

I. Model 206 (cont'd)Propeller and
Propeller Limits

Landplanes

- 1.(a) McCauley D2A34C58/90AT-8
Diameter: not over 82 in., not under 80 in.
Pitch settings at 36 in. sta.:
low 10.3°, high 25.8°
- (b) Cessna spinner 0752004
- (c) Woodward hydraulic governor D210452
- (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5
2. McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK206-49)
 - (a) McCauley D2A37C230 with 90REB-8 blades
Diameter: not over 82 in., not under 80 in.
Pitch settings at 30 in. sta.:
low 12.8°, high 28.3°
 - (b) Cessna spinner 0752004-2
 - (c) Woodward hydraulic governor D210452
 - (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5

Floatplane

1. (a) McCauley D2A34C58/90AT-2
Diameter: not over 88 in., not under 84 in.
Pitch settings at 36 in. sta.:
low 9.0°, high 25.8°
- (b) Cessna spinner 0752004
- (c) Woodward hydraulic governor D210452
- (d) McCauley hydraulic governor 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

6 (2 at +36, 2 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 through 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	<u>Landplane</u>				
	1. (a) McCauley D2A34C58/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 10.3°, high 25.8°				
	(b) Cessna spinner 0752004				
	(c) Woodward hydraulic governor D210452				
	(d) McCauley hydraulic governor C290D2/T5 or C290D3/T5				
	2. McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK206-49)				
	(a) McCauley D2A37C230 with 90REB-8 blades Diameter: not over 82 in., not under 80 in. Pitch settings at 30 in. sta.: low 12.8°, high 28.3°				
	(b) Cessna spinner 0752004-2				
	(c) Woodward hydraulic governor D210452				
	(d) McCauley hydraulic governor C290D2/T5 or C290D3/T5				
	<u>Floatplane</u>				
	1. (a) McCauley D2A34C58/90AT-2 Diameter: not over 88 in., not under 84 in. Pitch settings at 36 in. sta.: low 9.0°, high 25.8°				
	(b) Cessna spinner 0752004				
	(c) Woodward hydraulic governor D210452				
	(d) McCauley hydraulic governor 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)			

II. Model U206 (cont'd)

C.G. Range	<u>Landplane</u> (+33.0) to (+47.4) at 2250 lb. or less (+40.5) to (+47.4) at 3300 lb. Straight line variation between points given <u>Floatplane</u> (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	6 (2 at +36, 2 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 through 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 LimitsLandplane

1. (a) McCauley E2A34C64/90AT-8
Diameter: not over 82 in., not under 80 in.
Pitch settings at 36 in. sta.:
low 10.3°, high 25.8°
 - (b) Cessna spinner 1250411-4
 - (c) Woodward hydraulic governor D210452
 - (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5
2. (a) McCauley E2A34C73/90AT-8
Diameter: not over 82 in., not under 80 in.
Pitch settings at 36 in. sta.:
low 10.3°, high 25.8°
 - (b) Cessna spinner 1250415
 - (c) Woodward hydraulic governor D210452
 - (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5
3. (a) McCauley D3A32C88/82NC-2
Diameter: not over 80 in., not under 78 in.
Pitch settings at 30 in. sta.:
low 13.8°, high 28.1°
 - (b) Cessna spinner 1250419
 - (c) Woodward hydraulic governor D210452
 - (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5
4. McCauley constant speed propeller installation (with
incorporation of Cessna Service Kit SK206-49)
 - (a) McCauley E2A37C233 with 90REB-8 blades
Diameter: not over 82 in., not under 80 in.
Pitch settings at 30 in. sta.:
low 12.8°, high 28.3°
 - (b) Cessna spinner 1250415
 - (c) Woodward hydraulic governor D210452
 - (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5

Floatplane

1. (a) McCauley D2A34C58/90AT-2
Diameter: not over 88 in., not under 84 in.
Pitch settings at 36 in. sta.:
low 9.0°, high 25.8°
 - (b) Cessna spinner 0752004
 - (c) Woodward hydraulic governor D210452
 - (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5

*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.

III. Model P206 (cont'd)

No. of Seats	6 (2 at +36, 2 at +69, 2 at +100)			
Maximum Baggage	Reference weight and balance data			
Fuel Capacity	65 gal. (63.4 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 through 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.)
Propeller and Propeller Limits	<p><u>Landplane</u></p> <ol style="list-style-type: none"> 1. (a) McCauley D2A34C58/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 10.3°, high 25.8° (b) Cessna spinner 0752004 (c) Woodward hydraulic governor D210452 (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5 2. (a) McCauley D3A32C79/82NK-2 Diameter: not over 80 in., not under 78 in. Pitch settings at 30 in. sta.: low 11.3°, high 27.6° (b) Cessna spinner 1250420 (c) Woodward hydraulic governor D210452 (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5 3. (a) McCauley D3A32C90/82NC-2 Diameter: not over 80 in., not under 78 in. Pitch settings at 30 in. sta.: low 13.8°, high 28.1° (b) Cessna spinner 1250420 (c) Woodward hydraulic governor D210452 (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5

IV. Model U206A (cont'd)Propeller and
Propeller Limits (cont'd)

4. McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK206-49)
- (a) McCauley D2A37C230 with 90REB-8 blades
Diameter: not over 82 in., not under 80 in.
Pitch settings at 30 in. sta.:
low 12.8°, high 28.3°
- (b) Cessna spinner 0752004-2
- (c) Woodward hydraulic governor D210452
- (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5

Floatplane

1. (a) McCauley D2A34C58/90AT-2
Diameter: not over 88 in., not under 84 in.
Pitch settings at 36 in. sta.:
low 9.0°, high 25.8°
- (b) Cessna spinner 0752004
- (c) Woodward hydraulic governor D210452
- (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5
2. (a) McCauley D3A32C90/82NC-2
Diameter: not over 80 in., not under 78 in.
Pitch settings at 30 in. sta.:
low 13.8°, high 28.1°
- (b) Cessna spinner 1250909
- (c) McCauley governor C290D2/T5 or C290D3/T5

*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

IV. Model U206A (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	U206-0438 through 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	<u>Landplane</u> (P206A only) 1. (a) McCauley E2A34C73/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta. low 10.3°, high 25.8° (b) Cessna spinner 1250415 (c) Woodward hydraulic governor D210452 (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5
Propeller and Propeller Limits (cont'd)	<u>Landplane</u> (P206A only) (cont'd) 2. (a) McCauley D2A34C58/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 10.3°, high 25.8° (b) Cessna spinner 0752004 (c) Woodward hydraulic governor D210452 (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5 3. (a) McCauley D3A32C77/82NK-2 Diameter: not over 80 in., not under 78 in. Pitch settings at 30 in. sta.: low 11.3°, high 27.6° (b) Cessna spinner 1250419-2 (c) Woodward hydraulic governor D210452 (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5 4. (a) McCauley D3A32C79/82NK-2 Diameter: not over 80 in., not under 78 in. Pitch settings at 30 in. sta.: low 11.3°, high 27.6° (b) Cessna spinner 1250420 (c) Woodward hydraulic governor D210452 (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5

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

Propeller and
Propeller Limits (cont'd)

5. (a) McCauley D3A32C88/82NC-2
Diameter: not over 80 in., not under 78 in.
Pitch settings at 30 in. sta.:
low 13.8°, high 28.1°
- (b) Cessna spinner 1250419-2
- (c) Woodward hydraulic governor D210452
- (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5
6. (a) McCauley D3A32C90/82NC-2
Diameter: not over 80 in., not under 78 in.
Pitch settings at 30 in. sta.:
low 13.8°, high 28.1°
- (b) Cessna spinner 1250420
- (c) Woodward hydraulic governor D210452
- (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5
7. McCauley constant speed propeller installation (with
incorporation of Cessna Service Kit SK206-49)
- (a) McCauley E2A37C233 with 90REB-8 blades
Diameter: not over 82 in., not under 80 in.
Pitch settings at 30 in. sta.:
low 12.8°, high 28.3°
- (b) Cessna spinner 1250415
- (c) Woodward hydraulic governor D210452
- (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5
8. McCauley constant speed propeller installation (with
incorporation of Cessna Service Kit SK206-49)
- (a) McCauley D2A37C230 with 90REB-8 blades
Diameter: not over 82 in., not under 80 in.
Pitch settings at 30 in. sta.:
low 12.8°, high 28.3°
- (b) Cessna spinner 0752004
- (c) Woodward hydraulic governor D210452
- (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5

