DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

TYPE CERTIFICATE DATA SHEET No. A18EU

“WARNING: Use of alcohol-based fuels can cause serious performance degradation and fuel system component damage, and is therefore prohibited on Cessna airplanes.”

This data sheet which is a part of Type Certificate No. A18EU, prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder Cessna Aircraft Company
P.O. Box 7704
Wichita, Kansas 67277

Type Certificate A18EU was transferred from Reims Aviation S.A., 51 Aerodrome de Reims-Prunay, Reims, France, to Cessna Aircraft Company on December 11, 2006. Coincident with this transfer, the Federal Aviation Administration (FAA) has accepted the status of State of Design and State of Manufacture as defined by Annex 8 to the Convention of International Civil Aviation. Prior to December 11, 2006, products identified under Type Certificate A18EU were approved by the FAA in accordance with the Federal Aviation Regulation appropriate to Imported Products (FAR 21.29). Effective December 11, 2006, and after, these products are to be considered domestic products for the purpose of certification, and Federal Aviation Regulations 21.21 becomes appropriate.

1. Model FR172E, 4 PCLM (Normal category), 2 PCLM (Utility category), approved December 20, 1967
Model FR172F, 4 PCLM (Normal category), 2 PCLM (Utility category), approved November 27, 1968

<table>
<thead>
<tr>
<th>Engine</th>
<th>Rolls Royce Continental IO-360-D</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel</td>
<td>*100/130 minimum grade aviation gasoline</td>
</tr>
<tr>
<td>Engine limits</td>
<td>*For all operations, 2800 r.p.m. (210 hp.)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Propeller and propeller limits</th>
<th>1. McCauley constant speed propeller</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(a) D2A34C67 hub with 76C blades</td>
</tr>
<tr>
<td></td>
<td>Diameter: not over 76 in., not under 74.5 in.</td>
</tr>
<tr>
<td></td>
<td>Pitch settings at 30 in. sta.: low 11.7°, high 22.5°</td>
</tr>
<tr>
<td></td>
<td>(b) Governor</td>
</tr>
<tr>
<td></td>
<td>(1) Woodward J210452 or</td>
</tr>
<tr>
<td></td>
<td>(2) McCauley C290-D2/T6</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Propeller and propeller limits</th>
<th>2. McCauley fixed pitch, 1B235/DFC (T-41C)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(a) Diameter: not over 78 in., not under 76.5 in.</td>
</tr>
<tr>
<td></td>
<td>Static r.p.m. at max. permissible throttle setting not over 2370, not under 2270</td>
</tr>
<tr>
<td></td>
<td>No additional tolerance permitted.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Airspeed limits</th>
<th>*Maneuvering 127 m.p.h. (110 knots) True Ind.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>*Maximum structural cruising 145 m.p.h. (126 knots) True Ind.</td>
</tr>
<tr>
<td></td>
<td>*Never exceed 182 m.p.h. (158 knots) True Ind.</td>
</tr>
<tr>
<td></td>
<td>*Flaps extended 100 m.p.h. (87 knots) True Ind.</td>
</tr>
</tbody>
</table>
I. **Model FR172E Model FR172F** (cont’d)

<table>
<thead>
<tr>
<th>C.G. range</th>
<th>Normal Category</th>
<th>(+40.5) to (+47.3) at 2500 lbs.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Utility Category</td>
<td>(+37.5) to (+40.5) at 2200 lbs.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(+35.0) to (+40.5) at 1950 lbs.</td>
</tr>
</tbody>
</table>

Empty weight C.G. range: None

Maximum weight:
- *2500 lbs. (Normal Category)*
- *2200 lbs. (Utility Category)*

Number of seats: 4 (2 at +36, 2 at +70)

Maximum baggage: 120 lbs. (+95)

Fuel capacity: 52 gals. (two 26 gal. tanks in wings at +48; 46 gals. usable).

See NOTE 1 for weight of unusable fuel.

Oil capacity: 10 qts. at -21.5 (1 qt. unusable).

See NOTE 5 for optional oil capacity.

Control surface movements:
- Wing flaps
  - Takeoff: 0° 10°
  - Landing: 0° 40°
- Ailerons
  - Up: 20°
  - Down: 15°
- Elevator tab
  - Up: 28°
  - Down: 13°
- Elevator
  - Up: 28°
  - Down: 23°

(Serial Numbers Eligible: FR172E: FR17200001 thru FR17200060
FR172F: FR17200061 thru FR17200145)

II. **Model FR172 G, 4 PCLM (Normal category), 2 PCLM (Utility category), Approved 23 October 1969**

Engine: Rolls Royce Continental IO-360-D, IO-360-C, IO-360-DB or IO-360-CB

Fuel: *100/130 minimum grade aviation gasoline*

Engine limits: *For all operations, 2800 r.p.m. (210 hp.)*

Propeller and propeller limits:
1. McCauley constant speed propeller 52 lbs. (-42)
   - D2A34C67 hub with 76C blades
     - Diameter: not over 76 in., not under 74.5 in.
     - Pitch settings at 30 in. sta.: low 11.7°, high 22.5°

