

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

A4EU
Revision 11
REIMS AVIATION S.A.
CESSNA F172D
CESSNA F172E
CESSNA F172F
CESSNA F172G
CESSNA F172H
CESSNA F172K
CESSNA F172L
CESSNA F172M
CESSNA F172N
CESSNA F172P

June 4, 1993

TYPE CERTIFICATED DATA SHEET No. A4EU

This data sheet which is part of Type Certificate No. A4EU prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Civil Air Regulations.

Type Certificate Holder. Reims Aviation S.A.
51-Aerodrome de Reims-Prunay
Reims, France

- I. Reims Aviation Model Cessna F172D, 4 PCLSM (Normal Category), 2 PCLM (Utility Category), Approved June 4, 1993**
Reims Aviation Model Cessna F172E, 4 PCLSM (Normal Category), 2 PCLM (Utility Category), Approved June 4, 1993
Reims Aviation Model Cessna F172F, 4 PCLSM (Normal Category), 2 PCLM (Utility Category), Approved 9 Nov 1964
Model Cessna F172G, 4 PCLSM (Normal Category), 2 PCLM (Utility Category), Approved 21 December 1965.
Model Cessna F172H, 4 PCLSM (Normal Category), 2 PCLM (Utility Category), Approved 20 October 1966.

Engine	Rolls Royce Continental O-300-D
Fuel	*80/87 minimum grade aviation gasoline
Engine Limits	*For all operations, 2700 r.p.m. (145 hp)
Propeller and Propeller Limits	<ol style="list-style-type: none"> 1. Propeller <ol style="list-style-type: none"> a) McCauley 1C172/EM Static r.p.m. at maximum permissible throttle setting: Not over 2420, not under 2230 No additional tolerance permitted Diameter: not over 76 in., not under 74.5 in. b) Spinner, Model F172D, E and F DWG 0550216, 0550221, or 0550228 Model F172G, H, DWG 0550236 2. Propeller (seaplane only) <ol style="list-style-type: none"> a) McCauley 1A175/SFC Static r.p.m. at maximum permissible throttle setting: Not over 2480, not under 2380 No additional tolerance permitted Diameter: not over 80 in., not under 78.4 in. b) Spinner Model F172D, E and F DWG 0550216, 0550221 Model F172G, H, DWG 0550236

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I. <u>Reims Aviation Model Cessna F172D, F172E, F172F, F172G, F172H</u> (cont'd)				
Airspeed Limits (TIAS)	*Maneuvering		122 mph	(106 knots)
	*Maximum structural cruising		140 mph	(122 knots)
	*Never exceed		174 mph	(151 knots)
	*Flaps extended		100 mph	(87 knots)
C.G. Range	<u>Landplane</u>	*Normal Category	(+38.5) to (+47.3) at 2300 lbs. (+35.0) to (+47.3) at 1950 lbs. or less	
		*Utility Category	(+35.5) to (+40.5) at 2000 lbs. (+35.0) to (+40.5) at 1950 lbs. or less	
	<u>Seaplane</u>	*Normal Category	(+39.8) to (+45.5) at 2200 lbs. (+36.4) to (+45.5) at 1825 lbs. or less	
			Straight line variation between points given.	
	Empty Wt. C.G. Range	None		
Maximum Weight	<u>Landplane:</u>	*2300 lb. (Normal Category) *2000 lb. (Utility Category)		
	<u>Seaplane:</u>	*2200 lb. (Normal Category)		
No. of Seats	4 (2 at +36; 2 at +70) (For child's optional jump seat, refer to Equipment List.)			
Maximum Baggage	120 lb. at +95			
Fuel Capacity	39 gal. total, 36 gal. usable (2 to 19.5 gal. tanks in wings at +48) See NOTE 1 for weight of unusable fuel and oil.			
Oil Capacity	2 gal. (-20) (Unusable oil 1 gal.)			
Control Surface Movements	Wing Flaps	Takeoff	Retracted	0°
			1st Notch	10°
		Landing	0° to 40°	15°
	Ailerons		Up 20°	Down 15°
	Elevator Tab	Up 28°	Down 13°	
	Elevator	Up 28°	Down 23°	
	(Neutral position is with bottom of balance area flush with bottom of stabilizer)			
	Rudder	(Landplane)	Right 16°	Left 16°
		(Seaplane)	Right 19°	Left 15°
	(Measured parallel to W.L.)			

II. Reims Aviation Model Cessna F172K, 4 PCLSM (Normal Category), 2 PCLM (Utility Category), Approved 25 January 1971. Similar to Cessna Model F172L with Reims Aviation Model Cessna F172H power plant installation.

