AIRWORTHINESS DIRECTIVE

This Airworthiness Directive (AD) is issued pursuant to Canadian Aviation Regulation (CAR) 521.427. No person shall conduct a take-off or permit a take-off to be conducted in an aircraft that is in their legal custody and control, unless the requirements of CAR 605.84 pertaining to ADs are met. Standard 625 - Aircraft Equipment and Maintenance Standards Appendix H provides information concerning alternative means of compliance (AMOC) to ADs.

Number:

CF-202X-XX

Effective Date:

XX XXXXX 202X

ATA:

25

Type Certificate:

A4CE, A-212

Subject:

Cabin Equipment/Furnishings – Emergency Egress Difficulty

Applicability:

Textron Aviation Inc. (formerly Cessna Aircraft Company) model 206, U206, U206A, U206B, U206C, U206D, U206E, U206F, U206G, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, TU206G, 206H and T206H aeroplanes, all serial numbers.

Compliance:

As indicated below, unless already accomplished.

Background:

When Transport Canada validated the type design of the Textron Aviation Inc. models 206H and T206H, it was determined that the cargo doors located at the aft right-hand side of the cabin were not satisfactory to be considered an emergency exit. After performing testing and evaluation, Transport Canada concluded that the design of the doors did not satisfy the certification requirements that the method of opening the doors be simple and obvious and the doors be readily operated, even in darkness. During that validation, Transport Canada determined that emergency egress for aft seat occupants through the front left door of the aeroplane is satisfactory only if one or none of the two centre row seats is installed. Removing a centre row seat provides an escape path to the front exit for the occupants of the rear seats. For that reason, Transport Canada imposed occupancy and other limitations on the 206H and T206H models. These limitations are defined in Type Certificate Data Sheet A-212.

Earlier versions of the model 206 registered in Canada that feature the cargo doors have not been subject to occupancy limits, other limitations or corrective action requirements related to the cargo doors. These earlier versions of the model 206 have continued to operate in Canada without corrective action despite the fact that the method of opening the cargo doors is essentially the same as the method for the 206H and T206H models. There is objective evidence that difficulty opening the cargo doors has contributed to fatalities during accidents in Canada involving the model 206.

Transport Canada Continuing Airworthiness considers that an unsafe condition exists if there is factual evidence that emergency equipment, life support systems or survivability equipment may not perform as intended. This AD establishes corrective actions to improve the likelihood that occupants of the model 206 that are equipped with cargo doors, will be able to successfully egress the aeroplane in an emergency situation despite the unsatisfactory design of the cargo doors as an emergency exit.

Corrective Actions:

Group 1 aeroplanes are models 206, U206, U206A, U206B, U206C, U206D, U206E, U206F, U206G, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, and TU206G.

Group 2 aeroplanes are models 206H and T206H.

1. This corrective action is applicable to Group 1 aeroplanes. From the effective date of this AD,

operating the aeroplane with more than five (5) occupants is prohibited. One of the two centre (second row) seats (69.0 to 79.0 inches aft of datum) must be removed if any aft seat (98.0 inches aft of datum) is occupied. The carriage of passengers in an aft seat is prohibited when both centre (second row) seats are installed.

Note: The existing Canadian type design of Group 2 aeroplanes already includes a similar limitation.

2. This corrective action is applicable to Group 1 and Group 2 aeroplanes. From the effective date of this AD, it is prohibited to operate the aeroplane with any occupants in an aft seat (98.0 inches aft of datum) unless those occupants have, on the day of the flight, demonstrated the capability to independently (i.e. without guidance or assistance) open the cargo doors with flaps extended to the 20 degree setting. During this demonstration, it is acceptable to simulate that the flaps are deployed by physically restraining the movement of the forward door to a maximum opening of 8 centimeters. This will prevent the demonstration from damaging the door or the flaps.

3. This corrective action is applicable to Group 1 and Group 2 aeroplanes. From the effective date of this AD, if there are occupants in the aft row of seats (98.0 inches aft of datum), the pre-flight safety briefing to passengers must emphasize that the preferred method of egress for aft row seat occupants is through the front left door. The briefing must explain that the cargo doors are to be used for emergency egress only if the front left door is not functional or if access to the front left door is obstructed.

4. This corrective action is applicable to Group 1 aeroplanes. Within 18 months from the effective date of this AD, modify the cargo door installation by installing Textron Aviation (Cessna) Service Kit SK206-40 in accordance with Textron Aviation (Cessna) Service Bulletin SEB91-4, dated 22 March 1991.

   Note: The cargo door design of Group 2 aeroplanes is comparable to the configuration of Group 1 aeroplanes after the preceding corrective action is accomplished.

Authorization:

For the Minister of Transport,

[redacted]

Chief, Continuing Airworthiness
Issued on XX XXXX 202X

Contact:

[redacted], Continuing Airworthiness, Ottawa, telephone [redacted], facsimile [redacted] or e-mail [redacted] or any Transport Canada Centre.