

# **2013 NIFA Nationals SCAN Supplemental Data**



## Nationals 2013 Supplemental Data

Congratulations! You have applied for that coveted regional airline position in Atlanta and they have selected you for an interview! Interview is scheduled for this Monday March 11<sup>th</sup> 2013. You will leave on Sunday March 10<sup>th</sup> stay overnight for the interview and fly back on Monday night. To help celebrate this crowning achievement, your mom and dad have requested to come along for the flight. Mom weighs 135 lbs and will sit in the middle seats, dad weighs 275 lbs and will sit up front with you.

Although normally operating out of Augusta, you will start your flight at Thomson McDuffie Airport (KHQU). Planned wheels up time is 1pm. Your brother, a star linebacker at the University of Georgia, would also like to come along with you, so you will first stop by Athens, GA (KAHN) on the way to Atlanta. He weighs 245 lbs.

**Aircraft**-You will be renting your flight school's Cessna TU206F (N174BF) aircraft for your ride. It will be in configuration IV, with a basic empty weight of 2,155 lbs and a moment (lb.-ins./1000) of 77.1. Its maximum ramp weight is 3,600 lbs, and standard fuel tanks with an arm of 48". It currently has 35 gallons total gas.

**Aircraft (N174BF)**-Annual completed on 3/3/2013  
100 hour completed at 2114.8 hours, tach now at 2228.4 hours  
Pitot Static, ELT, and Transponder completed on 2/29/2012

**Pilot**-Joey Smith, First Class Medical issued 3/3/2013, no restrictions  
High performance endorsement earned on 3/2/2011



Joey's Logbook											
Date	Airport	Aircraft	Registration	ASEL	AMEL	Landings	Approaches	Day	Night	Dual Received	Total Time
12/12/12	KAGS-KAGS	Cessna 206	N174BF	1.4		1			1.4		1.4
12/14/12	KAGS-KAGS	PA-44	N5331Y		1.1	4		1.1		1.1	1.1
1/13/13	KAGS-KAGS	Cessna 150	N9537Q	0.7		2			0.7	0.7	0.7
1/15/13	KAGS-KAGS	PA-44	N5331Y		0.9	3			0.9	0.9	0.9
3/8/13	KAGS-KAGS	Cessna 206	N174BF	1.1		2		1.1			1.1

### **Performance Notes-**

**Climb**-Use maximum rate of climb chart, 95 KTAS for climb. Use the closest temperature on the chart, nearest weight, and sea level pressure altitude. Use fuel table on chart for burn in climb. For wind information in climb use departure airport METAR. Should a gust exist use steady state wind for calculations.

Add 1.7 additional gallons for start, taxi, and takeoff.

**Cruise**-In order to conserve gas, you decide to fly at 120 KIAS, which gives you 11 GPH. Use the departure airport METAR for temperature and pressure information. Interpolate for winds. KIAS=KCAS

**Descent**-You descend 150 KTAS, 1000 FPM, 8.8 GPH. Use cruise winds

**Takeoff and Landing**-Use nearest takeoff weight chart and nearest pressure altitude chart. Interpolate for wind and temperature. Should a gust exist use steady state wind for calculations

You carry a 30 lb flight kit that goes in the baggage compartment. You have a 35 lb suitcase, and your parents have a 40 lb suitcase, that also goes in the baggage compartment. Use average arms for all weight and balance calculations

Variation is 6W for the entire trip

Sunset for both these days are at 6:00pm, civil twilight is at 6:28pm both days

### **Weather Day 1**

KHQU 101715Z AUTO 05008KT 10SM OVC044 09/02 A3009 RMK AO1 T00910016

KAHN 101651Z 07012G19KT 10SM OVC050 11/M03 A3006 RMK AO2 SLP183  
T00831028

KIIY 101715Z AUTO 07004KT 10SM SCT060 08/M02 A3006 RMK AO2 LTG DSNT  
SW

KLZU 101650Z 08012KT 10SM BKN055 08/M04 A2997 RMK ATIS E INITIALS: JW

KPDK 101653Z 05008G17KT 10SM FEW046 BKN065 08/M03 A2995 RMK AO2  
SLP149 T00831028

KFTY 101653Z 04008KT 10SM SCT031 BKN044 09/M01 A2997 RMK AO2 PK WND  
10031/1625 WSHFT 1619 SLP151 T00941011

KCVC 101658Z 08008G20KT 10SM OVC045 09/M02 A2999 RMK AO2

KMLJ 101715Z AUTO 11004KT 10SM -RA OVC022 10/05 A3003 RMK AO2 LTG  
DSNT W

FT 3000 6000 9000 12000 18000 24000 30000 34000 39000  
ATL 1238 1323+05 2114+01 2439-03 2649-16 2450-26 246843 750452 752561

