
Type Acceptance Report

TAR 98/01 – Revision 4

Cessna 206 Series

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Executive Summary

New Zealand Type Acceptance has been granted to the Cessna Model 206 Series based on validation of FAA Type Certificate A4CE. There are no special requirements for import.

All models listed under the FAA type certificate have been type accepted in New Zealand, which are now eligible for the issue of an Airworthiness Certificate in the Standard Category in accordance with NZCAR §21.177, subject to any outstanding New Zealand operational requirements being met. (See Section 5 of this report for a review of compliance of the basic type design with the operating Rules.)

NOTE: The information in this report was correct as at the date of issue. The report is generally only updated when an application is received to revise the Type Acceptance Certificate. For details on the current type certificate holder and any specific technical data, refer to the latest revision of the State-of-Design Type Certificate Data Sheet referenced herein.

1. Introduction

This report details the basis on which Type Acceptance Certificate No. 98/01 was granted in the Standard Category in accordance with NZCAR Part 21 Subpart B.

Specifically, the report aims to:

- (a) Specify the foreign type certificate and associated airworthiness design standard used for type acceptance of the model(s) in New Zealand; and
- (b) Identify any special conditions for import applicable to any model(s) covered by the Type Acceptance Certificate; and
- (c) Identify any additional requirements which must be complied with prior to the issue of a NZ Airworthiness Certificate or for any subsequent operations.

The report covers all models included on the State-of-Design type certificate which have been granted type acceptance in New Zealand. Appendix 1 details which models have been type accepted in accordance with the provisions of CAR Part 21B and which were certificated prior to that under NZCAR Section B.9 and are now type accepted under the transitional arrangements of Part 21 Appendix A(c).

2. Aircraft Certification Details

(a) State-of-Design Type and Production Certificates:

Manufacturer: Textron Aviation Inc. (s/n T20609185 and on)
Cessna Aircraft Company (up to July 29, 2015)

Type Certificate: A4CE
Issued by: Federal Aviation Administration

Production Approval: Delegation Option Manufacturer No. CE-1
FAA Production Certificate No.4

(b) Models Covered by the Part 21B Type Acceptance Certificate:

(i) **Model:** 206, U206, P206
U206A, P206A, TU206A, TP206A
U206B, P206B, TU206B, TP206B
U206C, P206C, TU206C, TP206C
U206D, P206D, TU206D, TP206D
U206E, P206E, TU206E, TP206E
U206F, TU206F, U206G, TU206G

MCTOW: 3300 lb. [1497 kg] – Models 206, U206, P206
3600 lb. [1633 kg]

Max. No. of Seats: 6

Noise Standard: FAR Part 36 (U206G 1978 and on)

Engine: Continental IO-520-A or IO-520-F
Type Certificate: FAA 1E4
Continental TSIO-520-C or TSIO-520-M
Type Certificate: FAA E8CE

Propeller: McCauley D2A34C58/90AT-8 or D2A37C230/90REB-8
E2A34C64/90AT-8 or E2A34C73/90AT-8
Type Certificate: FAA P3EA
McCauley D3A32C79/82NK-2 or D3A32C90/82NC-2 or
D3A32C88/82NC-2
Type Certificate: FAA P21EA

(ii) **Models:** 206H, T206H

MCTOW: 3600 lb. [1633 kg]

Max. No. of Seats: 6

Noise Standard: FAR Part 36 at Amendment 36-21

Engine: Lycoming IO-540-AC1A5 (206H)
Type Certificate: 1E4
Issued by: Federal Aviation Administration

Lycoming TIO-540-AJ1A (T206H)
Type Certificate: E14EA
Issued by: Federal Aviation Administration

Propeller: McCauley B3D36C432/80VSA-1
Type Certificate: P58GL
Issued by: Federal Aviation Administration

Notes: 1. Refer to FAA TCDS A4CE for specific applicability of engine and propeller combinations to individual aircraft models.