Floatplane

1. (a) McCauley D2A34C58/90AT-2
Diameter: not over 88 in., not under 84 in.
Pitch settings at 36 in. sta.:
low 9.0°, high 25.8°
- (b) Cessna spinner 0752004
- (c) Woodward hydraulic governor D210452
- (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5

Landplane (Model P206B only)

1. (a) McCauley E2A34C73/90AT-8
Diameter: not over 82 in., not under 80 in.
Pitch settings at 36 in. sta.:
low 10.3°, high 25.8°
- (b) Cessna spinner 1250415
- (c) Woodward hydraulic governor D210452
- (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5
2. (a) McCauley D3A32C88/82NC-2
Diameter: not over 80 in., not under 78 in.
Pitch settings at 30 in. sta.:
low 13.8°, high 28.1°
- (b) Cessna spinner 1250419-2
- (c) Woodward hydraulic governor D210452
- (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5

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

Propeller and Propeller Limits (cont'd)	3. McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK206-49)		
	(a) McCauley E2A37C233 with 90REB-8 blades Diameter: not over 82 in., not under 80 in. Pitch settings at 30 in. sta.: low 12.8°, high 28.3°		
	(b) Cessna spinner 1250415		
	(c) Woodward hydraulic governor D210452		
	(d) McCauley hydraulic governor C290D2/T5 or C290D3/T5		
*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	<u>Landplane</u> (+33.0) to (+47.4) at 2500 lb. or less (+42.5) to (+47.4) at 3600 lb. Straight line variation between points given		
	<u>Floatplane</u> (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		
	<u>Skiplane</u> (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. (P206A only)	
	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	Model P206A: P206-0161 through P206-0306 Model P206B: P206-0307 through 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	<u>Landplane</u>	
	1.	(a) McCauley D2A34C78/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 11.8°, high 32.0°
		(b) Cessna spinner 0752004
		(c) Woodward hydraulic governor G210452
		(d) McCauley hydraulic governor C290D2/T2 or C290D4/T2
	2.	(a) McCauley D3A32C79/82NK-2 Diameter: not over 80 in., not under 78 in. Pitch settings at 30 in. sta.: low 13.2°, high 32.5°
		(b) Cessna spinner 1250420
		(c) Woodward hydraulic governor G210452
		(d) McCauley hydraulic governor C290D2/T2 or C290D4/T2
	3.	(a) McCauley D3A32C90/82NC-2 Diameter: not over 80 in., not under 78 in. Pitch settings at 30 in. sta.: low 14.0°, high 33.0°
		(b) Cessna spinner 1250420
		(c) Woodward hydraulic governor G210452
		(d) McCauley hydraulic governor C290D2/T2 or C290D4/T2
	4.	McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK206-49)
		(a) McCauley D2A37C231 with 90REC-8 blades Diameter: not over 82 in., not under 80 in. Pitch settings at 30 in. sta.: low 14.3°, high 34.5°
		(b) Cessna spinner 0752004-2
		(c) Woodward hydraulic governor G210452
		(d) McCauley hydraulic governor C290D2/T2 or C290D4/T2
	<u>Floatplane</u>	
	1.	(a) McCauley D2A34C58/90AT-2 Diameter: not over 88 in., not under 86 in. Pitch settings at 36 in. sta.: low 9.0°, high 25.8°
		(b) Cessna spinner 0752004
		(c) Woodward hydraulic governor G210452
		(d) McCauley hydraulic governor C290D2/T2 or C290D4/T2
	2.	(a) McCauley D3A32C90/82NC-2 Diameter: not over 80 in., not under 78 in. Pitch settings at 30 in. sta.: low 14.0°, high 33.0°
		(b) Cessna spinner 1250909
		(c) McCauley governor 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)

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

C.G. Range	<u>Landplane</u> (+33.0) to (+47.4) at 2500 lb. or less (+42.5) to (+47.4) at 3600 lb. Straight line variation between points given		
	<u>Floatplane</u> (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		
	<u>Skiplane</u> (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.	
	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	Model TU206A: U206-0487 through U206-0656 Model TU206B: U206-0657 through 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.)

VII. Model TP206A, TP206B (cont'd)Propeller and
Propeller LimitsLandplane (Model TP206A only)

1. (a) McCauley E2A34C70/90AT-8
Diameter: not over 82 in., not under 80 in.
Pitch settings at 36 in. sta.:
low 11.8°, high 32.0°
- (b) Cessna spinner 1250415
- (c) Woodward hydraulic governor G210452
- (d) McCauley hydraulic governor C290D2/T2 or C290D4/T4
2. (a) McCauley D2A34C78/90AT-8
Diameter: not over 82 in., not under 80 in.
Pitch settings at 36 in. sta.:
low 11.8°, high 32.0°
- (b) Cessna spinner 0752004
- (c) Woodward hydraulic governor G210452
- (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2
3. (a) McCauley D3A32C77/82NK-2
Diameter: not over 80 in., not under 78 in.
Pitch settings at 30 in. sta.:
low 13.2°, high 32.5°
- (b) Cessna spinner 1250419
- (c) Woodward hydraulic governor G210452
- (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2
4. (a) McCauley D3A32C79/82NK-2
Diameter: not over 80 in., not under 78 in.
Pitch settings at 30 in. sta.:
low 13.2°, high 32.5°
- (b) Cessna spinner 1250420
- (c) Woodward hydraulic governor G210452
- (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2

Landplane (Model TP206A only) (cont'd)

5. (a) McCauley D3A32C88/82NC-2
Diameter: not over 80 in., not under 78 in.
Pitch settings at 30 in. sta.:
low 14.0°, high 33.0°
- (b) Cessna spinner 1250419
- (c) Woodward hydraulic governor G210452
- (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2
6. (a) McCauley D3A32C90/82NC-2
Diameter: not over 80 in., not under 78 in.
Pitch settings at 30 in. sta.:
low 14.0°, high 33.0°
- (b) Cessna spinner 1250420
- (c) Woodward hydraulic governor G210452
- (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2
7. McCauley constant speed propeller installation (with
incorporation of Cessna Service Kit SK206-49)
 - (a) McCauley E2A37C234 with 90REC-8 blades
Diameter: not over 82 in., not under 80 in.
Pitch settings at 30 in. sta.:
low 14.3°, high 34.5°
 - (b) Cessna spinner 1250415
 - (c) Woodward hydraulic governor G210452
 - (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2

VII. Model TP206A, TP206B (cont'd)Propeller and
Propeller Limits (cont'd)

8. McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK206-49)
 - (a) McCauley D2A37C231 with 90REC-8 blades
Diameter: not over 82 in., not under 80 in.
Pitch settings at 30 in. sta.:
low 14.3°, high 34.5°
 - (b) Cessna spinner 0752004
 - (c) Woodward hydraulic governor G210452
 - (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2

Floatplane (Model TP206A only)

1. (a) McCauley D2A34C58/90AT-2
Diameter: not over 88 in., not under 86 in.
Pitch settings at 36 in. sta.:
low 9.0°, high 25.8°
- (b) Cessna spinner 0752004
- (c) Woodward hydraulic governor G210452
- (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2

Landplane (Model TP206B only)