### **NOTAMs Day 1 & 2**

!MCN 04/409 HQU RWY 10 PAPI OTS  
!MCN 04/291 HQU COM GCO UNREL USE 706-771-1777  
!FTY 01/010 FTY OBST TOWER 1613 (835 AGL) 3.9 NE (3349N8428W) LGTS OTS  
(ASR UNKN) WEF 1301031839-1303311839  
!FTY 10/018 FTY RWY 8 SFL OTS WEF 1210251819  
!PDK 08/010 PDK RWY 9/27 RWY LGTS OTS  
!MCN 03/236 MLJ SVC ATLANTA APP/DEP 1015-0300/ATLANTA CENTER  
APP/DEP 0300-1015 DLY  
!AHN 02/013 AHN NAV VORTAC OTS WEF1302261400-1303262100  
!AHN 02/014 AHN COM REMOTE COM OUTLET 122.1 OTS  
!MCN 03/430 D73 RWY 3 PAPI OTS  
!MCN 01/433 91A APT NOW CVC  
!MCN 01/433 CVC CLSD UFN  
!MCN 01/434 CVC UNATTND UFN

ATL UA /OV ATL /TM 1617 /FLUNKN /TP B737 /SK BKN038 /WX -RA /RM DURD  
RY8L ATL

### **Weather Day 2**

KHQU 111715Z AUTO 00000KT 10SM CLR 15/02 A3030 RMK AO1 T00910016  
KAHN 111651Z 26005KT 10SM CLR 17/M03 A3034 RMK AO2 T00831028  
KIIY 111715Z AUTO 25004KT 10SM SCT250 18/M02 A3036 RMK AO2 LTG DSNT  
SW  
KLZU 111650Z 00000KT 10SM FEW200 18/M03 A3035 RMK AO2 T01831028  
KFTY 111653Z 00000KT 10SM CLR 19/M01 A3035 RMK AO2 T00941011  
KCVC 111658Z 00000KT 10SM FEW250 19/M02 A3035 RMK AO2  
KMLJ 111715Z AUTO 18004KT 10SM CLR 17/05 A3003 RMK AO2

FT 3000 6000 9000 12000 18000 24000 30000 34000 39000  
ATL 2508 2711-02 2710-05 2219-09 2338-22 2553-34 255950 257158 264960

**THOMSON-McDUFFIE CO** (HQU) 4 N UTC-5(-4DT) N33°31.78' W82°31.02'

ATLANTA

501 B S2 FUEL 100LL, JET A OX 1, 2, 3, 4 NOTAM FILE MCN

H-8B, 12G, L-24I

RWY 10-28: H5503X100 (ASPH) S-30, D-50, 2D-87 HIRL 0.9% up E

IAP

RWY 10: PAPI(P2L)—GA 3.0° TCH 48'. Thld dspcd 295'. Trees.

RWY 28: PAPI(P2L)—GA 3.0° TCH 28'. Thld dspcd 200'. Trees.

AIRPORT REMARKS: Attended 1300-2200Z†. Deer on rwy at ngt.

ACTIVATE HIRL Rwy 10-28, PAPI Rwy 10 and Rwy 28—CTAF.

WEATHER DATA SOURCES: AWOS-3 120.625 (706) 597-9801.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ AUGUSTA APP/DEP CON 126.8 (1145-0400Z†)

Ⓡ ATLANTA CENTER APP/DEP CON 128.1 (0400-1145Z†)

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE AND.

COLLIERS (H) VORTAC 113.9 IRQ Chan 86 N33°42.44'

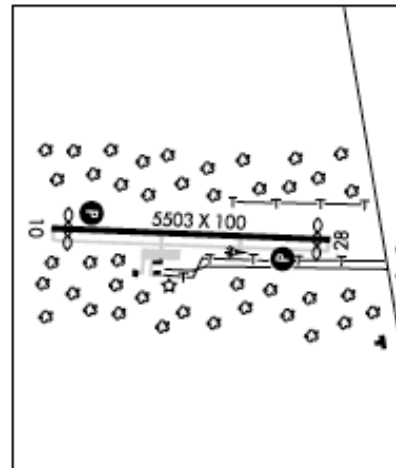
W82°09.72' 243° 20.7 NM to fld. 420/04W.

