

I. Model FP172 (cont'd)

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|---------------------------|---|-----------|-------------------------------|
| C.G. range | (+40.5) to (+47.3) at 2500 lbs. (+35.0) to (+47.3) at 1950 lbs. or less Straight line variation between points given. | | |
| Empty weight C.G. range | None | | |
| *Maximum weight | 2500 lbs. | | |
| Number of seats | 4 (2 at +36, 2 at +70) | | |
| Maximum baggage | 120 lbs. (+95) | | |
| Fuel capacity | 52 gal. (two 26 gal. tanks in wings at +48; 41.5 gal. usable) <i>See Note 1 for weight of unusable fuel.</i> | | |
| Oil capacity | 10 qt. at -18.5 (3 qt. unusable). | | |
| Control surface movements | Wing flaps | Takeoff | Retracted 0° 1st notch 10° |
| | | Landing | 0° - 40° |
| | Ailerons | Up 20° | Down 15° |
| | Elevator tab | Up 28° | Down 13° |
| | Elevator | Up 28° | Down 23° |
| | Neutral position measured with the bottom of the balance area flush with the bottom of the stabilizer) | | |
| | Rudder (measured parallel to O.O.W.L.) | Right 16° | Left 16° |
| Serial numbers eligible | FP172-0001 through FP172-0003 | | |

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

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|--------------------------------|---|
| 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 | 1. Propeller <ol style="list-style-type: none"> 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. Spinner, Model F172D, E and F DWG 0550216, 0550221, or 0550228 Model F172G, H, DWG 0550236 |

II. Model F172D, F172E, F172F, F172G, F172H (cont'd):

2. Propeller (seaplane only)
 - 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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|---|--|------------|---------|-----------|----|--|--|-----------|-----|--|---------|-----------|-----|----------|--------|------|-----|--------------|--------|------|-----|----------|--------|------|-----|---|--|--|--|--------|-----------------------|------|-----|--|----------------------|------|-----|
| Airspeed Limits (TIAS) | <ul style="list-style-type: none"> *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 | <p><u>Landplane</u></p> <ul style="list-style-type: none"> *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 <p><u>Seaplane</u></p> <ul style="list-style-type: none"> *Normal Category (+39.8) to (+45.5) at 2200 lbs. (+36.4) to (+45.5) at 1825 lbs. or less <p>Straight line variation between points given.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Empty Wt. C.G. Range | None | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Maximum Weight | <p><u>Landplane:</u> *2300 lb. (Normal Category) *2000 lb. (Utility Category)</p> <p><u>Seaplane:</u> *2200 lb. (Normal Category)</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | <table border="0" style="width: 100%;"> <tr> <td style="width: 30%;">Wing Flaps</td> <td style="width: 30%;">Takeoff</td> <td style="width: 20%;">Retracted</td> <td style="width: 20%;">0°</td> </tr> <tr> <td></td> <td></td> <td>1st Notch</td> <td>10°</td> </tr> <tr> <td></td> <td>Landing</td> <td>0° to 40°</td> <td>15°</td> </tr> <tr> <td>Ailerons</td> <td>Up 20°</td> <td>Down</td> <td>15°</td> </tr> <tr> <td>Elevator Tab</td> <td>Up 28°</td> <td>Down</td> <td>13°</td> </tr> <tr> <td>Elevator</td> <td>Up 28°</td> <td>Down</td> <td>23°</td> </tr> <tr> <td colspan="4" style="text-align: center;">(Neutral position is with bottom of balance area flush with bottom of stabilizer)</td> </tr> <tr> <td>Rudder</td> <td>(Landplane) Right 16°</td> <td>Left</td> <td>16°</td> </tr> <tr> <td></td> <td>(Seaplane) Right 19°</td> <td>Left</td> <td>15°</td> </tr> </table> <p>(Measured parallel to W.L.)</p> | 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° |
| 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° | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Serial Numbers Eligible: | <p>F172D: F172-0001 through F172-0018 F172E: F172-0019 through F172-0085 F172F: F172-0086 through F172-0179 F172G: F172-0180 through F172-0319 F172H: F172-0320 through F172-0654 F172H: F17200655 through F17200754</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

III. Model F172K (cont'd)

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|---|--------------------|---------|----------|---------------|
| 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.) | | | | |

Serial Numbers Eligible: F17200755 through F17200804

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

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

IV. Model F172L (cont'd)

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|---------------------------|--|---|---|
| | <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. | | |
| 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 | <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. | | |
| Serial Numbers Eligible: | F17200805 through F17200904 | | |

V. **Model 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 |
| 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 |

V. Model F172M, (cont'd)

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|---------------------------|--|---------------------|--|
| 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.) | | |
| Serial Numbers Eligible: | F17200905 through F17201514 | | |

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

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|--------------------------------|--|-----------|
| 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 | 1. Propeller | |
| | 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 | |
| | 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 | *Maneuvering | 97 knots |
| | *Maximum structural cruising | 128 knots |
| | *Never exceed | 160 knots |
| | *Flaps extended | 85 knots |

VI. Model F172N (cont'd)

| | | | |
|---------------------------|--|-----------------------------|--|
| 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. | | |
| 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 | 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. | | |
| Control Surface Movements | Wing Flaps | Takeoff | 0° - 10° (Landplane) (Seaplane) |
| | | Landing | 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.) | | |
| | Serial Numbers Eligible: | F17201515 through F17202039 | |

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

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|--------------------------------|--|
| 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 | 1. Propeller |
| | 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 |