Engine	Teledyne Continental Motors or Rolls-Royce Continental O-300-C, -D			
Fuel	*80/87 min. grade aviation gasoline			
Engine Limits	*For all operations, 2700 r.p.m. (165 hp)			
Propeller and Propeller Limits	1. Propeller			
	a) McCauley 1C172/EM	Static r.p.m. at maximum permissible throttle setting: Not over 2420, not under 2230 No additional tolerance permitted		
		Diameter: not over 76 in., not under 74.5 in.		
	b) Spinner, dwg 0550236			

II. Reims Aviation Model Cessna F172K, F172L (cont'd)

Airspeed Limits	*Maneuvering	122 mph (106 knots)	
	*Maximum structural cruising	140 mph (122 knots)	
	*Never exceed	174 mph (151 knots)	
	*Flaps extended	100 mph (87 knots)	
C.G. Range	<u>Landplane</u>		
	*Normal Category	(+38.5) to (+47.3) at 2300 lbs. (+35.0) to (+47.3) at 1950 lbs. or less	
	*Utility Category	(+35.5) to (+40.5) at 2000 lbs. (+35.0) to (+40.5) at 1950 lbs. or less	
	<u>Seaplane</u> (Edo 89-2000 floats)		
	*Normal Category	(+39.8) to (+45.5) at 2220 lbs. (+36.4) to (+45.5) at 1825 lbs. or less	
	Straight line variation between points given.		
Empty Wt. C.G. Range	None		
Maximum Weight	<u>Landplane:</u>		
	*Normal Category	2300 lb.	
	*Utility Category	2000 lb.	
	<u>Seaplane:</u>		
	*Normal Category	2220 lb.	
No. of Seats	4 (2 at +34 to +46, 2 at +73) (Occupant on child's optional jump seat at +96)		
Maximum Baggage	120 lb. at +95		
Fuel Capacity	42 gal. total, 38 gal. usable (two 21 gal. tanks in wings at +48) See NOTE 1 for data on unusable fuel.		
Oil Capacity	2 gal. (-20) (Unusable oil 1 gal.) See NOTE 1 for data on undrainable oil.		
Control Surface Movements	Wing Flaps	Takeoff	0° - 10°
		Landing	0° - 40° ± 2°
	Ailerons	Up 20° ± 1°	Down 15° ± 1°
	Elevator Tab	Up 28° ± 1°	Down 13° ± 1°
		- 0°	
	Elevator	Up 28° ± 1°	Down 23° ± 1°
		- 0°	- 0°
	(Neutral position is with bottom of balance area flush with bottom of stabilizer)		
	Rudder (Landplane)	Right 16° ± 1°	Left 16° ± 1°
	(Seaplane)	Right 19° ± 1	Left 15° ± 1°
	(Measured parallel to W.L.)		

III. Reims Aviation Model Cessna F172L, 4 PCLSM (Normal Category), 2 PCLM (Utility Category), approved 10 February 1972 (Similar to Cessna Model 172L).

Engine	Lycoming O-320-E2D
Fuel	*80/87 min. grade aviation gasoline
Engine Limits	*For all operations, 2700 r.p.m. (150 hp.)

III. Reims Aviation Model Cessna F172L (cont'd)

Propeller and Propeller Limits	1. Propeller	
	a) McCauley 1C160/CTM7553	
	Static r.p.m. at max. permissible throttle setting:	
	Not over 2370, not under 2270	
	No additional tolerance permitted (See NOTE 3).	
	Diameter: not over 75 in., not under 74 in.	
	b) Spinner, dwg. 0550320	
	2. Propeller (seaplane only)	
	a) McCauley 1A175/ATM8042	
	Static r.p.m. at maximum permissible throttle setting:	
	Not over 2480, not under 2380	
	No additional tolerance permitted (See NOTE 3).	
	Diameter: not over 80 in., not under 78.4 in.	
	b) Spinner dwg. 0550320	
	3. Propeller	
	a) McCauley 1C160/DTM	
	Static r.p.m. at maximum permissible throttle setting:	
	Not over 2370, not under 2270	
	No additional tolerance permitted (See NOTE 3).	
	Diameter: Not over 75 in., not under 74 in.	
	b) Spinner dwg. 0550320	
Airspeed Limits	*Maneuvering	122 mph (106 knots)
	*Maximum structural cruising	140 mph (122 knots)
	*Never exceed	174 mph (151 knots)
	*Flaps extended	100 mph (87 knots)
C.G. Range	<u>Landplane</u>	
	*Normal Category	(+38.5) to (+47.3) at 2300 lbs. (+35.0) to (+47.3) at 1950 lbs. or less
	*Utility Category	(+35.5) to (+40.5) at 2000 lbs. (+35.0) to (+40.5) at 1950 lbs. or less
	<u>Seaplane</u> (Edo 89-2000 or 89A-200 floats)	
	*Normal Category	(+39.8) to (+45.5) at 2220 lbs. (+36.4) to (+45.5) at 1825 lbs. or less
	Straight line variation between points given.	
Empty Wt. C.G. Range	None	
Maximum Weight	<u>Landplane:</u>	
	*Normal Category	2300 lb.
	*Utility Category	2000 lb.
	<u>Seaplane:</u>	
	*Normal Category	2220 lb.
No. of Seats	4 (2 at +34 to +46; 2 at +73) (Occupant on child's optional jump seat at +96)	
Maximum Baggage	120 lb. at +95	
Fuel Capacity	42 gal. total, 38 gal. usable (two 21 gal. tanks in wings at +48) See NOTE 1 for data on unusable fuel.	
Oil Capacity	2 gal. (-14.0) (1-1/2 gal usable) See NOTE 1 for data on undrainable oil.	