2. Refer to Advisory Circular 21-1 Appendix 2 for the New Zealand type acceptance status of any engines and propellers listed above.

3. Application Details and Background Information

The application for type acceptance of the Cessna T/206H was from the manufacturer by CAA Form 24021/02 dated 8th July 1997. The 206H was originally certificated with the IO-580-A1A engine. However after a failure during a 500-hour endurance test Cessna decided to revert to the previous IO-540 engine. Type acceptance was then placed on hold while the engine change was embodied and the models re-certificated. The Cessna 206 is a six-seat high-wing all-metal single-piston-engine utility aircraft.

Type Acceptance Certificate Number 98/01 covering the Cessna Models 206H and T206H was granted on 12 May 1999, based on validation of FAA Type Certificate A4CE. There are no special requirements for import into New Zealand.

This report was raised to Revision 1 to include the new NAV III avionics option (Garmin G1000 EFIS installation), which requires a new Flight Manual. The opportunity was also taken to re-issue the report in the latest format, and to include all 206 models previously type accepted under the foreign type certificate and covered in individual reports. The application was from the manufacturer dated 2 March 2004 and type acceptance was granted on 15 November 2004.

The application for type acceptance of the Model TU206F was from the owner dated 4 February 1999. The first-of-type example was a 1974 model serial no. U206-02397, registered ZK-OAY. Type Acceptance was granted on 26 February 1999.

The application for type acceptance of the 1978 Model TU206G was from Mr Keith Hubber dated 6 May 1997. The first-of-type example was serial number U206-04075, registered ZK-KMH. Type Acceptance was granted on 27 May 1997.

Revision 2 was issued to add the T/206H Models, which under Block Point Change 2007 have replaced the KAP140 autopilot with the Garmin GFC 700 AFCS and use a different Flight Manual. Type acceptance was granted on 26 October 2007.

This report was raised to Revision 3 to include the TU206C model. The first-of-type example was serial number U206-1218 registered ZK-JAO. Type Acceptance was granted on 6 November 2009.

Revision 4 to this report added all the other variants and model years of the Model 206 Series not previously included. This was at the request of the type certificate holder, who has provided access to all technical publications.

The Cessna 206 was developed from the Model 205 by installation of the more powerful IO-520 engine and a larger tail, with various changes to the flaps and ailerons. A 42 inch double door was fitted on the right rear cabin to facilitate loading of cargo. The P206 Model was a “personal” version without the double doors and a more luxurious interior. Turbocharged engines and an increase in gross weight to 3600 lb were introduced in 1966.

The T/U206F is a modification of the 206E with emphasis on improved low speed flight performance. The 207 wing structure and strut ends were used and a cambered leading edge was adopted. Structural alterations include use of bonded skin on the new wing leading edge and aft extension of the baggage shelf. The T/U206G was very similar to the

F model, except the turbocharged Continental TSIO-520-M engine was re-rated for takeoff (5 min.) to 310 hp.

The 206H, production of which was re-started in 1998, is similar to the previous G model. The main difference is the use of the Lycoming IO-540 Series engine. Larger seat rails are used and there is an all-new interior with modernised instrumentation and avionics.

4. NZCAR §21.43 Data Requirements

The type data requirements of NZCAR Part 21B Para 21.43 have been satisfied by supply of the following documents:

(1) State-of-Design type certificate:

FAA Type Certificate Number A4CE issued July 19, 1963

FAA Type Certificate Data Sheet No. A4CE at Revision 47 dated July 29, 2015

- Model 206 approved July 19, 1963
- Models U206 and P206 approved October 8, 1964
- Models U206A and P206A approved September 24, 1965
- Models TU206A and TP206A approved December 20, 1965
- Models U206B, TU206B, P206B, and TP206B approved August 3, 1966
- Models U206C, P206C, TU206C and TP206C approved July 20, 1967
- Models U206D, P206D, TU206D and TP206D approved Sept. 18, 1968
- Models U206E, P206E, TU206E and TP206E approved July 28, 1969
- Models U206F and TU206F approved October 26, 1971
- Models U206G and TU206G approved June 21, 1976
- Model 206H approved November 26, 1997
- Models T206H approved October 1, 1998

