



CESSNA 206H

Quick Reference Handbook

Version 1.2

ALL GREY SHADED AREAS ARE
MEMORY ITEMS

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Pre-Flight Check

CABIN

1. Pitot Tube Cover..... REMOVE
2. Pilot’s Operating Handbook AVAILABLE IN AEROPLANE
3. Cargo Door Locking Pin..... REMOVE/STOW
4. Aeroplane Weight and Balanced..... CHECKED
5. Parking Brake SET
6. Control Wheel Lock REMOVE
7. Ignition Switch OFF
8. Avionics Master Switch..... OFF
9. Master Switch ON
10. Fuel Quantity Indicators..... CHECK QUANTITY /
..... ANNUNCIATOR EXTINGUISHED
11. Avionics Master Switch..... ON
12. Avionics Cooling Fan AUDIBLE OPERATION
13. Avionics Master Switch..... OFF
14. Static Pressure Alternate Source Valve OFF
15. Annunciator Panel Switch PRESS & HOLD TST POSITION
16. Annunciator Panel Test Switch RELEASE

NOTE

When Master Switch is turned ON, some annunciators will flash for approximately 10 seconds before illuminating steadily. When panel TST switch is toggled up and held in position, all remaining lights will flash until the switch is released.

- 17. Fuel Selector Valve..... BOTH
- 18. Pitot Heat..... ON – CHECK WARMTH
- 19. Pitot Heat..... OFF
- 20. Master Switch..... OFF
- 21. Trim Controls..... NEUTRAL

EMPENNAGE

- 1. Rudder Gust Lock..... REMOVE
- 2. Tail Tie-Down DISCONNECT
- 3. Control Surfaces..... CHECK
- 4. Trim Tab..... CHECK
- 5. Cargo Door..... SECURELY LATCHED

NOTE

The cargo doors must be fully closed and latched before operating the electric wing flaps. A switch in the upper door sill of the front cargo door interrupts the wing flap electrical circuit when the front door is opened or removed, thus prevent the flaps from being lowered with possible damage to the cargo door or wing flaps when the cargo door is open.

- 6. Antennas CHECK

RIGHT WING TRAILING EDGE

- 1. Flap CHECK
- 2. Aileron CHECK

RIGHT WING

- 1. Wing Tie Down DISCONNECT

- 2. Fuel Tank Vent Opening..... CHECK
- 3. Main Wheel Tire CHECK
- 4. Fuel Tank Sump Quick Drain Valves DRAIN
- 5. Fuel Quantity CHECK VISUALLY
- 6. Fuel Filler Cap SECURE & VENT UNOBSTRUCTED

NOSE

- 1. Static Source Opening..... CHECK
- 2. Fuel Strainer Quick Drain Valve..... DRAIN
- 3. Engine Oil Dip Stick/Filler Cap.. CHECK – MINIMUM 6 QUARTS
- 4. Engine Cooling Air Inlets..... CLEAR
- 5. Propeller and Spinner CHECK
- 6. Air Filter CHECK
- 7. Nose Wheel Strut and Tire..... CHECK
- 8. Static Source Opening..... CHECK

LEFT WING

- 1. Fuel Quantity CHECK VISUALLY
- 2. Fuel Filler Cap SECURE & VENT UNOBSTRUCTED
- 3. Fuel Tank Sump Quick Drain Valves DRAIN
- 4. Main Wheel Tire CHECK

LEFT WING LEADING EDGE

- 1. Fuel Tank Vent Opening.....CHECK
- 2. Stall Warning Vane.....CHECK
- 3. Wing Tie Down DISCONNECT
- 4. Landing/Taxi Light(s)CHECK

LEFT WING TRAILING EDGE

- 1. AileronCHECK
- 2. FlapCHECK

Before Starting Engine

- 1. Pre-flight Inspection.....COMPLETE
- 2. Passenger Briefing.....COMPLETE
- 3. DocumentationCOMPLETE
- 4. Seats and Seat BeltsADJUST & LOCK –
.....Ensure inertia reel locking
- 5. Brakes TEST & SET
- 6. Circuit Breakers CHECK IN
- 7. Electrical Equipment..... OFF
- 8. Mixture..... IDLE CUT-OFF
- 9. Propeller.....HIGH RPM
- 10. Throttle OPEN ¼”
- 11. Avionics Master Switch..... OFF
- 12. Master Switch..... ON
- 13. Flashing Beacon..... ON
- 14. Cowl Flaps..... OPEN
- 15. Fuel Selector Valve..... BOTH
- 16. Propeller Area..... CLEAR

NOTE

If engine floods, place mixture in idle cut off, open throttle 1/2 to full, and crank engine. When engine fires, advance mixture to full rich and retard throttle promptly.

WARNING

Do not pump throttles during or prior to the starting procedures.

CAUTION

Maximum starter engage duty cycle is 30 seconds on, followed by a minimum of two minutes off.