III. Reims Aviation Model Cessna F172L (cont'd)

Control Surface Movements	Wing Flaps	Takeoff	0° - 10°	
		Landing	0° - 40°	± 2°
	Ailerons	Up	20° ± 1°	Down 15° ± 1°
	Elevator Tab	Up	28° + 1°	Down 13° + 1°
			- 0°	- 0°
	Elevator	Up	28° + 1°	Down 23° + 1°
			- 0°	- 0°
(Neutral position is with bottom of balance area flush with bottom of stabilizer)				
	Rudder (Landplane)	Right	16° ± 1°	Left 16° ± 1°
	(Seaplane)	Right	19° ± 1°	Left 15° ± 1°

(Measured parallel to W.L.)

C.G. Range

Landplane

Normal Category (+38.5) to (+47.3) at 2300 lbs.
 (+35.0) to (+47.3) at 1950 lbs. or less
 Utility Category (+35.5) to (+40.5) at 2000 lbs.
 (+35.0) to (+40.5) at 1950 lbs. or less
 Straight line variation between points given.

Seaplane (Edo 89-2000 floats or 89A2000)

Normal Category (+39.8) to (+45.5) at 2220 lbs.
 (+36.4) to (+45.5) at 1825 lbs. or less
 Straight line variation between points given.

IV. Reims Aviation Model Cessna F172M, 4 PCLSM (Normal Category), 2 PCLM (Utility Category), Approved 1 December 1972 (Similar to Cessna Model 172M).

Engine	Lycoming O-320-E2D
Fuel	*80/87 min. grade aviation gasoline
Propeller and Propeller Limits	* For all operations 2700 r.p.m. (150 hp)

1. Propeller

- a) McCauley 1C160/CTM7553
 Static r.p.m. at maximum permissible throttle setting:
 Not over 2370, not under 2270
 No additional tolerance permitted
 Diameter: Not over 75 in., not under 74 in.
- b) Spinner, dwg. 0550320

2. Propeller

- a) McCauley 1C160/DTM
 Static r.p.m. at maximum permissible throttle setting:
 Not over 2370, not under 2270
 No additional tolerance permitted (See NOTE 3).
 Diameter: Not over 75 in., not under 74 in.
- b) Spinner, dwg. 0550320

3. Propeller (Seaplane only)

- a) McCauley 1A175/ETM
 Static r.p.m. at maximum permissible throttle setting:
 Not over 2545, not under 2445
 No additional tolerance permitted (See NOTE 3).
 Diameter: Not over 80 in., not under 74 in.
- b) Spinner dwg. 0550320

IV. Reims Aviation Model Cessna F172M (cont'd)

Airspeed Limits	F172M (1975 Model)		
	*Maneuvering	112 mph	(97 knots)
	*Maximum structural cruising	145 mph	(126 knots)
	*Never exceed	182 mph	(158 knots)
	*Flaps extended	100 mph	(87 knots)
Airspeed Limits (TIAS) See NOTE 4	F172M (1976 Model)		
	*Maneuvering	97 knots	
	*Maximum structural cruising	128 knots	
	*Never exceed	160 knots	
	*Flaps extended	85 knots	
C.G. Range	<u>Landplane</u>		
	Normal Category	(+38.5) to (+47.3) at 2300 lbs.	
		(+35.0) to (+47.3) at 1950 lbs. or less	
	Utility Category	(+35.5) to (+40.5) at 2000 lbs.	
		(+35.0) to (+40.5) at 1950 lbs. or less	
	Straight line variation between points given.		
	<u>Seaplane</u> (Edo 89-2000 floats or 89A2000)		
	Normal Category	(+39.8) to (+45.5) at 2220 lbs.	
		(+36.4) to (+45.5) at 1825 lbs. or less	
	Straight line variation between points given.		
Empty Wt. C.G. Range	None		
Maximum Weight	<u>Landplane:</u>		
	*Normal Category	2300 lb.	
	*Utility Category	2000 lb.	
	<u>Seaplane:</u>		
	*Normal Category	2220 lb.	
No. of Seats	4 (2 at +34 to 46; 2 at +73) (Occupant on child's optional jump seat at +96)		
Maximum Baggage	120 lb. at +95		
Fuel Capacity	42 gal. total, 38 gal. usable (two 21 gal. tanks in wings at +48) See NOTE 1 for data on undrainable oil.		
Control Surface Movements	Wing Flaps	Takeoff Landing	0° - 10° (Landplane) (Seaplane) 0° - 40° ± 2° (Landplane) 0° - 30° ± 2° (Seaplane)
	Ailerons	Up 20° ± 1° + 1°	Down 15° ± 1° + 1°
	Elevator Tab	Up 28° - 0° + 1°	Down 13° - 0° + 1°
	Elevator	Up 28° - 0°	Down 23° - 0°
	(Neutral position is with bottom of balance area flush with bottom of stabilizer)		
	Rudder (Landplane)	Right 16° ± 1°	Left 16° ± 1°
	(Seaplane)	Right 19° ± 1°	Left 15° ± 1°
	(Measured parallel to W.L.)		