CEDAR NDB (MHW/LOM) 341 AA N33°32.00' W82°36.86' 096°

4.9 NM to fld. NOTAM FILE MCN.

NDB unusable byd 15 NM.

ILS 110.75 I-AAQ Rwy 10. LOM CEDAR NDB.

**MONROE-WALTON CO** (D73) 1 SE UTC-5(-4DT) N33°46.95' W83°41.57'

ATLANTA

875 B S4 FUEL 100LL, JET A NOTAM FILE MCN

H-8B, 12G, L-18I

RWY 03-21: H5000X75 (ASPH) S-14.5, D-18 MIRL 1.0% up SW

IAP

RWY 03: PAPI (P2L)—GA 3.25° TCH 55'. Trees.

RWY 21: PAPI (P2L)—GA 2.75° TCH 42'. Trees.

AIRPORT REMARKS: Attended 1300-2200Z†. Parachute Jumping. Deer

on or invof arpt. Be advised—glider ops within 10 NM radius

sfc-5000 ft. Deer on or about arpt. MIRL Rwy 03-21 preset on

low ints from dusk-0300Z† to increase ints and ACTIVATE after

0300Z†—CTAF. PAPI Rwy 03 and 21 opr dusk-0300Z† after

0300Z† ACTIVATE—CTAF.

WEATHER DATA SOURCES: AWOS-A 392 JNM.

COMMUNICATIONS: CTAF 122.9

Ⓡ ATLANTA APP/DEP CON 126.975

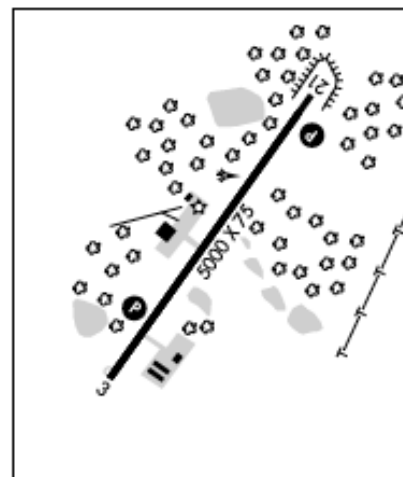
RADIO AIDS TO NAVIGATION: NOTAM FILE AHN.

ATHENS (H) VORTAC 109.6 AHN Chan 33 N33°56.86'

W83°19.49' 242° 20.9 NM to fld. 793/00E. HIWAS.

NDB (MHW) 392 JNM N33°44.26' W83°43.61' 035° 3.2 NM

to fld. AWOS-A. NOTAM FILE MCN.



**ATHENS/BEN EPPS** (AHN) 3 E UTC-5(-4DT) N33°56.92' W83°19.58'

808 B S4 FUEL 100LL, JET A1 TPA—See Remarks ARFF Index—See Remarks

NOTAM FILE AHN

RWY 09-27: H5522X100 (ASPH-GRVD) S-65, D-125

MIRL 1.0% up E

RWY 09: PAPI(P4L)—GA 3.0° TCH 39'.

RWY 27: ODALS. REIL. VASI(V4L)—GA 3.0° TCH 34'.

RWY 02-20: H3995X100 (ASPH) S-40, D-45 MIRL 0.7% up N

RWY 02: VASI(V4L)—GA 3.75° TCH 39'. Trees.

RWY 20: PAPI(P4L)—GA 3.0° TCH 55'. Trees.

**AIRPORT REMARKS:** Attended 1100-0300Z†. TPA—for light acft 1800 (992), for jets 2300 (1492). Class II, ARFF Index A. CLOSED to unscheduled air carrier opr with more than 30 passenger seats except 24 hrs PPR call arpt manager 706-613-3420. Index B ARFF equipment is avbl. Rwy 02-20 non-air carrier only. Noise sensitive area south of arpt, ctc FBO for information. ACTIVATE PAPI Rws 09 and 20, REIL Rwy 27 and ODALS Rwy 27—CTAF. When twr clsd MIRL Rwy 09-27 preset low ints; to increase ints ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** ASOS 132.875 (706) 613-7373.

HIWAS 109.6 AHN.

