOW FLUCTUATIONS/POWER SURGES
1. AUX FUEL PUMP ON ADJUST MIXTURE
2. SELECT OPPOSITE TANK
3. WHEN FUEL FLOW STEADY, RESUME NORMAL OPERATIONS
SEE PROCEDURE CARD D1189-13 FOR EXPANDED INSTRUCTIONS."

B. Applicable to following models thru S/N U20606439:

| | | | |
|---|---|---|---|
| P206A | TP206A | U206A | TU206A |
| P206B | TP206B | U206B | TU206B |
| P206C | TP206C | U206C | TU206C |
| P206D | TP206D | U206D | TU206D |
| P206E | TP206E | U206E | TU206E |
| | | U206F | TU206F |
| | | U206G | TU206G |

(1) In full view of the pilot:

(a) On the following models:

| | | | |
|---|---|---|---|
| P206A | TP206A | U206A | TU206A |
| P206B | TP206B | U206B | TU206B |
| P206C | TP206C | U206C | TU206C |
| P206D | TP206D | U206D | TU206D |
| P206E | TP206E | U206E | TU206E |

"This airplane must be operated as a normal category airplane in compliance with operating limitations as stated in the form of placards, markings, and manuals.
No acrobatic maneuvers, including spins, approved.

MAXIMUMS

Maneuvering speed 144 m.p.h. - CAS for 3600 lb.,
138 m.p.h. - CAS for 3300 - 3500 lb.

Design weight
Landplane 3600 lb.
Floatplane**
Skiplane 3300 lb.

Flight maneuvering load factors:
Flaps up +3.8, -1.52 Flaps down +2.6 all weights
Altitude loss in stall recovery 240 ft. all weights
Flap extension speed 110 m.p.h. - CAS 0° - 40°, 160 m.p.h. -CAS 0° - 10°
Airplane is controllable in crosswinds
Landplane 20 knots
Floatplane 12 knots
Skiplane 10 knots
Known icing conditions to be avoided.
This airplane is certified for the following flight operations as of date of original airworthiness certification.
VFR-IFR-DAY-NIGHT" (as applicable)

Note: **Indicates floatplane data applicable only to the following models with noted design weights:

**Data Pertinent to Model Items I thru XI** (cont'd)
NOTE 2. (cont'd)

(1) (a) (cont'd):

| Model | Design Weight |
|---|---|
| P206A | 3500 lb. |
| U206A | 3500 lb. |
| U206B | 3500 lb. |
| U206C | 3500 lb. |
| U206D | 3500 lb. |
| U206E | 3500 lb. |
| TP206A | 3600 lb. |
| TU206A | 3600 lb. |
| TU206B | 3600 lb. |
| TU206C | 3600 lb. |
| TU206D | 3600 lb. |
| TU206E | 3600 lb. |

(b) On the following models: U206F, TU206F (S/N U20601701 thru U20602199)
"This airplane must be operated as a normal category airplane in compliance with the operating limitations stated in the form of placards, markings, and manuals.

| | MAXIMUMS | | | |
|---|---|---|---|---|
| | Landplane | Floatplane | Turbo Floatplane | Skiplane |
| Maneuvering speed (CAS) | 139 mph (121 knots) | 138 mph (120 knots) | 139 mph (121 knots) | 134 mph (116 knots) |
| Gross weight | 3600 lb. | 3500 lb. | 3600 lb. | 3300 lb. |
| Alt. loss in stall recovery | 240 ft. | 240 ft. | 240 ft. | 240 ft. |
| Demonstrated crosswind | 20 knots | 12 knots | 12 knots | 10 knots |
| Flight load factor | Flaps up +3.8, -1.52 | | Flaps down +2.0 | |

No acrobatic maneuvers, including spins, approved. Known icing conditions to be avoided. This airplane is certified for the following flight operations as of date of original airworthiness certificate:

DAY-NIGHT-VFR-IFR" (as applicable)

On the following models: U206F, TU206F (S/N U20602200 thru U20603020)
"This airplane must be operated as a normal category airplane in compliance with the operating limitations stated in the form of placards, markings, and manuals.

| | MAXIMUMS | | |
|---|---|---|---|
| | U206/TU206 Landplane | U206 Floatplane | U206/TU206 Skiplane |
| Maneuvering speed (CAS) | 139 mph (121 knots) | 138 mph (120 knots) | 134 mph (116 knots) |
| Gross weight | 3600 lb. | 3500 lb. | 3300 lb. |
| Alt. loss in stall recovery | 240 ft. | 240 ft. | 240 ft. |
| Demonstrated crosswind | 20 knots | 12 knots | 10 knots |
| Flight load factor | Flaps up +3.8, -1.52 | | Flaps down +2.0 |

No acrobatic maneuvers, including spins, approved. Known icing conditions to be avoided. This airplane is certified for the following flight operations as of date of original airworthiness certificate.

DAY-NIGHT-VFR-IFR" (as applicable)

**Data Pertinent to Model Items I thru XI** (cont'd)
NOTE 2. (cont'd)

(1) (b) (cont'd):
On the following models: U206F, TU206F (S/N U20603021 thru U20603521)
"This airplane must be operated as a normal category airplane in compliance with the operating limitations stated in the form of placards, markings, and manuals.

| | MAXIMUMS | | |
|---|---|---|---|
| | U206/TU206 Landplane | U206 Floatplane | U206/TU206 Skiplane |
| Maneuvering speed (CAS) | 123 knots | 123 knots | 120 knots |
| Gross weight | 3600 lb. | 3500 lb. | 3300 lb. |
| Demonstrated crosswind | 20 knots | 12 knots | 10 knots |
| Flight load factor | Flaps up +3.8, -1.52 | Flaps down +2.0 | |

No acrobatic maneuvers, including spins, approved. Altitude loss in a stall recovery -240 ft.
Flight into known icing conditions prohibited. This airplane is certified for the following flight operations as of date of original airworthiness certificate:

DAY-NIGHT-VFR-IFR" (as applicable)

On the following models: U206G, TU206G (S/N U20603522 thru U20604649)
"This airplane must be operated as a normal category airplane in compliance with the operating limitations stated in the form of placards, markings, and manuals.

| | MAXIMUMS | |
|---|---|---|
| | U206/TU206 Landplane | U206 Floatplane |
| Maneuvering speed (CAS) | 120 knots | 120 knots |
| Gross weight | 3600 lb. | 3500 lb. |
| Flight load factor | Flaps up +3.8, -1.52 | Flaps down +2.0 |

No acrobatic maneuvers, including spins, approved. Altitude loss in a stall recovery -240 ft.
Flight into known icing conditions prohibited. This airplane is certified for the following flight operations as of date of original airworthiness certificate.

DAY-NIGHT-VFR-IFR" (as applicable)

On the following models: U206G, TU206G (S/N U20602589 and U206046 thru U20606439)
"The markings and placards installed in this airplane contain operating limitations which must be complied with when operating this airplane in the Normal Category. Other operating limitations which must be complied with when operating this airplane in this category are contained in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.
No acrobatic maneuvers, including spins, approved.
Flight into known icing conditions prohibited.

