### DEPARTMENT OF TRANSPORTATION
#### FEDERAL AVIATION ADMINISTRATION

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<th>206</th>
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<td></td>
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</tbody>
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February 25, 2009

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**TYPE CERTIFICATE DATA SHEET NO. A4CE**

This data sheet which is part of Type Certificate A4CE prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

**Manufacturer**
Cessna Aircraft Company  
P. O. Box 7704  
Wichita, Kansas  67277

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

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

**Engine**
Continental IO-520-A

**Fuel**
100/130 minimum grade aviation gasoline

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

**Propeller and Propeller Limits**

<table>
<thead>
<tr>
<th>Propeller Limits</th>
<th>Landplanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. (a) McCauley D2A34C58/90AT-8</td>
<td></td>
</tr>
<tr>
<td>Diameter: not over 82 in., not under 80 in.</td>
<td></td>
</tr>
<tr>
<td>Pitch settings at 36 in. sta.:</td>
<td></td>
</tr>
<tr>
<td>low 10.3°, high 25.8°</td>
<td></td>
</tr>
<tr>
<td>(b) Cessna spinner 0752004</td>
<td></td>
</tr>
<tr>
<td>(c) Woodward hydraulic governor D210452</td>
<td></td>
</tr>
<tr>
<td>(d) McCauley hydraulic governor C290D2/T5 or C290D3/T5</td>
<td></td>
</tr>
<tr>
<td>2. McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK206-49)</td>
<td></td>
</tr>
<tr>
<td>(a) McCauley D2A37C230 with 90REB-8 blades</td>
<td></td>
</tr>
<tr>
<td>Diameter: not over 82 in., not under 80 in.</td>
<td></td>
</tr>
<tr>
<td>Pitch settings at 36 in. sta.:</td>
<td></td>
</tr>
<tr>
<td>low 12.8°, high 28.3°</td>
<td></td>
</tr>
<tr>
<td>(b) Cessna spinner 0752004-2</td>
<td></td>
</tr>
<tr>
<td>(c) Woodward hydraulic governor D210452</td>
<td></td>
</tr>
<tr>
<td>(d) McCauley hydraulic governor C290D2/T5 or C290D3/T5</td>
<td></td>
</tr>
</tbody>
</table>
I - Model 206 (cont’d)

Propeller and Floatplane

Propeller Limits (cont’d)

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

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.)
II - Model U206 (cont’d)

Propeller and Propeller Limits

1. (a) McCauley D2AF34C58/90AT-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 36 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.
Straight line variation between points given

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

Empty Wt. C.G. Range None

*Maximum Weight
Landplane 3300 lb.
Floatplane 3500 lb.

No. of Seats
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

<table>
<thead>
<tr>
<th>Movement</th>
<th>(Land)</th>
<th>(Sea)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wing flaps</td>
<td>Up 0°</td>
<td>Down 40° ±1°, -2°</td>
</tr>
<tr>
<td>Aileron</td>
<td>Up 21° 30' ±1°</td>
<td>Down 14° 30' ±2°</td>
</tr>
<tr>
<td>Elevator</td>
<td>Up 26° 30' ±1°</td>
<td>Down 18° ±1°</td>
</tr>
<tr>
<td>Elevator tab</td>
<td>Up 15° ±1°, -0°</td>
<td>Down 25° ±1°, -0°</td>
</tr>
<tr>
<td>Rudder (Land)</td>
<td>Right 27° 13' ±1°</td>
<td>Left 27° 13' ±1°</td>
</tr>
<tr>
<td>Rudder (Sea)</td>
<td>Right 24° 57' ±1°</td>
<td>Left 24° 57' ±1°</td>
</tr>
</tbody>
</table>

Rudder (Land) Right 24° ±1° Left 24° ±1°
Rudder (Sea) Right 22° ±1° Left 22° ±1°

(measured perpendicular to rudder hinge line)

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.)

Propeller and Landplane

Propeller Limits
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
III - Model P206 (cont’d)

Propeller and Floatplane

Propeller Limits (cont’d)

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.

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

**Landplane**
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 D2A32C79/82NK-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
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)
### IV - Model U206A (cont’d)

<table>
<thead>
<tr>
<th>C.G. Range</th>
<th>Landplane</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(+33.0) to (+47.4) at 2500 lb. or less</td>
</tr>
<tr>
<td></td>
<td>(+42.5) to (+47.4) at 3600 lb.</td>
</tr>
<tr>
<td>Straight line variation between points given</td>
<td>Floatplane (Edo 582-3430)</td>
</tr>
<tr>
<td></td>
<td>(+34.0) to (+47.4) at 2600 lb. or less</td>
</tr>
<tr>
<td></td>
<td>(+38.5) to (+47.4) at 3500 lb.</td>
</tr>
<tr>
<td>Straight line variation between points given</td>
<td>Skiplane (FluiDyne R210)</td>
</tr>
<tr>
<td></td>
<td>(+33.0) to (+47.4) at 2250 lb. or less</td>
</tr>
<tr>
<td></td>
<td>(+40.5) to (+47.4) at 3300 lb.</td>
</tr>
<tr>
<td>Straight line variation between points given</td>
<td>Floatplane (Edo 582-3430)</td>
</tr>
<tr>
<td></td>
<td>(+34.0) to (+47.4) at 2600 lb. or less</td>
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<tr>
<td>Straight line variation between points given</td>
<td>Skiplane (FluiDyne R210)</td>
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<tr>
<td>Straight line variation between points given</td>
<td>Floatplane (Edo 582-3430)</td>
</tr>
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<td></td>
<td>(+34.0) to (+47.4) at 2600 lb. or less</td>
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<tr>
<td></td>
<td>(+38.5) to (+47.4) at 3500 lb.</td>
</tr>
<tr>
<td>Straight line variation between points given</td>
<td>Skiplane (FluiDyne R210)</td>
</tr>
<tr>
<td></td>
<td>(+33.0) to (+47.4) at 2250 lb. or less</td>
</tr>
<tr>
<td></td>
<td>(+40.5) to (+47.4) at 3300 lb.</td>
</tr>
<tr>
<td>Straight line variation between points given</td>
<td>Floatplane (Edo 582-3430)</td>
</tr>
<tr>
<td></td>
<td>(+34.0) to (+47.4) at 2600 lb. or less</td>
</tr>
<tr>
<td></td>
<td>(+38.5) to (+47.4) at 3500 lb.</td>
</tr>
<tr>
<td>Straight line variation between points given</td>
<td>Skiplane (FluiDyne R210)</td>
</tr>
<tr>
<td></td>
<td>(+33.0) to (+47.4) at 2250 lb. or less</td>
</tr>
<tr>
<td></td>
<td>(+40.5) to (+47.4) at 3300 lb.</td>
</tr>
<tr>
<td>Straight line variation between points given</td>
<td></td>
</tr>
</tbody>
</table>