**COMMUNICATIONS:** CTAF 126.3 UNICOM 122.95

RCO 122.1R (MACON RADIO)

Ⓡ ATLANTA APP/DEP CON 132.475 (1115-0300Z†)

ATLANTA CLNC DEL 127.5 (0300-1115Z† when twr clsd) 132.475 (1115-0300Z† when twr clsd)

Ⓡ ATLANTA CENTER APP/DEP CON 127.5 (0300-1115Z†)

TOWER 126.3 (1300-0100Z†) GND CON 121.8

**AIRSPACE:** CLASS D svc 1300-0100Z† other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE AHN.

(H) VORTAC 109.6 AHN Chan 33 N33°56.86' W83°19.49' at fld. 793/00E. HIWAS.

TACAN DME unusable 171°-181° byd 28 NM blo 4000'.

BULLDOG NDB (MHW) 221 BJT N33°57.08' W83°13.18' 271° 5.3 NM to fld.

NDB unmonitored 0300-1100Z†.

ILS 110.95 I-AHN Rwy 27. Class IB. Localizer unmonitored 0300-1100Z†.

**FULTON CO ARPT-BROWN FLD** (FTY) 6 W UTC-5(-4DT) N33°46.75' W84°31.28'

841 B S4 FUEL 100LL, JET A1+ OX 1, 2, 3, 4 LRA NOTAM FILE FTY

RWY 08-26: H5796X100 (ASPH-GRVD) S-105, D-121, 2S-154, 2D-198 HIRL 0.3% up E

RWY 08: MALSR. Trees.

RWY 26: REIL. VASI(V4L)—GA 3.0° TCH 50'. Trees. Rgt tfc.

RWY 14-32: H4157X100 (ASPH) S-30 MIRL 1.0% up SE

RWY 14: REIL. PAPI(P2L)—GA 4.0° TCH 48'. Trees.

RWY 32: REIL. Thld dsplcd 199'. Trees.

RWY 09-27: H2801X60 (ASPH) S-35, D-45, 2D-72 0.3% up E

RWY 09: Trees. RWY 27: Tree. Rgt tfc.

**AIRPORT REMARKS:** Attended continuously. Fuel svc, C404-691-3330.

Rwy 32 has three lgtd twr on centerline 32 ft AGL (873 ft MSL)

650 ft from thld. Deer and other wildlife on and invof arpt. Flocks

of birds on and invof arpt during dalgt hrs. Rwy 08-26 to Rwy

09-27 has only 400' separation centerline-centerline. Noise

sensitive area all quadrants; no run ups authorized on any ramp.

Flight Notification Service (ADCUS) avbl.

**WEATHER DATA SOURCES:** ASOS (404) 696-5660. LAWRS.

**COMMUNICATIONS:** ATIS 120.175 UNICOM 122.95

ATLANTA RCO 122.6 122.2 (MACON RADIO)

Ⓡ ATLANTA APP/DEP CON 121.0

COUNTY TOWER 118.45 GND CON 121.7

**AIRSPACE:** CLASS D svc continuous.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PDK.

PEACHTREE (L) VOR/DME 116.6 PDK Chan 113 N33°52.54' W84°17.93' 245° 12.5 NM to fld. 970/02W.

FLANC NDB (MHW/LOM) 344 FT N33°45.74' W84°38.34' 082° 6.0 NM to fld. NOTAM FILE FTY.

NDB unusable byd 12 NM.

ILS 109.1 I-FTY Rwy 08. LOM FLANC NDB. LOC unusable byd 25° left of course and 28° right of course.

LOM/NDB unusable byd 12 NM.

**COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl.

ATLANTA

H-9B, 12G, L-18J

IAP, AD





**DEKALB-PEACHTREE** (PDK) 8 NE UTC-5(-4DT) N33°52.54' W84°18.12'

ATLANTA

1003 B S4 FUEL 100, JET A OX 1, 2, 3, 4 TPA—See Remarks LRA

H-9A, 12F, L-18J, A

NOTAM FILE PDK

IAP, AD

RWY 02R-20L: H6001X100 (CONC-GRVD) S-46, D-75, 2S-84

HIRL

RWY 02R: REIL. VASI(V4L)—GA 3.0° TCH 23'. Trees. Rgt tfc.

RWY 20L: MALSf. PAPI(P2R)—GA 3.0° TCH 61'. Thld displcd 999'. Pole.

RWY 16-34: H3967X150 (ASPH) S-20 MIRL

RWY 16: REIL. VASI(V4L)—GA 3.4° TCH 30'. Pole.

RWY 34: REIL. VASI(V4L)—GA 3.3° TCH 39'. Trees.

RWY 02L-20R: H3746X150 (ASPH) S-20 MIRL 0.4% up S

RWY 02L: PAPI(P2L)—GA 3.0° TCH 34'. P-line.