1. (a) McCauley E2A34C70/90AT-8
Diameter: not over 82 in., not under 80 in.
Pitch settings at 36 in. sta.:
low 11.8°, high 32.0°
- (b) Cessna spinner 1250415
- (c) Woodward hydraulic governor G210452
- (d) McCauley governor C290D2/T2 or C290D4/T2
2. (a) McCauley D3A32C88/82NC-2
Diameter: not over 80 in., not under 78 in.
Pitch settings at 30 in. sta.:
low 14.0°, high 33.0°
- (b) Cessna spinner 1250419
- (c) Woodward hydraulic governor G210452
- (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2
3. (a) McCauley D3A32C77/82NK-2
Diameter: not over 80 in., not under 78 in.
Pitch settings at 30 in. sta.:
low 13.2°, high 32.5°
- (b) Cessna spinner 1250419
- (c) Woodward hydraulic governor G210452
- (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2

Landplane (Model TP206B only) (cont'd)

4. McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK206-49)
 - (a) McCauley E2A37C234 with 90REC-8 blades
Diameter: not over 82 in., not under 80 in.
Pitch settings at 30 in. sta.:
low 14.3°, high 34.5°
 - (b) Cessna spinner 1250415
 - (c) Woodward hydraulic governor G210452
 - (d) McCauley hydraulic governor 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)

VII. Model TP206A, TP206B (cont'd)

C.G. Range	<u>Landplane</u> (+33.0) to (+47.4) at 2500 lb. or less (+42.5) to (+47.4) at 3600 lb. Straight line variation between points given <u>Floatplane</u> (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 <u>Skiplane</u> (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. (TP206A only)	
	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 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.)		
Serial Nos. Eligible	Model TP206A: P206-0191 through P206-0306 Model TP206B: P206-0307 through 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.)

VIII. Model U206B (cont'd)Propeller and
Propeller LimitsLandplane

1. (a) McCauley D2A34C58/90AT-8
Diameter: not over 82 in., not under 80 in.
Pitch settings at 36 in. sta.:
low 9.5°, high 25.8°
- (b) Cessna spinner 1250909-3
- (c) Woodward hydraulic governor 210452
- (d) McCauley hydraulic governor C290D2/T4 or C290D4/T4
2. (a) McCauley D3A32C90/82NC-2
Diameter: not over 80 in., not under 78 in.
Pitch settings at 30 in. sta.:
low 11.5°, high 28.1°
- (b) Cessna spinner 1250909-8
- (c) Woodward hydraulic governor 210462
- (d) McCauley hydraulic governor C290D2/T4 or C290D4/T4
3. McCauley constant speed propeller installation (with
incorporation of Cessna Service Kit SK206-49)
 - (a) McCauley D2A37C230 with 90REB-8 blades
Diameter: not over 82 in., not under 80 in.
Pitch settings at 30 in. sta.:
low 12.0°, high 28.3°
 - (b) Cessna spinner 1250909-K200
 - (c) Woodward hydraulic governor 210462
 - (d) McCauley hydraulic governor C290D2/T4 or C290D4/T4

Floatplane

1. (a) McCauley D2A34C58/90AT-4
Diameter: not over 86 in., not under 84 in.
Pitch settings at 36 in. sta.:
low 8.0°, high 25.0°
- (b) Cessna spinner 1250909-3
- (c) Woodward hydraulic governor 210462
- (d) McCauley hydraulic governor C290D2/T4 or C290D4/T4
2. (a) McCauley D3A32C90/82NC-2
Diameter: not over 80 in., not under 78 in.
Pitch settings at 30 in. sta.:
low 11.5°, high 28.1°
- (b) Cessna spinner 1250909
- (c) McCauley governor 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 m.p.h. (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

VIII. Model U206B (cont'd)

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. (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 through 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.	(a) McCauley E2A34C73/90AT-8	
		Diameter: not over 82 in., not under 80 in.	
		Pitch settings at 36 in. sta.:	
		low 10.3°, high 25.8°	
		(b) Cessna spinner 1250415	
		(c) Woodward hydraulic governor D210452	
		(d) McCauley hydraulic governor C290D2/T5 or C290D3/T5	
	2.	(a) McCauley D3A32C88/82NC-2	
		Diameter: not over 80 in., not under 78 in.	
		Pitch settings at 30 in. sta.:	
		low 13.8°, high 28.1°	
		(b) Cessna spinner 1250419-2	
		(c) Woodward hydraulic governor D210452	
		(d) McCauley hydraulic governor C290D2/T5 or C290D3/T5	

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

- | | |
|--|--|
| Propeller and
Propeller Limits (cont'd) | 3. McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK206-49) |
| | (a) McCauley E2A37C233 with 90REB-8 blades
Diameter: not over 82 in., not under 80 in.
Pitch settings at 30 in. sta.:
low 12.8°, high 28.3° |
| | (b) Cessna spinner 1250415 |
| | (c) Woodward hydraulic governor G210452 |
| | (d) McCauley hydraulic governor 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.) |
| Propeller and
Propeller Limits | 1. (a) McCauley E2A34C70/90AT-8
Diameter: not over 82 in., not under 80 in.
Pitch settings at 36 in. sta.:
low 11.8°, high 32.0° |
| | (b) Cessna spinner 1250415 |
| | (c) Woodward hydraulic governor G210452 |
| | (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2 |
| | 2. (a) McCauley D3A32C88/82NC-2
Diameter: not over 80 in., not under 78 in.
Pitch settings at 30 in. sta.:
low 14.0°, high 33.0° |
| | (b) Cessna spinner 1250419 |
| | (c) Woodward hydraulic governor G210452 |
| | (d) McCauley hydraulic governor C290D2/T2 |
| | 3. McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK206-49) |
| | (a) McCauley E2A37C234 with 90REC-8 blades
Diameter: not over 82 in., not under 80 in.
Pitch settings at 30 in. sta.:
low 14.3°, high 34.5° |
| | (b) Cessna spinner 1250415 |
| | (c) Woodward hydraulic governor G210452 |
| | (d) McCauley hydraulic governor 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 | <u>Landplane</u>
(+33.0) to (+49.7) at 2500 lb. or less
(+42.5) to (+49.7) at 3600 lb.
Straight line variation between points given |
| | <u>Skiplane</u> (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 |

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

Empty wt. C.G. Range	None				
*Maximum Weight	Landplane	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) 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 through P206-0519 P206D, TP206D: P206-0520 through P206-0603 P206E, TP206E: P206-0001, P20600604 through 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	<u>Landplane</u>	
	1. (a) McCauley D2A34C58/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 9.5°, high 25.8°	
	(b) Cessna spinner 1250909	
	(c) Woodward hydraulic governor 210462	
	(d) McCauley hydraulic governor C290D2/T4 or C290D4/T4	
	2. (a) McCauley D3A32C90/82NC-2 Diameter: not over 80 in., not under 78 in. Pitch settings at 30 in. sta.: low 11.5°, high 28.1°	
	(b) Cessna spinner 1250909	
	(c) Woodward hydraulic governor 210462	
	(d) McCauley hydraulic governor C290D2/T4 or C290D4/T4	

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

Propeller and
Propeller Limits (cont'd)

3. McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK206-49)
 - (a) McCauley D2A37C230 with 90REB-8 blades
Diameter: not over 82 in., not under 80 in.
Pitch settings at 30 in. sta.:
low 12.0°, high 28.3°
 - (b) Cessna spinner 1250909-K200
 - (c) Woodward hydraulic governor 210462
 - (d) McCauley hydraulic governor C290D2/T4 or C290D4/T4

Floatplane

1. (a) McCauley D2A34C58/90AT-4
Diameter: not over 86 in., not under 84 in.
Pitch settings at 36 in. sta.:
low 8.0°, high 25.0°
 - (b) Cessna spinner 1250909
 - (c) Woodward hydraulic governor 210462
 - (d) McCauley hydraulic governor C290D2/T4 or C290D4/T4
2. (a) McCauley D3A32C90/82NC-2
Diameter: not over 80 in., not under 78 in.
Pitch settings at 30 in. sta.:
low 11.5°, high 28.1°
 - (b) Cessna spinner 1250909
 - (c) McCauley governor 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 Landplane (S/N U206-0915 through U2062199)