| Empty wt. C.G. Range        | None                           |

| *Maximum Weight             | Landplane 3600 lb.             |
|                             | Floatplane 3500 lb.            |
|                             | Skiplane 3300 lb.              |

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

| Maximum Baggage             | Reference weight and balance data |

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

| Oil Capacity                | 12 qt. at -19.4 (6 qt. usable) |

See Note 1 for data on system fuel and oil

| Control Surface Movements   | Wing flaps (Land) Up 0° Down 40° +1°, -2° |
|                            | Wing flaps (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 | Landplane (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
V - Model P206A, Model P206B (cont’d)

Landplane (P206A only) (cont’d)

Propeller and Propeller Limits (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 D3A32C79/82NC-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

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

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
### Propeller and 
Propeller Limits (cont’d)

<table>
<thead>
<tr>
<th>Model P206A, Model P206B</th>
<th>Landplane (Model P206B only)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. (a) McCauley E2A34C73/90AT-8</td>
<td>Diameter: not over 82 in., not under 80 in.</td>
</tr>
<tr>
<td></td>
<td>Pitch settings at 36 in. sta.:</td>
</tr>
<tr>
<td></td>
<td>low 10.3°, high 25.8°</td>
</tr>
<tr>
<td></td>
<td>(b) Cessna spinner 1250415</td>
</tr>
<tr>
<td></td>
<td>(c) Woodward hydraulic governor D210452</td>
</tr>
<tr>
<td></td>
<td>(d) McCauley hydraulic governor C290D2/T5 or C290D3/T5</td>
</tr>
<tr>
<td>2. (a) McCauley D3A32C88/82NC-2</td>
<td>Diameter: not over 80 in., not under 78 in.</td>
</tr>
<tr>
<td></td>
<td>Pitch settings at 30 in. sta.:</td>
</tr>
<tr>
<td></td>
<td>low 13.8°, high 28.1°</td>
</tr>
<tr>
<td></td>
<td>(b) Cessna spinner 1250419-2</td>
</tr>
<tr>
<td></td>
<td>(c) Woodward hydraulic governor D210452</td>
</tr>
<tr>
<td></td>
<td>(d) McCauley hydraulic governor C290D2/T5 or C290D3/T5</td>
</tr>
<tr>
<td>3. McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK206-49)</td>
<td>(a) McCauley E2A37C233 with 90REB-8 blades</td>
</tr>
<tr>
<td></td>
<td>Diameter: not over 82 in., not under 80 in.</td>
</tr>
<tr>
<td></td>
<td>Pitch settings at 30 in. sta.:</td>
</tr>
<tr>
<td></td>
<td>low 12.8°, high 28.3°</td>
</tr>
<tr>
<td></td>
<td>(b) Cessna spinner 1250415</td>
</tr>
<tr>
<td></td>
<td>(c) Woodward hydraulic governor D210452</td>
</tr>
<tr>
<td></td>
<td>(d) McCauley hydraulic governor C290D2/T5 or C290D3/T5</td>
</tr>
</tbody>
</table>

**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**

<table>
<thead>
<tr>
<th>Model P206A, Model P206B</th>
<th>Landplane</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(+33.0) to (+47.4) at 2500 lb. or less</td>
</tr>
<tr>
<td></td>
<td>(+42.5) to (+47.4) at 3600 lb.</td>
</tr>
<tr>
<td>Straight line variation between points given Floatplane (Edo 582-3430)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(+34.0) to (+47.4) at 2600 lb. or less</td>
</tr>
<tr>
<td></td>
<td>(+38.5) to (+47.4) at 3500 lb.</td>
</tr>
<tr>
<td>Straight line variation between points given Skiplane (FluiDyne R210)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(+33.0) to (+47.4) at 2250 lb. or less</td>
</tr>
<tr>
<td></td>
<td>(+40.5) to (+47.4) at 3300 lb.</td>
</tr>
<tr>
<td>Straight line variation between points given</td>
<td></td>
</tr>
</tbody>
</table>

**Empty wt. C.G. Range** None

**Maximum Weight**

<table>
<thead>
<tr>
<th>Model P206A, Model P206B</th>
<th>Landplane</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3600 lb.</td>
</tr>
<tr>
<td>Floatplane</td>
<td>3500 lb. (P206A only)</td>
</tr>
<tr>
<td>Skiplane</td>
<td>3300 lb.</td>
</tr>
</tbody>
</table>