Engine: FAA TC No.1E4 – Model IO-540-AC1A5 Approved May 27, 1998
FAA TCDS No.1E4 at Revision 17 dated August 1, 1998
TC No.E14EA – Model TIO-540-AJ1A Approved April 30, 1998
FAA TCDS No.E14EA at Revision 15 dated May 18, 1998

Propeller: FAA TC No. P58GL – Model B3D36C Approved June 30, 1988
FAA TCDS No.P58GL at Revision 10 dated March 23, 1998

(2) Airworthiness design requirements:

(i) *Airworthiness Design Standards:*

The certification basis of the Cessna 206 Series up to the Model 206G is Part 3 of the Civil Air Regulations effective May 15, 1956, as amended by 3-1 through 3-8, plus FAR §23.1559 effective March 1, 1978 for the 1979 U206G on, and FAR §23.1545 effective December 1, 1978 for the 1985 U206G on.

For the Model 206H this was updated to FAR Part 23 effective February 1, 1965, including Amendments 23-1 through 23-6, plus later amendment dates for individual paragraphs as detailed on the TCDS. (As was done for the earlier restart models.) For 206H with the Garmin G1000 Integrated Cockpit System (ICS) the certification basis was further updated for specific paragraphs, again as detailed on the TCDS, and Special Condition No.23-150-SC was applied for Protection from HIRF. Some further additions were made for aircraft fitted with the GFC-700, again as detailed on the TCDS.

This is an acceptable certification basis in accordance with NZCAR Part 21B Para §21.41, because CAR 3 is the predecessor of FAR Part 23, which is the basic standard for Normal Category Airplanes called up under Part 21 Appendix C.

There are no non-compliances and no additional special conditions have been prescribed by the Director under §21.23.

(ii) *Special Conditions:*

23-150-SC Cessna Aircraft Company; EFIS on the Cessna 206H and T206H; Protection of Systems for High Intensity Radiated Fields (HIRF) – Defines the HIRF environment for which no adverse effect on critical function performance must be demonstrated. This may be by test, analysis, models or similarity, or any combination of these.

(iii) *Equivalent Level of Safety Findings:*

1976 T/U206F and up:

CAR 3.757 Airspeed Indicator; CAR 3.778(a) Operating Limitations – The use of indicated airspeed instead of calibrated airspeed was accepted provided the approved calibration data presented in the POH is available to the pilot. ASI calibration data must be predicated on flight test.

T/206H:

Throttle and Mixture Controls – FAR §23.1143(g) and §23.1147(b) at Amendment 43 specifies that attachments must be designed so that the flight can continue and land if the controls separate, to account for poor reliability. (Usually a spring device is used.) The same criteria as accepted for the 172R were used: “compensating elements included engine control attachment features, which are not likely to separate in flight; establishment of mandatory inspection intervals; and replacement criteria.”

ACE-02-03 §23.971 Fuel Tank Sump – For fuel system changes in ECR 046069 (introduced under Blockpoint 2002) Cessna proposed substantiation similar to that used for the 182T. Instead of fixed specified capacities the means of compliance involved tank fluid retention measurements and an evaluation of sump and strainer size to ensure water could not be introduced into the system if Flight Manual procedures were followed. The FAA requested an ELOS for transparency.

ACE-02-02 §23.1401(d) Anti-collision Lights – An ELOS was granted for the use of white strobe lights which meet all the requirements of the rule except for colour. The strobe light has been previously accepted under STC and PMA, and later amendments of the Rule allow red or white.

(iv) *Airworthiness Limitations:*

See the Aircraft Maintenance Manual.

(3) Aircraft Noise and Engine Emission Standards:

(i) *Environmental Standard:*

The Models U206G and TU206G have been certificated for noise under FAR Part 36, including Amendments 36-1 through 36-6. For the 206H and T206H this was updated to Amendment 36-21.