This airplane is certified for the following flight operations as of date of original airworthiness certificate:

DAY-NIGHT-VFR-IFR" (as applicable)

(2) On control lock through U20606439:
Control lock - remove before starting engine."

**Data Pertinent to Model Items I thru XI** (cont'd)

NOTE 2. (cont'd)

B. (3) On fuel selector plate

(a) Models P206A TP206A U206A TU206A
206B TP206B U206B TU206B
206C TP206C U206C TU206C
(Standard range tanks) "Both off. Left on 31.5 gal. Right on 31.5 gal.
Use full rich mixture to switch tanks. Take off and land on fuller tank."
(Optional long-range tanks)
"Both off. Left on 40.0 gal. Right on 40.0 gal.
Use full rich mixture to switch tanks. Take off and land on fuller tank."

(b) Models P206D, P206E, TP206D, TP206E, U206D, U206E, U206F, TU206D, TU206E, TU206F (thru S/N U20601986)
(Standard range tanks) "Off. Left on 31.5 gal. Right on 31.5 gal.
Use full rich mixture to switch tanks. Take off and land on fuller tank."
(Optional long-range tanks) "Off. Left on 40.0 gal. Right on 40.0 gal.
Use full rich mixture to switch tanks. Take off and land on fuller tank."

(c) Models U206F, TU206F (S/N U20601987 thru U20602126)
(Standard range tanks) "Off. Left on 31.5 gal. Right on 31.5 gal.
Take off and land on fuller tank."
(Optional long-range tanks) "Off. Left on 40.0 gal. Right on 40.0 gal.
Take off and land on fuller tank."

(d) Models U206F, TU206F, U206G, TU206G (S/N U20602127 thru U20604649)
(Standard range tanks) "Off. Left on 29.5 gal. Right on 29.5 gal.
Take off and land on fuller tank."
(Optional long-range tanks) "Off. Left on 38.0 gal. Right on 38.0 gal.
Take off and land on fuller tank."

Models U206G, TU206G (S/N U20602589 and U20604650 thru U20606439)
"Off. Left on 44.0 gal. Right on 44.0 gal. Take off and land on fuller tank."

B. (4) (a) On fuel tank filler cap or forward of fuel tank filler cap:
Models P206A TP206A U206A TU206A
P206B TP206B U206B TU206B
P206C TP206C U206C TU206C
P206D TP206D U206D TU206D
P206E TP206E U206E TU206E (through S/N U20601666)
(Standard range tanks) "Tank capacity 32.5 U.S. Gals., 100/130."
(Optional long-range tanks) "Tank capacity 42.0 U.S. Gals., 100/130."

(b) [1] Forward of fuel tank filler cap: Models U206E, TU206E, U206F, TU206F (S/N U20601667 thru U20602126)
(Standard range tanks) "Service this aircraft with 100/130 min. aviation grade gasoline - capacity 32.5 gal."
(Optional long-range tanks) "Service this aircraft with 100/130 min. aviation grade gasoline - capacity 42.0 gal."

[2] Forward of fuel tank filler cap: Models U206F, TU206F, U206G, TU206G (S/N U20602127 thru U20604074)
(Standard range tanks) "Service this airplane with 100/130 min. aviation grade gasoline - capacity 30.5 gal."
(Optional long-range tanks) "Service this airplane with 100/130 min. aviation grade gasoline - capacity 40.0 gal."

**Data Pertinent to Model Items I thru XI** (cont'd)
NOTE 2. (cont'd)

(b) [3] Forward of fuel tank filler cap: Models U206G, TU206G (S/N U20604075 thru U20604649)
(Standard range tanks) "Service this airplane with 100LL/100 min. aviation grade gasoline - capacity 30.5 gal."
(Optional long-range tanks) "Service this airplane with 100LL/100 min. aviation grade gasoline - capacity 40.0 gal."

[4] Forward of fuel tank filler cap: Models U206G, TU206G (S/N U20602589 and U20604650 thru U20603509)
"Fuel. 100LL/100 min. grade aviation gasoline
Capacity 46 U.S. gal., Capacity 32 U.S. gal. to bottom of filler collar."

[5] Forward of fuel tank filler cap: Models U206G, TU206G (S/N U20605310 thru U20606439)
"Fuel. 100LL/100 min. grade aviation gasoline
Capacity 46 U.S. gal., Capacity 34.5 U.S. gal. to bottom of filler collar."

(5) Above fuel selector valve:
(a) Models P206A TP206A U206A TU206A
P206B TP206B U206B TU206B
P206C TP206C U206C TU206C
"Turn pump on 'HI' when switching from dry tank to a tank containing fuel."

(b) Models P206D TP206D U206D TU206D
P206E TP206E U206E TU206E
U206F TU206F (thru S/N U20602199)
"When switching from dry tank turn pump 'On' momentarily."

Models U206F, TU206F, U206G, TU206G (S/N U20602200 thru U20606439)
"When switching from dry tank turn aux. fuel pump 'On' momentarily."

(6) On cargo door:
(a) "Refer to weight and balance data for baggage/cargo loading."
(Effective through S/N U20604649)
(b) "Baggage net 180 lb. maximum capacity refer to weight and balance data for baggage and cargo loading." (S/N U20604650 thru U20606439)

(7) Near manifold pressure gauge:
(a) Models P206A, U206A, P206B, P206D, P206C, P206E
"Climb fuel flow" Sea level 22 g.p.h.
4000 ft. 20 g.p.h.
8000 ft. 18 g.p.h.

(b) [1] Models TP206A TP206D TU206B TU206E
TP206B TP206E TU206C TU206F
TP206C TU206A TU206D
"Maximum allowable manifold pressure and climb fuel flow

| Alt. Ft. | Man. Press. In. Hg. | Fuel Flow G.P.H. |
|---|---|---|
| S.L. to 19,000 | 32.5 | 28 |
| 20,000 | 31.5 | 26 |
| 22,000 | 29.5 | 24 |
| 24,000 | 27.5 | 22 |
| 26,000 | 25.5 | 20 |
| 28,000 | 23.5 | 19 |
| 30,000 | 21.5 | 18 |

75% power climb: 2500 r.p.m., 27.5 m.p., 20 g.p.h."

**Data Pertinent to Model Items I thru XI** (cont'd)

NOTE 2. (cont'd)

(b) [2] Model TU206G (S/N U20603522 thru U20604649)
"Maximum power setting and fuel flow
Takeoff (5 min. only): 2700 r.p.m., 36.5 in. m.p., 31 g.p.h.
Maximum continuous power: 2600 r.p.m., 35.0 in. m.p., 27 g.p.h.

| Alt. Ft. | Man. Press. In. Hg. | Fuel Flow G.P.H. |
|---|---|---|
| S.L. to 17,000 | 35 | 27 |
| 18,000 | 34 | 26 |
| 20,000 | 32 | 24 |
| 22,000 | 30 | 22 |
| 24,000 | 28 | 20 |
| 26,000 | 26 | 18 |
| 28,000 | 24 | 17 |
| 30,000 | 22 | 16 |

Normal climb: 2500 r.p.m., 30.0 in. m.p., 22 g.p.h."