**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
V - Model P206A, Model P206B  (Cont’d)

Control Surface Movements

<table>
<thead>
<tr>
<th>Surface</th>
<th>(Land)</th>
<th>Up</th>
<th>Down</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wing flaps</td>
<td>0°</td>
<td>40° +1°, -2°</td>
<td></td>
</tr>
<tr>
<td>Sea</td>
<td>0°</td>
<td>30° +1°, -2°</td>
<td></td>
</tr>
<tr>
<td>Aileron</td>
<td>21° ±2°</td>
<td>14° 30’ ±2°</td>
<td></td>
</tr>
<tr>
<td>Elevator</td>
<td>26° 30’ ±1°</td>
<td>18° ±1°</td>
<td></td>
</tr>
<tr>
<td>Elevator tab</td>
<td>15° ±1°, -0°</td>
<td>25° ±1°, -0°</td>
<td></td>
</tr>
<tr>
<td>Rudder (Land)</td>
<td>27° 13’ ±1°</td>
<td>27° 13’ ±1°</td>
<td></td>
</tr>
<tr>
<td>Rudder (Sea)</td>
<td>24° 57’ ±1°</td>
<td>24° 57’ ±1°</td>
<td></td>
</tr>
</tbody>
</table>

Rudder (measured perpendicular to rudder hinge line)

| Rudder (Land)    | Right 24° ±1°| Left 24° ±1° |
| Rudder (Sea)     | Right 22° ±1°| Left 22° ±1° |

Rudder (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.h.p.)

Propeller and Landplane

Propeller Limits

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
### VI - Model TU206A, Model TU206B

**Propeller and Floatplane**

**Propeller Limits (cont’d)**

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)*

<table>
<thead>
<tr>
<th>Speed Limit</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Never exceed</td>
<td>210 m.p.h. (182 knots)</td>
</tr>
<tr>
<td>Maximum structural cruising</td>
<td>170 m.p.h. (148 knots)</td>
</tr>
<tr>
<td>Maneuvering</td>
<td></td>
</tr>
<tr>
<td>3300 lb. skiplane</td>
<td>138 m.p.h. (120 knots)</td>
</tr>
<tr>
<td>3600 lb. floatplane</td>
<td>138 m.p.h. (120 knots)</td>
</tr>
<tr>
<td>3600 lb. landplane</td>
<td>144 m.p.h. (125 knots)</td>
</tr>
<tr>
<td>Flaps extended</td>
<td>110 m.p.h. (96 knots)</td>
</tr>
</tbody>
</table>

**C.G. Range**

<table>
<thead>
<tr>
<th>Type</th>
<th>Range</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Landplane</strong></td>
<td>(+33.0) to (+47.4) at 2500 lb. or less</td>
</tr>
<tr>
<td></td>
<td>(+42.5) to (+47.4) at 3600 lb.</td>
</tr>
<tr>
<td><strong>Floatplane</strong> (Edo 582-3430)</td>
<td>(+34.0) to (+47.4) at 2600 lb. or less</td>
</tr>
<tr>
<td></td>
<td>(+39.0) to (+47.4) at 3600 lb.</td>
</tr>
<tr>
<td><strong>Skiplane</strong> (FluiDyne R210)</td>
<td>(+33.0) to (+47.4) at 2250 lb. or less</td>
</tr>
<tr>
<td></td>
<td>(+40.5) to (+47.4) at 3300 lb.</td>
</tr>
</tbody>
</table>

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

None

*Maximum Weight* | Value |
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Landplane</strong></td>
<td>3600 lb.</td>
</tr>
<tr>
<td><strong>Floatplane</strong></td>
<td>3600 lb.</td>
</tr>
<tr>
<td><strong>Skiplane</strong></td>
<td>3300 lb.</td>
</tr>
</tbody>
</table>

**No. of Seats** | Value |
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>6 (2 at +36, 2 at +69, 2 at +100)</td>
</tr>
</tbody>
</table>

**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
VI - Model TU206A, Model TU206B (cont’d)

Control Surface Movements

<table>
<thead>
<tr>
<th>Surface</th>
<th>Movement (Land)</th>
<th>Movement (Sea)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wing flaps</td>
<td>Up 0°</td>
<td>Down 40° +1°, -2°</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Down 30° +1°, -2°</td>
</tr>
<tr>
<td>Aileron</td>
<td>Up 21° ±2°</td>
<td>Down 14° 30’ ±2°</td>
</tr>
<tr>
<td>Elevator</td>
<td>Up 26° 30’ ±1°</td>
<td>Down 18° ±1°</td>
</tr>
<tr>
<td>Elevator tab</td>
<td>Up 15° ±1°, -0°</td>
<td>Down 25° ±1°, -0°</td>
</tr>
<tr>
<td>Rudders</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Land)</td>
<td>Right 27° 13’ ±1°</td>
<td>Left 27° 13’ ±1°</td>
</tr>
<tr>
<td>(Sea)</td>
<td>Right 24° 57’ ±1°</td>
<td>Left 24° 57’ ±1°</td>
</tr>
</tbody>
</table>

(motor 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.)

Propeller and Landplane (Model TP206A only)

Propeller Limits
1. (a) McCauley E2A34C70/90AT-8
   Diameter: not over 82 in., not under 82 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 82 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 82 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
### VII - Model TP206A, TP206B

#### Propeller and Landplane (Model TP206A only)  (cont’d)

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.</td>
<td><strong>Propeller Limits (cont’d)</strong></td>
</tr>
<tr>
<td></td>
<td>(a) McCauley D3A32C88/82NC-2</td>
</tr>
<tr>
<td></td>
<td>Diameter: not over 80 in., not under 78 in.</td>
</tr>
<tr>
<td></td>
<td>Pitch settings at 30 in. sta.: low 14.0°, high 33.0°</td>
</tr>
<tr>
<td></td>
<td>(b) Cessna spinner 1250419</td>
</tr>
<tr>
<td></td>
<td>(c) Woodward hydraulic governor G210452</td>
</tr>
<tr>
<td></td>
<td>(d) McCauley hydraulic governor C290D2/T2 or C290D4/T2</td>
</tr>
<tr>
<td>6.</td>
<td>(a) McCauley D3A32C90/82NC-2</td>
</tr>
<tr>
<td></td>
<td>Diameter: not over 80 in., not under 78 in.</td>
</tr>
<tr>
<td></td>
<td>Pitch settings at 30 in. sta.: low 14.0°, high 33.0°</td>
</tr>
<tr>
<td></td>
<td>(b) Cessna spinner 1250420</td>
</tr>
<tr>
<td></td>
<td>(c) Woodward hydraulic governor G210452</td>
</tr>
<tr>
<td></td>
<td>(d) McCauley hydraulic governor C290D2/T2 or C290D4/T2</td>
</tr>
<tr>
<td>7.</td>
<td>McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK206-49)</td>
</tr>
<tr>
<td></td>
<td>(a) McCauley E2A37C234 with 9REC-8 blades</td>
</tr>
<tr>
<td></td>
<td>Diameter: not over 82 in., not under 80 in.</td>
</tr>
<tr>
<td></td>
<td>Pitch settings at 30 in. sta.: low 14.3°, high 34.5°</td>
</tr>
<tr>
<td></td>
<td>(b) Cessna spinner 1250415</td>
</tr>
<tr>
<td></td>
<td>(c) Woodward hydraulic governor G210452</td>
</tr>
<tr>
<td></td>
<td>(d) McCauley hydraulic governor C290D2/T2 or C290D4/T2</td>
</tr>
</tbody>
</table>