2. Governor
   - (1) Woodward J210452 or 4 lbs. (-34)
   - (2) McCauley C290-D2/T6
   - (3) McCauley C290-D3/T6

2. McCauley fixed pitch propeller, 1B235/DFC (T-41C)
   - Diameter: not over 78 in., not under 76.5 in.
   - Static r.p.m. at max. permissible throttle setting not over 2370, not under 2270
   - No additional tolerance permitted.

Airspeed limits:
- *Maneuvering* 125 m.p.h. (109 knots) True Ind.
- *Maximum structural cruising* 145 m.p.h. (126 knots) True Ind.
- *Never exceed* 185 m.p.h. (160 knots) True Ind.
- *Flaps extended* 100 m.p.h. (87 knots) True Ind.
II. Model FR172 G (cont’d)

C.G. range
Normal Category (+41.0) to (+47.3) at 2550 lbs.
(+35.0) to (+47.3) at 1950 lbs.
Utility Category (+37.5) to (+40.5) at 2200 lbs.
(+35.0) to (+40.5) at 1950 lbs.

Straight line variation between points given.

Empty weight C.G. range None

Maximum weight
*2550 lbs. (Normal Category)
*2200 lbs. (Utility Category)

Number of seats 4 (2 at +36), (2 at +70)
Maximum baggage 120 lbs. (+95)

Fuel capacity 52 gals. (two 26 gal. tanks in wings at +48; 46 gals. usable).
See NOTE 1 for weight of unusable fuel

Oil capacity 10 qts. at -21.5 (7 qt. unusable)
See NOTE 1 for weight of undrainable oil.
See NOTE 5 for optional oil capacity.

Control surface movements
Wing flaps Takeoff 0° 10°
Landing 0° 40° ± 2°
Ailerons Up 20° ± 1° Down 15° ± 1°
Elevator tab Up 28° ± 1°-0° Down 13°+1°-0°
Elevator Up 28° ± 1°-0° Down 23°+1°-0°

(Neutral position measured with the bottom of the balance area flush with the bottom of the stabilizer)
Rudder Right 16° ± 1° Left 16° ± 1°

(Measured parallel to W.L.)

Serial Numbers Eligible: FR17200146 through FR17200205
FR17200207 through FR17200225

III. Model FR172H, 4 PCLM (Normal Category), 2 PCLM (Utility Category), Approved 17 December 1970.

Engine Rolls Royce Continental, IO-360-D, IO-360-C, IO-360-DB, IO-360-CB or IO-360-HB

*Fuel 100/130 minimum grade aviation gasoline

*Engine Limits For all operations, 2800 r.p.m. (210 hp.)

Propeller and Propeller Limits 1. McCauley constant speed propeller
   (a) D2A34C67 hub with 76C blades
       Diameter: Not over 76 in., not under 74.5 in.
       Pitch settings at 30 in. sta.:
       Low 11.7°, high 22.5°

       (b) Governor
           (1) Woodward F210452 or
           (2) McCauley C290-D2/T6

       (c) 2A34C209 hub with 78CCA blades
           Diameter: not under 78 in., not under 76.5 in.
           Pitch settings at 30 in. sta.:
           low 10.6°, high 22.0°
III. Model FR172H (cont’d)

(d) Governor
(1) Woodward F210452 or
(2) McCauley C290-D2/T6

(e) 2A34C209 hub with 78CCA-2 blades
   Diameter: not under 76 in., not under 74.5 in.
   Pitch settings at 30 in. sta.:
      low 11.3°, high 22.0°

(f) Governor
(1) Woodward F210452 or
(2) McCauley C290-D2/T6 or
(3) McCauley C290-D3/T6

2. McCauley fixed pitch propeller, 1B235/DFC
   (a) Diameter: not over 78 in., not under 76.5 in.
   Static rpm at max. permissible throttle setting,
      not over 2370, not under 2270.
      No additional tolerance permitted.

   *Airspeed Limits Maneuvering 125 m.p.h. (109 knots)
      (TIAS) Max. structural cruising 146 m.p.h. (126 knots)
      Never exceed 185 m.p.h. (160 knots)
      Flaps extended 100 m.p.h. ( 87 knots)

C.G. Range Normal Category
      (+41.0) to (+47.3) at 2550 lbs.
      (+35.0) to (+47.3) at 1950 lbs.

      Utility Category
      (+37.5) to (+40.5) at 2200 lbs.
      (+35.0) to (+40.5) at 1950 lbs.