(ii) *Compliance Listing:*

See Advisory Circular 36-1H Appendix 7 and Flight Manuals (Section 4).

Model:	MTOW:	Engine:	Propeller:	RPM:	Noise Levels	
					MdbA	CdbA
U206G	3600	IO-520-F	D3A34C404	2700	77.9	77.5
TU206G	3600	TSIO-520-M	D3A34C402	2600	78.5	75.4

Cessna Structural Dynamics Report D-206H-31 – 206H Take Off Noise
Structural Dynamics Report D-T206H-31 – Model T206H Take Off Noise

Cessna 206H – certificated noise level at 3600 lb is 79.7 dB(A) with 2-bladed propeller and 77.7 dB(A) with 3-bladed propeller – See AFM Section 4

Cessna T206H – certificated noise level at 3600 lb is 77.7 dB(A) per FAR Part 36 Appendix G, or 81.1 dB(A) per ICAO Annex 16 Chapter 10 – See AFM Section 4

(4) Certification Compliance Listing:

Cessna Report S-206A-0: Basic Data (Model 206A)
Cessna Report S-206A-33: Structures Substantiation Summary (Model 206A)
Cessna Report S-U206-31: Equipment Weight Report (Model U206)
Cessna Report SP206-0: Basic Data (Model P206)

Cessna Delegation Option Manufacturer Flight Test Report DM-TP/U206C-0 – Certification of the 1968 Model Changes by Rational Analysis – June 21, 1967

Cessna Report DM TU206F-0 Certification of Model TU206F – 20 September 1971
DM-TU206F-0 ADD. #4 – Certification of the 1974 Model Changes – Aug 8, 1973
Cessna Report S-206F-35(72) Fatigue Analysis T/U206F – 11 September 1971
Cessna Report S-206F-33(72) Substantiation, Critical Loads and Structural Materials Summary – Model U206F – 26 August 1971
Loading and Centre of Gravity Charts/Equipment List U206F/TU206F (1974)

DM-TU206G-0 ADD.#1 – Rational Analysis Certification 1978 Model TU206G

Cessna Airworthiness Report No. 206-96-001 – 26.6.97
Master Compliance Checklist – Model 206H Stationair – Superseded by:
Cessna Airworthiness Report No. 206-98-001 – 26.6.98
Master Compliance Checklist – Model 206H Stationair with IO-540 Engine

Cessna Airworthiness Report No. T206-96-001 – 26.6.97
Master Compliance Checklist – T206H Turbo Stationair – Superseded by:
Cessna Airworthiness Report No. T206-96-001 – 26.6.97
Master Compliance Checklist – T206H Turbo Stationair with TIO-540 Engine

Cessna Airworthiness Report No. 206-04-001 – Master Compliance Checklist
Nav III (G1000 EFIS) Model 206H/T206H Stationair – dated 30 June 2004
DOA Manufacturer Flight Test Rpt. DMT206H-29 Addendum No.1 – 30-7-04
Approval of the Garmin G1000 Integrated Cockpit System in the Model T206H
DOA Manufacturer Flight Test Report DM206H-29 Addendum No.1 – 29-9-04
Approval of the Garmin G1000 Integrated Cockpit System in the Model 206H
Certification Plan CP-058070 – Model 206H/T206H Garmin GFC-700 AFCS

Propeller: Compliance Check Sheet Report B2D34C432/80VSA
Statement of Compliance TC No.P58GL dated 16/5/97
Statement of Compliance PC No.P3 dated 16/5/97
FAA 8110-12 - Addition of B2D34C432/80VS
FAA 8110-3 dated 16/5/97 (Vibration Approval 206H)
FAA 8110-3 dated 16/5/97 (Vibration Approval T206H)
8110-3 dated 8/4/98 (Vibration Approval 206H/IO-540)
8110-3 dated 8/4/98 (Vibration Approval T206H/TIO-540)

(5) Flight Manual:

CAA AIR Number:	Cessna Publication:	Title:
AIR 2777	D207-13	Model 206 (1965) Owner's Manual
AIR 3033	D283-13	Model P206 (1965) Owner's Manual
AIR 3714	D366-13	Model P206A (1966) Owner's Manual
AIR 3715	D440-13	Model P206B (1967) Owner's Manual
AIR 3716	D549-13	Model P206C (1968) Owner's Manual
AIR 3717	D664-13	Model P206D (1969) Owner's Manual
AIR 2241	D755-13	Model P206E (1970) Owner's Manual
AIR 3718	D370-13	Model TP206A (1966) Owner's Manual
AIR 3719	D441-13	Model TP206B (1967) Owner's Manual
AIR 3720	D550-13	Model TP206C (1968) Owner's Manual
AIR 3721	D665-13	Model TP206D (1969) Owner's Manual
AIR 3722	D756-13	Model TP206E (1970) Owner's Manual
AIR 2564	D266-13	Model U206 (1965) Owner's Manual
AIR 2887	D347-13	Model U206A (1966) Owner's Manual
AIR 2017	D417-13	Model U206B (1967) Owner's Manual
AIR 2720	D523-13	Model U206C (1968) Owner's Manual
AIR 2721	D685-13	Model U206D (1969) Owner's Manual
AIR 2722	D766-13	Model U206E (1970) Owner's Manual
AIR 2723	D876-13	Model U206E (1971) Owner's Manual
AIR 2724	D916-13	Model U206F (1972) Owner's Manual
AIR 2725	D1004-13	Model U206F (1973) Owner's Manual
AIR 2726	D1024-13	Model U206F (1974) Owner's Manual
AIR 2727	D1044-13	Model U206F (1975) Owner's Manual
AIR 2728	D1065-13	Model U206F (1976) Pilot's Operating Handbook
AIR 2729	D1090-13	Model U206G (1977) Pilot's Operating Handbook
AIR 2730	D1118-13	Model U206G (1978) Pilot's Operating Handbook
AIR 2731	D1147-13PH	Model U206G (1979) Pilot's Operating Handbook
AIR 2124	D1182-13PH	Model U206G (1980) Pilot's Operating Handbook
AIR 2204	D1203-13PH	Model U206G (1981) Pilot's Operating Handbook
AIR 2186	D1222-13PH	Model U206G (1982) Pilot's Operating Handbook
AIR 3723	D1240-13PH	Model U206G (1983) Pilot's Operating Handbook
AIR 3724	D1261-13PH	Model U206G (1984) Pilot's Operating Handbook
AIR 3725	D1282-13PH	Model U206G (1985) Pilot's Operating Handbook
AIR 3726	D1302-13PH	Model U206G (1986) Pilot's Operating Handbook
AIR 2114	D371-13	Model TU206A (1966) Owner's Manual
AIR 3727	D418-13	Model TU206B (1967) Owner's Manual
AIR 3105	D524-13	Model TU206C (1968) Owner's Manual
AIR 3728	D686-13	Model TU206D (1969) Owner's Manual
AIR 3729	D767-13	Model TU206E (1970) Owner's Manual
AIR 3730	D877-13	Model TU206E (1971) Owner's Manual
AIR 2654	D917-13	Model TU206F (1972) Owner's Manual

AIR 2655	D1005-13	Model TU206F (1973) Owner's Manual
AIR 2651	D1025-13	Model TU206F (1974) Owner's Manual
AIR 2656	D1045-13	Model TU206F (1975) Owner's Manual
AIR 2657	D1066-13	Model TU206F (1976) Pilot's Operating Handbook
AIR 2585	D1091-13	Model TU206G (1977) Pilot's Operating Handbook
AIR 2586	D1119-13	Model TU206G (1978) Pilot's Operating Handbook
AIR 3731	D1148-13PH	Model TU206G (1979) Pilot's Operating Handbook
AIR 3732	D1183-13PH	Model TU206G (1980) Pilot's Operating Handbook
AIR 3733	D1204-13PH	Model TU206G (1981) Pilot's Operating Handbook
AIR 3734	D1223-13PH	Model TU206G (1982) Pilot's Operating Handbook
AIR 3735	D1241-13PH	Model TU206G (1983) Pilot's Operating Handbook
AIR 3736	D1262-13PH	Model TU206G (1984) Pilot's Operating Handbook
AIR 3737	D1283-13PH	Model TU206G (1985) Pilot's Operating Handbook
AIR 3738	D1303-13PH	Model TU206G (1986) Pilot's Operating Handbook