V. **Model F172N, 4 PCLSM (Normal Category), 2 PCLM (Utility Category), Approved December 1, 1976.**

Engine	Lycoming O-320-H2AD								
Fuel	*100/130 min. grade aviation gasoline								
Engine Limits	*For all operations 2700 r.p.m. (160 hp.)								
Propeller and Propeller Limits	<ol style="list-style-type: none"> 1. Propeller <ol style="list-style-type: none"> a) McCauley 1C160/DTM7557 Static r.p.m. at maximum permissible throttle setting: not over 2400, not under 2280 no additional tolerance permitted Diameter: not over 75 in., not under 74 in. b) Spinner, dwg. 0550320 2. Propeller <ol style="list-style-type: none"> a) McCauley 1A175/ETM Static r.p.m. at maximum permissible throttle setting: not over 2570, not under 2470 no additional tolerance permitted Diameter: not over 80 in., not under 78.5 in. b) Spinner, dwg. 0550320 								
Airspeed Limits	<table> <tr> <td>*Maneuvering</td> <td>97 knots</td> </tr> <tr> <td>*Maximum structural cruising</td> <td>128 knots</td> </tr> <tr> <td>*Never exceed</td> <td>160 knots</td> </tr> <tr> <td>*Flaps extended</td> <td>85 knots</td> </tr> </table>	*Maneuvering	97 knots	*Maximum structural cruising	128 knots	*Never exceed	160 knots	*Flaps extended	85 knots
*Maneuvering	97 knots								
*Maximum structural cruising	128 knots								
*Never exceed	160 knots								
*Flaps extended	85 knots								
C.G. Range	<p><u>Landplane</u></p> <table> <tr> <td>Normal Category</td> <td>(+38.5) to (+47.3) at 2300 lbs. (+35.0) to (+47.3) at 1950 lbs. or less</td> </tr> <tr> <td>Utility Category</td> <td>(+35.5) to (+40.5) at 2000 lbs. (+35.0) to (+40.5) at 1950 lbs. or less</td> </tr> </table> <p>Straight line variation between points given.</p>	Normal Category	(+38.5) to (+47.3) at 2300 lbs. (+35.0) to (+47.3) at 1950 lbs. or less	Utility Category	(+35.5) to (+40.5) at 2000 lbs. (+35.0) to (+40.5) at 1950 lbs. or less				
Normal Category	(+38.5) to (+47.3) at 2300 lbs. (+35.0) to (+47.3) at 1950 lbs. or less								
Utility Category	(+35.5) to (+40.5) at 2000 lbs. (+35.0) to (+40.5) at 1950 lbs. or less								
Empty Wt. C.G. Range	None								
Maximum Weight	<p><u>Landplane:</u></p> <table> <tr> <td>*Normal Category</td> <td>2300 lb.</td> </tr> <tr> <td>*Utility Category</td> <td>2000 lb.</td> </tr> </table> <p><u>Seaplane:</u></p> <table> <tr> <td>*Normal Category</td> <td>2220 lb.</td> </tr> </table>	*Normal Category	2300 lb.	*Utility Category	2000 lb.	*Normal Category	2220 lb.		
*Normal Category	2300 lb.								
*Utility Category	2000 lb.								
*Normal Category	2220 lb.								
No. of Seats	4 (2 at +34 to +46, 2 at +73) (Occupant on child's optional jump seat at +96)								
Maximum Baggage	120 lb. at +95								
Fuel Capacity	43 gal. total, 40 gal. usable (two 21.5 gal. tanks in wings at +48) See NOTE 1 for data on unusable fuel.								
Oil Capacity	1.5 gal. (-14.0), 1.0 gal. usable.								

V. **Model F172N** (cont'd)

Control Surface Movements	Wing Flaps	Takeoff Landing	0° - 10° (Landplane) (Seaplane) 0° - 40° + 0°, - 2° (Landplane) 0° - 30° + 2°, - 2° (Seaplane)
	Ailerons	Up	28° ± 1°
		Down	14° ± 1°
	Elevator Tab	Up	28° + 1°, - 0°
		Down	13° + 1°, - 0°
	Elevator	Up	28° + 1°, - 0°
		Down	23° + 1°, - 0°
	(Neutral position is with bottom of balance area flush with bottom of stabilizer)		
	Rudder	Right	16° ± 1°
		Left	16° ± 1° (Landplane)
		Right	19° ± 1°
		Left	15° ± 1° (Seaplane)
	(Measured parallel to W.L.)		