#### Floatplane (Model TP206A only)

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

#### Landplane (Model TP206B only)

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>(a) McCauley E2A34C70/90AT-8</td>
</tr>
<tr>
<td></td>
<td>Diameter: not over 82 in., not under 80 in.</td>
</tr>
<tr>
<td></td>
<td>Pitch settings at 36 in. sta.: low 11.8°, high 32.0°</td>
</tr>
<tr>
<td></td>
<td>(b) Cessna spinner 1250415</td>
</tr>
<tr>
<td></td>
<td>(c) Woodward hydraulic governor G210452</td>
</tr>
<tr>
<td></td>
<td>(d) McCauley governor C290D2/T2 or C290D4/T2</td>
</tr>
<tr>
<td>2.</td>
<td>(a) McCauley D3A32C88/82NC-2</td>
</tr>
<tr>
<td></td>
<td>Diameter: not over 80 in., not under 78 in.</td>
</tr>
<tr>
<td></td>
<td>Pitch settings at 30 in. sta.: low 14.0°, high 33.0°</td>
</tr>
<tr>
<td></td>
<td>(b) Cessna spinner 1250419</td>
</tr>
<tr>
<td></td>
<td>(c) Woodward hydraulic governor G210452</td>
</tr>
<tr>
<td></td>
<td>(d) McCauley hydraulic governor C290D2/T2 or C290D4/T2</td>
</tr>
<tr>
<td>3.</td>
<td>(a) McCauley D3A32C77/82NK-2</td>
</tr>
<tr>
<td></td>
<td>Diameter: not over 80 in., not under 78 in.</td>
</tr>
<tr>
<td></td>
<td>Pitch settings at 30 in. sta.: low 13.2°, high 32.5°</td>
</tr>
<tr>
<td></td>
<td>(b) Cessna spinner 1250419</td>
</tr>
<tr>
<td></td>
<td>(c) Woodward hydraulic governor G210452</td>
</tr>
<tr>
<td></td>
<td>(d) McCauley hydraulic governor C290D2/T2 or C290D4/T2</td>
</tr>
</tbody>
</table>
VII - Model TP206A, TP206B (cont’d)

Propeller and Propeller Limits (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)

C.G. Range

Landplane
(+33.0) to (+47.4) at 2500 lb. or less
(+42.5) to (+47.4) at 3600 lb.
Straight line variation between points given

Floatplane (Edo 582-3430)
(+34.0) to (+47.4) at 2600 lb. or less
(+39.0) to (+47.4) at 3600 lb.
Straight line variation between points given

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

Empty Wt. C.G. Range None

*Maximum Weight

Landplane 3600 lb.
Floatplane 3600 lb. (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°
(Split) Up 0° Down 30° +1°, -2°
Aileron Up 21° +2° Down 14° 30’ ±1°
Elevator Up 26° 30’ ±1° Down 18° ±1°
Elevator tab Up 15° ±1°, -0° Down 25° ±1°, -0°
Rudder (Land) Right 27° 13’ ±1° Left 27° 13’ ±1°
Rudder (Sea) Right 24° 57’ ±1° Left 24° 57’ ±1°
(measured perpendicular to rudder hinge line)
Rudder (Land) Right 24° ±1° Left 24° ±1°
Rudder (Sea) Right 22° ±1° Left 22° ±1°
(measured parallel to 0.0.W.L.)
VII - Model TP206A, TP206B  (cont’d)

Serial Nos. Eligible  
Model TP206A: P206-0191 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.)

Propeller and Landplane  
Propeller Limits

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 D2A32C90/82NC-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)
VIII - Model U206B (cont’d)

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 2500 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. (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

<table>
<thead>
<tr>
<th>Surface</th>
<th>Movement</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wing flaps (Land)</td>
<td>Up</td>
<td>0°</td>
</tr>
<tr>
<td></td>
<td>Down</td>
<td>40° +1°, -2°</td>
</tr>
<tr>
<td></td>
<td>Up</td>
<td>0°</td>
</tr>
<tr>
<td></td>
<td>Down</td>
<td>30° +1°, -2°</td>
</tr>
<tr>
<td>Aileron</td>
<td>Up</td>
<td>21° ±2°</td>
</tr>
<tr>
<td></td>
<td>Down</td>
<td>14° 30’ ±2°</td>
</tr>
<tr>
<td>Elevator</td>
<td>Up</td>
<td>26° 30’ ±1°</td>
</tr>
<tr>
<td></td>
<td>Down</td>
<td>18° ±1°</td>
</tr>
<tr>
<td>Elevator tab</td>
<td>Up</td>
<td>15° +1°, -0°</td>
</tr>
<tr>
<td></td>
<td>Down</td>
<td>25° +1°, -0°</td>
</tr>
<tr>
<td>Rudder (Land)</td>
<td>Right</td>
<td>27° 13’ ±1°</td>
</tr>
<tr>
<td></td>
<td>Left</td>
<td>27° 13’ ±1°</td>
</tr>
<tr>
<td>Rudder (Sea)</td>
<td>Right</td>
<td>24° 57’ ±1°</td>
</tr>
<tr>
<td></td>
<td>Left</td>
<td>24° 57’ ±1°</td>
</tr>
<tr>
<td>(measured perpendicular to rudder hinge line)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rudder (Land)</td>
<td>Right</td>
<td>24° ±1°</td>
</tr>
<tr>
<td></td>
<td>Left</td>
<td>24° ±1°</td>
</tr>
<tr>
<td>Rudder (Sea)</td>
<td>Right</td>
<td>22° ±1°</td>
</tr>
<tr>
<td></td>
<td>Left</td>
<td>22° ±1°</td>
</tr>
<tr>
<td>(measured parallel to 0.0.W.L.)</td>
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<td></td>
</tr>
</tbody>
</table>