RWY 20R: PAPI(P2L)—GA 3.0° TCH 50'. Trees. Rgt tfc.

RWY 09-27: H3383X150 (ASPH) S-20 HIRL 0.8% up W

RWY 09: REIL. VASI(V4R)—GA 3.4° TCH 28'. Trees.

RWY 27: REIL. VASI(V4L)—GA 3.8° TCH 49'. Tree.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 02R: TORA-5411 TODA-6001 ASDA-5411 LDA-5411

RWY 09: TORA-3293 TODA-3383 ASDA-3293 LDA-3293

RWY 20L: TORA-5801 TODA-6001 ASDA-5801 LDA-4801

RWY 27: TORA-3383 TODA-3383 ASDA-3383 LDA-3293



**AIRPORT REMARKS:** Attended continuously. Pilots should be alert when opr at PDK due to high number of rwy incursions. Be alert during acft gnd ops. Multiple rwy/twy crossing rqr. Heavy helicopter ops NW corner of arpt. Helipad located north of Rwy 16 thld. Flocks of birds on or near arpt during dalgt hrs. TPA—2003 (1000) single engine, 2503 (1500) all multi engine. PPR for acft with max gross weight more than 75,000 pounds. PPR for all transient military acft. All Twy K is non-movement area. Voluntary ngt curfew in effect from 0400-1100Z. No high power engine/maintenance runups from 0300-1200Z. Noise sensitive area all quadrants; pilots use close-in dep procedures. ARFF on fld, no index. When twr clsd HIRL Rwy 02R-20L preset med ints; to increase ints and ACTIVATE MALSf Rwy 20L and twy lgts—120.0. Flight Notification Service (ADCUS) available.

**WEATHER DATA SOURCES:** ASOS (770) 457-1691. LAWRS.

**COMMUNICATIONS:** CTAF 120.9 ATIS 128.4 UNICOM 122.95

PEACHTREE RCO 122.1R 116.6T (MACON RADIO)

ATLANTA APP/DEP CON 126.975 CLNC DEL 120.9

PEACHTREE TOWER 120.9 127.2 (Mon-Fri 1130-0400Z Sat-Sun 1200-0400Z) GND CON 121.6

CLNC DEL 125.2

**AIRSPACE:** CLASS D svc Mon-Fri 1130-0400Z, Sat-Sun 1200-0400Z other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PDK.

PEACHTREE (L) VOR/DME 116.6 PDK Chan 113 N33°52.54' W84°17.93' at fld. 970/02W.

ILS 111.1 I-PDK Rwy 20L GS unusable byd 4° left of course and 8° right of course. GS unmonitored.

HELIPAD H1: H56X56 (CONC)

HELIPORT REMARKS: H1 perimeter lgts opr dusk-dawn.

## MILLEDGEVILLE

**BALDWIN CO** (MLJ) 4 N UTC-5(-4DT) N33°09.25' W83°14.48'

ATLANTA

385 B FUEL 100LL, JET A NOTAM FILE MCN

H-9B, 12F, L-18J

RWY 10-28: H5509X99 (ASPH) S-21 MIRL 0.5% up W

IAP

RWY 10: MALSf. PAPI(P2L)—GA 3.3° TCH 47'. Trees.

RWY 28: PAPI(P2L)—GA 3.0° TCH 44'. Pole.

**AIRPORT REMARKS:** Attended 1300-2300Z. MIRL Rwy 10-28 and PAPI

Rwy 10 and Rwy 28 preset on med ints dusk-0300Z, to incr ints

and ACTIVATE after 0300Z—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.925 (478)445-7718. Wind unreliable.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ ATLANTA APP/DEP CON 124.2 (blo 7000') 119.6 (7000' and abv) (1115-0500Z)

ATLANTA CENTER APP/DEP CON 123.95 (0500-1115Z)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCN.

MACON (H) VORTAC 114.2 MCN Chan 89 N32°41.47'

W83°38.83' 035° 34.5 NM to fld. 381/01E.

CULVR NDB (MHW) 380 UMB N33°09.11' W83°09.58' 276° 4.1 NM to fld.