Model TU206G (S/N U20604650 thru U20606439)

| Minimum Fuel Flow Max. Continuous Power: 2600 RPM | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Takeoff | | SL- | | | | | | | |
| 2700 r.p.m. | Alt.-Ft./1000 | 17 | 18 | 20 | 22 | 24 | 26 | 28 | 30 |
| 36.5 in. mp | HP in.Hg. | 35 | 34 | 32 | 30 | 28 | 26 | 24 | 22 |
| 31 g.p.h. | Fuel flow GPH | 27 | 26 | 24 | 22 | 20 | 18 | 17 | 16 |

(c) [1] Models U206B, U206C, U206D, U206E, U206F
"Fuel flow at full throttle

| | 2700 r.p.m. | 2850 r.p.m. |
|---|---|---|
| S.L. | 23 g.p.h. | 24 g.p.h. |
| 4000 ft. | 21 g.p.h. | 22 g.p.h. |
| 8000 ft. | 19 g.p.h. | 20 g.p.h." |

[2] Model U206G (S/N U20603522 thru U20604649)
"Maximum power settings and fuel flow
Takeoff (5 min. only): 2850 r.p.m.,
Maximum continuous pwr.: 2700 r.p.m.,
"Fuel flow at full throttle

| | 2700 r.p.m. | 2850 r.p.m. |
|---|---|---|
| S.L. | 23 g.p.h. | 24 g.p.h. |
| 4000 ft. | 21 g.p.h. | 22 g.p.h. |
| 8000 ft. | 19 g.p.h. | 20 g.p.h. |
| 12000 ft. | 17 g.p.h. | 18 g.p.h." |

Model U206G (S/N U20602589 and U20604650 thru U20606439)
"Minimum fuel flows at full throttle

| R.P.M. | S.L. | 4000 | 8000 | 12000 |
|---|---|---|---|---|
| 2700 | 23 g.p.h. | 21 g.p.h. | 19 g.p.h. | 17 g.p.h. |
| 2850 | 24 g.p.h. | 22 g.p.h. | 20 g.p.h. | 18 g.p.h." |

(d) Model TU206G (S/N U20603522 thru U20606439)
"Avoid continuous operation between 1850 and 2150 r.p.m. above 24 in. mp."

(8) On instrument panel above fuel pump switch:

| Models | | | | |
|---|---|---|---|---|
| | U206A | P206A | TP206A | TU206A |
| | U206B | P206B | TP206B | TU206B |
| | U206C | P206C | TP206C | TU206C |
| | U206D | P206D | TP206D | TU206D |

"Use 'HI' for emergency only"

**Data Pertinent to Model Items I thru XI** (cont'd)

NOTE 2. (cont'd)

(9) Near voltage light:

(a) Models P206E, U206E, U206F (effective thru S/N U20601874)
TP206E, TU206E, TU206F (effective thru S/N U20601874)
"Do not turn off alternator in flight except in emergency."

(b) Models U206F, U206G (S/N U20601875 thru U20604649)
TU206F, TU206G (S/N U20601875 thru U20604649)
"High Voltage"

Models U206G, TU206G (S/N U20602589 and U20604650 thru U20606439)
"Low Voltage"

(10) On the flap control indicator for the following models:

(a) (S/N U20601701 thru U20603020)
"(i) Up to 10° (Partial flap range with blue color code and 160 m.p.h. callout; also mechanical detent at 10°)
(ii) 10° to Full (Indices at these positions with white color code and 120 m.p.h. callout; also mechanical detent at 20°)"

(b) (S/N U20602589 and U20603021 thru U20606439)
"(i) Up to 10° (Partial flap range with blue color code and 140 knot callout; also mechanical detent at 10°)
(ii) 10° to Full (Indices at these positions with white color code and 100 knot callout; also mechanical detent at 20°)"

(11) In full view of the pilot:

(a) Models

| | | | |
|---|---|---|---|
| P206A | U206A | TP206A | TU206A |
| P206B | U206B | TP206B | TU206B |
| P206C | U206C | TP206C | TU206C |
| P206D | U206D | TP206D | TU206D |
| P206E | U206E | TP206E | TU206E |
| | U206F | | TU206F |
| | U206G | | TU206G |

(S/N P206-0001, P206-0161 thru P206-0603, P20600604 thru P20600647)
(S/N U206-0275 thru U206-1444, U20601445 thru U20604649)
"Major fuel flow fluctuations/power surges
1. Aux fuel pump on adjust mixture
2. Select opposite tank
3. When fuel flow steady, resume normal operations. See Procedure Card D1189-13 for expanded instructions."

(b) Model U206G (S/N U20602589 and U20604650 thru U20605309)
"Major fuel flow fluctuations/power surges
1. Aux fuel pump on, adjust mixture
2. Select opposite tank
3. When fuel flow steady, resume normal operations. See P.O.H. for expanded instructions."

(c) Model TU206G (S/N U20604650 through U20606439)
"Major fuel flow fluctuations/power surges
1. Aux fuel pump on, adjust mixture
2. Select opposite tank
3. When fuel flow steady, resume normal operations. See P.O.H. for expanded instructions."

**Data Pertinent to Model Items I thru XI** (cont'd)

NOTE 2. (cont'd)

C. Additional placards applicable to floatplane and amphibian only (thru S/N U20606439):

(1) On floor near water rudder retract hook:
"Water rudder always up except for water taxiing."

(2) On instrument panel under wing flap position selector handle:
"Floatplane maximum flaps 30°."

(3) (a) On fuel tank filler cap or forward of fuel tank filler cap:

| Models | | | | |
|---|---|---|---|---|
| | P206A | TP206A | U206A | TU206A |
| | P206B | TP206B | U206B | TU206B |
| | P206C | TP206C | U206C | TU206C |
| | P206D | TP206D | U206D | TU206D |
| | P206E | TP206E | U206E | TU206E (thru S/N U20601666) |

(Standard range tanks) "Tank capacity 32.5 U.S. gals., 100/130."
(Optional long-range tanks) (Inboard fuel tank filler cap)
"Tank capacity 37.0 U.S. gals.,100/130."
(Outboard fuel tank filler cap) "Tank capacity 42.0 U.S. gals., 100/130."

(b) [1] Forward of fuel tank filler cap: Models U206E, TU206E, U206F, TU206F
(S/N U20601667 thru U20602126)
(Standard range tanks) "Service this airplane with 100/130 min.
aviation grade gasoline - capacity 32.5 gal."
(Optional long-range tanks) (Inboard fuel tank filler cap) "Service this airplane with 100/130 min. aviation grade gasoline - capacity 37.0 gal."
(Outboard fuel tank filler cap) "Service this airplane with 100/130 min. aviation grade gasoline - capacity 42.0 gal."

[2] Forward of fuel tank filler cap: Models U206F, TU206F, U206G
(S/N U20602127 thru U20604074)
(Standard range tanks) "Service this airplane with 100/130 min. aviation grade gasoline - capacity 30.5 gal."
(Optional long-range tanks) (Inboard fuel tank filler cap) "Service this airplane with 100/130 min. aviation grade gasoline - capacity 35.0 gal."
(Outboard fuel tank filler cap) "Service this airplane with 100/130 min. aviation grade gasoline - capacity 40.0 gal."