VI. Model F172P, 4 PCLSM (Normal Category), 2 PCLM (Utility Category), Approved August 27, 1980.

Engine	Lycoming O-320-D2J	
Fuel	*100LL/100 min. grade aviation gasoline (1981 Model and on)	
Engine Limits	*For all operations 2700 r.p.m. (160 hp.)	
Propeller and Propeller Limits	<ol style="list-style-type: none"> 1. Propeller <ol style="list-style-type: none"> a) McCauley 1C160/DTM Static r.p.m. at maximum permissible throttle setting: Not over 2420, not under 2300 No additional tolerance permitted Diameter: Not over 75 in., not under 74 in. b) Spinner, dwg. 0550320 2. Propeller (floatplane only) <ol style="list-style-type: none"> a) McCauley 1A175/ETM Static r.p.m. at maximum permissible throttle setting: Not over 2570, not under 2470 No additional tolerance permitted Diameter: Not over 80 in., not under 78.5 in. b) Spinner, dwg. 0550320 	
*Airspeed Limits (IAS) (See NOTE 4 on Use of IAS)	1981 Model and on	
	Maneuvering	99 knots (Landplane) 96 knots (Floatplane)
	Maximum structural cruising	127 knots
	Never exceed	158 knots
	Flaps extended	85 knots
C.G. Range	<u>Landplane:</u>	
	Normal Category	(+39.5) to (+47.3) at 2400 lbs. (+35.0) to (+47.3) at 1950 lbs. or less
	Utility Category	(+36.5) to (+40.5) at 2100 lbs. (+36.4) to (+45.5) at 1825 lbs. or less Straight line variation between points given.
Empty Wt. C.G. Range	None	

VI. Model F172P (cont'd)

Maximum Weight	<u>Landplane:</u>		
	*Normal Category	2400 lb.	
	*Utility Category	2100 lb.	
	<u>Seaplane:</u>		
	*Normal Category	2220 lb.	
No. of Seats	4 (2 at +34 to +46, 2 at +73) (Occupant on child's optional jump seat at +96)		
Maximum Baggage	120 lb. at +95		
Fuel Capacity	43 gal. total, 40 gal. usable (two 21.5 gal. tanks in wings at +48) See NOTE 1 for data on unusable fuel.		
Oil Capacity	2.0 gal. (-14.0), 3.5 Qts. usable.		
Control Surface Movements	Wing Flaps	Takeoff	0° - 10°
		Landing	0° - 30° + 0°, - 2°
	Ailerons	Up	20° ± 1°
		Down	15° ± 1°
	Elevator Tab	Up	28° + 1°, - 0°
		Down	13° + 1°, - 0° (Floatplane)
		Up	22° + 1°, - 0°
		Down	19° + 1°, - 0° (Landplane)
	Elevator	Up	28° + 1°, - 0°
		Down	23° + 1°, - 0°
	(Neutral position is with bottom of balance area flush with bottom of stabilizer)		
Rudder	Right	16° ± 1°	Left 16° ± 1° (Landplane)
	Right	19° ± 1°	Left 15° ± 1° (Floatplane)
	(Measured parallel to W.L.)		

DATA PERTINENT TO ALL MODELS

Datum	Lower front face of firewall.
Leveling Means	Upper door still
Serial Nos. Eligible	The French Government Certificate of Airworthiness for Export endorsed as noted below under "Import Requirement" must be submitted for each individual aircraft for which application for certification is made.
Certification Basis	<u>CAR 10.</u> Type Certificate No. A4EU dated November 9, 1964. CAR 3 dated 15 May 1956 including amendments 3-1 through 3-8 except paragraph 3.115 of amendment 3-5. In addition compliance with FAR 23.1559 at amendment 23-21 has been shown for the following models: F172N (1979 model); F172N (1980 model) and F172P (1981 model). FAR 36 effective December 1, 1969 plus amendments 36-1 through 36-5 for the models F172N and F172P. Date of application for Type Certificate 24 September 1964.
Import Requirements	A U.S. Airworthiness Certificate may be issued on the basis of Certificate of Airworthiness for Export signed by a Representative of the Secretariat General ... l'Aviation Civile (SGAC) containing the following statement: "The aircraft covered by this Certificate has been examined, tested, and found to conform to the type design approved under Type Certificate A4EU, and to be in condition for safe operation".

Equipment The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. This equipment must include a current DGAC approved. In addition the following item of equipment is required:

1. (a) Models F172F, F172D, E and G Stall Warning Indicator Cessna
DWG 0511062
- (b) Models F172H, F172K and F172L Stall Warning System Cessna
DWG 0523112
2. Additional equipment eligible is listed in Reims Aviation Equipment List for subsequent models.