Propeller Limits

1. (a) McCauley D2A34C78/90AT-8 or /90AT-8.5
Diameter: not over 82 in., not under 80 in.
Pitch settings at 36 in. sta.:
low 11.8°, high 32.0°
 - (b) Cessna spinner 1250909
 - (c) Woodward hydraulic governor G210452
 - (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2
- Landplane (S/N U206-0915 through U2062199)
2. (a) McCauley D3A32C79/82NK-2
Diameter: not over 80 in., not under 78 in.
Pitch settings at 30 in. sta.:
low 13.2°, high 32.5°
 - (b) Cessna spinner 1250909
 - (c) Woodward hydraulic governor G210452
 - (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2
 3. (a) McCauley D3A32C90/82NC-2
Diameter: not over 80 in., not under 78 in.
Pitch settings at 30 in. sta.:
low 14.0°, high 33.0°
 - (b) Cessna spinner 1250909
 - (c) Woodward hydraulic governor G210452
 - (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2

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

4. McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK206-49)
 - (a) McCauley D2A37C231 with 90REC-8 blades
Diameter: not over 82 in., not under 80 in.
Pitch settings at 30 in. sta.:
low 14.3°, high 34.5°
 - (b) Cessna spinner 1250909-K200
 - (c) Woodward hydraulic governor G210452
 - (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2

Floatplane (S/N U206-0915 through U20602199)

1. (a) McCauley D2A34C58/90AT-4
Diameter: not over 86 in., not under 84 in.
Pitch settings at 36 in. sta.:
low 8.0°, high 25.0°
 - (b) Cessna spinner 1250909
 - (c) Woodward hydraulic governor G210452
 - (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2
2. (a) McCauley D3A32C90/82NC-2
Diameter: not over 80 in., not under 78 in.
Pitch settings at 30 in. sta.:
low 11.5°, high 28.1°
 - (b) Cessna spinner 1250909
 - (c) McCauley hydraulic governor C290D2/T2 or C290D4/T2

Landplane (S/N U20602200 and up)

1. (a) McCauley E2A34C70/90AT-8
Diameter: not over 82 in., not under 80 in.
Pitch settings at 36 in. sta.:
low 11.8°, high 32.0°
 - (b) Cessna spinner 1250415
 - (c) Woodward hydraulic governor G210452
 - (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2
2. (a) McCauley D3A32C88/82NC-2
Diameter: not over 80 in., not under 78.0 in.
Pitch settings at 30 in. sta.:
low 14.0°, high 33.0°
 - (b) Cessna spinner 1250419
 - (c) Woodward hydraulic governor G210452
 - (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2

Landplane (S/N U20602200 and up) (cont'd)

3. McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK206-49)
 - (a) McCauley E2A37C234 with 90REC-8 blades
Diameter: not over 82 in., not under 80 in.
Pitch settings at 30 in. sta.:
low 14.3°, high 34.5°
 - (b) Cessna spinner 1250415
 - (c) Woodward hydraulic governor G210452
 - (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2

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

*Airspeed Limits (CAS)	U206-0915 through U206-1444 U20601445 through U20603020
	Never exceed 210 mph. (182 knots)
	Maximum structural cruising 170 mph. (148 knots)
	Maneuvering: (S/N U206-0915 through U206-1444 U20601445 through 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 through 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 through 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 through U206-1444 U20601445 through U20601700)
	110 mph. (96 knots)
	(S/N U20601701 through 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
C.G. Range	<u>Landplane</u> (+33.0) to (+49.7) at 2500 lb. or less (+42.5) to (+49.7) at 3600 lb. Straight line variation between points given <u>Floatplane</u> (EDO 582-3430) (+34.0) to (+47.4) at 2600 lb. or less (+38.5) to (+47.4) at 3500 lb. (U206C, U206D, U206E, U206F) (+39.0) to (+47.4) at 3600 lb. (TU206C, TU206D, TU206E, TU206F) Straight line variation between points given <u>Skiplane</u> (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. (3600 lb. TU206C, TU206D, TU206E, TU206F) Skiplane 3300 lb.

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

No. of Seats	6 (2 at +36, 2 at +69, 2 at +100) S/N U206-0915 through U206-1444; U20601445 through U20601587 6 (2 at +34 to +48, 2 at +69 to +79, 2 at +92 to +100) 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 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) See NOTE 1 for data on system fuel and oil																																																				
Control Surface Movements	<p>Wing flaps</p> <table> <tr> <td>Landplane</td> <td>Up</td> <td>0°</td> <td>Down</td> <td>40° +1°, -2°</td> </tr> <tr> <td>Floatplane</td> <td>Up</td> <td>0°</td> <td>Down</td> <td>30° +1°, -2°</td> </tr> <tr> <td>Aileron</td> <td>Up</td> <td>21° ±2°</td> <td>Down</td> <td>14° 30' ±2°</td> </tr> <tr> <td>Elevator</td> <td>Up</td> <td>21° ±1°</td> <td>Down</td> <td>17° ±1°</td> </tr> </table> <p>Elevator tab</p> <table> <tr> <td>Landplane</td> <td>Up</td> <td>25° +1°, -0°</td> <td>Down</td> <td>5° +1°, -0°</td> </tr> <tr> <td>Seaplane</td> <td>Up</td> <td>25° +1°, -0°</td> <td>Down</td> <td>5° +1°, -0°</td> </tr> </table> <p>(S/N U206-0915 through U206-1444 and U20601445 through U20601700) Up 21° ±1° Down 9° 30' ±1° (S/N U20601701 and up)</p> <table> <tr> <td>Rudder (Land)</td> <td>Right</td> <td>27° 13' ±1°</td> <td>Left</td> <td>27° 13' ±1°</td> </tr> <tr> <td>Rudder (Sea)</td> <td>Right</td> <td>24° 57' ±1°</td> <td>Left</td> <td>24° 57' ±1°</td> </tr> </table> <p>(measured perpendicular to rudder hinge line)</p> <table> <tr> <td>Rudder (Land)</td> <td>Right</td> <td>24° ±1°</td> <td>Left</td> <td>24° ±1°</td> </tr> <tr> <td>Rudder (Sea)</td> <td>Right</td> <td>22° ±1°</td> <td>Left</td> <td>22° ±1°</td> </tr> </table> <p>(measured parallel to 0.0.W.L.)</p>			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°	Landplane	Up	25° +1°, -0°	Down	5° +1°, -0°	Seaplane	Up	25° +1°, -0°	Down	5° +1°, -0°	Rudder (Land)	Right	27° 13' ±1°	Left	27° 13' ±1°	Rudder (Sea)	Right	24° 57' ±1°	Left	24° 57' ±1°	Rudder (Land)	Right	24° ±1°	Left	24° ±1°	Rudder (Sea)	Right	22° ±1°	Left	22° ±1°
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°																																																	
Landplane	Up	25° +1°, -0°	Down	5° +1°, -0°																																																	
Seaplane	Up	25° +1°, -0°	Down	5° +1°, -0°																																																	
Rudder (Land)	Right	27° 13' ±1°	Left	27° 13' ±1°																																																	
Rudder (Sea)	Right	24° 57' ±1°	Left	24° 57' ±1°																																																	
Rudder (Land)	Right	24° ±1°	Left	24° ±1°																																																	
Rudder (Sea)	Right	22° ±1°	Left	22° ±1°																																																	
Serial Nos. Eligible	U206C, TU206C: U206-0915 through U206-1234 (1968) U206D, TU206D: U206-1235 through U206-1444 (1969) U206E, TU206E: U20601445 through U20601587 (1970) U206E, TU206E: U20601588 through U20601700 (1971) U206F, TU206F: U20601701 through U20601874 (1972) U206F, TU206F: U20601875 through U20602199 (1973) U206F, TU206F: U20602200 through U20602579 (1974) U206F, TU206F: U20602580 through U20602588 and U20602590 through U20603020 (1975) U206F, TU206F: U20603021 through U20603521 (1976)																																																				

