FAA APPROVED

SUPPLEMENTAL AIRPLANE FLIGHT MANUAL

FOR

CESSNA MODELS 206, P206, P206A THRU E, TP206A THRU E,

U206A THRU G, AND TU206A THRU G SERIES AIRPLANES

EQUIPPED WITH AEROCET 206 CARGO PACK

Registration No. _____

Serial No. _____

The information contained in this document is FAA approved material which must be applied together with the basic FAA approved airplane placards and markings and/or FAA approved Airplane Flight Manual. This supplemental manual must be carried in the airplane when it is modified by the installation of the Aerocet 206 Cargo Pack in accordance with Supplemental Type Certificate (STC) No. SA00096SE. The information contained in this document supersedes the basic airplane markings and placards and/or Flight Manual covered in the items contained herein. For Limitations, Procedures, and Performance information not contained in this supplement, consult the basic airplane markings and placards, and/or Flight Manual.

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for Manager, Seattle Aircraft Certification Office

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REVISION DATE: 4/20/2006	TITLE: Supplemental Airplane Flight Manual SUBTITLE: Cessna Models 206, P206, P206A thru E, TP206A thru E, U206A thru G, and TU206A thru G Series Airplanes Equipped with Aerocet 206 Cargo Pack		REVISION: 1

LOG OF REVISIONS PAGE

REV.	PAGES AFFECTED	DESCRIPTION	FAA APPROVED	DATE
1	ALL	Style change in Title Block and all references to Redland changed to Aerocet, Inc.		

SECTION 1. GENERAL (206 CARGO PACK)

The cargo pack provides additional cargo and baggage space. The basic shell of the cargo pack, including the loading door, is fabricated from a fiberglass composite sandwich construction. A loading door is located on the left side of the pack, and is hinged at the bottom. It is secured in the closed position by three quick-release fasteners.

The volume of the cargo pack is 16 cubic feet. Dimensions of the pack and its loading door opening are contained in Section 6 of the basic Pilots Operating Handbook.

The pack is attached to the bottom of the fuselage with screws and, after the initial installation, can be readily removed or installed. Complete instructions for installation of the cargo pack, and required modifications to the nose gear access panels, fuel pump vent line, and cowl flaps, are contained in the Aerocet 206 Cargo Pod Installation Manual (Doc. A-10014).

This supplemental manual, applicable to those Cessna Model 206 Series airplanes equipped with the Aerocet 206 Cargo Pack, provides information and limitations not included in the basic FAA approved markings and placards, and/or Airplane Flight Manual. The aircraft is to be operated under the "NORMAL CATEGORY" only.

SECTION 2. LIMITATIONS

The ADF bearing accuracy may be adversely affected by the type and/or arrangement of the cargo pack contents.

The following information must be presented in the form of a placard, located on the inside of the cargo pack door:

REFER TO WEIGHT & BALANCE DATA FOR BAGGAGE / CARGO LOADING NEVER EXCEED 300 LBS CARGO WEIGHT. COWL FLAP EXTENSIONS MUST BE INSTALLED WITH CARGO PACK.

10-20017-1

THE ADF BEARING ACCURACY MAY BE ADVERSELY AFFECTED BY THE TYPE AND / OR ARRANGEMENT OF THE CARGO PACK CONTENTS.

10-20017-2

SECTION 3. EMERGENCY PROCEDURES

There is no change to the airplane emergency procedures when the cargo pack is installed.

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SECTION 4. NORMAL PROCEDURES

(NOTE: THESE ITEMS SUPPLEMENT THE CESSNA NORMAL PROCEDURES – BE SURE AND FOLLOW THE CESSNA PROCEDURES EXCEPT AS NOTED BELOW.)

a. NORMALLY ASPIRATED AIRCRAFT

Because of the effect of the cargo pack on climb performance, the maximum flap deflection approved for takeoff is 10° whenever the airplane is operated at weights above 3450 pounds. When operated at or below this weight, up to 20° of flap may be used.

At takeoff weights above 3450 pounds, short field takeoffs with 10° flaps should be conducted using a speed of 68 KIAS at the 50-foot obstacle. At weights of 3450 pounds or less, the speeds on the Takeoff Distance chart in Section 5 of the Pilots Operating Handbook and a 20° flap setting may be used. All other speeds remain unchanged from those listed in Section 4.

b. TURBOCHARGED AIRCRAFT

For Turbocharged aircraft to provide adequate engine cooling on hot days, the minimum speed for rate of climb should be as follows:

S.L. to 17,000 Feet	95 KIAS
20,000 Feet	93 KIAS
22,000 Feet	92 KIAS

In addition, consideration should be given to loading of the cargo pack and the necessary weight and balance computations outlined in Section 6 of the basic Pilots Operating Handbook. All other normal procedures specified in the basic handbook are applicable when the cargo pack is installed.

SECTION 5. PERFORMANCE

a. NORMALLY ASPIRATED AIRCRAFT

To obtain takeoff performance of the airplane with a cargo pack installed and using 10° flaps, increase both ground roll and total distance over the 50-foot obstacle by 10% over that found in Section 5 of the Pilots Operating Handbook. This procedure is required only when operating at weights above 3450 pounds. When operating at or below this weight, use 20° flaps and takeoff data in section 5 of the Pilots Operating Handbook.

The climb performance of the airplane equipped with a cargo pack is approximately 45 ft/min less than that shown in the Rate of Climb chart for the standard airplane.

To obtain speed performance for the airplane equipped with a cargo pack, the cruise speeds are approximately 5 KTAS lower than shown in the cruise charts in Section 5 of the Pilots Operating Handbook.

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b. TURBOCHARGED AIRCRAFT

The climb performance of the airplane equipped with a cargo pack is approximately 110 fpm less than shown in the climb performance charts in Section 5 of the basic handbook. The cruise speeds are approximately 5 KTAS lower than shown in the cruise charts in Section 5.

DEMONSTRATED OPERATING TEMPERATURE

Satisfactory engine cooling has been demonstrated for this airplane with an outside air temperature of 23° C. above standard. This is not to be considered as an operating limitation. Reference should be made to Section 2 of the basic handbook for engine operating limitations.

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