
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/CESSNA 206/47 Amdt 2 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Cessna 206 Series Aeroplanes

**AD/CESSNA 206/47
Amdt 3**

Rear Door Emergency Exit

16/2011

Applicability: Models 206, U206, U206A, TU206A, U206B, TU206B, U206C, TU206C, U206D, TU206D, U206E, TU206E, U206F, TU206F, U206G, TU206G, 206H, and T206H.

- Requirement:
1. For serial numbers 206-0001 through 206-0275, and U206-276 through U20604649, unless already accomplished by a previous issue of this Airworthiness Directive:
 - a.
 - i. Remove existing cargo door “Emergency Exit Operation” placard.
 - ii. Paint white all of the aft cargo door latch lever recess on both forward and aft doors to under the soft door trim, or otherwise visibly highlight location of lever.
 - iii. (A) Install a new placard on the forward pillar of the aft door, centered approximately 150 mm above the window sill line. The placard shall read:

EMERGENCY EXIT OPERATION

1. OPEN FORWARD CARGO DOOR AS FAR AS POSSIBLE.
2. ROTATE RED LEVER IN REAR CARGO DOOR FORWARD AND UNLATCH/OPEN DOOR.
3. **RESTOW RED LEVER**
4. **FORCE REAR CARGO DOOR OPEN**

(B) Lettering for the placard is to be white on a red background or black on a yellow background and is to be no less than 3.5mm high. The letters of the words “RESTOW RED LEVER” and “FORCE” are to be at least 40% larger than the other lettering; or

- a.
 - b. Modify cargo door in accordance with Cessna Service Bulletin SEB 91-4.
2. For serial numbers U20604650 through U20607020:

Cessna 206 Series Aeroplanes

AD/CESSNA 206/47 Amdt 3 (continued)

- a. i. Remove existing cargo door “Emergency Exit Operation” placard.
- ii. Unless already accomplished by a previous issue of this Airworthiness Directive, paint white all of the aft cargo door latch lever recess on both forward and aft doors to under the soft door trim, or otherwise visibly highlight location of lever.
- iii.(A) Install a new placard on the forward pillar of the aft door, centered approximately 150 mm above the window sill line. The placard shall read:

EMERGENCY EXIT OPERATION

1. ROTATE FORWARD CARGO DOOR HANDLE FULL FORWARD THEN FULL AFT.
2. OPEN FORWARD CARGO DOOR AS FAR AS POSSIBLE.
3. ROTATE RED LEVER IN REAR CARGO DOOR FORWARD AND UNLATCH/OPEN DOOR.
4. **RESTOW RED LEVER**
5. **FORCE REAR CARGO DOOR OPEN**

- (B) Lettering for the placard is to be white on a red background or black on a yellow background and is to be no less than 3.5mm high. The letters of the words “RESTOW RED LEVER” and “FORCE” are to be at least 40% larger than the other lettering; or
- b. Unless already accomplished by a previous issue of this Airworthiness Directive, modify cargo door in accordance with Cessna Service Bulletin SEB 91-4.
3. For serial numbers 20608001 and onwards, and serial numbers T20608001 and onwards: Inspect existing cargo door “Emergency Exit Operation” placards.
 - a. If not in accordance with the Aircraft Flight Manual as detailed in the Limitation Section for the aircraft’s particular serial number:
 - i. Remove the existing cargo door “Emergency Exit Operation” placard; and
 - ii. Replace with the “Emergency Exit Operation” placard or “Rear Cargo Door Emergency Exit” placard as required by the Aircraft Flight Manual.
 - b. If in accordance with the Aircraft Flight Manual as detailed in the Limitation Section for the aircraft’s particular serial number, no further action is required.

Cessna 206 Series Aeroplanes

AD/CESSNA 206/47 Amdt 3 (continued)

Note: For Requirements 1 and 2, if Cessna Service Bulletin SEB 91-4 has been previously accomplished, no further action is required by this amendment of the Airworthiness Directive.

- Compliance:
1. Unless already accomplished by a previous amendment of this Airworthiness Directive, after the effective date of this Airworthiness Directive, within 110 hours TIS or 12 months calendar time.
 2. After the effective date of this Airworthiness Directive, within 110 hours TIS or 12 months calendar time.
 3. After the effective date of this Airworthiness Directive, within 110 hours TIS or 12 months calendar time.

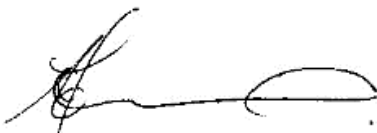
This Amendment becomes effective on 5 August 2011.

Background: This Directive was the result of a number of occurrences both in Australia and overseas where during an emergency there has been difficulty opening the cargo doors with the flaps down. Amdt 1 provided for a yellow and black placard.

As a result of requests from the Australian and United Kingdom authorities, Cessna has now issued a service kit to improve the cargo door mechanism. Amdt 2 was raised to permit incorporation of this kit as an alternative. Compliance with the Cessna Service Bulletin is preferred but not mandatory.

This amendment has categorised the Airworthiness Directive to align with the different door mechanisms installed during production of the U206. This requires different placard instructions depending of the mechanism of the door. 206H and T206H model aircraft do not require the revised 'Emergency Exit Operation' placards because the aft cargo door release handle return spring required by Cessna Service Bulletin SEB 91-4 was incorporated during production.

Although extensively reworded at this amendment, only Requirements 2.a and 3.a, if applicable, require new action.



Charles Lenarcic
Delegate of the Civil Aviation Safety Authority

1 August 2011