NOTE

If engine is warm, omit priming procedure of steps 1, 2 and 3 below

Starting Engine

- 1. Aux Fuel Pump ON
- 2. Mixture ADVANCE
until fuel flow just start to raise, then IDLE CUT OFF
- 3. Aux Fuel Pump OFF
- 4. Ignition Switch START
- 5. Mixture..... ADVANCE smoothly to RICH when engine fires
- 6. Ignition Switch RELEASE WHEN ENGINE STARTS
- 7. Throttle IDLE
- 8. Oil Pressure..... CHECK GREEN
- 9. Starter..... CHECK DISENGAGED

After Start Checks

- 1. Avionics Power Switches ON
- 2. Radios ON and SET
- 3. Fuel Computer/Digital Clock (if installed) SET
- 4. Flashing Beacon ON

Taxi Checks

- 5. Brakes CHECKED
- 6. Flight Instruments TC, DI, AH AND
..... COMPASS CHECKED

Run Up Checks

- 1. Parking Brake SET
- 2. Fuel Selector Valve RECHECK FULLER TANK
- 3. Mixture RICH
- 4. Throttle 1800 RPM
- 5. Magnetos CHECK
..... MAX DROP 150 RPM
..... MAX DIFFERENCE 50 RPM
- 6. Propeller CYCLE from high to low RPM;
..... Return to high RPM (full in)
- 7. Vacuum Gauge CHECK
- 8. Engine Instruments/Ammeter CHECK
- 9. Annunciator Panel Ensure No Annunciators are Illuminated
- 10. Throttle CHECK IDLE
- 11. Throttle 1000 RPM OR LESS

Before Takeoff

12. Fuel Selector Valve..... RECHECK FULLER TANK
13. Passenger SeatsAS FAR FORWARD AS PRACTICAL
14. Passenger Seat Backs MOST UPRIGHT POSITION
15. Seats & Seat Belts..... CHECK SECURE
16. Cabin Doors..... CLOSED & LOCKED
17. Cargo Door..... CHECK
18. Flight InstrumentsCHECK & SET
19. Radios & Avionics..... ON and SET
20. NAV/GPS Switch (if installed) SET
21. Autopilot (if installed) TEST & OFF
22. Fuel Quantity CHECK
23. Wing Flaps SET for takeoff (0° TO 20°)
24. Mixture..... RICH
25. Throttle Friction Lock ADJUST FIRM
26. Electric Trim (if installed)..... PRE-FLIGHT TEST
27. Flight Controls FULL, FREE & CORRECT
28. Auxiliary Fuel Pump..... OFF
29. Elevator & Rudder TrimSET FOR TAKE-OFF
30. Cowl Flaps..... OPEN
31. Departure Brief COMPLETE
32. Take-Off Safety Brief COMPLETE
33. Parking Brake OFF

Line Up

- 1. Pitot Heat..... A/R
- 2. Instruments..... GREEN/ALIGNED
- 3. Switches LIGHTS/PUMPS/ A/R
- 4. Transponder/TRIM..... ALT/SET
- 5. Altimeter WITHIN TOLERANCE

Rolling

- 1. Power STATIC RPM
- 2. Engine Instruments..... GREEN
- 3. Airspeed RISING

After Take Off

- 1. Gear FIXED DOWN
- 2. Flaps..... RETRACTED
- 3. Power 25"/2550 RPM
- 4. Temperature and Pressure Indications CHECKED GREEN
- 5. Switches OFF
- 6. Mixture..... 18 GPH or A/R
- 7. Centerline CHECKED

Top Of Climb

- 1. Fuel COMPLETE / CORRECT TANK
- 2. Mixtures LEANED
- 3. QNH QNH
- 4. DI / Compass ALLIGNED
- 5. Cowl Flaps CLOSED A/R
- 6. Aids / Audio SOURCE / TUNED / IDENTIFIED / TESTED
- 7. Radio SET / CHECKED

Top Of Descent

- 1. Fuel COMPLETE / CORRECT TANK
- 2. Mixtures RICH
- 3. QNH QNH
- 4. DI / Compass ALLIGNED
- 5. Cowl Flaps CLOSED A/R
- 6. Aids / Audio SOURCE / TUNED / IDENTIFIED / TESTED
- 7. Radio SET / CHECKED

Before Landing

- 1. Brakes PARK BRAKE OFF / CHECK PRESSURE
- 2. Undercarriage FIXED DOWN
- 3. Mixture RICH
- 4. Fuel BOTH
- 5. Instruments GREEN / ALLIGNED
- 6. Switches LIGHTS / PUMPS A/R
- 7. Hatches & Harnesses SECURE
- 8. Pilot Activated Lighting A/R

Final Checks

- 1. PitchFULL FINE
- 2. Undercarriage..... FIXED DOWN
- 3. Flaps..... DOWN
- 4. Clearance GIVEN
- 5. Windsock..... CHECKED
- 6. Cowl Flaps..... OPEN