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.)
Models P206C, P206D, P206E (cont’d)

- **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
  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
IX - Model P206C/TP206C, Model P206D/TP206D, Model P206E/TP206E (cont’d)

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

*Airspeed Limits (CAS)

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

C.G. Range

Landplane
(+33.0) to (+49.7) at 2500 lb. or less
(+42.5) to (+49.7) at 3600 lb.
Straight line variation between points given

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

Empty wt. C.G. Range
None

*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

<table>
<thead>
<tr>
<th>Surface</th>
<th>Up</th>
<th>Down</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wing flaps</td>
<td>0°</td>
<td>40° +1°, -2°</td>
</tr>
<tr>
<td>Aileron</td>
<td>21° +2°</td>
<td>14° 30' ±2°</td>
</tr>
<tr>
<td>Elevator</td>
<td>21° ±1°</td>
<td>17° ±1°</td>
</tr>
<tr>
<td>Elevator tab</td>
<td>25° ±1°</td>
<td>5° ±1°</td>
</tr>
<tr>
<td>Rudder</td>
<td>27° T3 ±1°</td>
<td>27° T3 ±1°</td>
</tr>
<tr>
<td>(measured perpendicular to rudder hinge line)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rudder</td>
<td>24° ±1°</td>
<td>24° ±1°</td>
</tr>
<tr>
<td>(measured parallel to 0.0.W.L.)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Serial Nos. Eligible
P206C, TP206C: P206-0420 through P206-0519
P206D, TP206D: P206-0520 through P206-0603
P206E, TP206E: P206-0001, P206-00604 through P206-00647

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.)
### Models U206C, U206D, U206E, U206F

<table>
<thead>
<tr>
<th>Propeller and Propeller Limits</th>
<th>Landplane</th>
</tr>
</thead>
</table>
| 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 |
| 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

<table>
<thead>
<tr>
<th>Propeller and Propeller Limits</th>
<th>Landplane</th>
</tr>
</thead>
</table>
| 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

<table>
<thead>
<tr>
<th>Engine</th>
<th>Continental TSIO-520-C</th>
</tr>
</thead>
</table>

*Fuel 100/130 minimum grade aviation gasoline

*Engine Limits For all operations, 2700 rpm. (285 b.h.p.)
Models TU206C, TU206D, TU206E, TU206F (cont’d)

1. (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

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) Woodward hydraulic governor G210452
   (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2

3. 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

Landplane (S/N U206-0915 through U2062199)

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

Floatplane (S/N U206-0915 through U20662199)

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 U20662200 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
### Models TU206C, TU206D, TU206E, TU206F (cont’d)

<table>
<thead>
<tr>
<th>Propeller and Propeller Limits (cont’d)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Landplane</strong> (S/N U20602200 and up)</td>
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<tr>
<td>(cont’d)</td>
</tr>
<tr>
<td>3. McCauley constant speed propeller installation (with incorporation of Cessna Service Kit SK206-49)</td>
</tr>
<tr>
<td>(a) McCauley E2A37C234 with 90REC-8 blades</td>
</tr>
<tr>
<td>Diameter: not over 82 in., not under 80 in.</td>
</tr>
<tr>
<td>Pitch settings at 30 in. sta.: low 14.3°, high 34.5°</td>
</tr>
<tr>
<td>(b) Cessna spinner 1250415</td>
</tr>
<tr>
<td>(c) Woodward hydraulic governor G210452</td>
</tr>
<tr>
<td>(d) McCauley hydraulic governor C290D2/T2 or C290D4/T2</td>
</tr>
</tbody>
</table>

### Models U206C, TU206C; U206D, TU206D; U206E, TU206E; U206F, TU206F

<table>
<thead>
<tr>
<th><em>Airspeed Limits (CAS)</em></th>
</tr>
</thead>
<tbody>
<tr>
<td>U206-0915 through U206-1444</td>
</tr>
<tr>
<td>U20601445 through U20603020</td>
</tr>
</tbody>
</table>

- 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)

<table>
<thead>
<tr>
<th><em>Aircraft Limits (IAS)</em></th>
</tr>
</thead>
<tbody>
<tr>
<td>U20603021 and up</td>
</tr>
</tbody>
</table>

- 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**

<table>
<thead>
<tr>
<th>Landplane</th>
</tr>
</thead>
</table>

(+33.0) to (+49.7) at 2500 lb. or less
(+42.5) to (+49.7) at 3600 lb.

Straight line variation between points given

<table>
<thead>
<tr>
<th>Floatplane (EDO 582-3430)</th>
</tr>
</thead>
</table>

(+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
Models U206C, TU206C; U206D, TU206D; U206E, TU206E; U206F, TU206F (cont’d)

C.G. Range (cont’d) 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. (3600 lb. TU206C, TU206D, TU206E, TU206F)
Skiplane 3300 lb.