NOTE 1. Current weight and balance report including list of equipment included in certificated empty weight and loading instructions when necessary must be provided for each aircraft at the time of original certification. The certificated empty weight and corresponding center of gravity location must include unusable fuel of 18 lb. at (+46) for Models F172E through F172H, or 24 lb. at (+46) for the Model F172K through F172M or 18 lb. at (+46) for the Model F172N and undrainable oil of (0) lb. for Models F172M through F172N or full oil of 11.3 lb. at (-14) for the Model F172N.

For the F172P (1981 model):

The certificated empty weight and corresponding center of gravity locations must include unusable fuel of 18 lb. at (+46) and full oil of 15 lb. at (-14).

NOTE 2. The following placards must be displayed as indicated.

(a) In full view of the pilot:

(1) Models F172D through F172G and F172H

“This airplane must be operated in compliance with the operating limitations stated in the form of placards, markings and manuals.

NORMAL CATEGORY

Maximum design weight 2300 lb

Refer to weight and balance data for loading instructions

Flight maneuvering load factors Flaps up + 3.8 - 1.52
Flaps down + 3.5

No acrobatic maneuvers including spins approved.

UTILITYCATEGORY

Maximum design weight 2000 lb

Refer to weight and balance data for loading instructions

Flight maneuvering load factors Flaps up + 4.4 - 1.76
Flaps down + 3.5

No acrobatic maneuvers approved except those listed below.

<u>Maneuver</u>	<u>Entry Speed</u>
Chandelier	122 m.p.h. (106 knots)
Lazy Eights	122 m.p.h. (106 knots)
Steep Turns	122 m.p.h. (106 knots)
Spins	Slow Deceleration
Stalls (except whip stalls)	Slow Deceleration

NOTE 2.
(Continued)

(2) Models F172K and F172L

“This airplane must be operated in compliance with the operating limitations stated in the form of placards, markings and manuals.

<u>MAXIMUMS</u>					
<u>Normal Category</u>			<u>Utility Category</u>		
Maneuvering Speed (CAS)	122 m.p.h.	(106 knots)	122 m.p.h.	(106 knots)	
Gross Weight	2300 lb.		2000 lb.		
Flight Load Factor	Flaps Up	+3.8	-1.52	+4.4	-1.76
	Flaps Down	+3.5		+3.5	

Normal Category - No acrobatic maneuvers including spins approved.

Utility Category - Baggage compartment and rear seat must not be occupied. No acrobatic maneuvers approved except those listed below.

<u>Maneuver</u>	<u>Max. Entry Speed</u>
Chandelier	122 m.p.h. (106 knots)
Lazy Eights	122 m.p.h. (106 knots)
Steep Turns	122 m.p.h. (106 knots)
Spins	Slow Deceleration
Stalls (except whip stalls)	Slow Deceleration

Spin Recovery: opposite rudder - forward elevator - neutralize controls.

Known icing conditions to be avoided. This airplane is certified for the following flight operations as of date of original airworthiness certificate:

(DAY NIGHT VFR IFR)” (As applicable)

(3) Model F172M

(Landplane) (1973 through 1975 Models)

“This airplane must be operated in compliance with the operating limitations as stated in the form of placards, markings, and manuals.”

<u>MAXIMUMS</u>					
<u>Normal Category</u>			<u>Utility Category</u>		
Maneuvering Speed (CAS)	112 m.p.h.	(97 knots)	112 m.p.h.	(97 knots)	
Gross Weight	2300 lb.		2000 lb.		
Flight Load Factor	Flaps Up	+3.8	-1.52	+4.4	-1.76
	Flaps Down	+3.0		+3.0	

Normal Category - No acrobatic maneuvers including spins approved.

Utility Category - Baggage compartment and rear seat must not be occupied. No acrobatic maneuvers approved except those listed below.

<u>Recommended</u>		<u>Recommended</u>	
<u>Maneuver</u>	<u>Entry Speed</u>	<u>Maneuver</u>	<u>Entry Speed</u>
Chandelles	120 m.p.h. (104 knots)	Spins	Slow Deceleration
Lazy Eights	120 m p h. (104 knots)	Stalls (except	Slow Deceleration
Steep Turns	112 m.p.h. (97 knots)	whip stalls	

Altitude loss in stall recovery - 180 feet.

Abrupt use of the controls prohibited above 112 m.p.h.

Spin Recovery: opposite rudder - forward elevator - neutralize controls.

Intentional spins with naps extended are prohibited.

Flight into known icing conditions prohibited. This airplane is certified for the following operations as of date of original airworthiness certificate:

(DAY NIGHT VFR IFR)” (As applicable)

NOTE 2 (continued)

(Floatplane) (1973 through 1975 Models)

“This airplane must be operated as a normal category airplane in compliance with the operating limitations as stated in the form of placards, markings, and manuals.