[3] Forward of fuel tank filler cap: Model U206G
(S/N U20604075 thru U20604649)
(Standard range tanks) "Service this airplane with 100LL/100 min. aviation grade gasoline - capacity 30.5 gal."
(Optional long-range tanks) (Inboard fuel tank filler cap) "Service this airplane with 100LL/100 min. aviation grade gasoline - capacity 35.0 gal."
(Outboard fuel tank filler cap) "Service this airplane with 100LL/100 aviation grade gasoline - capacity 40.0 gal."

[4] Forward of fuel tank filler cap: Model U206G, TU206G (S/N U20602589
and U20604650 thru U20605309)
"Fuel. 100LL/100 min. grade aviation gasoline.
Capacity 46 U.S. gal., Capacity 32 U.S. gal. to bottom of filler collar."

[5] Forward of fuel tank filler cap: Model U206G, TU206G (S/N U20605310
through U20606439)
"Fuel. 100LL/100 min. grade aviation gasoline.
Capacity 46 U.S. gal., Capacity 34.5 U.S. Gal. to bottom of filler collar."

**Data Pertinent to Model Items I thru XI** (cont'd)

NOTE 2. (cont'd)

(4) Outboard of inboard fuel tank filler cap (aircraft with long range tanks only):

| Models | | | | |
|---|---|---|---|---|
| | P206A | TP206A | U206A | TU206A |
| | P206B | TP206B | U206B | TU206B |
| | P206C | TP206C | U206C | TU206C |
| | P206D | TP206D | U206D | TU206D |
| | P206E | TP206E | U206E | TU206E |
| | | | U206F | TU206F |
| | U206G (effective thru S/N U20604649) | | | |

"To fill tanks to maximum capacity, use outboard fillers."

(5) To the instrument panel near the pilot's control column:
"Avoid tail-low takeoffs and landings with floatplane stinger installed during operations as a landplane."

(6) To the instrument panel near the airspeed indicator:
(a) U206 Series, S/N U20602589, U20603021 thru U20606439
"Floatplane stall speeds are approx. 4 KIAS lower than indicator markings."
(b) TU206 Series, S/N U20604650 through U20606439
"Floatplane/Amphibian flaps up stall speed is approx. 5 KIAS lower than the indicator marking."

D. Applicable to Models 206, U206, and TU206 Series located on the forward cargo door:
(1) Thru S/N U20606091
"Emergency Exit Operation
(a) Open fwd cargo door as far as possible.
(b) Rotate red lever in rear cargo door fwd.
(c) Force rear cargo door full open."

(2) S/N U20606092 and On
"Emergency Exit Operation
(a) Rotate forward cargo door handle full forward then full aft.
(b) Open forward cargo door as far as possible.
(c) Rotate red lever in rear cargo door forward.
(d) Force rear cargo door full open."

E. Additional placards applicable to the skiplane only:
(1) To the instrument panel near the airspeed indicator: Models U206F, TU206F (S/N U20603021 thru U20603521)
"Skiplane flaps up and flaps down stall speeds are approx. 10 KIAS & 5 KIAS lwr., resp., then indicator markings."

F. Effective S/N U20606440 and On:
All placards required in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual must be installed in the appropriate locations.

NOTE 3. Reserved

NOTE 4. Cylinder head temperature probe location:

| | | |
|---|---|---|
| 206 | | No. 1 Cylinder |
| P206 | All Models | No. 6 Cylinder |
| U206 | Serials U206-0276 thru U20602199 | No. 1 Cylinder |
| U206 | Serials U20602200 thru U20602579 | No. 2 Cylinder |
| U206 | Serials U20602580 and On | No. 3 Cylinder |
| TP206 | All Models | No. 5 Cylinder |
| TP206 | Serials U206-0457 thru U20602199 | No. 5 Cylinder |
| TP206 | Serials U20602200 thru U20603521 | No. 1 Cylinder |
| TP206 | Serials U20603522 and On | No. 5 Cylinder |

**Data Pertinent to Model Items I thru XI** (cont'd)

NOTE 5. The marking of the airspeed indicator with IAS provides an equivalent level of safety to CAR 3.757 when the approved airspeed calibration data presented in Section V of the Pilots Operating Handbook listed below is available to the pilot.

| | | |
|---|---|---|
| U206F | Cessna P/N D1065-13 | |
| TU206F | Cessna P/N D1066-13 | |
| U206G | Cessna P/N D1090-13 | S/N U20603522 thru U20604074 |
| TU206G | Cessna P/N D1091-13 | S/N U20603522 thru U20604074 |
| U206G | Cessna P/N D1118-13 | S/N U20604075 thru U20604649 |
| TU206G | Cessna P/N D1119-13 | S/N U20604075 thru U20604649 |
| U206G | Cessna P/N D1147-13PH | S/N U20602589 and U20604650 thru U20605309 |
| TU206G | Cessna P/N D1148-13PH | S/N U20604650 thru U20605309 |
| U206G | Cessna P/N D1182-13PH | S/N U20605310 thru U20605919 |
| TU206G | Cessna P/N D1183-13PH | S/N U20605310 thru U20605919 |
| U206G | Cessna P/N D1203-13PH | S/N U20605920 thru U20606439 |
| TU206G | Cessna P/N D1204-13PH | S/N U20605920 thru U20606439 |
| U206G | Cessna P/N D1222-13PH | S/N U20606440 thru U20606699 |
| TU206G | Cessna P/N D1223-13PH | S/N U20606440 thru U20606699 |
| U206G | Cessna P/N D1240-13PH | S/N U20606700 thru U20606788 |
| TU206G | Cessna P/N D1241-13PH | S/N U20606700 thru U20606788 |
| U206G | Cessna P/N D1261-13PH | S/N U20606789 thru U20606846 |
| TU206G | Cessna P/N D1262-13PH | S/N U20606789 thru U20606846 |

NOTE 6. 14-volt electrical system (206 series thru S/N U20604074)
28-volt electrical system (206 series, S/N U20602589 and U20604075 and On)

In addition to the above placards, the prescribed operating limitations indicated by an asterisk (*) under Sections I through XI of this data sheet must also be displayed by permanent markings.

**XII. Model 206H, 6 PCLM (Normal Category), Approved November 26, 1997**

Engine — Lycoming IO-540-AC1A5, Rated 300 Horsepower

Fuel — 100/100LL minimum grade aviation gasoline

Engine Limits — For all operations, 2700 RPM

Propeller and Propeller Limits

1. McCauley Constant Speed Propeller
   Hub: B3D36C432/80VSA-1
   Diameter: Not over 79 in., not under 77.5 in.
   Pitch settings at 30 in. station:
   Low pitch: 12.6°
   High pitch: 30.0°
   a. Propeller spinner: Cessna 2150151
   b. Hydraulic governor: McCauley DC290D1/T37

Airspeed Limits

| | | |
|---|---|---|
| Maneuvering | 125 Knots IAS | (123 Knots CAS) |
| Max. Structural Cruising | 149 Knots IAS | (147 Knots CAS) |
| Never Exceed | 182 Knots IAS | (180 Knots CAS) |
| Flaps Extended | 100 Knots IAS | (100 Knots CAS) |

CG Range

Normal Category:
Aft Limits: 49.7 inches aft of datum at 3600 lb. or less.
Forward Limits: Linear variation from 42.5 inches aft of datum at 3600 lb. to 33.0 inches aft of datum at 2500 lb.; 33.0 inches aft of datum at 2500 lb. or less.

