Safety Information Bulletin

Airworthiness

SIB No.: 2020-16

Issued: 13 August 2020

Subject: Emergency Egress Difficulty

Ref. Publications:

Transport Canada Civil Aviation (TCCA) AD CF-2020-10 dated 09 April 2020.
Federal Aviation Administration (FAA) Airworthiness Concern Sheet dated 27 February 2020.
FAA Supplemental Type Certificate (STC) SA1470GL (validated as an EASA STC 10029679).
Civil Aviation Authority of New Zealand Continuing Airworthiness Notice 25-003 dated 20 April 2020.

Applicability:

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

Description:

This Safety Information Bulletin (SIB) is prompted by the issuance of TCCA AD CF-2020-10 and their validation of the Textron Aviation Inc. 206 type design, specifically the models 206H and T206H.

During the validation, TCCA 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, TCCA 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. TCCA also 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, TCCA imposed occupancy and other limitations on the 206H and T206H aeroplanes. These limitations are defined in Type Certificate Data Sheet A-212.

Additionally, TCCA issued AD CF-2020-10, requiring implementation of operating limitations and modifications.

The FAA has approved a change to the design of model 206 that offers some risk mitigation from this hazard through STC SA1470GL (validated as an EASA STC 10029679), which installs a door at the front on the right-hand side of the model 206 cabin. TCCA considers that this door offers a viable means of emergency egress for occupants of the front and centre-row seats in the event that the front left door is not functional, or if access to the front left door is obstructed. Aeroplanes that have been modified in accordance with FAA STC SA1470GL are exempted from

the requirements of TCCA AD CF-2020-10, subject to certain conditions as detailed in the Exemptions section of that AD.

Some 206 models in Canada are used for parachuting/skydiving operations. In this role, the cargo doors are removed. These aeroplanes are also exempted from the requirements of TCCA AD CF-2020-10, subject to certain conditions as detailed in the Exemptions section of that AD.

TCCA AD CF-2020-10 is not a State of Design AD and has therefore not been adopted by EASA. Consequently, compliance with that AD is not required for affected aeroplanes registered in EASA Member States. The FAA, representing the State of Design for the affected Textron type design, is not planning any AD action at this time. However, the FAA has issued the above referenced Airworthiness Concern Sheet, and their intention is to review all comments before deciding whether any FAA action is warranted. This activity is on-going.

At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant Airworthiness Directive (AD) action under Regulation (EU) 748/2012, Part 21.A.3B.

Recommendation(s):

EASA recommends operators of the affected aeroplanes to review TCCA AD CF-2020-10 and consider taking voluntary action(s) accordingly.

Information about any prior experience with Textron (Cessna) 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, should be reported to EASA.

Contact(s):

For further information, contact the EASA Programming and Continued Airworthiness Information Section, Certification Directorate, E-mail: ADs@easa.europa.eu.