VII. Model F172P (cont'd)

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| | 2. Propeller (floatplane only) | | |
| | 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) | 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 | | |
| 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.) | |
| Serial Numbers Eligible: | F17202040 through F17202254 | | |

DATA PERTINENT TO ALL MODELS

| | | | | | | | | | |
|---|---|-----------------------|---------|---|--|---------------------------------|-----------------------|--|------------------|
| Datum | Lower front face of firewall. | | | | | | | | |
| Leveling Means | Upper door still | | | | | | | | |
| Certification Basis | <p><u>FP172</u> Part 3 of the Civil Air Regulations dated May 15, 1956.</p> <p>CAR <u>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.</p> <p>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.</p> <p>Date of application for Type Certificate: 24 September 1964.</p> | | | | | | | | |
| Equipment | <p>The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. In addition the following item of equipment is required:</p> <ol style="list-style-type: none"> 1. (a) Model FP172, Stall Warning Indicator, DWG 0511062 <li style="padding-left: 2em;">(b) Models F172F, F172D, E and G Stall Warning Indicator Cessna DWG 0511062 <li style="padding-left: 2em;">(c) Models F172H, F172K and F172L Stall Warning System Cessna DWG 0523112 <ol style="list-style-type: none"> 2. Additional equipment eligible is listed in Reims Aviation Equipment List for subsequent models. | | | | | | | | |
| NOTE 1. | <p>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 F172D through F172H or 24 lb. at (+46) for the Model F172K through F172M or 18 lb. at (+46) for the Model F172N or 63 lbs at (+46) for FP172 and undrainable oil of (0) lb. for Models F172K through F172M or full oil of 11.3 lb. at (-14) for the Model F172N and unusable oil of 5.5 lbs. at (-18.5) for Model FP172.</p> <p><u>For the F172P (1981 model):</u> 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).</p> | | | | | | | | |
| NOTE 2. | <p>The following placards must be displayed as indicated.</p> <ol style="list-style-type: none"> (a) In full view of the pilot: <ol style="list-style-type: none"> (1) <u>Models FP172, F172D through F172G and F172H</u> “This airplane must be operated in compliance with the operating limitations stated in the form of placards, markings and manuals.” <p><u>NORMAL CATEGORY</u></p> <table border="0" style="width: 100%;"> <tr> <td>Maximum design weight</td> <td style="text-align: right;">2300 lb</td> </tr> <tr> <td>Refer to weight and balance data for loading instructions</td> <td></td> </tr> <tr> <td>Flight maneuvering load factors</td> <td style="text-align: right;">Flaps up + 3.8 - 1.52</td> </tr> <tr> <td></td> <td style="text-align: right;">Flaps down + 3.5</td> </tr> </table> <p>No acrobatic maneuvers including spins approved.</p> | 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 |
| 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 | | | | | | | | |

DATA PERTINENT TO ALL MODELS (cont'd)

NOTE 2 (cont'd)

UTILITY CATEGORY

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 |

FP172

Maximum design weight 2500 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."

(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."

MAXIMUMS

| | <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."

DATA PERTINENT TO ALL MODELS (cont'd)

NOTE 2 (cont'd)

| | <u>MAXIMUMS</u> | | <u>Utility Category</u> | | |
|-------------------------|------------------------|------------|-------------------------|------------|-------|
| | <u>Normal 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 | Slow Deceleration |
| Steep Turns | 112 m.p.h. (97 knots) | (except 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)

(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 loading

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.

DATA PERTINENT TO ALL MODELS (cont'd)

NOTE 2 (cont'd)

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 | 105 knots | Spins | Slow Deceleration |
| Lazy Eights | 105 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)

DATA PERTINENT TO ALL MODELS (cont'd)

NOTE 2 (cont'd)

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 FP172
“Both tanks on for takeoff and landing”
 - (2) Model F172D through F172F, F172G and F172H

| | | |
|-------|---|---------|
| Both | - | 36 gal. |
| Left | - | 18 gal. |
| Right | - | 18 gal. |
| Off | | |
 - (3) Models F172K through F172M

| | | |
|-------|---|--------------------------------|
| Both | - | 38 gal. (all flight attitudes) |
| Left | - | 19 gal. (level flight only) |
| Right | - | 19 gal. (level flight only) |
| Off | | |
 - (4) 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 other models):
“Avoid slips with flaps extended”.

Model FP172

Near flap handle or switch:

“Flaps – Pull to extend

Takeoff Retract 0°

1st Notch 10°

Landing 0° - 40°”

- (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.”

DATA PERTINENT TO ALL MODELS (cont'd)

NOTE 2 (cont'd)

- (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

DATA PERTINENT TO ALL MODELS (cont'd)

NOTE 2 (cont'd)

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."

DATA PERTINENT TO ALL MODELS (cont'd)

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 makings.

NOTE 7. Aircraft manufactured in France prior to December 11, 2006 and subsequently placed on the U.S. Registry, may be granted a U.S. Airworthiness Certificate on the basis of 14 CFR Part 21, Section 21.183(d). This will be a recurrent airworthiness certification and requires a statement or attestation of conformity to the applicable type design at the time of original manufacture be obtained from the DGAC France (e.g., the French TC / U.S. 21.29). This "baseline" conformity determination can then be used as a starting point for which to evaluate the aircraft's present conformity of type design and condition for safe operation as required by 21.183(d) (e.g., Review of all modifications and repairs, AD compliance, appropriate maintenance, etc., depending upon the current exporting authority and any applicable bilateral agreement).

- END -