Empty Wt. C.G. Range — None

**XII. Model 206H** (cont'd)

| | | | |
|---|---|---|---|
| Reference Datum | Front Face of Firewall (Fuselage Station 0.0) | | |
| MAC | 58.8 inches; Leading edge of MAC 25.90 inches aft of datum | | |
| Leveling Means | Left side of Tailcone at 151.85 inches and 180.25 inches aft of datum | | |
| Maximum Weights (See NOTE 4) | Maximum Ramp: | 3614 lb. | |
| | Maximum Takeoff: | 3600 lb. | |
| | Maximum Landing: | 3600 lb. | |
| No. of Seats | Six (Two at 34.0 to 48.0 inches aft of datum; Two at 69.0 to 79.0 inches aft of datum; Two at 98.0 inches aft of datum) | | |
| Maximum Baggage | 180 lb. (at 109.0 to 145.0 inches aft of datum) | | |
| Fuel Capacity (Gal.) | (Units 20608001 thru 20608173)<br>92 gal. total; 88 gal. usable | | |
| | (Units 20608174 and on)<br>92 gal. total; 87 gal. usable | | |
| | (Two 46 gal. integral tanks in wings at 46.5 inches aft of datum)<br>See NOTE 1 for data on unusable fuel. | | |
| Oil Capacity (Qts.) | 11.0 qts. at 12.8 inches forward of datum; 6 qts. usable | | |
| Control Surface Movements | Wing Flaps: | | Down 40° +1°, -2° |
| | Elevator Tab: | Up 25° +1°, -0° | Down 5° +1°, -0° |
| | Ailerons: | Up 21° ± 2° | Down 14°30' ± 2° |
| | Elevator: (Relative to stabilizer) | Up 21° ± 1° | Down 17° ± 1° |
| | Rudder: | Right: 24° ± 1° (Parallel to 0.00 W.L.) | Left: 24° ± 1° |
| | | Right: 27°13' ± 1° (Perpendicular to hinge line) | Left: 27°13' ± 1° |
| Serial Nos. Eligible | 20608001 and On | | |

**Data Pertinent to Model 206H:**

Certification Basis
Part 23 of the Federal Aviation Regulations effective February 1, 1965, as amended by 23-1 through 23-6, except as follows:

FAR 23.423, 23.611, 23.619, 23.623, 23.689, 23.775, 23.871, 23.1323, 23.1563 as amended by Amendment 23-7. 23.807 and 23.1524 as amended by Amendment 23-10. 23.507, 23.771, 23.853(a)(b)(c), 23.1365 as amended by Amendment 23-14. 23.951 as amended by Amendment 23-15. 23.607, 23.675, 23.685, 23.733, 23.787, 23.1309, 23.1322 as amended by Amendment 23-17. 23.1301 as amended by Amendment 23-20. 23.1353 and 23.1559 as amended by Amendment 23-21. 23.603, 23.605, 23.613, 23.1329, 23.1545 as amended by Amendment 23-23. 23.441 and 23.1549 as amended by Amendment 23-28. 23.1093 as amended by Amendment 23-29. 23.779 and 23.781 as amended by Amendment 23-33. 23.1, 23.51, 23.561 as amended by Amendment 23-34. 23.301, 23.331, 23.351, 23.427, 23.677, 23.701, 23.735, 23.831 as amended by Amendment 23-42. 23.961, 23.1107(b), 23.1143(g), 23.1147(b), 23.1303, 23.1357, 23.1361, 23.1385 as amended by Amendment 23-43. 23.562(a)(b)(2)(c)(1)(2)(3)(4) as amended by Amendment 23-44. 23.33, 23.53, 23.305, 23.321, 23.485, 23.621, 23.655, 23.731 as amended by Amendment 23-45.

FAR 36 dated December 1, 1969, as amended by Amendments 36-1 through 36-21.

**Data Pertinent to Model 206H:** (cont'd)
Certification Basis (cont'd)

Additions for the Garmin G1000 Integrated Cockpit System (ICS) Only:
FAR 23.303, 23.307, 23.601, 23.1163(a)(1)(2), 23.1367, 23.1381 as amended by Amendment 23-N/C. 23.1589 as amended by Amendment 23.13. 23.771(a) as amended by Amendment 23.14. 23.607 and (Electrical System) 23.1309(a)(1)(2)(c) as amended by Amendment 23-17. 23.1301, 23.1327, 23.1547(e) as amended by Amendment 23-20. 23.1501 and 23.1541(a)(1)(2)(b)(1)(2) as amended by Amendment 23-21. 23.603 and 23.605 as amended by Amendment 23-23. 23.1529 as amended by Amendment 23-26. 23.561(e), 23.1523, 23.1581(a)(2), 23.1583(a)(1)(2)(b)(h), 23.1585(a)(b)(d) as amended by Amendment 23-34. 23.301 as amended by Amendment 23-42. 23.1322; 23.1331 and 23.1357(a)(b)(c)(d) as amended by Amendment 23-43. 23.305, 23.773(a)(1)(2), 23.1525, 23.1549 as amended by Amendment 23-45. 23.1303(a)(b)(c)(f), 23.1309(a)(1)(i)(ii)(2)(b)(1)(2)(i)(ii)(3)(4)(i)(ii)(iii)(iv)(c)(1)(2)(iii)(c)(3)(d)(e)(f)(1), 23.1311, 23.1321(a)(c)(d)(e), 23.1323(a)(b)(1)(2)(c); 23.1329(g)(h); 23.1351(a)(1)(2)(i)(b)(1)(iii)(2)(3)(c)(4)(d)(1), 23.1353(a)(b)(c)(d)(e), 23.1359(c), 23.1361, 23.1365(a)(b)(d)(e)(f), 23.1431 (a)(b)(d)(e) as amended by Amendment 23-49. 23.1325(a)(b)(1)(2)(i)(3)(c)(d)(e), 23.1543(b)(c), 23.1545(a)(b)(1)(2)(3)(4), 23.1553, 23.1555(a)(b), 23.1563(a), 23.1567(a) as amended by Amendment 23.50. 23.777(a)(b), 23.955(a)(2), 23.1337(a)(1)(2)(b)(1)(c) as amended by Amendment 23.51.
23.1305(a)(1)(2)(3)(b)(2)(3)(i)(4)(i)(5)(6)(i) as amended by Amendment 23-52. 23.901(a)(b) as amended by Amendment 23-53.

Additions for the Garmin GFC-700 Automatic Flight Control System (AFCS) Only:
FAR 23.1335 as amended by Amendment 23-20. 23.1329 (a)(c)(d)(e)(f) as amended by Amendment 23-49.