Model 206H POH and FAA Approved AFM – Part No. 206HPHUS00
dated 5 October 1998 – CAA Accepted as AIR 2649

Model T206H POH and FAA Approved AFM – Part No. T206HPHUS00
dated 9 November 1998 – CAA Accepted as AIR 2664

Model 206H NAV III Avionics Option POH and FAA Approved AFM
Part No. 206HPHAUS00 dated 4 Oct. 2004 – CAA Accepted as AIR 2880

Model T206H NAV III Avionics Option POH and FAA Approved AFM
Part No. T206HPHAUS00 dated 3 Sep. 2004 – CAA Accepted as AIR 2879

POH and FAA Approved Airplane Flight Manual 206H NAV III Avionics
Option – GFC 700 AFCS – Serials 20608279 and 20608284 and On –
Part No. 206HPHBUS – CAA Accepted as AIR 3017

POH and FAA Approved Airplane Flight Manual T206H NAV III Avionics
Option – GFC 700 AFCS – Serials T20608682 and T20608705 and On –
Part No. T206HPHBUS – CAA Accepted as AIR 3018

(6) Operating Data for Aircraft, Engine and Propeller:

(i) *Maintenance Manual:*

Cessna 200 Series (1960-65) Service Manual – Publication D470-13
Cessna 200 Series (1966-68) Service Manual – Publication D606-13
Cessna U/206/P206 (1969-76) Service Manual – Publication D2007-13
Cessna U206 Series (1977-86) Service Manual – Publication D2070-13
Cessna 206H/T206H Series 1998 and on – Maint. Manual – 206HMM
Cessna 206H/T206H Wiring Diagram Manual – 206HWD

IO-580-A1A Wide Cylinder Flange Crankcase Parts Catalog PC--10
IO-580 and TIO-580 Operator's Manual P/N 60297-10 3rd Edition
Overhaul Manual Revisions supplied as part of 172R Type Acceptance

Service Manual 761001 for McCauley C400 Constant Speed Propellers
Parts List PL-7352 for E-7345-B Propeller Model B3D34C432-X/H-80VSA-X
Drawing E-7345 Propeller Assembly – 3-Blade Constant - Oil Filled
Drawing D-7463 Hub Assembly – 3-Blade Constant Speed - Oil Filled
MPC-11 Operator’s Manual for C200 (2-Blade) and C400 (3-Blade) CS Props

(ii) *Current service Information:*

McCauley Service Bulletins 137K, 154E, 172B, 176C, 177B, 192A
McCauley Service Letters 1973-9 through 1996-11

(iii) *Illustrated Parts Catalogue:*

Cessna P206/U206 Series (1964-1973) Parts Catalog – Publication P516-12
Cessna 206 and T206 Series (1974-1984) Parts Catalog – P664-12

Cessna 206H/T206H Parts Catalog – 206HPC

(7) Agreement from manufacturer to supply updates of data in (5) and (6):

Textron Aviation Publications are now available through the Textron Aviation Technical Publications website at <https://ww2.txtav.com>

McCauley letter dated August 15, 1997 stated updates to all submitted data would automatically be provided at no cost.

(8) Other information:

Cessna Letters with Overview of Model Changes Models 206H and T206H:
Reference L417-02-97-206, and Reference L417-02-97-282

Cessna Letter Reference L390-06-3010 – Block Point Change 2007 (BP2007)

5. New Zealand Operational Rule Compliance

Compliance with the retrospective airworthiness requirements of NZCAR Part 26 is a prerequisite for the grant of a type acceptance certificate.