Baulked Landing

- 1. Power FULL THROTTLE / 2850 RPM
- 2. Mixture..... RICH
- 3. Wing Flaps RETRACT TO 20°
- 4. Climb Speed 80kts
- 5. Wing Flaps RETRACT SLOWLY
- 6. Cowl Flaps..... OPEN

After Landing

- 1. Transponder STBY
- 2. Flaps..... IDENTIFIED / RETRACTED
- 3. Mixture..... LEANED
- 4. Switches OFF / SET
- 5. Stobes/Landing Light OFF
- 6. Taxi Light..... ON
- 7. TrimSET FOR TAKE-OFF
- 8. Cowl Flaps..... OPEN
- 9. Radio Call..... GIVEN

Shutdown

1. Parking Brake ON
2. Throttle IDLE
3. Avionics Power Switch & Electrical Equipment OFF
4. Mag Grounding CHECKED
5. Mixture IDLE CUT-OFF
6. Ignition Switch OFF
7. Master Switch OFF
8. Control Lock INSTALLED
9. Cowl Flaps CLOSE
10. Fuel Selector Valve LEFT or RIGHT to prevent crossover

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Engine Failures

Engine Failure During Takeoff Roll:

- 1. Throttle IDLE
- 2. BrakesAPPLY
- 3. Wing FapsRETRACT
- 4. Mixture..... IDLE CUT OFF
- 5. Ignition Switch OFF
- 6. Master Switch OFF

Engine Failure Immediately After Takeoff:

- 1. Airspeed 80 KIAS (FLAPS UP)
.....70 KIAS (FLAPS DOWN)
- 2. Mixture..... IDLE CUT OFF
- 3. Fuel Selector Valve.....PUSHED DOWN & ROTATE OFF
- 4. Ignition Switch OFF
- 5. Wing Flaps A/R
- 6. Master Switch OFF
- 7. Cabin DoorUNLATCHED
- 8. Land STRAIGHT AHEAD

Engine Failure During Flight (Restart Procedures)

- 1. Airspeed 75 KIAS
- 2. Fuel Selector Valve..... BOTH
- 3. Auxiliary Fuel Pump Switch ON
- 4. Engine PowerRESTORED
- 5. Mixture.....RICH
- 6. Ignition Switch CHECK BOTH

NOTE

If propeller is windmilling, engine will restart automatically within a few seconds. If propeller has stopped (possible at low speeds), turn ignition to START, advance throttle slowly from idle, and lean the mixture from full rich as required to obtain smooth operation.

- 7. Auxiliary Fuel Pump Switch OFF

NOTE

If the fuel flow indication immediately drops to zero, signifying an engine-driven fuel pump failure, return the auxiliary fuel pump switch to ON.

Forced Landings

Emergency Landing Without Engine Power:

1. Passenger SeatsAS FAR FORWARD AS PRACTICAL
2. Passenger Seat Backs MOST UPRIGHT POSITION
3. Seats and Seat BeltsSECURE
4. Airspeed80 KIAS (flaps UP)
..... 70 KIAS (flaps DOWN)
5. Mixture..... IDLE CUT OFF
6. Fuel Selector Valve.....PUSH DOWN & ROTATE
7. Ignition Switch OFF
8. Wing Flaps AS REQUIRED
9. Master Switch OFF
10. Doors..... UNLATCH PRIOR TO TOUCHDOWN
11. Touchdown.....SLIGHTLY TAIL LOW
12. Brakes APPLY HEAVILY

Precautionary Landing With Engine Power:

- 1. Passenger Seats AS FAR FORWARDS AS PRACTICAL
- 2. Passenger Seat BacksMOST UPROGHT POSITION
- 3. Seats and Seat BeltsSECURE
- 4. Airspeed 80 KIAS
- 5. Wing Flaps20°
- 6. Selected FieldFLY OVER
- 7. Avionics Master Switch & Electirical Switches OFF
- 8. Wing FlapsFULL
- 9. Airspeed 70 KIAS
- 10. Master Switch OFF
- 11. Doors..... UNLATCH PRIOR TO TOUCHDOWN
- 12. TouchdownSLIGHTLY TAIL LOW
- 13. Ignition Switch OFF
- 14. Mixture..... IDLE CUT OFF
- 15. Brakes APPLY HEAVILY

Ditching

1. Radio.....TRANSMIT MAYDAY/SQUAWK
2. Heavy Objects SECURE/JETTISON
3. Passenger Seats AS FAR FORWARD AS PRACTICAL
4. Passenger Seat Backs MOST UPRIGHT POSITION
5. Seats and Seat BeltsSECURE
6. Wing FlapsFULL
7. Power ESTABLISH 300 FT/MIN DESCENT AT 65KTS

If no power is available, approach at 80 KIAS with flaps UP or at 75 KIAS with 10°flaps.