XI. Model U206G/TU206G, 6 PCL-SM (Normal Category), Approved June 21, 1976

Model TU206G, S/N U20603522 through U20604650, 6 PCLM only

Model U206G

Engine	Continental IO-520-F
*Fuel	100/130 min. grade aviation gasoline (S/N U20603522 through U20604074) 100LL/100 min. aviation grade gasoline (S/N U20602589 and U20604075 and up)

XI. Model U206G/TU206G (cont'd)**Model U206G** (cont'd)***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. (a) McCauley D3A32C90/82NC-2 (S/N U20603522 through U20604074)
Diameter: not over 80 in., not under 78 in.
Pitch settings at 30 in. sta.:
low 11.5°, high 28.1°
- (b) Cessna spinner 1250909
- (c) Woodward hydraulic governor 210462 or
McCauley hydraulic governor C290D2/T4 or C290D4/T4
2. (a) McCauley D3A34C404/80VA-0 (S/N U20602589 and U20604075 and up)
Diameter: not over 80 in., not under 78.5 in.
Pitch settings at 30 in. sta.:
low 11.0°, high 27.0°
- (b) Cessna spinner 1250419
- (c) McCauley hydraulic governor C290D4/T4

Floatplane

1. (a) McCauley D2A34C58/90AT-4 (S/N U20603522 through U20604074)
Diameter: not over 86 in., not under 84 in.
Pitch settings at 36 in. sta.:
low 8.0°, high 25.0°
- (b) Cessna spinner 1250909
- (c) Woodward hydraulic governor 210462 or
McCauley hydraulic governor C290D2/T4 or C290D4/T4
2. (a) McCauley D3A32C90/82NC-2 (S/N U20603522 through U20604074)
Diameter: not over 80 in., not under 78 in.
Pitch settings at 30 in. sta.:
low 11.5°, high 28.1°
- (b) Cessna spinner 1250909
- (c) McCauley governor C290D2/T4 or C290D4/T4
3. (a) McCauley D3A34C404/80VA-0 (S/N U20602589 and U20604075 and up)
Diameter: not over 80 in., not under 78.5 in.
Pitch settings at 30 in. sta.:
low 11.0°, high 27.0°
- (b) Cessna spinner 1250419
- (c) McCauley hydraulic governor C290D4/T4

Model TU206G**Engine**

Continental TSIO-520-M

***Fuel**

100/130 min. grade aviation gasoline (S/N U20603522 through U20604074)
100LL/100 min. aviation grade gasoline (S/N U20604075 and up)

***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. (a) McCauley D3A34C402/90DFA-10
Diameter: not over 80 in., not under 78.5 in.
Pitch settings at 30 in. sta.:
low 12.4°, high 28.5°
Avoid continuous operation between 1850 and 2150 r.p.m. above 24 in. mp.
- (b) Cessna spinner 1250419
- (c) McCauley hydraulic governor C290D4/T2

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

*Airspeed Limits (IAS) (See NOTE 5)	<u>U20603522 through U20604074</u>	
	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
	<u>U20602589 and U20604075 and up</u>	
	Never exceed	183 knots
	Maximum structural cruising	149 knots
	Maneuvering	120 knots
	Flaps extended	100 knots
	C.G. Range	U206G:
<u>Landplane</u>		
(+33.0) to (+49.7) at 2500 lb. or less		
(+42.5) to (+49.7) at 3600 lb.		
Straight line variation between points given		
<u>Floatplane</u> (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		
TU206G:		
<u>Landplane</u>		
(+33.0) to (+49.7) at 2500 lb. or less		
(+42.5) to (+49.7) at 3600 lb.		
Straight line variation between points given		
<u>Floatplane</u> (EDO 582-3430) (U20604361, U20604650 and up)		
(+34.0) to (+47.4) at 2600 lb. or less		
(+39.0) to (+47.4) at 3600 lb.		
Straight line variation between points given		
<u>Amphibian</u> (Edo 696-3500) (U20604361, U20604650 and up)		
(+34.0) to (+47.4) at 2600 lb. or less		
(+39.0) to (+47.4) at 3600 lb.		
Straight line variation between points given		
*Maximum Weight	<u>U206</u>	
	Landplane	3600 lb.
	Floatplane	3500 lb.
	<u>TU206</u>	
	Landplane	3600 lb.
	Floatplane	3600 lb.
Amphibian	3600 lb.	
No. of Seats	6 (2 at +34 to 48, 2 at +69 to +79, 2 at +92 to +100)	
Maximum Baggage	Reference weight and balance data	

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

Fuel Capacity	(U20603522 through U20604649) Standard: 61 gal. (59 gal. usable) two 30.5 gal. tanks in wings at +48 Optional: 80 gal. (76 gal. usable) two 40 gal. tanks in wings at +48 (U20602589, U20604650 and up) 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) See NOTE 1 for data on system fuel and oil																																																																		
Control Surface Movements	<table border="0"> <tr> <td>Wing flaps</td> <td colspan="3"></td> </tr> <tr> <td> Landplane</td> <td>Up</td> <td>0°</td> <td>Down 40° +1°, -2°</td> </tr> <tr> <td> Floatplane/Amphibian</td> <td>Up</td> <td>0°</td> <td>Down 30° +1°, -2°</td> </tr> <tr> <td>Aileron</td> <td>Up</td> <td>21° ±2°</td> <td>Down 14° 30' ±2°</td> </tr> <tr> <td>Elevator</td> <td>Up</td> <td>21° ±1°</td> <td>Down 17° ±1°</td> </tr> <tr> <td>Elevator tab</td> <td colspan="3"></td> </tr> <tr> <td> Landplane</td> <td>Up</td> <td>25° +1°, -0°</td> <td>Down 5° +1°, -0°</td> </tr> <tr> <td> Floatplane/Amphibian</td> <td>Up</td> <td>21° ±1°</td> <td>Down 9° 30' ±1°</td> </tr> <tr> <td>Rudder</td> <td colspan="3"></td> </tr> <tr> <td> Landplane</td> <td>Right</td> <td>27° 13' ±1°</td> <td>Left 27° 13' ±1°</td> </tr> <tr> <td> Floatplane/Amphibian</td> <td>Right</td> <td>24° 57' ±1°</td> <td>Left 24° 57' ±1°</td> </tr> <tr> <td></td> <td colspan="3">(measured perpendicular to rudder hinge line)</td> </tr> <tr> <td>Rudder</td> <td colspan="3"></td> </tr> <tr> <td> Landplane</td> <td>Right</td> <td>24° ±1°</td> <td>Left 24° ±1°</td> </tr> <tr> <td> Floatplane/Amphibian</td> <td>Right</td> <td>22° ±1°</td> <td>Left 22° ±1°</td> </tr> <tr> <td></td> <td colspan="3">(measured parallel to 0.0.W.L.)</td> </tr> </table>			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.)		
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	<table border="0"> <tr> <td>U206G, TU206G:</td> <td>676 and U20603522 through U20604074</td> <td>(1977)</td> </tr> <tr> <td>U206G, TU206G:</td> <td>U20604075 through U20604649</td> <td>(1978)</td> </tr> <tr> <td>U206G, TU206G:</td> <td>U20602589 and U20604650 through U20605309</td> <td>(1979)</td> </tr> <tr> <td>U206G, TU206G:</td> <td>U20605310 through U20605919</td> <td>(1980)</td> </tr> <tr> <td>U206G, TU206G:</td> <td>U20605920 through U20606439</td> <td>(1981)</td> </tr> <tr> <td>U206G, TU206G:</td> <td>U20606440 through U20606699</td> <td>(1982)</td> </tr> <tr> <td>U206G, TU206G:</td> <td>U20606700 through U20606788</td> <td>(1983)</td> </tr> <tr> <td>U206G, TU206G:</td> <td>U20606789 through U20606846</td> <td>(1984)</td> </tr> <tr> <td>U206G, TU206G:</td> <td>U20606847 through U20606920</td> <td>(1985)</td> </tr> <tr> <td>U206G, TU206G:</td> <td>U20606921 through U20607020</td> <td>(1986)</td> </tr> </table>			U206G, TU206G:	676 and U20603522 through U20604074	(1977)	U206G, TU206G:	U20604075 through U20604649	(1978)	U206G, TU206G:	U20602589 and U20604650 through U20605309	(1979)	U206G, TU206G:	U20605310 through U20605919	(1980)	U206G, TU206G:	U20605920 through U20606439	(1981)	U206G, TU206G:	U20606440 through U20606699	(1982)	U206G, TU206G:	U20606700 through U20606788	(1983)	U206G, TU206G:	U20606789 through U20606846	(1984)	U206G, TU206G:	U20606847 through U20606920	(1985)	U206G, TU206G:	U20606921 through U20607020	(1986)																																		
U206G, TU206G:	676 and U20603522 through U20604074	(1977)																																																																	
U206G, TU206G:	U20604075 through U20604649	(1978)																																																																	
U206G, TU206G:	U20602589 and U20604650 through U20605309	(1979)																																																																	
U206G, TU206G:	U20605310 through U20605919	(1980)																																																																	
U206G, TU206G:	U20605920 through U20606439	(1981)																																																																	
U206G, TU206G:	U20606440 through U20606699	(1982)																																																																	
U206G, TU206G:	U20606700 through U20606788	(1983)																																																																	
U206G, TU206G:	U20606789 through U20606846	(1984)																																																																	
U206G, TU206G:	U20606847 through U20606920	(1985)																																																																	
U206G, TU206G:	U20606921 through U20607020	(1986)																																																																	