<u>MAXIMUMS</u>			
Maneuvering speed	110 m.p.h. (CAS) (96 knots)		
Gross Weight	2220 lb		
Flight load factor	Flaps up	+3.8,	-1.52
	Flaps down	+3.0	

WATER RUDDER: Extend for taxi; retract for takeoff, flip and landing

No acrobatic maneuvers, including spins approved. Altitude loss in a stall recovery - 200 ft. Flight into known icing conditions prohibited. This airplane is certified for the following flight operations as of date of original airworthiness certificate:

(DAY NIGHT VFR IFR) (As applicable)

(4) Model F172M (1976 Model) and F172N (1977 and 1978 Model)
(Landplane)

“This airplane must be operated in compliance with the operating limitations as stated in the form of placards, markings, and manuals.

<u>MAXIMUMS</u>					
		<u>Normal category</u>		<u>Utility category</u>	
Maneuvering Speed (IAS)		97 knots		97 knots	
Gross Weight		2300 lb.		2000 lb.	
Flight Load Factor	Flaps Up	+3.8	-1.52	+4.4	-1.76
	Flaps Down	+3.0		+3.0	

Normal Category - No acrobatic maneuvers including spins approved.

Utility Category - Baggage compartment and rear seat must not be occupied.

NO ACROBATIC MANEUVERS APPROVED EXCEPT THOSE LISTED BELOW

<u>Maneuver</u>	<u>Recom. Entry Speed</u>	<u>Maneuver</u>	<u>Recom. Entry speed</u>
Chandelles	10S knots	Spins	Slow Deceleration
Lazy Eights	10S knots	Stalls	Slow Deceleration
Steep Turns	95 knots	(except whip stalls)	

Altitude loss in stall recovery - 180 feet

Abrupt use of the controls prohibited above 97 knots.

Spin Recovery opposite rudder - forward elevator - neutralize controls. Intentional spins with flaps extended are prohibited. Flight into known icing condition prohibited. This airplane is certified for the following flight operations as of date of original airworthiness certificate.

(DAY NIGHT VFR IFR) (As applicable)

Model F172M (1976 Model) and F172N (1977 and 1978 Models)

(Seaplane)

“This airplane must be operated as a normal category airplane in compliance with the operating limitations as stated in the form of placards, markings, and manuals.

MAXIMUMS

Maneuvering Speed (IAS)	96 knots		
Gross Weight	2220 lb.		
Flight load factor	Flaps up	+3.8, -1.52	
	Flaps down	+3.0	

WATER RUDDER: Extend for taxi; retract for takeoff, flight and landing.

No acrobatic maneuver, including spins approved. Altitude loss in stall recovery - 200 ft. Flight into known icing conditions prohibited. This airplane is certified for the following flight operations as of date of original airworthiness certificate:

(DAY NIGHT VFR IFR) (As applicable)

(5) Model F172N (1979 Model) and F172P (1981 Model).

(Landplane)

“The markings and placards installed in this airplane contain operating limitations which must be complied with when operating this airplane in the Normal Category. Other operating limitations which must be complied with when operating this airplane in this category or in the Utility Category are contained in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

Normal Category: No acrobatic maneuvers, including spins, approved.

Utility Category: No acrobatic maneuvers approved, except those listed in the Pilot's Operating Handbook
Baggage compartment and rear seat must not be occupied.

Spin recovery - Opposite rudder - forward elevator - neutralize controls.

Flight into known icing conditions prohibited.

“This airplane is certified for the following flight operations as of date of original airworthiness certificate.

(DAY NIGHT VFR IFR) (As applicable)

Model F172N(1979 Model) and F172P (1981 Model)

(Seaplane)

“The markings and placards installed in this airplane contain operating limitations which must be complied with when operating this airplane in the Normal Category. Other operating limitations which must be complied with when operating this airplane in this category are contained in the Pilot's Operating Handbook and FAA Approved Flight Manual.

No acrobatic maneuvers, including spins, approved.

Flight into known icing conditions prohibited.

This airplane is certificated for the following flight operations as of date of original airworthiness certificate:

(DAY NIGHT VFR IFR) (As applicable)

(b) Forward of fuel selector valve (through 1975 models)

“Both tanks on for takeoff and landing”.