8. Approach High Winds, Heavy Seas - INTO WIND
.....Light Winds, Heavy Swells - PARALLEL TO SWELLS
9. Cabin Doors.....UNLATCH
10. Touchdown..... LEVEL ATTITUDE AT 300 FT/MIN DESCENT
11. Face CUSHION
12. ELT.....ACTIVATE
13. Aeroplane EVACUATE
14. Life Vests and Raft ...INFLATE WHEN CLEAR OF AEROPLANE

Fires

During Start On Ground:

- 1. Ignition SwitchSTART

If Engine Starts:

- 1. Power 1700 RPM
- 2. Engine SHUT DOWN

If Engine Fails to Start:

- 1. Ignition SwitchSTART
- 2. ThrottleFULL OPEN
- 3. Mixture..... IDLE CUT OFF
- 4. Fuel Selector Valve.....PUSH DOWN & ROTATE TO OFF
- 5. Auxiliary Fuel Pump Switch OFF
- 6. Fire Extinguisher..... OBTAIN
- 7. EngineSECURE
- 8. Master Switch OFF
- 9. Ignition Switch OFF
- 10. Parking Brake RELEASE
- 11. Aeroplane EVACUATE
- 12. FireEXTINGUISH
- 13. Fire Damage..... INSPECT

Engine Fire in Flight:

- 1. Mixture..... IDLE CUT OFF
- 2. Fuel Selector Valve.....PUSH DOWN & ROTATE TO OFF
- 3. Auxiliary Fuel Pump Switch OFF
- 4. Master Switch OFF
- 5. Cabin Heat and Air OFF
- 6. Airspeed 105 KIAS (INCREASE IF NECESSARY)
- 7. Forced Landing.....EXECUTE

Electrical Fire in Flight:

- 1. Master Switch OFF
- 2. Vents/Cabin Air/HeatCLOSED
- 3. Fire Extinguisher.....ACTIVIATE
- 4. Avionics Master Switch..... OFF
- 5. All Other Switches (Except Ignition Switch) OFF

NOTE

After discharging fire extinguisher and ascertaining that fire has been extinguished, ventilate the cabin.

- 6. Vents/Cabin Air/Heat OPEN

If fire has been discharged and electrical power is necessary for continuance of flight to nearest suitable airport or landing area:

- 1. Master Switch ON
- 2. Circuit BreakersCHECK for faulty circuit, do not reset
- 3. Radio Switches OFF
- 4. Avionics Master Switch..... ON
- 5. Radio/Electrical Switches..... ON – one at a time, with delay after each until short circuit is localised or necessary equipment is energised

Cabin Fire:

- 1. Master Switch OFF
- 2. Vents/Cabin Air/Heat CLOSED
- 3. Fire Extinguisher..... ACTIVATE

NOTE

After discharging fire extinguisher and ascertaining that fire has been extinguished, ventilate the cabin.

- 4. Vents/Cabin Air/Heat OPEN

Land the aeroplane as soon as possible to inspect for damage

Wing Fire:

- 1. Landing/Taxi Light Switch OFF
- 2. Navigation Light Switch OFF
- 3. Strobe Light Switch OFF
- 4. Pitot Heat Switch OFF

NOTE

Perform a sideslip to keep the flames away from the fuel tank and cabin. Land as soon as possible using flaps only as required for final approach and touchdown.

Landing With a Flat Main Tyre

- 1. Approach NORMAL
- 2. Wing Flaps 0° – 10° below 140 KIAS
 10° – 40° below 100 KIAS
- 3. Touchdown GOOD MAIN TYRE FIRST
- 4. Directional Control MAINTAIN

Abnormal Procedures

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Precautionary Landing With Engine Power

1. Airspeed 80 KIAS
2. Wing Flaps20°
3. Selected Field..... FLY OVER
4. Electircal Switches..... OFF
5. Wing Flaps FULL (on final approach)
6. Airspeed 70 KIAS
7. Avions Power and Master Switches..... OFF
8. Doors..... UNLATCH PRIOR TO TOUCHDOWN
9. Touchdown.....SLIGHTLY TAIL LOW
10. Ignition Switch OFF
11. Brakes APPLY HEAVILY

Ditching

- 1. Radio..... TRANSMIT MAYDAY/SQUAWK 7700
- 2. Heavy Objects SECURE/JETTISON
- 3. Wing FlapsFULL
- 4. Approach High Winds, Heavy Seas - INTO WIND
.....Light Winds, Heavy Swells - PARALLEL TO SWELLS
- 5. Power ESTABLISH 300 FT/MIN DESCENT AT 65KTS

If no power is available, approach at 80 KIAS with flaps UP or at 75 KIAS with 10° flaps.