DATA PERTINENT TO MODEL ITEMS I through XI

Datum	Fuselage Sta. 0.0 (front face of firewall)
Leveling Means	Top of tailcone (through S/N U20604074) Jig located nutplates and screws on left of tailcone (S/N U20602589 and U20604075 and up)

Certification Basis:

Part 3 of the Civil Air Regulations effective May 15, 1956, as amended by 3-1 through 3-8. In addition, effective U20602589 and U20604650 and up, 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 up. Effective S/N U20606847 and up, FAR 23.1545 effective December 1, 1978. Application for Type Certificate dated November 9, 1962. Type Certificate No. A4CE issued July 19, 1963, obtained by the manufacturer under delegation option procedures.

DATA PERTINENT TO MODEL ITEMS I through XI (cont'd)

Equivalent Safety Items: S/N U20602589 and U20603021 and up

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.

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 effective S/N U20602589 and U20604650 and up. In addition, the following item of equipment is required.

1. 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 lb. at +46 on the 206, P206, and U206, unusable fuel of 12 lb. at +46 on the 206 Series (A through G as applicable to P, TP, U, and TU through S/N U20604649) and 24 lb. at +48 on TU206 and U206 Series, S/N U20602589 and U20604650 and up, and undrainable oil of 0.0 lb. at -19.4 through S/N U20603020 and full oil of 22.5 lb. at -19.4 for S/N U20602589 and U20603021 and up.

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 m.p.h.-CAS

Airplane is controllable in 20 knots (12 knots) cross-winds.

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.

DATA PERTINENT TO MODEL ITEMS I through XI (cont'd)

NOTE 2. (cont'd)

A. (1) (b): (cont'd)

MAXIMUMS

Maneuvering 138 m.p.h. - CASo
 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) cross-winds.
 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"

- (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 through 206-0275)(S/N P206-0002 through P206-0160)(S/N U206-027 through 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 through 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.

DATA PERTINENT TO MODEL ITEMS I through XI (cont'd)

NOTE 2. (cont'd)

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

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 cross-winds

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:

<u>Model</u>	<u>Design Weight</u>
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 through 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

	<u>Landplane</u>	<u>Floatplane</u>	<u>Turbo Floatplane</u>	<u>Skiplane</u>
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)

DATA PERTINENT TO MODEL ITEMS I through XI (cont'd)

NOTE 2. (cont'd)

B. (1) (b): (cont'd)

On the following models: U206F, TU206F (S/N U20602200 through 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.

	<u>MAXIMUMS</u>		
	<u>U206/TU206</u>	<u>U206</u>	<u>U206/TU206</u>
	<u>Landplane</u>	<u>Floatplane</u>	<u>Skiplane</u>
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)

On the following models: U206F, TU206F (S/N U20603021 through 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.

	<u>MAXIMUMS</u>		
	<u>U206/TU206</u>	<u>U206</u>	<u>U206/TU206</u>
	<u>Landplane</u>	<u>Floatplane</u>	<u>Skiplane</u>
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 through 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.

	<u>MAXIMUMS</u>	
	<u>U206/TU206</u>	<u>U206</u>
	<u>Landplane</u>	<u>Floatplane</u>
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)

DATA PERTINENT TO MODEL ITEMS I through XI (cont'd)

NOTE 2. (cont'd)

B. (1) (b): (cont'd)

On the following models: U206G, TU206G (S/N U20602589 and U206046 through 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."

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 (through 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 through 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 through 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 through U20606439)

"Off. Left on 44.0 gal. Right on 44.0 gal. Take off and land on fuller tank."

DATA PERTINENT TO MODEL ITEMS I through XI (cont'd)

NOTE 2. (cont'd)

- 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 through 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 through 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."
- [3] Forward of fuel tank filler cap: Models U206G, TU206G (S/N U20604075 through 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 through 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 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."
- (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 |
- (effective through S/N U20602199)
- "When switching from dry tank turn pump 'On' momentarily."
- Models U206F, TU206F, U206G, TU206G (S/N U20602200 through U20606439)
 "When switching from dry tank turn aux. fuel pump 'On' momentarily."
- B. (6) On cargo door:
- (a) "Refer to weight and balance data for baggage/cargo loading."
 (Effective through S/N U20604649)

DATA PERTINENT TO MODEL ITEMS I through XI (cont'd)

NOTE 2. (cont'd)

B. (6): (cont'd)

(b) "Baggage net 180 lbs. maximum capacity refer to weight and balance data for baggage and cargo loading." (S/N U20604650 through 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 rpm. 27.5 mp. 20 g.p.h."

[2] Model TU206G (S/N U20603522 through U20604649)

"Maximum power setting and fuel flow

Takeoff (5 min. only): 2700 r.p.m., 36.5 in. mp., 31 g.p.h.

Maximum continuous power: 2600 r.p.m., 35.0 in. mp., 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 rpm 30.0 in. mp. 22 g.p.h."

Model TU206G (S/N U20604650 through U20606439)

Minimum Fuel Flow Max. Continuous Power: 2600 RPM									
TAKEOFF	SL-								
2700 RPM	Alt.-Ft./1000	17	18	20	22	24	26	28	30
36.5 IN. MAP	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

DATA PERTINENT TO MODEL ITEMS I through XI (cont'd)

NOTE 2. (cont'd)

- B. (7) (c) [1] Models U206B, U206C, U206D, U206E, U206F

"Fuel flow at full throttle

	<u>2700 r.p.m.</u>	<u>2850 r.p.m.</u>
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 through U20604649)

"Maximum power settings and fuel flowTakeoff (5 min. only): 2850 r.p.m.,
maximum continuous pwr.: 2700 r.p.m.,"Fuel flow at full throttle

	<u>2700 r.p.m.</u>	<u>2850 r.p.m.</u>
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 through U20606439)

"Minimum fuel flows at full throttle

<u>R.P.M.</u>	<u>S.L.</u>	<u>4000</u>	<u>8000</u>	<u>12000</u>
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 through 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"

- (9) Near voltage light:

- (a) Models P206E U206E U206F (effective through S/N U20601874)
-
- TP206E TU206E TU206F (effective through S/N U20601874)

"Do not turn off alternator in flight except in emergency."