- (c) On the fuel selector valve at appropriate location:
- (1) Model F172D through F172F, F172G and F172H

“Both	-	36 gal.
Left	-	18 gal.
Right	-	18 gal.
Off”		
 - (2) Models F172K through F172M

“Both	-	38 gal. (all flight attitudes)
Left	-	19 gal. (level flight only)
Right	-	19 gal. (level flight only)
Off		
 - (3) Model F172M (1976 Model), F172N (1977 through 1980 Models) and F172P (1981 Model and on)

“Both	-	40 gal. (all flight attitude) (takeoff-landing)
Left	-	20 gal. (level flight only)
Right	-	20 gal. (level flight only)
Off		
- (d) Near flap indicator (all models):
“Avoid slips with flaps extended”.
- (e) In baggage compartment:
- (1) Model F172D through F172M (1973 Model)
“120 lb. maximum baggage and/or auxiliary seat passenger. For additional loading instructions see weight and balance data”.
 - (2) Model F172M (1974 Model) and on
“120 lb. maximum baggage and/or auxiliary seat passenger. For additional loading instructions see weight and balance data”.
- “50 lb. maximum baggage aft of baggage door latch maximum 120 lb. combined For additional loading instructions see weight and balance data”.
- (f) Near ammeter (Model F172K, F172L, and F172M):
“Do not turn off alternator in flight except in emergency”.
- (g) Additional placards required on seaplane in full view of the pilot:
- (1) Model F172D through F172F, F172G and F172H
“Operate as normal category airplane except:
Maximum weight 2220 lb.
Maximum altitude loss in stall recovery 120 ft
Flaps - takeoff - 1st notch - 10°
Water rudder - pull to retract
Retract: Takeoff, Flight and Landing ... Extend: Taxi.”.

- (2) Model F172K in full view of the pilot:

FLOATPLANE

THIS AIRPLANE MUST BE OPERATED IN COMPLIANCE WITH THE OPERATING LIMITATIONS AS STATED IN THE FORM OF PLACARDS, MARKINGS, AND MANUALS.

NORMAL CATEGORY - FLOATPLANE

Maximum weight	2220 lb.
Refer to weight and balance data for loading instructions	
Flight maneuvering load factors	Flaps up +3.8, -1.52 Flaps down +3.5

No acrobatic maneuvers including spins approved
Maximum altitude loss in stall recovery - 120 ft.
Flaps: Takeoff - 10° - Water rudder: Pull to retract -
Retract: Takeoff, flight and landing - Extend: Taxi”.

- (3) Model F172D and on in full view of the pilot
“Floatplane Max. Flaps - 30°”

- (4) Models F172L and on in full view of the pilot
FLOATPLANE

THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS AS STATED IN THE FORM OF PLACARDS, MARKINGS, AND MANUALS.

MAXIMUMS

Maneuvering speed	122 m.p.h. CAS (106 knots)
Gross weight	2220 lb.
Flight load factor	Flaps up +3.8, -1.52 Flaps down +3.5

WATER RUDDER: Extend for taxi; retract for takeoff, flight and landing.
FLAPS: 10° for takeoff

No acrobatic maneuvers, including spins, approved. Altitude loss in stall recovery - 120 ft. Known icing conditions to be avoided. This airplane is certified for the following flight operations as of date of original airworthiness certificate:

(DAY NIGHT VFR IFR) (As applicable)

- (h) Near tachometer on Models F172K and F172L (with IC172/MTM propeller):
“Avoid continuous operation
(1) Above 75 percent power in cruise.
(2) Above 2500 r.p.m. in full throttle climb.”
- (i) Near ammeter and adjacent to overvoltage light:
(1) Model F172L (1971) through Model F172N (1978 Model)
“High Voltage”
(2) Model F172N and on
“Low Voltage”
- (j) Near fuel selector valve on models F172F through F172H, except those with Cessna Kit No. SK-172-31B or SK-172-32 installed.
“SWITCH TO SINGLE TANK OPERATION IMMEDIATELY UPON REACHING CRUISE ALTITUDES ABOVE 5000 FEET.”

- NOTE 3. Compliance with Service Letter SE74-16 - Carburetor Nozzle Replacement - allows r.p.m.'s as follows:
Landplane: Not over 2420, not under 2300
Seaplane: Not over 2570, not under 2445
- NOTE 4. The marking of the airspeed indicator in IAS provides an equivalent level of safety to CAR 3.757 when approved airspeed calibration data presented in Section V of the Pilot's Operating Handbooks listed below is available to the pilot:
F172M, Cessna P/N D1057-14 (1976 Model)
F172N, Cessna P/N D1082-13 (1977 Model)
F172N, Cessna P/N D1109-13 (1978 Model)
F172N, Cessna P/N D1138-13 (1979 Model)
F127N, Cessna P/N D1172-13 (1980 Model)
F172P, Cessna P/N D1192-13 (1981 Model)
- NOTE 5. Near fuel tank filler:
- (a) (F172 Series through (1977 Model))
"FUEL
80/87 min. grade aviation gasoline
Cap. 21 U.S. gal."
- (b) (1977 Model)
"FUEL
100/130 min. grade aviation gasoline
Cap. 21.5 U.S. gal".
- (c) (Model 1978 and on)
"FUEL
100LI/100 min. grade aviation gasoline
Cap. 21.5 U.S. gal".
- NOTE 6. 14-volt electrical system
(F172 series through 1977 Model)
28-volt electrical system
(1978 Models and on)
- In addition to the placards specified above, the prescribed operating limitations indicated by an asterisk (*) under Sections I through VI of this data sheet must also be displayed by permanent markings.

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