- 6. Cabin Doors.....UNLATCH
- 7. Touchdown..... LEVEL ATTITUDE AT 300 FT/MIN DESCENT
- 8. FaceCUSHION at touchdown with folded coat
- 9. Aeroplane EVACUATE
- 10. Life Vests and Raft INFLATE WHEN CLEAR
.....OF AEROPLANE
- 11. ELT..... ACTIVATE

Landing With A Flat Main Tyre

- 1. Approach NORMAL
- 2. Wing Flaps 0° – 10° below 140 KIAS
..... 10° – 40° below 100 KIAS
- 3. Touchdown..... GOOD MAIN TYRE FIRST,
HOLD OFF FLAT TYRE AS LONG AS POSSIBLE
- 4. Directional Control MAINTAIN

Electrical Power Supply System Malfunctions

Ammeter Shows Excessive Rate of Charge:

- 1. Alternator OFF

NOTE

With the alternator side of the master switch off, compass deviations of as much as 25° may occur.

- 2. Alternator Circuit Breaker..... PULL
- 3. Nonessential Electrical Equipment..... OFF
- 4. Flight..... TERMINATE

Low Voltage Annunciator (VOLTS) Illuminates During Flight

NOTE

Illumination of low voltage light may occur during low RPM conditions with an electrical load on the system such as during a low RPM taxi. Under these conditions, the light will go out at higher RPM. The master switch need not be recycled since an overvoltage condition has not occurred to deactivate the alternator system.

- 1. Avionics Power Switches OFF
- 2. Alternator Circuit Breaker..... CHECK IN
- 3. Master Switch OFF (both sides)
- 4. Master Switch ON
- 5. Low Voltage Light CHECK OFF
- 6. Avionics Power Switch..... ON

If low voltage light illuminates again:

1. Alternator..... OFF
2. Nonessential Radio & Electrical Equipment..... OFF
3. Flight..... TERMINATE

Supplemental Information

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Basair SOP

PASSENGER BRIEF

- No smoking in aircraft
- Proper use and adjustment of seat belts
- Location and proper operation of emergency exits
- Location of life jackets, first aid kits and fire extinguishers, and if required, survival kits and life rafts.
- Requirement of a passenger occupying a control seat, not to interfere with the controls during the flight
- Operation of ventilation system
- Proper stowage of passengers' carry on items during critical phases of flight
- Seat backs must be upright for take-off and landing
- Mobile phones and electronic devices must be off at all times

TAKE – OFF SAFETY BRIEF

- If there is an engine failure, fire or abnormality whilst on the runway I will close the throttle and brake as required
- If there is an engine failure or major abnormality shortly after take-off with sufficient runway or overrun remaining, I will lower the nose, select full flap, land and brake as required
- If the engine fails with insufficient runway or overrun, I will lower the nose, maintain (...) knots (best glide speed), select suitable field 30 degrees either side of the nose, extend flaps as required and land.
- I will only turn back to the runway unless I am at 1000 feet AGL or on the downwind leg

DEPARTURE AND APPROACH BRIEF

- Charts
- Terrain
- Weather
- Operational considerations
- Any additional items you deem are threats

Standard Flow Procedure

Below is an illustration of the standardised flow employed for *do and check* operations.

Abnormal and emergency procedures are conducted as a *check and do system*.



PASSENGER BRIEF

“Welcome aboard your flight, my name is _____ your pilot.

Today you’ll be flying in a _____.

Our aeroplane has _____ doors. You can close the door by _____ . If you need to open the door, such as in the unlikely event of an emergency, you can open the door by _____. To adjust your seat, there will be a lever underneath the seat.

Each seat in the aeroplane is equipped with an adjustable seatbelt. Fasten your seatbelt by inserting the clasp into the buckle. Pull the shoulder harness over your shoulder and clip it on to the clasp. You can adjust the seatbelt at any time by pulling the strap. You can undo your seatbelt by lifting the flap. Please ensure that you wear your seatbelt throughout the flight. Please ensure that all bags or loose items are either placed on the rear seat or in the baggage compartment and secured.

You can adjust the VENTILATION OUTLETS AND CONTROLS by _____.

Please do not touch any part of the dashboard or controls and please keep your feet away from the pedals.

Please note that smoking on board the aeroplane is not permitted at any time.

In the unlikely event of an emergency, please exit the aeroplane and leave any luggage behind. We will meet at the rear of the aeroplane.”

Where applicable – show use

- Lift Vest
- Lift Raft
- ELT
- Oxygen

“Our destination for today’s flight is _____ and our Estimated Time of Arrival is _____. The weather for our flight today is expected to be _____.

Please sit back, relax and enjoy your flight.”

Aircraft Summary

For full details refer to the aircraft Flight Manual and/or the Pilot's Operating Handbook.