- (b) Models U206F U206G (S/N U20601875 through U20604649)
-
- TU206F TU206G (S/N U20601875 through U20604649)

"High Voltage"

Models U206G, TU206G (S/N U20602589 and U20604650 through U20606439)

"Low Voltage"

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

- (a) (S/N U20601701 through 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 through 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°)"

DATA PERTINENT TO MODEL ITEMS I through XI (cont'd)

NOTE 2. (cont'd)

- B. (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 through P206-0603, P20600604 through P20600647)
(S/N U206-0275 through U206-1444, U20601445 through 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 through 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."
- C. Additional placards applicable to floatplane and amphibian only (through 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
- (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 through 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."

DATA PERTINENT TO MODEL ITEMS I through XI (cont'd)

NOTE 2. (cont'd)

- C. (3) (b) [2] Forward of fuel tank filler cap: Models U206F, TU206F, U206G (S/N U20602127 through 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 through 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 through 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."
- (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 through 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 through 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) Through 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."

DATA PERTINENT TO MODEL ITEMS I through XI (cont'd)

NOTE 2. (cont'd)

- (2) S/N U20606092 and up
"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 through U20603521)
 "Skiplane flaps up and flaps down stall speeds are approx. 10 KIAS & 5 KIAS lwr.,
 resp., than indicator markings."
- F. Effective S/N U20606440 and up:
 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 through U20602199	No. 1 Cylinder
U206	Serials U20602200 through U20602579	No. 2 Cylinder
U206	Serials U20602580 and up	No. 3 Cylinder
TP206	All Models	No. 5 Cylinder
TP206	Serials U206-0457 through U20602199	No. 5 Cylinder
TP206	Serials U20602200 through U20603521	No. 1 Cylinder
TP206	Serials U20603522 and up	No. 5 Cylinder

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

NOTE 6.

- 14-volt electrical system (206 series through S/N U20604074)
 28-volt electrical system (206 series, S/N U20602589 and U20604075 and up)

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	McCauley Constant Speed (a) McCauley Model: B3D36C432/80VSA-1 Diameter: not over 79 in., not under 77.5 in. Pitch settings at 30 in. sta.: Low 12.6°, High 30.0° (b) Cessna Spinner: 2150151 (c) McCauley Governor 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: (1) Aft Limits: 49.7 inches aft of datum at 3600 lbs. or less. (2) Forward Limits: Linear variation from 42.5 inches aft of datum at 3600 pounds to 33.0 inches aft of datum at 2500 lbs.; 33.0 inches aft of datum at 2500 lbs. or less.		
Empty Wt. C.G. Range	None		
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 lbs.	
	Maximum Takeoff:	3600 lbs.	
	Maximum Landing:	3600 lbs.	
No. of Seats	6 (2 at 34.0 to 48.0 inches aft of datum; 2 at 69.0 to 79.0 inches aft of datum; 2 at 98.0 inches aft of datum)		
Maximum Baggage	180 lbs. (at 109.0 to 145.0 inches aft of datum)		
Fuel Capacity (Gal.)	(Units 20608001 thru 20608173) 92 gal. total; 88 gal. usable (Units 20608174 and on) 92 gal. total; 87 gal. usable (Two 46 gal. integral tanks in wings at 46.5 inches aft of datum) See NOTE 1 for data on unusable fuel.		
Oil Capacity (Qts.)	11.0 qts. at 12.8 inches forward of datum; 6 qts. usable		

XII. Model 206H (cont'd)

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 20608001 and On

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

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

14 CFR 23.303; 23.307; 23.601; 23.1163(a)(1)(2); 23.1367 and 23.1381 as amended by Amendment 23-N/C. 14 CFR 23.1589 as amended by Amendment 23.13. 14 CFR 23.771(a) as amended by Amendment 23.14. 14 CFR 23.607 and (Electrical System) 23.1309(a)(1)(2), (c) as amended by Amendment 23-17. 14 CFR 23.1301; 23.1327 and 23.1547(e) as amended by Amendment 23-20. 14 CFR 23.1501 and 23.1541(a)(1), (a)(2), (b)(1), (b)(2) as amended by Amendment 23-21. 14 CFR 23.603 and 23.605 as amended by Amendment 23-23. 14 CFR 23.1529 as amended by Amendment 23-26. 14 CFR 23.561(e); 23.1523; 23.1581(a)(2); 23.1583(a)(1), (a)(2), (b)(h) and 23.1585(a)(b)(d) as amended by Amendment 23-34. 14 CFR 23.301 as amended by Amendment 23-42. 14 CFR 23.1322; 23.1331 and 23.1357(a)(b)(c)(d) as amended by Amendment 23-43. 14 CFR 23.305; 23.773(a)(1), (a)(2); 23.1525 and 23.1549 as amended by Amendment 23-45. 14 CFR 23.1303(a)(b)(c)(f); 23.1309(a)(1)(i), (a)(1)(ii), (a)(2), (b)(1), (b)(2)(i), (b)(2)(ii), (b)(3), (b)(4)(i), (b)(4)(ii), (b)(4)(iii), (b)(4)(iv), (c)(1), (c)(2)(iii), (c)(3), (d), (e), (f)(1); 23.1311; 23.1321(a)(c)(d)(e); 23.1323(a), (b)(1), (b)(2), (c); 23.1329(g)(h); 23.1351(a)(1), (a)(2)(i), (b)(1)(iii), (b)(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) and 23.1431 (a)(b)(d)(e) as amended by Amendment 23-49. 14 CFR 23.1325(a), (b)(1), (b)(2)(i), (b)(3), (c)(d)(e); 23.1543(b)(c); 23.1545(a), (b)(1), (b)(2), (b)(3), (b)(4); 23.1553; 23.1555(a)(b); 23.1563(a) and 23.1567(a) as amended by Amendment 23.50. 14 CFR 23.777(a)(b); 23.955(a)(2); 23.1337(a)(1), (a)(2), (b)(1), (c) as amended by Amendment 23.51. 14 CFR 23.1305(a)(1), (a)(2), (a)(3), (b)(2), (b)(3)(i), (b)(4)(i), (b)(5), (b)(6)(i) as amended by Amendment 23-52. 14 CFR 23.901 (a)(b) as amended by Amendment 23-53.

Additions for the Garmin GFC-700 Automatic Flight Control System (AFCS) Only:

14 CFR 23.1335 as amended by Amendment 23-20, 14 CFR 23.1329 (a)(c)(d)(e)(f) as amended by Amendment 23-49.

XII. Model 206H (cont'd)**Data Pertinent to Model 206H:** (cont'd)**Certification Basis** (Model 206H) (cont'd)Equivalent Safety Items:

(1)	Throttle Control	FAR § 23.1143(g)	Number 97-4, FAA letter November 25, 1997
(2)	Mixture Control	FAR § 23.1147(b)	Number 97-4, FAA letter November 25, 1997
(3)	Fuel Tank Sump	FAR § 23.971	Number ACE-02-03, FAA letter January 3, 2002 (Units 20608174 and on)
(4)	Anticollision Lights	FAR § 23.1401(d)	Number ACE-02-02, FAA letter January 3, 2002 (Units 20608174 and on)
(5)	Aviation White Color Reqmt	14CFR § 23.1397(c)	Refer to ACE-07-12, FAA letter 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; Cessna Model 206H Airplane; 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 airplane serial numbers 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:

Serial Nos. 20608001 thru 20608173; (Model 206H)

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.

Serial Nos. 20608174 and On; (Model 206H)

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.

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.

FAA Approved Airplane Flight Manual (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.

FAA Approved Airplane Flight Manual (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.