Equivalent Safety Items:

| | | |
|---|---|---|
| (1) Throttle Control | 23.1143(g) | FAA letter No. 97-4, dated November 25, 1997 |
| (2) Mixture Control | 23.1147(b) | FAA letter No. 97-4, dated November 25, 1997 |
| (3) Fuel Tank Sump | 23.971 | FAA letter No. ACE-02-03, dated January 3, 2002 (Units 20608174 and On) |
| (4) Anti-collision Lights | 23.1401(d) | FAA letter No. ACE-02-02, dated January 3, 2002 (Units 20608174 and On) |
| (5) Aviation White Color Requirement | 23.1397(c) | FAA letter No. ACE-07-12, dated November 29, 2007 |

Date of Application for Amended Type Certificate was October 25, 1996.
Type Certificate No. A4CE was amended November 26, 1997.

Special Conditions as follows:

No. 23-150-SC, Special Conditions: Cessna Aircraft Company, Model 206H, Installation of Electronic Flight Instrument System and the Protection of the System from High Intensity Radiated Fields (HIRF)

**Production Basis** (Model 206H)
Production Certificate No. PC-4 issued November 25, 1998. Applies to S/N 20608001 and On. Cessna is authorized to issue airworthiness certificates under the delegation provisions of Delegation Option Authorization No. CE-1 in accordance with Part 21 of the Federal Aviation Regulations.

**Equipment**
The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the airplane for certification.

NOTE 1. Weight and Balance:

S/N 20608001 thru 20608173
The certificated basic empty weight and corresponding center of gravity location must include unusable fuel of 24 lbs. at 48 inches aft of datum, and full oil of 20.6 lb. at 12.8 inches forward of datum.

S/N 20608174 and On
The certificated basic empty weight and corresponding center of gravity location must include unusable fuel of 30 lbs. At 48 inches aft of datum, and full oil of 20.6 lb. At 12.8 inches forward of datum.

**Data Pertinent to Model 206H:** (cont'd)

NOTE 2. FAA Approved Airplane Flight Manual (AFM), or Pilot's Operating Handbook and FAA Approved Airplane Flight Manual (POH/AFM): Part number 206HPHUS00 or later FAA approved revisions are applicable to the Model 206H. The Airplane must be operated according to the appropriate AFM or POH/AFM. Required placards are included in the AFM or POH/AFM, the applicable operating rules, or the certification basis must be installed as specified via the parts list for 1200280, Airplane Assembly. A useful placarding reference is the Textron Aviation Illustrated Parts Catalogue (IPC). Any discrepancies identified between the IPC and an aircraft under inspection need to be reconciled using the previously stated parts list.

FAA Approved AFM: Part Number 206HPHAUS-00 (or later FAA approved revisions) are applicable to the Model 206H equipped with Garmin G1000 Integrated Cockpit System. The airplane must be operated according to the appropriate AFM. Required placards are included in the AFM, the applicable operating rules, or the certification basis must be installed as specified via the parts list for 1200280, Airplane Assembly. A useful placarding reference is the Textron Aviation Illustrated Parts Catalogue (IPC). Any discrepancies identified between the IPC and an aircraft under inspection need to be reconciled using the previously stated parts list.

FAA Approved AFM: Part Number 206HPHBUS-00 (or later FAA approved revisions) are applicable to the Model 206H equipped with Garmin G1000 Integrated Cockpit System and Garmin GFC-700 AFCS. The airplane must be operated according to the appropriate AFM. Required placards are included in the AFM, the applicable operating rules, or the certification basis must be installed as specified via the parts list for 1200280, Airplane Assembly. A useful placarding reference is the Textron Aviation Illustrated Parts Catalogue (IPC). Any discrepancies identified between the IPC and an aircraft under inspection need to be reconciled using the previously stated parts list.

NOTE 3. The CHT probe must be installed on Head #3.

NOTE 4. Model 206H S/N 20608060 through 20608091 may differ structurally and are, therefore, not eligible for any weight increases above the approved maximum takeoff weight limit of 3,600 pounds unless compliance with Cessna Document SSP00-57-01 (latest revision) has been accomplished and documented with an appropriate logbook entry. Any exceptions must first be coordinated with the Central Certification Branch.

NOTE 5. Special Ferry Flight Authorization. Flight Standards District Offices (FSDO) are authorized to issue Special overweight ferry flight authorizations. This airplane is structurally satisfactory for ferry flight if maintained within the following limits:

(1) Takeoff weight must not exceed 130% of the maximum weight for Normal Category,
(2) The Never Exceed Airspeed ($V_{NE}$) and Max Structural Speed ($V_{C)}$ must be reduced by 30%.,
(3) Forward and aft center of gravity limits may not be exceeded,
(4) Structural load factors of 2.5 g. to -1.0 g. may not be exceeded.

Requirements for any additional oil should be established in accordance with Advisory Circular AC23.1011-1. Increased stall speeds and reduced climb performance should be expected for the increased weights. Flight characteristics and performance at the increased weights have not been evaluated. Flight Permit for operations of overweight aircraft may be found in Advisory Circular AC21-4B.

NOTE 6. The following serial numbers are manufactured under the name Cessna Aircraft Company: 20608001 thru 20608353.

NOTE 7. Company name change, effective 7/29/15. The following serial numbers are manufactured under the name Textron Aviation Inc.: 20608354 and On.

## XIII. Model T206H, 6 PCLM (Normal Category), Approved October 1, 1998

| | |
|---|---|
| Engine | Lycoming TIO-540-AJ1A, Rated 310 Horsepower |
| Fuel | 100/100LL minimum grade aviation gasoline |
| Engine Limits | For all operations, 2500 RPM |
| Propeller and Propeller Limits | 1. McCauley Constant Speed Propeller<br>Hub: B3D36C432/80VSA-1<br>Diameter: Not over 79 in., not under 77.5 in.<br>Pitch settings at 30 in. station:<br>Low pitch: 16.9°<br>High pitch: 33.8°<br>a. Propeller spinner: Cessna 2150151<br>b. Hydraulic governor: McCauley Governor DC290D1/T25 |

| Airspeed Limits | | | |
|---|---|---|---|
| | Maneuvering | 125 Knots IAS | (123 Knots CAS) |
| | Max. Structural Cruising | 149 Knots IAS | (147 Knots CAS) |
| | Never Exceed | 182 Knots IAS | (179 Knots CAS) |
| | Flaps Extended | 100 Knots IAS | (100 Knots CAS) |

| | |
|---|---|
| CG Range | Normal Category:<br>Aft Limits: 49.7 inches aft of datum at 3600 lb. or less.<br>Forward Limits: Linear variation from 42.5 inches aft of datum at 3600 pounds to 33.0 inches aft of datum at 2500 lb.; 33.0 inches aft of datum at 2500 lb. or less. |
| MAC | 58.8 inches; Leading edge of MAC 25.90 inches aft of datum |
| Leveling Means | Left side of Tailcone at 151.85 inches and 180.25 inches aft of datum |

| Maximum Weights (See NOTE 4) | | |
|---|---|---|
| | Maximum Ramp: | 3617 lbs. |
| | Maximum Takeoff: | 3600 lbs. |
| | Maximum Landing: | 3600 lbs. |

| | |
|---|---|
| No. of Seats | Six (Two at 34.0 to 48.0 inches aft of datum; Two at 69.0 to 79.0 inches aft of datum; Two at 98.0 inches aft of datum) |
| Maximum Baggage | 180 lbs. (at 109.0 to 145.0 inches aft of datum) |
| Fuel Capacity | (Units T20608001 thru T20608361)<br>92 gal. total; 88 gal. usable<br><br>(Units T20608362 and On)<br>92 gal. total; 87 gal. usable<br><br>(Two 46 gal. integral tanks in wings at 46.5 inches aft of datum)<br>See NOTE 1 for data on unusable fuel. |
| Oil Capacity | 11.0 qts. at 12.8 inches forward of datum; 6 qts. usable |