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 Wing flaps
Landplane Up 0° Down 40° +1°, -2°
Floatplane Up 0° Down 30° +1°, -2°
Aileron Up 21° +2° Down 14° 30’ +2°
Elevator Up 21° -1° Down 17° -1°
Elevator tab Landplane Up 25° +1°, -0° Down 5° +1°, -0°
(S/N U206-0915 through U206-1444 and
U20601445 through U20601700)
Seaplane Up 25° +1°, -0° Down 5° +1°, -0°
(S/N U20601701 and up)

Rudder (Land) Right 27° 13’ +1° Left 27° 13’ +1°
(S/N U206-0915 through U206-1444 and
U20601445 through U20601700)
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)
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: U20602580 through U20602588 and
U20602590 through U20603020 (1975)
U206F, TU206F: U20603021 through U20603521 (1976)
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)

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

Propeller and Landplane Propeller Limits

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

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 U20602589 and 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.
XI - Model U206G/TU206G (cont’d)

Model TU206G (cont’d)

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

Models U206G, TU206G

<table>
<thead>
<tr>
<th>*Airspeed Limits (IAS)</th>
<th>U20603522 through U20604074</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Never exceed (U206G) 185 knots</td>
</tr>
<tr>
<td></td>
<td>(TU206G) 183 knots</td>
</tr>
<tr>
<td></td>
<td>Maximum structural cruising (U206G) 151 knots</td>
</tr>
<tr>
<td></td>
<td>(TU206G) 149 knots</td>
</tr>
<tr>
<td>Maneuvering:</td>
<td>Landplane 120 knots</td>
</tr>
<tr>
<td></td>
<td>Floatplane (U206G) 120 knots</td>
</tr>
<tr>
<td></td>
<td>Flaps extended 100 knots</td>
</tr>
<tr>
<td>U20602589 and U20604075 and up</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Never exceed 183 knots</td>
</tr>
<tr>
<td></td>
<td>Maximum structural cruising 149 knots</td>
</tr>
<tr>
<td></td>
<td>Maneuvering 120 knots</td>
</tr>
<tr>
<td></td>
<td>Flaps extended 100 knots</td>
</tr>
</tbody>
</table>

C.G. Range

U206G:

Landplane
(+33.0) to (+49.7) at 2500 lb. or less
(+42.5) to (+49.7) at 3600 lb.
Straight line variation between points given

Floatplane
(+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:

Landplane
(+33.0) to (+49.7) at 2500 lb. or less
(+42.5) to (+49.7) at 3600 lb.
Straight line variation between points given

Floatplane
(+34.0) to (+47.4) at 2600 lb. or less
(+39.0) to (+47.4) at 3600 lb.
Straight line variation between points given

Amphibian
(+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

U206
Landplane 3600 lb.
Floatplane 3500 lb.

TU206
Landplane 3600 lb.
Floatplane 3600 lb.
Amphibian 3600 lb.
XI - Model U206G/TU206G (cont’d)

Models U206G, TU206G

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

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

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°

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

Serial Nos. Eligible
U206G, TU206G: 676 and U20603522 through U20604074 (1977)
U206G, TU206G: U20602589 and U20604075 and up (1979)
U206G, TU206G: U20606921 through U20607020 (1985)

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

Certification Basis (cont’d) Application for Type Certificate dated November 9, 1962.
Type Certificate No. A4CE issued July 19, 1963, obtained by the manufacturer under delegation option procedures.

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 U20602589 and U20604650 and up. In addition, the following item of equipment is required.

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"
NOTE 2. (cont’d)

A. Applicable to Models 206, P206, and U206 Landplane and Floatplane (cont’d)

(b) VFR or IFR flight

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

MAXIMUMS

<table>
<thead>
<tr>
<th>Maneuvering</th>
<th>138 m.p.h. - CAS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design weight</td>
<td>3300 lb. (3500 lb.) (Note: ( ) indicates floatplane)</td>
</tr>
<tr>
<td>Flight maneuvering load factors:</td>
<td></td>
</tr>
<tr>
<td>Flaps up +3.8; -1.52 Flaps down +3.00 (+2.75)</td>
<td></td>
</tr>
<tr>
<td>Altitude loss in stall recovery 200 ft. (240 ft.)</td>
<td></td>
</tr>
<tr>
<td>Flap extension speed 110 m.p.h.-CAS</td>
<td></td>
</tr>
</tbody>
</table>

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:


"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**  3300 lb.
          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 certificate:

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

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

<table>
<thead>
<tr>
<th>Model</th>
<th>Design Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>P206A</td>
<td>3500 lb.</td>
</tr>
<tr>
<td>U206A</td>
<td>3500 lb.</td>
</tr>
<tr>
<td>U206B</td>
<td>3500 lb.</td>
</tr>
<tr>
<td>U206C</td>
<td>3500 lb.</td>
</tr>
<tr>
<td>U206D</td>
<td>3500 lb.</td>
</tr>
<tr>
<td>U206E</td>
<td>3500 lb.</td>
</tr>
<tr>
<td>TP206A</td>
<td>3600 lb.</td>
</tr>
<tr>
<td>TU206A</td>
<td>3600 lb.</td>
</tr>
<tr>
<td>TU206B</td>
<td>3600 lb.</td>
</tr>
<tr>
<td>TU206C</td>
<td>3600 lb.</td>
</tr>
<tr>
<td>TU206D</td>
<td>3600 lb.</td>
</tr>
<tr>
<td>TU206E</td>
<td>3600 lb.</td>
</tr>
</tbody>
</table>

(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

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

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

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

On the following models: U206F, TU206F (S/N U20602200 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.
DATA PERTINENT TO MODEL ITEMS I through XI (cont’d)

NOTE 2. (cont’d)

B. (1) (b): (cont’d)

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

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.

