



U.S. Department
of Transportation

Federal Aviation
Administration

Airworthiness Concern Sheet

Date: February 27, 2020

<p>Reply to: Name: Dan Withers Title: Aerospace Engineer Office: Wichita ACO Branch Department: AIR-7K1 Street Address: 1801 Airport Road City, State, ZIP: Wichita, KS 67209 Telephone: 316-946-4137 Electronic Mail: dan.withers@faa.gov</p>	<p>Make: Cessna Aircraft Company Model / Series: Model 206/U206/TU206 Serial Numbers: All</p> <p>Reason for Airworthiness Concern: Egress through Cargo Doors during Emergency</p>
---	--

Federal Aviation Administration (FAA) Description of Airworthiness Concern

Transport Canada recently contacted the FAA with concerns for the use of cargo doors as an emergency exit on Cessna 206 models. Following a fatal accident in August 2018, where a float-configured U206G capsized and became submerged after loss of control during landing, the Transportation Safety Board of Canada concluded the accident was survivable. Canadian authorities are considering mandatory action to require a Cessna door handle kit, placards, and limiting the airplane occupancy to five for all Cessna U206 airplanes on their registry. The FAA is continuing to investigate and follow our risk assessment process before considering what, if any, mandatory action is necessary.

The Cessna 206 cargo door configuration and use as an emergency exit has been the subject of several discussions since its introduction in the 1960s, primarily following float-related accidents. Operation of the door handles as well as opening the doors when the flaps are extended has been the primary concern. The FAA, Transport Canada, and Cessna have investigated this area of concern numerous times in the past and have examined possible design changes, but no cost-effective and feasible or practical improvements were identified. Cessna issued a Service Bulletin and Kit (SEB91-4) in 1991 that provided a door handle modification that simplified the opening procedure as well as luminescent placards.

The Canadian authorities have done extensive research and studies into seaplane (float) accidents and survivability aspects related to these events. These studies reflect a number of reasons for drowning which include incapacitation, injuries, inability to unlatch seatbelt, disorientation, inability to locate exit and/or open the door or window. Often these situations will involve very cold water and dark conditions further hindering the occupants ability to escape any make or model airplane.

Request for Information (For example: Proposed alternate inspection or repair procedures, cost impact, etc. Your comments or replies to the FAA need to be as specific as possible. Please provide specific examples to illustrate your comments or concerns.)

The FAA is interested in receiving any information on prior experience with the 206 cargo doors with regard to use, operation, and clarity of placards and instructions as well as any modifications or alterations completed by owners and operators that aid in the usability with and without flaps extended. Please provide any other information you feel may be helpful for us to consider as part of our evaluation.

This Airworthiness Concern Sheet (ACS) is intended as a means for FAA Aviation Safety Engineers to coordinate airworthiness concerns with aircraft owners/operators through associations and type clubs. At this time, the FAA has not made a determination on what type of corrective action (if any) should be taken. The resolution of this airworthiness concern could involve Airworthiness Directive (AD) action or a Special Airworthiness Information Bulletin (SAIB), or the FAA could determine that no action is needed at this time. The FAA's final determination will depend in part on the information received in response to this ACS.

The FAA endorses dissemination of this technical information to all manufacturers and requests association and type club comments.

<p>Attachments:</p> <p><input type="checkbox"/> Service Difficulty Report <input type="checkbox"/> Accident/Incident Data System <input type="checkbox"/> Service Letter / Bulletin <input type="checkbox"/> Special Airworthiness Information Bulletin <input type="checkbox"/> Federal Aviation Administration or National Transportation Safety Board Safety Recommendation <input type="checkbox"/> Airworthiness Directive <input type="checkbox"/> Alternate Means of Compliance <input type="checkbox"/> Risk Analysis</p>	<p>Transmittal:</p> <p><input checked="" type="checkbox"/> Federal Aviation Administration <input checked="" type="checkbox"/> Airplane Owners and Pilots Association <input checked="" type="checkbox"/> Experimental Aircraft Association <input checked="" type="checkbox"/> Type Club <input checked="" type="checkbox"/> Type Certificate Holder <input type="checkbox"/> Other:</p>	<p>Response Requested By:</p> <p><input type="checkbox"/> Emergency (10 days) <input checked="" type="checkbox"/> Alert (30 days) <input type="checkbox"/> Information (90 days)</p>
---	---	---