## TAKEOFF DISTANCE

### MAXIMUM WEIGHT 3600 LBS

CONDITIONS:  
 Flaps 20°  
 2700 RPM and 32.5 inches Hg Prior to Brake Release  
 Mixture Set at 28 GPH  
 Cowl Flaps Open  
 Paved, Level, Dry Runway  
 Zero Wind

## NOTES:

- Maximum performance technique as specified in Section 4.
- Decrease distances 10% for each 10 knots headwind. For operation with tailwinds up to 10 knots, increase distances by 10% for each 2.5 knots.
- For operation on a dry, grass runway, increase distances by 15% of the "ground roll" figure.

WEIGHT LBS	TAKEOFF SPEED KIAS		PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
	LIFT OFF	AT 50 FT		GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS
3600	54	64	S.L.	800	1580	870	1730	950	1895	1035	2085	1130	2300
			1000	845	1665	925	1820	1005	2000	1100	2200	1200	2435
			2000	900	1755	980	1920	1070	2110	1165	2325	1275	2575
			3000	950	1845	1040	2025	1135	2225	1240	2460	1355	2725
			4000	1010	1950	1100	2135	1205	2355	1315	2600	1440	2890
			5000	1075	2055	1170	2260	1280	2490	1400	2755	1530	3065
			6000	1140	2175	1245	2390	1360	2635	1490	2920	1630	3260
			7000	1215	2300	1325	2530	1450	2795	1585	3105	1740	3470
			8000	1290	2435	1415	2685	1545	2970	1690	3300	1855	3695

Figure 5-4. Takeoff Distance (Sheet 1 of 2)

SECTION 5  
PERFORMANCECESSNA  
MODEL TU206F

## TAKEOFF DISTANCE

### 3300 LBS AND 3000 LBS

REFER TO SHEET 1 FOR APPROPRIATE CONDITIONS AND NOTES.

WEIGHT LBS	TAKEOFF SPEED KIAS		PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
	LIFT OFF	AT 50 FT		GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS
3300	52	61	S.L.	655	1290	715	1410	775	1535	845	1680	920	1845
			1000	695	1360	755	1480	820	1620	895	1770	980	1950
			2000	735	1430	800	1560	870	1705	950	1870	1040	2055
			3000	780	1505	850	1640	925	1795	1010	1975	1100	2175
			4000	825	1585	900	1730	980	1895	1070	2085	1170	2300
			5000	875	1670	955	1825	1045	2000	1140	2200	1245	2435
			6000	930	1765	1015	1930	1110	2120	1210	2330	1325	2580
			7000	990	1865	1080	2040	1180	2245	1290	2470	1410	2740
			8000	1055	1970	1150	2160	1260	2375	1375	2625	1505	2910
3000	49	58	S.L.	530	1045	575	1135	625	1235	680	1345	740	1470
			1000	560	1095	610	1190	660	1300	720	1415	785	1550
			2000	590	1155	645	1255	700	1365	765	1490	830	1635
			3000	625	1210	680	1320	745	1440	810	1570	885	1725
			4000	665	1275	725	1390	790	1515	860	1660	940	1820
			5000	705	1345	770	1465	835	1600	915	1750	995	1920
			6000	750	1415	815	1545	890	1690	970	1850	1060	2035
			7000	800	1495	870	1630	950	1785	1035	1960	1130	2155
			8000	850	1580	925	1725	1010	1890	1100	2075	1205	2285

Figure 5-4. Takeoff Distance (Sheet 2 of 2)

CESSNA  
MODEL TU206FSECTION 5  
PERFORMANCE

## LANDING DISTANCE

### CONDITIONS:

Flaps 40°  
Power Off  
Maximum Braking  
Paved, Level, Dry Runway  
Zero Wind

### NOTES:

- Maximum performance technique as specified in Section 4.
- Decrease distances 10% for each 10 knots headwind. For operation with tailwinds up to 10 knots, increase distances by 10% for each 2.5 knots.
- For operation on a dry, grass runway, increase distances by 40% of the "ground roll" figure.

WEIGHT LBS	SPEED AT 50 FT KIAS	PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
			GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS
3600	64	S.L.	695	1340	720	1375	750	1415	775	1450	800	1490
		1000	720	1375	750	1415	775	1450	800	1490	830	1530
		2000	750	1415	775	1455	805	1495	830	1530	860	1575
		3000	775	1455	805	1495	835	1540	865	1580	890	1615
		4000	805	1495	835	1540	865	1580	895	1625	925	1665
		5000	835	1540	870	1585	900	1630	930	1675	960	1715
		6000	870	1590	900	1630	935	1680	965	1725	995	1770
		7000	905	1635	935	1680	970	1730	1000	1775	1035	1825
		8000	940	1690	970	1730	1005	1780	1040	1830	1075	1880