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

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

- NOTE 4. Model 206H airplanes, serial numbers 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 Wichita Aircraft Certification Office.
- NOTE 5. Special Ferry Flight Authorization. Flight Standards District Offices 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, and (2) The Never Exceed Airspeed (V_{NE}) and Maximum Structural Cruising Speed (V_C) must be reduced by 30%; and (3) Forward and aft center of gravity limits may not be exceeded; and (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 serials are manufactured under the name Cessna Aircraft Company: 20608001 thru 20608353.
- NOTE 7. Company name change effective 7/29/15. The following serials 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	McCauley Constant Speed		
	(a)	McCauley Model: B3D36C432/80VSA-1 Diameter: not over 79 in., not under 77.5 in. Pitch settings at 30 in. sta.: Low 16.9°, High 33.8°	
	(b)	Cessna Spinner: 2150151	
	(c)	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: (1) Aft Limits: 49.7 inches aft of datum at 3600 lbs. or less. (2) Forward Limits: Linear variation from 42.5 inches aft of datum at 3600 pounds to 33.0 inches aft of datum at 2500 lbs.; 33.0 inches aft of datum at 2500 lbs. or less.		
Empty Wt. C.G. Range	None		
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		

XIII. Model T206H (cont'd)

Maximum Weights (See NOTE 4)	Maximum Ramp: 3617 lbs. Maximum Takeoff: 3600 lbs. Maximum Landing: 3600 lbs.
No. of Seats	6 (2 at 34.0 to 48.0 inches aft of datum; 2 at 69.0 to 79.0 inches aft of datum; 2 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) 92 gal. total; 88 gal. usable (Units T20608362 and on) 92 gal. total; 87 gal. usable (Two 46 gal. integral tanks in wings at 46.5 inches aft of datum) See NOTE 1 for data on unusable fuel.
Oil Capacity	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: 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** (Model T206H)

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

FAR 23.1353; and 23.1559 as amended by Amendment 23-21. FAR 23.603; 23.605; 23.613; 23.1329 and 23.1545 as amended by Amendment 23-23. FAR 23.441 and 23.1549 as amended by Amendment 23-28. FAR 23.779 and 23.781 as amended by Amendment 23-33. FAR 23.1; 23.51 and 23.561 as amended by Amendment 23-34. FAR 23.301; 23.331; 23.351; 23.427; 23.677; 23.701; 23.735; and 23.831 as amended by Amendment 23-42. FAR 23.961; 23.1093; 23.1107(b); 23.1143(g); 23.1147(b); 23.1303; 23.1357; 23.1361 and 23.1385 as amended by Amendment 23-43. FAR 23.562(a), 23.562(b)2, 23.562(c)1, 23.562(c)2, 23.562(c)3, and 23.562(c)4 as amended by Amendment 23-44. FAR 23.33; 23.53; 23.305; 23.321; 23.485; 23.621; 23.655 and 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 T206H:**Certification Basis (Model T206H) (cont'd)**

Additions for the Garmin G1000 Integrated Cockpit System (ICS) Only:

14 CFR 23.303; 23.307; 23.601; 23.1163(a)(1)(2); 23.1367 and 23.1381 as amended by Amendment 23-N/C. 14 CFR 23.1589 as amended by Amendment 23.13. 14 CFR 23.771(a) as amended by Amendment 23.14. 14 CFR 23.607 and (Electrical System) 23.1309(a)(1)(2), (c) as amended by Amendment 23-17. 14 CFR 23.1301; 23.1327 and 23.1547(e) as amended by Amendment 23-20. 14 CFR 23.1501 and 23.1541(a)(1), (a)(2), (b)(1), (b)(2) as amended by Amendment 23-21. 14 CFR 23.603 and 23.605 as amended by Amendment 23-23. 14 CFR 23.1529 as amended by Amendment 23-26. 14 CFR 23.561(e); 23.1523; 23.1581(a)(2); 23.1583(a)(1), (a)(2), (b)(h) and 23.1585(a)(b)(d) as amended by Amendment 23-34. 14 CFR 23.301 as amended by Amendment 23-42. 14 CFR 23.1322; 23.1331 and 23.1357(a)(b)(c)(d) as amended by Amendment 23-43. 14 CFR 23.305; 23.773(a)(1), (a)(2); 23.1525 and 23.1549 as amended by Amendment 23-45. 14 CFR 23.1303(a)(b)(c)(f); 23.1309(a)(1)(i), (a)(1)(ii), (a)(2), (b)(1), (b)(2)(i), (b)(2)(ii), (b)(3), (b)(4)(i), (b)(4)(ii), (b)(4)(iii), (b)(4)(iv), (c)(1), (c)(2)(iii), (c)(3), (d), (e), (f)(1); 23.1311; 23.1321(a)(c)(d)(e); 23.1323(a), (b)(1), (b)(2), (c); 23.1329(g)(h); 23.1351(a)(1), (a)(2)(i), (b)(1)(iii), (b)(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) and 23.1431 (a)(b)(d)(e) as amended by Amendment 23-49. 14 CFR 23.1325(a), (b)(1), (b)(2)(i), (b)(3), (c)(d)(e); 23.1543(b)(c); 23.1545(a), (b)(1), (b)(2), (b)(3), (b)(4); 23.1553; 23.1555(a)(b); 23.1563(a) and 23.1567(a) as amended by Amendment 23.50. 14 CFR 23.777(a)(b); 23.955(a)(2); 23.1337(a)(1), (a)(2), (b)(1), (c) as amended by Amendment 23.51. 14 CFR 23.1305(a)(1), (a)(2), (a)(3), (b)(2), (b)(3)(i), (b)(4)(i), (b)(5), (b)(6)(i) as amended by Amendment 23-52. 14 CFR 23.901 (a)(b) as amended by Amendment 23-53.

Additions for the Garmin GFC-700 Automatic Flight Control System (AFCS) Only:

14 CFR 23.1335 as amended by Amendment 23-20, 14 CFR 23.1329 (a)(c)(d)(e)(f) as amended by Amendment 23-49.

Equivalent Safety Items:

(1) Throttle Control	FAR § 23.1143(g)	Number 97-4, FAA letter October 1, 1998
(2) Mixture Control	FAR § 23.1147(b)	Number 97-4, FAA letter October 1, 1998
(3) Fuel Tank Sump	FAR § 23.971	Number ACE-02-03, FAA letter January 3, 2002 (Units T20608362 and on)
(4) Anticollision Lights	FAR § 23.1401(d)	Number ACE-02-02, FAA letter January 3, 2002 (Units T20608362 and on)
(5) Aviation White Color Reqmt	14CFR § 23.1397(c)	Refer to ACE-07-12, FAA letter 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; Cessna Model T206H Airplane; 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 serial numbers 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.

Data Pertinent to Model T206H (cont'd)

- NOTE 1. Weight and Balance:
Serial Nos. T20608001 thru T20608361; (Model T206H)
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.
- Serial Nos. T20608362 and on; (Model T206H)
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.
- NOTE 2. FAA Approved Airplane Flight Manual (AFM), or Pilot's Operating Handbook and FAA Approved Airplane Flight Manual (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.
- FAA Approved Airplane Flight Manual (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.
- FAA Approved Airplane Flight Manual (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.
- NOTE 3. The CHT probe must be installed on Head #5.
- NOTE 4. Model T206H airplanes, serial numbers T20608101 through 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 Wichita Aircraft Certification Office.
- NOTE 5. Special Ferry Flight Authorization. Flight Standards District Offices 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, and (2) The Never Exceed Airspeed (V_{NE}) and Maximum Structural Cruising Speed (V_C) must be reduced by 30%; and (3) Forward and aft center of gravity limits may not be exceeded; and (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 serials are manufactured under the name Cessna Aircraft Company: T20608001 thru T20609184.
- NOTE 7. Company name change effective 7/29/15. The following serials are manufactured under the name Textron Aviation Inc.: T20609185 and On.

.....END.....