**XIII. Model T206H** (cont'd)

| | | |
|---|---|---|
| Empty Wt. C.G. Range | None | |
| Reference Datum | Front Face of Firewall (Fuselage Station 0.0) | |
| Control Surface Movements | Wing Flaps: | Down 40° +1°, -2° |
| | Elevator Tab: | Up 25° +1°, -0° Down 5° +1°, -0° |
| | Ailerons: | Up 21° ± 2° Down 14°30' ± 2° |
| | Elevator: | Up 21° ± 1° Down 17° ± 1° (Relative to stabilizer) |
| | Rudder: | Right: 24° ± 1° Left: 24° ± 1° (Parallel to 0.00 W.L.) Right: 27°13' ± 1° Left: 27°13' ± 1° (Perpendicular to hinge line) |
| Serial Nos. Eligible | T20608001 and On | |

**Data Pertinent to Model T206H:**

Certification Basis:
Part 23 of the Federal Aviation Regulations (FAR) effective February 1, 1965, as amended by 23-1 through 23-6, except as follows:

FAR 23.423, 23.611, 23.619, 23.623, 23.689, 23.775, 23.871, 23.1323, 23.1563 as amended by Amendment 23-7. 23.807 and 23.1524 as amended by Amendment 23-10. 23.507, 23.771, 23.853(a)(b)(c), 23.1365 as amended by Amendment 23-14. 23.951 as amended by Amendment 23-15. 23.607, 23.675, 23.685, 23.733, 23.787, 23.1309, 23.1322 as amended by Amendment 23-17. 23.1301 as amended by Amendment 23-20.

FAR 23.1353 and 23.1559 as amended by Amendment 23-21. 23.603, 23.605, 23.613, 23.1329, 23.1545 as amended by Amendment 23-23. 23.441 and 23.1549 as amended by Amendment 23-28. 23.779 and 23.781 as amended by Amendment 23-33. 23.1, 23.51, 23.561 as amended by Amendment 23-34. 23.301, 23.331, 23.351, 23.427, 23.677, 23.701, 23.735, 23.831 as amended by Amendment 23-42. 23.961, 23.1093, 23.1107(b), 23.1143(g), 23.1147(b), 23.1303, 23.1357, 23.1361, 23.1385 as amended by Amendment 23-43. 23.562(a)(b)(2)(c)(1)(2)(3)(4) as amended by Amendment 23-44. 23.33, 23.53, 23.305, 23.321, 23.485, 23.621, 23.655, 23.731 as amended by Amendment 23-45.

FAR 36 dated December 1, 1969, as amended by Amendments 36-1 through 36-21.

Additions for the Garmin G1000 Integrated Cockpit System (ICS) Only:
FAR 23.303, 23.307, 23.601, 23.1163(a)(1)(2), 23.1367, 23.1381 as amended by Amendment 23-N/C. 23.1589 as amended by Amendment 23.13. 23.771(a) as amended by Amendment 23.14. 23.607 and (Electrical System) 23.1309(a)(1)(2)(c) as amended by Amendment 23-17. 23.1301, 23.1327, 23.1547(e) as amended by Amendment 23-20. 23.1501 and 23.1541(a)(1)(2)(b)(1)(2) as amended by Amendment 23-21. 23.603 and 23.605 as amended by Amendment 23-23. 23.1529 as amended by Amendment 23-26. 23.561(e), 23.1523, 23.1581(a)(2), 23.1583(a)(1)(2)(b)(h), 23.1585(a)(b)(d) as amended by Amendment 23-34. 23.301 as amended by Amendment 23-42. 23.1322, 23.1331, 23.1357(a)(b)(c)(d) as amended by Amendment 23-43. 23.305, 23.773(a)(1)(2), 23.1525, 23.1549 as amended by Amendment 23-45. 23.1303(a)(b)(c)(f), 23.1309(a)(1)(i)(ii)(2)(b)(1)(2)(i)(ii)(b)(3)(b)(4)(i)(ii)(iii)(iv)(c)(1)(2)(iii)(3)(d)(e)(f)(1), 23.1311, 23.1321(a)(c)(d)(e), 23.1323(a)(b)(1)(2)(c), 23.1329(g)(h), 23.1351(a)(1)(2)(i)(b)(1)(iii)(2)(3)(c)(4)(d)(1), 23.1353(a)(b)(c)(d)(e), 23.1359(c), 23.1361, 23.1365(a)(b)(d)(e)(f), 23.1431(a)(b)(d)(e) as amended by Amendment 23-49. 23.1325(a)(b)(1)(2)(i)(3)(c)(d)(e), 23.1543(b)(c), 23.1545(a)(b)(1)(2)(3)(4), 23.1553, 23.1555(a)(b), 23.1563(a), 23.1567(a) as amended by Amendment 23.50. 23.777(a)(b), 23.955(a)(2), 23.1337(a)(1)(2)(b)(1)(c) as amended by Amendment 23.51. 23.1305(a)(1)(2)(3)(b)(2)(3)(i)(4)(i)(5)(6)(i) as amended by Amendment 23-52. 23.901(a)(b) as amended by Amendment 23-53.

Additions for the Garmin GFC-700 Automatic Flight Control System (AFCS) Only:
FAR 23.1335 as amended by Amendment 23-20, 14 CFR 23.1329 (a)(c)(d)(e)(f) as amended by Amendment 23-49.

**Data Pertinent to Model T206H:**
Certification Basis (cont'd)

Additions for the Garmin GI 275 Electronic Flight Instrument Only:
14 CFR 23.1327 as amended by Amendment 23-20. 23.1501 as amended by Amendment 23-21. 23.1529 as amended by Amendment 23-26. 23.1523(b) and 23.1581(a)(1)(2) as amended by Amendment 23-34. 23.1322 and 23.1331 as amended by Amendment 23-43. 23.1525 as amended by Amendment 23-45. 23.1303(a)(b)(f), 23.1309(a)(1)(2)(b)(c)(1)(2)(iii)(3)(d)(e)(f), 23.1311(a)(b), 23.1321(a)(c)(d)(e), 23.1323(a)(c), 23.1351(a)(1)(2)(i), 23.1359(c), 23.1365(a)(d)(e), 23.1431(a)(b) as amended by Amendment 23-49. 23.1325(a)(b)(1)(i)(ii)(iii)(2)(i), 23.1543(b)(c), 23.1545(a)(b)(1)(2)(3)(4), 23.1555(a)(b) as amended by Amendment 23-50. 23.777(a)(b) as amended by Amendment 23-51. 23.1308(a)(b)(c) as amended by Amendment 23-57. 23.1306(a)(b) as amended by Amendment 23-61. 23.2010 and 23.2510 as amended by Amendment 23-64 (see NOTE 8). Effective serial numbers T2069639 and On.