Civil Aviation Rules Part 26

Subpart B – Additional Airworthiness Requirements

Appendix B – All Aircraft

PARA:	REQUIREMENT:	MEANS OF COMPLIANCE:
B.1	Marking of Doors and Emergency Exits	<i>To be determined on an individual aircraft basis</i>
B.2	Crew Protection Requirements – Agricultural Aircraft	CAM 8 Appendix B Section .35 – Not Applicable

Compliance with the following additional NZ operating requirements has been reviewed for the Model T/206H and were found to be covered by either the original certification requirements or the basic build standard of the aircraft, except as noted:

Civil Aviation Rules Part 91

Subpart F – Instrument and Equipment Requirements

PARA:	REQUIREMENT:	MEANS OF COMPLIANCE:
91.505	Shoulder Harness if Aerobatic; >10 pax; Flight Training	Integrated seat belt/shoulder harness Std – POH page 7-16
91.507	Pax Information Signs – Smoking, safety belts fastened	Not Applicable – Less than 10 passenger seats
91.509 Min. VFR	(1) ASI FAR §23.1303(a) Fitted as Std - See POH Fig.7-2 Item 7 N/A – No mach limitations (2) Machmeter FAR §23.1303(b) Fitted as Std - See POH Fig.7-2 Item 12 (3) Altimeter FAR §23.1303(c) Std Fit (4) Magnetic Compass FAR §23.1305(a) Fitted as Std See POH Fig.7-2 Item 2 (5) Fuel Contents FAR §23.1305(d) Fitted as Std See POH Fig.7-2 Item 10 (6) Engine RPM FAR §23.1305(b) Fitted as Std See POH Fig.7-2 Item 1	(8) Coolant Temp (9) Oil Temperature (10) Manifold Pressure (11) Cylinder Head Temp. (12) Flap Position (13) U/c Position (14) Ammeter/Voltmeter
91.511 Night	(1) Turn and Slip See POH Fig.7-2 Item 6 (2) Position Lights Standard – See POH page 7-43	(3) Anti-collision Lights Standard – POH page 7-43 (4) Instrument Lighting Standard – POH page 7-44
91.513	VFR Communication Equipment	Standard Avionics includes Dual KX-155 TSO Radios
91.517 IFR	(1) Gyroscopic AH Standard - See POH page 7-49 (2) Gyroscopic DI Standard - See POH page 7-49 (3) Gyro Power Supply Standard - See POH page 7-51 (4) Sensitive Altimeter Standard - See POH page 7-49	(5) OAT See POH Fig.7-2 Item 4 (6) Time in hr/min/sec See POH Fig.7-2 Item 4 (7) ASI/Heated Pitot Standard – POH page 7-47 (8) Rate of Climb/Descent See POH Fig.7-2 Item 11
91.519	IFR Communication and Navigation Equipment	KX-155 TSO Nav/Comm plus KLN89 GPS fitted as std The G1000S has 2 GIA 63 Integrated Avionics Units, which contain a GPS receiver, VHF Nav and Comm receivers.
91.523 Emrgcy Eqpmt.	(a) More Than 10 pax – First Aid Kits per Table 7 – Fire Extinguishers per Table 8 (b) More than 20 pax – Axe readily acceptable to crew (c) More than 61 pax – Portable Megaphones per Table 9	Not Applicable – Less than 10 passenger seats Not Applicable – Less than 10 passenger seats Not Applicable – Less than 20 passenger seats Not Applicable – Less than 61 passenger seats
91.529	ELT - TSO C91a after 1/4/97 (or replacement)	Pointer 3000-11 fitted as Std – POH Page 7-55/Supp.4
91.531	Oxygen Indicators - Volume/Pressure/Delivery	Operational requirement – compliance as applicable
91.533 Unpress A/c	>30 min above FL100 – Supplemental crew, 10% Pax – Therapeutic for 3% of Pax Above FL100 – Supplemental for all Crew, Passengers – Therapeutic for 1% of Pax – 120l PBE for each crew member	The T206H has a 6-place oxygen system supplied from a 76 cu. ft. cylinder. Pressure is indicated by a gauge in the overhead console. A microphone-equipped mask is provided for the pilot and 5 partial-breathing disposable masks for the pax, with vinyl hoses and flow indicators.
91.541	SSR Transponder and Altitude Reporting Equipment	KT-76C TSO Transponder fitted as Standard GTX-33 Mode S Transponder Standard with NAV III
91.543	Altitude Alerting Device – Turbojet or Turbofan	Not Applicable – reciprocating engine
91.545	Assigned Altitude Indicator	Operational requirement – compliance as applicable
A.15	ELT Installation Requirements	<i>To be determined on an individual aircraft basis</i>