Takeoff:

- 1. Normal Climb Out 70-80 KIAS
- 2. Short Field Takeoff, Flaps 20°, Speed at 50ft 72 KIAS

Enroute Climb, Flaps Up:

- 1. Normal..... 95-105 KIAS
- 2. Best Rate of Climb, Sea Level 86 KIAS
- 3. Best Rate of Climb, 10,000ft 82 KIAS
- 4. Best Angle of Climb, Sea Level..... 70 KIAS
- 5. Best Angle of Climb, 10,000ft 75 KIAS

Landing Approach:

- 1. Normal Approach, Flaps Up..... 75-85 KIAS
- 2. Normal Approach, Flaps FULL..... 65-75 KIAS
- 3. Short Field Approach, Flaps FULL..... 67 KIAS

Baulked Landing:

- 1. Maximum Power, Flaps 20° 80 KIAS

Maximum Recommended Turbulent Air Penetration Speed:

- 1. 3600 Lbs..... 125 KIAS
- 2. 2900 Lbs..... 112 KIAS
- 3. 2200 Lbs..... 98 KIAS

Maximum Demonstrated Crosswind Velocity:

- 1. Takeoff or Landing..... 20 KNOTS

Engine Failure After Takeoff:

- 1. Wing Flaps Up 80 KIAS
- 2. Wing Flaps Down..... 70 KIAS

Maneuvering Speed:

- 1. 3600 Lbs..... 125 KIAS
- 2. 2900 Lbs..... 112 KIAS
- 3. 2200 Lbs..... 98 KIAS

Maximum Glide:

- 1. 3600 Lbs..... 75 KIAS
- 2. 3200 Lbs..... 70 KIAS
- 3. 2800 Lbs..... 65 KIAS
- 4. Precautionary Landing With Engine Power..... 70 KIAS

Landing Without Engine Power:

- 1. Wing Flaps Up 80 KIAS
- 2. Wing Flaps Down..... 70 KIAS

SECTION 5
PERFORMANCECESSNA
MODEL 206H**CRUISE PERFORMANCE**
PRESSURE ALTITUDE 2000 FEET

CONDITIONS:

3600 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

RPM	MP	20°C BELOW STANDARD TEMP -9°C			STANDARD TEMPERATURE 11°C			20°C ABOVE STANDARD TEMP 31°C		
		% BPH	KTAS	GPH	% BPH	KTAS	GPH	% BPH	KTAS	GPH
2500	25	79	137	17.7	76	138	17.1	73	139	16.5
	24	75	134	16.8	72	135	16.2	70	135	15.7
	23	70	131	15.9	68	131	15.3	66	132	14.9
	22	66	127	15.0	64	128	14.6	62	128	14.2
	21	62	124	14.2	60	124	13.8	58	124	13.5
	20	58	120	13.5	56	120	13.1	54	120	12.8
2400	25	76	135	17.0	73	136	16.4	71	136	15.9
	24	72	132	16.1	69	132	15.6	67	133	15.1
	23	68	129	15.3	66	129	14.8	63	129	14.4
	22	64	125	14.5	62	126	14.1	60	126	13.8
	21	60	122	13.8	58	122	13.4	56	122	13.1
	20	56	118	13.1	54	118	12.8	52	118	12.5
2300	25	72	132	16.2	70	133	15.7	67	133	15.2
	24	68	129	15.4	66	130	14.9	64	130	14.5
	23	65	126	14.7	62	126	14.3	60	126	13.9
	22	61	123	14.0	59	123	13.6	57	123	13.2
	21	57	119	13.3	55	119	13.0	54	119	12.7
	20	54	115	12.7	52	115	12.4	50	114	12.1

(Continued Next Page)

Figure 5-9. Cruise Performance (Sheet 1 of 10)

CESSNA
MODEL 206H

SECTION 5
PERFORMANCE

CRUISE PERFORMANCE
PRESSURE ALTITUDE 2000 FEET (Continued)

CONDITIONS:

3600 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

RPM	MP	20°C BELOW STANDARD TEMP -9°C			STANDARD TEMPERATURE 11°C			20°C ABOVE STANDARD TEMP 31°C		
		% BPH	KTAS	GPH	% BPH	KTAS	GPH	% BPH	KTAS	GPH
2200	25	68	129	15.3	66	130	14.8	64	130	14.5
	24	65	126	14.6	62	126	14.2	60	126	13.9
	23	61	123	14.0	59	123	13.6	57	123	13.2
	22	58	119	13.3	56	119	13.0	54	119	12.7
	21	54	115	12.8	52	115	12.5	50	115	12.2
	20	50	111	12.2	49	111	11.9	47	110	11.5
2100	25	64	125	14.5	62	126	14.1	60	126	13.8
	24	61	122	13.9	59	122	13.5	57	122	13.2
	23	57	119	13.3	55	119	13.0	54	119	12.7
	22	54	115	12.8	52	115	12.5	50	115	12.2
	21	51	112	12.2	49	111	11.9	47	111	11.6
	20	47	107	11.5	46	107	11.2	44	105	11.0

Figure 5-9. Cruise Performance (Sheet 2)

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SECTION 5
PERFORMANCECESSNA
MODEL 206H**CRUISE PERFORMANCE**
PRESSURE ALTITUDE 4000 FEET

CONDITIONS:

3600 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

RPM	MP	20°C BELOW STANDARD TEMP -13°C			STANDARD TEMPERATURE 7°C			20°C ABOVE STANDARD TEMP 27°C		
		% BPH	KTAS	GPH	% BPH	KTAS	GPH	% BPH	KTAS	GPH
2500	25	81	141	18.1	78	142	17.5	75	142	16.9
	24	76	138	17.2	74	139	16.6	71	139	16.1
	23	72	135	16.3	70	135	15.7	68	136	15.2
	22	68	131	15.4	66	132	14.9	64	132	14.5
	21	64	128	14.6	62	128	14.1	60	128	13.8
	20	60	123	13.8	58	123	13.4	56	123	13.1
2400	25	78	138	17.4	75	139	16.8	72	140	16.3
	24	74	135	16.6	71	136	16.0	69	137	15.5
	23	70	132	15.7	67	133	15.1	65	133	14.7
	22	66	129	14.8	63	129	14.4	61	129	14.0
	21	62	125	14.1	60	125	13.7	58	125	13.4
	20	58	121	13.4	56	121	13.0	54	121	12.8
2300	25	74	136	16.6	71	136	16.1	69	137	15.5
	24	70	133	15.8	68	133	15.2	66	134	14.8
	23	66	130	15.0	64	130	14.6	62	130	14.2
	22	63	126	14.3	61	126	13.9	59	126	13.5
	21	59	122	13.6	57	122	13.2	55	122	12.9
	20	55	118	13.0	53	118	12.7	51	118	12.4

(Continued Next Page)

Figure 5-9. Cruise Performance (Sheet 3)

CESSNA
MODEL 206H

SECTION 5
PERFORMANCE

CRUISE PERFORMANCE
PRESSURE ALTITUDE 4000 FEET (Continued)

CONDITIONS:

3600 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

RPM	MP	20°C BELOW STANDARD TEMP -13°C			STANDARD TEMPERATURE 7°C			20°C ABOVE STANDARD TEMP 27°C		
		% BPH	KTAS	GPH	% BPH	KTAS	GPH	% BPH	KTAS	GPH
2200	25	70	133	15.7	68	133	15.2	65	133	14.8
	24	66	129	15.0	64	130	14.5	62	130	14.2
	23	63	126	14.3	61	126	13.9	59	126	13.5
	22	59	123	13.7	57	123	13.3	55	123	13.0
	21	56	119	13.0	54	119	12.7	52	118	12.4
	20	52	115	12.5	50	114	12.2	49	114	11.8
2100	25	66	129	14.9	64	129	14.5	62	129	14.1
	24	63	126	14.3	60	126	13.9	58	126	13.5
	23	59	122	13.6	57	122	13.2	55	122	12.9
	22	56	119	13.0	54	119	12.7	52	118	12.4
	21	52	115	12.5	50	115	12.2	49	114	11.9
	20	49	111	11.9	47	110	11.5	46	109	11.2

Figure 5-9. Cruise Performance (Sheet 4)

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SECTION 5
PERFORMANCECESSNA
MODEL 206H**CRUISE PERFORMANCE**
PRESSURE ALTITUDE 6000 FEET

CONDITIONS:

3600 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

RPM	MP	20°C BELOW STANDARD TEMP -17°C			STANDARD TEMPERATURE 3°C			20°C ABOVE STANDARD TEMP 23°C		
		% BPH	KTAS	GPH	% BPH	KTAS	GPH	% BPH	KTAS	GPH
2500	23.5	76	140	17.2	74	141	16.6	71	141	16.0
	23	74	138	16.7	72	139	16.1	69	139	15.6
	22	70	135	15.8	68	135	15.2	65	135	14.8
	21	66	131	14.9	64	131	14.4	61	131	14.1
	20	62	127	14.1	60	127	13.7	58	127	13.3
	19	58	123	13.3	55	123	13.0	54	122	12.7
2400	23.5	73	138	16.5	71	138	15.9	68	139	15.4
	23	71	136	16.1	69	137	15.5	67	137	15.0
	22	67	133	15.2	65	133	14.7	63	133	14.3
	21	63	129	14.4	61	129	14.0	59	129	13.6
	20	59	125	13.7	57	125	13.3	55	125	13.0
	19	55	120	13.0	53	120	12.7	52	120	12.4
2300	23.5	70	135	15.8	68	135	15.2	65	135	14.8
	23	68	133	15.3	66	134	14.8	64	134	14.5
	22	64	130	14.6	62	130	14.2	60	130	13.8
	21	61	126	13.9	58	126	13.5	56	126	13.1
	20	57	122	13.2	55	122	12.9	53	121	12.6
	19	53	118	12.6	51	117	12.3	49	116	12.0

(Continued Next Page)

Figure 5-9. Cruise Performance (Sheet 5)

CESSNA
MODEL 206H

SECTION 5
PERFORMANCE

CRUISE PERFORMANCE
PRESSURE ALTITUDE 6000 FEET (Continued)

CONDITIONS:

3600 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

RPM	MP	20°C BELOW STANDARD TEMP -17°C			STANDARD TEMPERATURE 3°C			20°C ABOVE STANDARD TEMP 23°C		
		% BPH	KTAS	GPH	% BPH	KTAS	GPH	% BPH	KTAS	GPH
2200	23.5	66	132	14.9	64	132	14.5	62	132	14.1
	23	65	130	14.6	62	130	14.2	60	130	13.8
	22	61	126	14.0	59	126	13.6	57	126	13.2
	21	57	122	13.3	55	122	13.0	53	122	12.7
	20	54	118	12.7	52	118	12.4	50	117	12.1
	19	50	114	12.1	48	113	11.8	47	111	11.4
2100	23.5	63	128	14.3	60	128	13.9	58	128	13.5
	23	61	126	14.0	59	126	13.6	57	126	13.2
	22	57	122	13.3	55	122	13.0	53	122	12.7
	21	54	119	12.7	52	118	12.4	50	118	12.2
	20	50	114	12.2	49	114	11.8	47	112	11.5
	19	47	110	11.5	45	108	11.2	44	106	10.9

Figure 5-9. Cruise Performance (Sheet 6)

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SECTION 5
PERFORMANCECESSNA
MODEL 206H**CRUISE PERFORMANCE**
PRESSURE ALTITUDE 8000 FEET

CONDITIONS:

3600 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

RPM	MP	20°C BELOW STANDARD TEMP -21°C			STANDARD TEMPERATURE -1°C			20°C ABOVE STANDARD TEMP 19°C		
		% BPH	KTAS	GPH	% BPH	KTAS	GPH	% BPH	KTAS	GPH
2500	22	72	139	16.2	69	139	15.6	67	139	15.1
	21	68	135	15.2	65	135	14.7	63	135	14.3
	20	63	131	14.4	61	131	14.0	59	131	13.6
	19	59	126	13.6	57	126	13.2	55	126	12.9
	18	55	122	12.9	53	121	12.6	51	121	12.3
2400	22	69	136	15.6	67	137	15.0	64	137	14.6
	21	65	132	14.7	63	132	14.3	61	133	13.9
	20	61	128	14.0	59	128	13.6	57	128	13.2
	19	57	124	13.2	55	124	12.9	53	123	12.6
	18	53	119	12.6	51	119	12.3	49	117	12.0
2300	22	66	133	14.9	64	133	14.5	62	134	14.1
	21	62	129	14.2	60	130	13.8	58	129	13.4
	20	58	125	13.5	56	125	13.1	54	125	12.8
	19	54	121	12.8	53	121	12.5	51	120	12.3
	18	51	116	12.2	49	115	11.9	47	113	11.5
2200	22	63	130	14.3	60	130	13.9	58	130	13.5
	21	59	126	13.6	57	126	13.2	55	125	12.9
	20	55	122	13.0	53	121	12.6	51	121	12.4
	19	52	117	12.4	50	117	12.1	48	115	11.7
	18	48	112	11.7	46	110	11.3	45	108	11.1
2100	22	59	126	13.6	57	126	13.2	55	126	12.9
	21	56	122	13.0	54	122	12.7	52	121	12.4
	20	52	118	12.4	50	117	12.1	48	115	11.8
	19	48	113	11.8	47	111	11.4	45	109	11.2
	18	45	107	11.1	43	105	10.8	42	102	10.5

Figure 5-9. Cruise Performance (Sheet 7)

CESSNA
MODEL 206H

SECTION 5
PERFORMANCE

CRUISE PERFORMANCE
PRESSURE ALTITUDE 10,000 FEET

CONDITIONS:

3600 Pounds
Recommended Lean Mixture
Cowl Flaps Closed

RPM	MP	20°C BELOW STANDARD TEMP -25°C			STANDARD TEMPERATURE -5°C			20°C ABOVE STANDARD TEMP 15°C		
		% BPH	KTAS	GPH	% BPH	KTAS	GPH	% BPH	KTAS	GPH
2500	20	65	134	14.7	63	135	14.3	61	135	13.9
	19	61	130	14.0	59	130	13.5	57	129	13.2
	18	57	125	13.2	54	125	12.8	53	124	12.6
2400	20	63	132	14.3	60	132	13.9	58	132	13.5
	19	59	128	13.5	56	127	13.1	55	127	12.9
	18	55	123	12.8	53	122	12.5	51	121	12.2
2300	20	60	129	13.8	58	129	13.4	56	128	13.0
	19	56	125	13.1	54	124	12.8	52	123	12.5
	18	52	120	12.5	50	119	12.2	48	116	11.8
2200	20	57	126	13.2	55	125	12.9	53	124	12.6
	19	53	121	12.6	51	120	12.3	49	118	12.0
	18	49	116	12.0	47	114	11.6	46	112	11.3
2100	20	54	121	12.7	52	121	12.4	50	119	12.1
	19	50	117	12.1	48	115	11.7	47	113	11.4
	18	46	111	11.4	45	108	11.1	43	105	10.8

Figure 5-9. Cruise Performance (Sheet 8)

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