Additions for the 14 CFR Part 23, Amendment 64:
14 CFR 23.2000, 23.2005, 23.2010 as amended by Amendment 23-64 (see NOTE 9). Effective S/N T2069639 and On.

Additions for the Garmin G1000 NXi Integrated Cockpit Systems Only:
14 CFR 23.683, 23.867 as amended by Amendment 23-7. 23.613(a)(b) as amended by Amendment 23-45. 23.301(a), 23.337, 23.561(a)(b)(3)(e), 23.607(a)(b), 23.611 as amended by Amendment 23-48. 23.1329(b), 23.1351(g), 23.1353(h), 23.1359(a)(b) as amended by Amendment 23-49. 23.1431(c), 23.1555(e)(2), 23.1581(a)(b)(1)(3)(c)(d)(f), 23.1583(h)(m), 23.1585(j) as amended by Amendment 23-50. 23.1337(b)(c) as amended by Amendment 23-51. 23.2515, 23.2520 as amended by Amendment 23-64 (See NOTE 10). Effective S/N T2069786 and On.

Equivalent Safety Items:

| | | |
|---|---|---|
| 1. Throttle Control | 23.1143(g) | FAA letter No. 97-4, dated October 1, 1998. |
| 2. Mixture Control | 23.1147(b) | FAA letter No. 97-4, dated October 1, 1998. |
| 3. Fuel Tank Sump | 23.971 | FAA letter No. ACE-02-03, dated January 3, 2002. (Units T20608362 and On) |
| 4. Anti-collision Lights | 23.1401(d) | FAA letter No. ACE-02-02, dated January 3, 2002. (Units T20608362 and On) |
| 5. Aviation White Color Requirement | 23.1397(c) | FAA letter No. ACE-07-12, dated November 29, 2007. |

Date of Application for Amended Type Certificate was October 30, 1996.
Type Certificate No. A4CE was amended October 1, 1998.

Special Conditions as follows:

No. 23-150-SC, Special Conditions: Cessna Aircraft Company, Model T206H, Installation of Electronic Flight Instrument System and the Protection of the System from High Intensity Radiated Fields (HIRF).

**Production Basis** (Model T206H)
Production Certificate No. PC-4 issued November 25, 1998. Applies to airplane S/N T20608001 and On. Cessna is authorized to issue airworthiness certificates under the delegation provisions of Delegation Option Authorization No. CE-1 in accordance with Part 21 of the Federal Aviation Regulations.

**Equipment**
The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the airplane for certification.

NOTE 1. Weight and Balance:
S/N T20608001 thru T20608361
The certificated basic empty weight and corresponding center of gravity location must include unusable fuel of 24 lbs. at 48 inches aft of datum, and full oil of 20.6 lb. at 12.8 inches forward of datum.

S/N T20608362 and On
The certificated basis empty weight and corresponding center of gravity location must include unusable fuel of 30lbs. at 48 inches aft of datum, and full oil of 20.6 lb. at 12.8 inches forward of datum.

**Data Pertinent to Model T206H** (cont'd)

NOTE 2. FAA Approved AFM or POH/AFM: Part number T206HPHUS00 or later FAA approved revisions are applicable to the Model T206H. The Airplane must be operated according to the appropriate AFM or POH/AFM. Required placards are included in the AFM or POH/AFM, the applicable operating rules, or the certification basis, and must be installed as specified via the parts list for 1200281, Airplane Assembly. A useful placarding reference is the Textron Aviation Illustrated Parts Catalogue (IPC). Any discrepancies identified between the IPC and an aircraft under inspection need to be reconciled using the previously stated parts list.

FAA Approved AFM: Part Number T206HPHAUS-00 (or later FAA approved revisions) are applicable to the Model T206H equipped with Garmin G1000 Integrated Cockpit System. The airplane must be operated according to the appropriate AFM. Required placards are included in the AFM, the applicable operating rules, or the certification basis, and must be installed as specified via the parts list for 1200281, Airplane Assembly. A useful placarding reference is the Textron Aviation IPC. Any discrepancies identified between the IPC and an aircraft under inspection need to be reconciled using the previously stated parts list.

FAA Approved AFM: Part Number T206HPHBUS-00 (or later FAA approved revisions) are applicable to the Model T206H equipped with Garmin G1000 Integrated Cockpit System and Garmin GFC-700 AFCS. The airplane must be operated according to the appropriate AFM. Required placards are included in the AFM, the applicable operating rules, or the certification basis, and must be installed as specified via the parts list for 1200281, Airplane Assembly. A useful placarding reference is the Textron Aviation IPC. Any discrepancies identified between the IPC and an aircraft under inspection need to be reconciled using the previously stated parts list.

FAA Approved AFM: Part Number T206HPHCUS-00 (or later FAA approved revisions) are applicable to the Model T206H equipped with Garmin G1000 NXi Integrated Cockpit System. The airplane must be operated according to the appropriate AFM. Required placards are included in the AFM, the applicable operating rules, or the certification basis, and must be installed as specified via the parts list for 1200281, Airplane Assembly. A useful placarding reference is the Textron Aviation IPC. Any discrepancies identified between the IPC and an aircraft under inspection need to be reconciled using the previously stated parts list.

NOTE 3. The CHT probe must be installed on Head No. 5.

NOTE 4. Model T206H airplanes, S/N T20608101 thru T20608158, may differ structurally and are, therefore, not eligible for any weight increases above the approved maximum takeoff weight limit of 3,600 pounds unless compliance with Cessna Document SSP00-57-01 (latest revision) has been accomplished and documented with an appropriate logbook entry. Any exceptions must first be coordinated with the Central Certification Branch.

NOTE 5. Special Ferry Flight Authorization. FSDO are authorized to issue Special Overweight Ferry Flight Authorizations. This airplane is structurally satisfactory for ferry flight if maintained within the following limits:

1. Takeoff weight must not exceed 130% of the maximum weight for Normal Category.
2. The Never Exceed Airspeed ($V_{NE}$) and Maximum Structural Cruising Speed ($V_C$) must be reduced by 30%.
3. Forward and aft center of gravity limits may not be exceeded.
4. Structural load factors of 2.5 g. to -1.0 g. may not be exceeded.

Requirements for any additional oil should be established in accordance with Advisory Circular AC23.1011-1. Increased stall speeds and reduced climb performance should be expected for the increased weights. Flight characteristics and performance at the increased weights have not been evaluated. Flight Permit for operations of overweight aircraft may be found in Advisory Circular AC21-4B.

NOTE 6. The following serial numbers are manufactured under the name Cessna Aircraft Company: T20608001 thru T20609184.

NOTE 7. Company name change, effective 7/29/2015. The following serial numbers are manufactured under the name Textron Aviation Inc.: T20609185 and On.

NOTE 8. The Means of Compliance for 23.2510 [23-64] is Draft AC 20-184A.

NOTE 9. 14 CFR 23.2005 Certification Level and Performance Level: Level 2, Low Speed.

NOTE 10. The Means of Compliance for 23.2515 [23-64] and 23.2520 [23-64] is FAA Policy PS-ACE-23-10.

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