<table>
<thead>
<tr>
<th>MAXIMUMS</th>
<th>U206/TU206</th>
<th>U206</th>
<th>U206/TU206</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maneuvering speed (CAS)</td>
<td>123 knots</td>
<td>123 knots</td>
<td>120 knots</td>
</tr>
<tr>
<td>Gross weight</td>
<td>3600 lb.</td>
<td>3500 lb.</td>
<td>3300 lb.</td>
</tr>
<tr>
<td>Demonstrated crosswind</td>
<td>20 knots</td>
<td>12 knots</td>
<td>10 knots</td>
</tr>
<tr>
<td>Flight load factor</td>
<td>Flaps up +3.8, -1.52</td>
<td>Flaps down +2.0</td>
<td></td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>MAXIMUMS</th>
<th>U206/TU206</th>
<th>U206</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maneuvering speed (CAS)</td>
<td>120 knots</td>
<td>120 knots</td>
</tr>
<tr>
<td>Gross weight</td>
<td>3600 lb.</td>
<td>3500 lb.</td>
</tr>
<tr>
<td>Flight load factor</td>
<td>Flaps up +3.8, -1.52</td>
<td>Flaps down +2.0</td>
</tr>
</tbody>
</table>

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 U20604650 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."

(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."

(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."


  (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."


"Fuel.  100LL/100 min. grade aviation gasoline
Capacity 46 U.S. gal., Capacity 32 U.S. gal. to bottom of filler collar."


"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."
DATA PERTINENT TO MODEL ITEMS I through XI (cont’d)

NOTE 2. (cont’d)

B. (6) On cargo door:
   (a) "Refer to weight and balance data for baggage/cargo loading."
   (Effective through S/N U20604649)
   (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
       "Maximum allowable manifold pressure and climb fuel flow

   | Alt.           | Ft.         | In. Hg.   | 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        |

65% power climb 2500 rpm. 27.5 mp. 20 g.p.h.”

   "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.         | In. Hg.   | 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       |

<table>
<thead>
<tr>
<th>Alt.-Fl./1000</th>
<th>HP in.Hg.</th>
<th>Fuel flow GPH</th>
</tr>
</thead>
<tbody>
<tr>
<td>17</td>
<td>35</td>
<td>27</td>
</tr>
<tr>
<td>18</td>
<td>34</td>
<td>26</td>
</tr>
<tr>
<td>20</td>
<td>32</td>
<td>24</td>
</tr>
<tr>
<td>22</td>
<td>30</td>
<td>22</td>
</tr>
<tr>
<td>24</td>
<td>28</td>
<td>20</td>
</tr>
<tr>
<td>26</td>
<td>26</td>
<td>18</td>
</tr>
<tr>
<td>28</td>
<td>24</td>
<td>17</td>
</tr>
<tr>
<td>30</td>
<td>22</td>
<td>16</td>
</tr>
</tbody>
</table>

Model TU206G (S/N U20604650 through U20606439)
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

<table>
<thead>
<tr>
<th>R.P.M.</th>
<th>S.L.</th>
<th>4000 ft.</th>
<th>8000 ft.</th>
<th>12000 ft.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2700 r.p.m.</td>
<td>23 g.p.h.</td>
<td>21 g.p.h.</td>
<td>19 g.p.h.</td>
<td>17 g.p.h.</td>
</tr>
<tr>
<td>2850 r.p.m.</td>
<td>24 g.p.h.</td>
<td>22 g.p.h.</td>
<td>20 g.p.h.</td>
<td>18 g.p.h.</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>R.P.M.</th>
<th>S.L.</th>
<th>4000 ft.</th>
<th>8000 ft.</th>
<th>12000 ft.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2700 r.p.m.</td>
<td>23 g.p.h.</td>
<td>21 g.p.h.</td>
<td>19 g.p.h.</td>
<td>17 g.p.h.</td>
</tr>
<tr>
<td>2850 r.p.m.</td>
<td>24 g.p.h.</td>
<td>22 g.p.h.</td>
<td>20 g.p.h.</td>
<td>18 g.p.h.</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>R.P.M.</th>
<th>S.L.</th>
<th>4000</th>
<th>8000</th>
<th>12000</th>
</tr>
</thead>
<tbody>
<tr>
<td>2700 r.p.m.</td>
<td>23 g.p.h.</td>
<td>21 g.p.h.</td>
<td>19 g.p.h.</td>
<td>17 g.p.h.</td>
</tr>
<tr>
<td>2850 r.p.m.</td>
<td>24 g.p.h.</td>
<td>22 g.p.h.</td>
<td>20 g.p.h.</td>
<td>18 g.p.h.</td>
</tr>
</tbody>
</table>

(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 U206F
    U206G U206G

    (S/N P206-0001, P206-0161 through P206-0603, P20600604 through P206060647)
    (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 D1199-07 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
        (through S/N U20601666)

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

        (b) [1] Forward of fuel tank filler cap: Models U206E, TU206E, U206F, TU206F
            (S/N U20601667 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."

(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."

"Fuel. 100LL/100 min. grade aviation gasoline. Capacity 46 U.S. gal., Capacity 32 U.S. gal. to bottom of filler collar."

"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)

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:

<table>
<thead>
<tr>
<th>206</th>
<th>No. 1 Cylinder</th>
</tr>
</thead>
<tbody>
<tr>
<td>P206 All Models</td>
<td>No. 6 Cylinder</td>
</tr>
<tr>
<td>U206 Serials U206-0276 through U20602199</td>
<td>No. 1 Cylinder</td>
</tr>
<tr>
<td>U206 Serials U20602200 through U20602579</td>
<td>No. 2 Cylinder</td>
</tr>
<tr>
<td>U206 Serials U20602580 and up</td>
<td>No. 3 Cylinder</td>
</tr>
<tr>
<td>TP206 All Models</td>
<td>No. 5 Cylinder</td>
</tr>
<tr>
<td>TP206 Serials U206-0457 through U20602199</td>
<td>No. 1 Cylinder</td>
</tr>
<tr>
<td>TP206 Serials U20602200 through U20603521</td>
<td>No. 1 Cylinder</td>
</tr>
<tr>
<td>TP206 Serials U20603522 and up</td>
<td>No. 5 Cylinder</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>U206F Cessna P/N D1065-13</th>
<th>Cessna P/N D1066-13</th>
</tr>
</thead>
<tbody>
<tr>
<td>U206G Cessna P/N D1090-13</td>
<td>(S/N U20603522 through U20604074)</td>
</tr>
<tr>
<td>TU206G Cessna P/N D1091-13</td>
<td>(S/N U20604075 through U20604649)</td>
</tr>
<tr>
<td>U206G Cessna P/N D1118-13</td>
<td>(S/N U20604075 through U20604649)</td>
</tr>
<tr>
<td>TU206G Cessna P/N D1119-13</td>
<td>(S/N U20604075 through U20604649)</td>
</tr>
<tr>
<td>U206G Cessna P/N D1147-13PH</td>
<td>(S/N U20604560 and U20604650 through U20605309)</td>
</tr>
<tr>
<td>TU206G Cessna P/N D1148-13PH</td>
<td>(S/N U20604560 through U20605309)</td>
</tr>
<tr>
<td>U206G Cessna P/N D1182-13PH</td>
<td>(S/N U20605310 through U20605919)</td>
</tr>
<tr>
<td>TU206G Cessna P/N D1183-13PH</td>
<td>(S/N U20605310 through U20605919)</td>
</tr>
<tr>
<td>U206G Cessna P/N D1203-13PH</td>
<td>(S/N U20605920 through U20606439)</td>
</tr>
<tr>
<td>TU206G Cessna P/N D1204-13PH</td>
<td>(S/N U20605920 through U20606439)</td>
</tr>
<tr>
<td>U206G Cessna P/N D1222-13PH</td>
<td>(S/N U20606440 through U20606699)</td>
</tr>
<tr>
<td>TU206G Cessna P/N D1223-13PH</td>
<td>(S/N U20606440 through U20606699)</td>
</tr>
<tr>
<td>U206G Cessna P/N D1240-13PH</td>
<td>(S/N U20606700 through U20606788)</td>
</tr>
<tr>
<td>TU206G Cessna P/N D1241-13PH</td>
<td>(S/N U20606700 through U20606788)</td>
</tr>
<tr>
<td>U206G Cessna P/N D1261-13PH</td>
<td>(S/N U20606789 through U20606846)</td>
</tr>
<tr>
<td>TU206G Cessna P/N D1262-13PH</td>
<td>(S/N U20606789 through U20606846)</td>
</tr>
</tbody>
</table>

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 12.6º, High 30.0º
(b) Cessna Spinner: 2150151
(c) McCauley Governor DC290D1/T37

Airspeed Limits

<table>
<thead>
<tr>
<th></th>
<th>Maneuvering</th>
<th>Max. Structural Cruising</th>
<th>Never Exceed</th>
<th>Flaps Extended</th>
</tr>
</thead>
<tbody>
<tr>
<td>IAS</td>
<td>125 Knots</td>
<td>149 Knots</td>
<td>182 Knots</td>
<td>100 Knots</td>
</tr>
<tr>
<td>CAS</td>
<td>(123 Knots)</td>
<td>(147 Knots)</td>
<td>(180 Knots)</td>
<td>(100 Knots)</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th></th>
<th>Maximum Ramp: 3614 lbs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>(See NOTE 4)</td>
<td>Maximum Takeoff: 3600 lbs.</td>
</tr>
<tr>
<td></td>
<td>Maximum Landing: 3600 lbs.</td>
</tr>
</tbody>
</table>

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)

<table>
<thead>
<tr>
<th>Control Surface Movements</th>
<th>Wing Flaps:</th>
<th>Down 40° +1°, -2°</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elevator Tab:</td>
<td>Up 25° ± 1°, -0°</td>
<td>Down 5° +1°, -0°</td>
</tr>
<tr>
<td>Ailerons:</td>
<td>Up 21° ± 2°</td>
<td>Down 14°30’ ± 2°</td>
</tr>
<tr>
<td>Elevator:</td>
<td>Up 21° ± 1°</td>
<td>Down 17° ± 1°</td>
</tr>
</tbody>
</table>

(Relative to stabilizer)

<table>
<thead>
<tr>
<th>Rudder:</th>
<th>Right: 24° ± 1°</th>
<th>Left: 24° ± 1°</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Parallel to 0.00 W.L.)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Right: 27°13’ ± 1°</td>
<td>Left: 27°13’ ± 1°</td>
</tr>
</tbody>
</table>

(Perpendicular to hinge line)

### Serial Nos. Eligible

20608001 and On

### Data Pertinent to Model 206H:

#### Certification Basis

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

- FAR 23.423; 23.611; 23.619; 23.623; 23.689; 23.775; 23.871; 23.1323; and 23.1563 as amended by Amendment 23-7.
- FAR 23.1; 23.51 and 23.56 as amended by Amendment 23-42.
- FAR 23.301; 23.331; 23.351; 23.485; 23.621; 23.655 and 23.731 as amended by Amendment 23-45.
- 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 23-49.

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.

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

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 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)


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 206HPHAS00 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 206HPHAS-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.

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

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 16.9º, High 33.8º |
| (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 |
| Maximum Weights | Maximum Ramp: 3617 lbs. |
| (See NOTE 4) | 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) |
XIII - Model T206H (cont’d)

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: Up 25° +1°, -0° Down 40° +1°, -2°
Elevator Tab: Up 21° ± 2° Down 14°30’ ± 2°
Ailerons: Elevator: (Relative to stabilizer)
Up 21° ± 1° Down 17° ± 1°
(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; 23.871; 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), 23.562(c), 23.562(c), 23.562(c), 23.562(c), and 23.562(c) 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:

(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),

**Data Pertinent to Model T206H:**  (Cont’d)

**Certification Basis** (Model T206H)  (Cont’d)

(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:


**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 14 CFR § 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)


**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. 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.
**Data Pertinent to Model T206H:** (Cont’d)

**NOTE 2.** (cont’d)  
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.

.....END....