Figure 5-10. Landing Distance

5-33/(5-34 blank)

CESSNA  
MODEL TU206F

SECTION 5  
PERFORMANCE

SECTION 5  
PERFORMANCE

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MODEL TU206F

## RATE OF CLIMB

MAXIMUM

CONDITIONS:  
Flaps Up  
2700 RPM  
Cowl Flaps Open

PRESS ALT	MP	GPH
S.L. to 19,000	32.5	28
20,000	31.5	26
22,000	29.5	24
24,000	27.5	22

WEIGHT LBS	PRESS ALT FT	CLIMB SPEED KIAS	RATE OF CLIMB - FPM				
			-40°C	-20°C	0°C	20°C	40°C
3600	S.L.	90	--	1265	1130	995	850
	4000	90	--	1150	1015	875	730
	8000	90	--	1025	890	750	610
	12,000	90	1020	890	760	625	--
	16,000	90	860	730	600	470	--
3300	20,000	89	640	510	390	--	--
	24,000	86	345	235	115	--	--
	S.L.	88	--	1435	1295	1155	1005
	4000	88	--	1315	1175	1030	880
	8000	88	--	1190	1045	905	760
3000	12,000	88	1180	1045	910	775	--
	16,000	88	1015	880	745	610	--
	20,000	88	780	650	530	--	--
	24,000	85	475	365	250	--	--
	S.L.	86	--	1635	1490	1340	1185
	4000	86	--	1495	1350	1205	1045
	8000	86	--	1370	1225	1075	925
	12,000	86	1365	1225	1085	945	--
	16,000	86	1190	1055	920	775	--
	20,000	86	945	810	685	--	--
	24,000	83	625	510	395	--	--

Figure 5-5. Rate of Climb

CESSNA  
MODEL TU206F

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		
		% BHP	KTAS	GPH	% BHP	KTAS	GPH	% BHP	KTAS	GPH
2500	27.5	79	148	17.3	75	148	16.3	70	148	15.3
	26	74	144	16.1	70	144	15.2	65	143	14.3
	24	67	139	14.7	63	138	13.9	59	137	13.1
	22	61	133	13.3	57	132	12.7	54	130	12.0
2400	27.5	74	145	16.3	70	145	15.3	66	144	14.4
	26	70	141	15.2	66	141	14.4	62	140	13.5
	24	63	135	13.9	60	135	13.2	56	133	12.4
	22	57	129	12.6	54	128	12.0	51	126	11.4
2300	27.5	70	141	15.2	66	141	14.4	62	140	13.6
	26	65	137	14.3	62	137	13.5	58	135	12.8
	24	59	132	13.1	56	131	12.4	53	129	11.8
	22	54	126	12.0	51	124	11.4	47	121	10.8
2200	27.5	66	137	14.4	62	137	13.6	58	136	12.8
	26	62	134	13.5	58	133	12.8	54	131	12.1
	24	56	129	12.5	53	127	11.8	50	125	11.2
	22	51	122	11.4	48	120	10.8	45	117	10.3
	20	45	115	10.4	43	112	9.9	40	106	9.4

Figure 5-7. Cruise Performance (Sheet 5 of 12)

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SECTION 6  
WEIGHT & BALANCE/  
EQUIPMENT LIST

CESSNA  
MODEL TU206F

SAMPLE LOADING PROBLEM	SAMPLE AIRPLANE		YOUR AIRPLANE	
	Weight (lbs.)	Moment (lb.-ins. /1000)	Weight (lbs.)	Moment (lb.-ins. /1000)
1. Basic Empty Weight (Use the data pertaining to your airplane as it is presently equipped. Includes unusable fuel and full oil) . . . . .	2122	75.9		
2. Usable Fuel (At 6 Lbs./Gal.)				
Standard Tanks (59 Gal. Maximum) . . . . .	354	17.0		
Long Range Tanks (76 Gal. Maximum) . . . . .				
3. Pilot and Copilot (Sta. 34 to 48) . . . . .	340	12.6		
4. Center Passengers (Sta. 69 to 79) . . . . .	340	23.8		
Aft Passengers (Sta. 92 to 100) . . . . .	340	34.0		
Baggage IV (Sta. 109 to 145; 120 Lbs. Maximum) . . . .	104	13.2		
5. *Cargo "A" (Sta. 10 to 50) . . . . .				
*Cargo "B" (Sta. 50 to 84) . . . . .				
*Cargo "C" (Sta. 84 to 109) . . . . .				
*Cargo "D" (Sta. 109 to 145) . . . . .				
6. Cargo Pack (Sta. 10 to 84; 300 Lbs. Maximum). . . . .				
7. TOTAL WEIGHT AND MOMENT	3600	176.5		
8. Locate this point (3600 at 176.5) on the Center of Gravity Moment Envelope, and since this point falls within the envelope, the loading is acceptable. *Maximum allowable cargo loads will be determined by the type and number of tie-downs used, as well as by the airplane weight and C.G. limitations. Floor loading must not exceed 200 lbs. per square foot.				