NOTE: Page and Figure references are based on the Model 206H Pilot's Operating Handbook 206HPHUS.

Civil Aviation Rules Part 135

Subpart F – Instrument and Equipment Requirements

PARA:	REQUIREMENT:	MEANS OF COMPLIANCE:
135.355	Seating / Restraints – Shoulder harness flight-crew seats	FAR §23.785
135.357	Additional Instruments (Powerplant and Propeller)	FAR 23 is a Part 21 Appendix C design standard
135.359	Night Flight	<i>Operational requirement – compliance as applicable</i>
	Landing light, Pax compartment	
135.361	IFR Operations	<i>Operational requirement – compliance as applicable</i>
	Speed, Alt, spare bulbs/fuses	
135.363	Emergency Equipment (Part 91.523 (a) and (b))	<i>Operational requirement – compliance as applicable</i>
135.367	Cockpit Voice Recorder	Not Applicable – Less than 10 passenger seats
135.369	Flight Data Recorder	Not Applicable – Less than 10 passenger seats
135.371	Additional Attitude Indicator	Not Applicable – Not turbo jet or turbofan powered

NOTES: 1. A Design Rule reference in the Means of Compliance column indicates the Design Rule was directly equivalent to the CAR requirement, and compliance is achieved for the basic aircraft type design by certification against the original Design Rule.

2. The CAR Compliance Tables above were correct at the time of issue of the Type Acceptance Report. The Rules may have changed since then and compliance should be checked individually.

3. Some means of compliance above are specific to a particular model/configuration. Compliance with Part 91/119 operating requirements should be checked in each case, particularly oxygen system capacity and emergency equipment.

Attachments

The following documents form attachments to this report:

Three-view drawing Cessna Model T206H Turbo Stationair
Copy of FAA Type Certificate Data Sheet No. 4ACE

Sign off

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David Gill
Team Leader Airworthiness

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Checked – Jason Ashworth
Team Leader Product Certification

Appendix 1

List of Type Accepted Variants:

<i>Model:</i>	<i>Applicant:</i>	<i>CAA Work Request:</i>	<i>Date Granted:</i>
206, P206, U206A, TU206A		AC 21-1.2/NZCAR Part 21 Appendix A(c)	
U206B, U206C, U206D, P206E		AC 21-1.2/NZCAR Part 21 Appendix A(c)	
U206F, U206G, TU206G		AC 21-1.2/NZCAR Part 21 Appendix A(c)	
TU206G (1978)	Invercargill Holdings Ltd	97/21B/18	27 May 1997
206H/T206H	Cessna Aircraft Company	98/21B/1	12 May 1999
TU206F	M S Delport	99/21B/27	1 March 1999
206/T206H – Nav III	Cessna Aircraft Company	4/21B/24	15 November 2004
T/206H – NAV III/GFC700	Cessna Aircraft Company	8/21B/6	26 October 2007
TU206C	Hawker Pacific NZ Ltd	10/21B/7	6 November 2009
All other models	Textron Aviation Inc	18/21B/14	25 January 2019