Figure 6-7. Sample Loading Problem

## LOADING ARRANGEMENTS

\* Pilot or passenger center of gravity on adjustable seats positioned for average occupant. Numbers in parentheses indicate forward and aft limits of occupant center of gravity range.

\*\* Arms measured to the center of the areas shown.

NOTE: The aft baggage wall (approximate station 145) can be used as a convenient interior reference point for determining the location of baggage area fuselage stations.

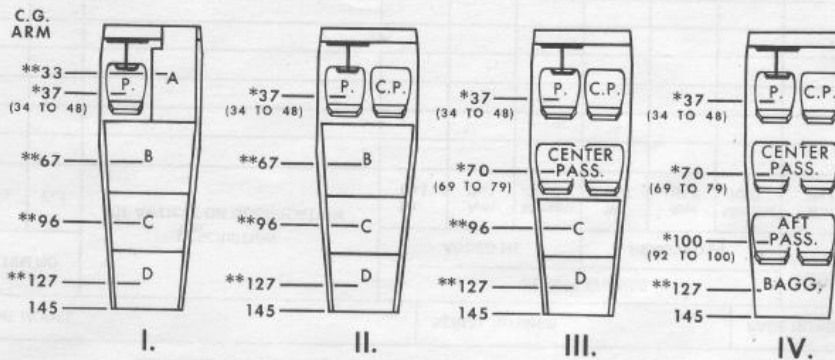
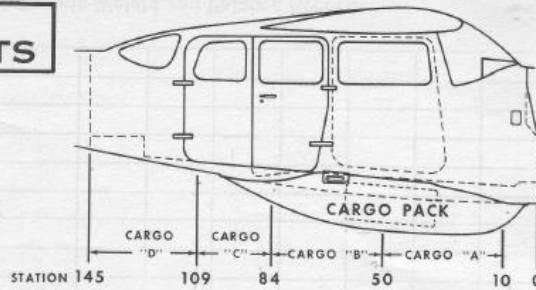


Figure 6-3. Loading Arrangements

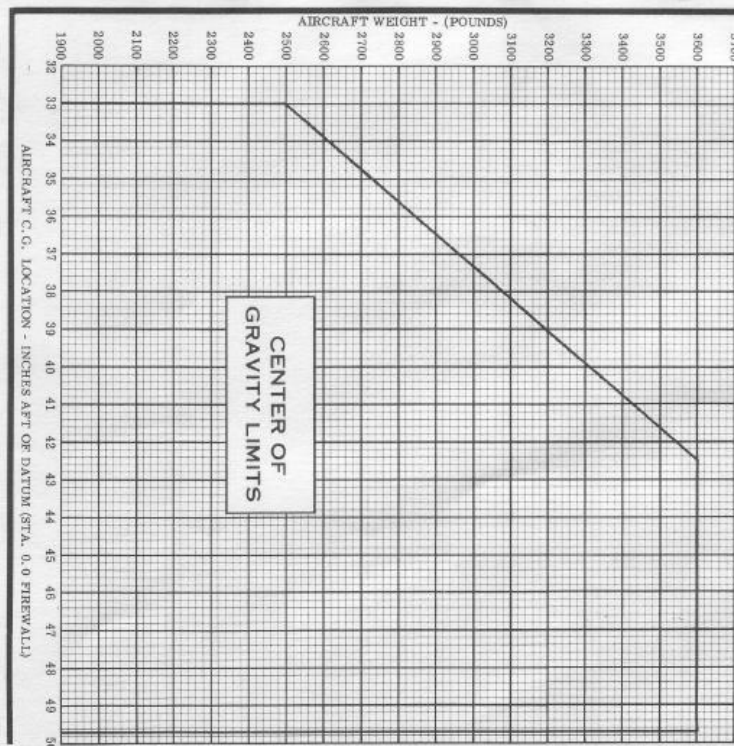


Figure 6-10. Center of Gravity Limits