Empty Weight C.G. Range None

*Maximum Weight
      2550 lbs. (Normal Category)
      2200 lbs. (Utility Category)

No. of Seats 4 (2 at +36, 2 at +70)

Maximum Baggage 200 lbs. (+95)

Fuel Capacity 52 gals. (two 26 gal. tanks in wings at +48; 46 gal. usable)
      See Note 1 for weight of unusable fuel.

Oil Capacity 10 qt. -21.5 (7 qt. usable)
      See NOTE 1 for weight of undrainable oil.
      See NOTE 5 for optional oil capacity.

Control Surface Movements

   Wing flaps Takeoff 0° - 10°
   Landing 0° - 40° ± 2°

   Ailerons Up 20° ± 1°
      Down 15° ± 1°

   Elevator tab Up 28° ± 1° - 0°
      Down 13° ± 1° - 0°

   Elevator Up 28° ± 1° - 0°
      Down 23° ± 1° - 0°

   (Neutral position measured with the bottom of the balance area flush
   with the bottom of the stabilizer)
   Rudder Right 16° ± 1°
      Left 16° ± 1°

   (Measured parallel to W.L.)

Serial Numbers Eligible: FR17200226 thru FR17200308
FR17200310 thru FR17200350
IV. Model FR172J, 4 PCLM (Normal category), 2 PCLM (Utility category) Approved 1 December 1972

FR 172J (thru 1975 Model)

Engine
Rolls Royce Continental IO-360-H or IO-360-HB
Fuel
*100/130 minimum grade aviation gasoline
Engine limits
*For all operations, 2800 r.p.m. (210 hp.)

IV. Model FR172J (cont’d)

Propeller and propeller limits
1. McCauley constant speed propeller
   (a) 2A34C209 hub with 78CCA-2 blades
       Diameter: not over 76 in., not under 74.5 in.
       Pitch settings at 30 in. sta.: low 11.3°, high 22.0°

   (b) 2A34C209 hub with 78CCA-2 blades
       Diameter: not over 76 in., not under 74.5 in.
       Pitch settings at 30 in. sta.: low 11.3°, high 22.0°

   (c) Governor
       (1) Woodward F210452 or
       (2) McCauley C290-D2/T6 or
       (3) McCauley C290-D3/T6

   (d) Spinner, Cessna Dwg. 0550328

Airspeed limits (CAS)
*Maneuvering 118 m.p.h. (104 knots)
*Maximum structural cruising 146 m.p.h. (126 knots)
*Never exceed 185 m.p.h. (160 knots)
*Flaps extended 100 m.p.h. (87 knots)

FR 172J (1976 Model)

Engine
Continental IO-360J
Fuel
*100/130 minimum grade aviation gasoline.
Engine limits
*Takeoff (5 min) at 2800 r.p.m. (210 hp)
*Max. continuous 2600 r.p.m. (195 hp)

Propeller and propeller limits
1. McCauley constant speed propeller
   (a) 2A34C209 hub with 78CCA-2 blades
       Diameter: not over 76 in., not under 74.5 in.
       Pitch settings at 30 in. sta.: low 11.3°, high 22.0°

   (b) Governor
       (1) Woodward F210452 or
       (2) McCauley C290-D2/T6 or
       (3) McCauley C290-D3/T6

Airspeed limits (IAS)
*Maneuvering 105 kts
*Maximum structural cruising 129 kts
*Never exceed 162 kts
*Flaps extended 85 kts

C.G. range
Normal Category
(+41.0) to (+47.3) at 2550 lbs.
(+35.0) to (+47.3) at 1950 lbs.
Utility Category
(+37.5) to (+40.5) at 2200 lbs.
(+35.0) to (+40.5) at 1950 lbs.

Empty weight C.G. range
None
Maximum weight
*2550 lbs. (Normal Category)
*2200 lbs. (Utility Category)
Number of seats
4 (2 at +36), (2 at +70)
Maximum baggage
200 lbs. (+95)
Fuel capacity
52 gals. (two 26 gal. tanks in wings at +48; 46 gals. usable).
See NOTE 1 for weight of unusable fuel
FR 172J (1976 Model) (Cont’d)

Oil capacity 10 qts. at -21.5 (7 qt. unusable),
See NOTE 1 for weight of undrainable oil.
See NOTE 5 for optional oil capacity.

Control surface movements

<table>
<thead>
<tr>
<th>Wing flaps</th>
<th>Takeoff</th>
<th>0° - 10°</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landing</td>
<td>0° - 40° +0° -2°</td>
<td></td>
</tr>
</tbody>
</table>

Ailerons
- Up: 20° ±1°
- Down: 15° ±1°

Elevator tab
- Up: 28° ±1° -0°
- Down: 13° ±1° -0°

Elevator
- Up: 28° ±1° -0°
- Down: 23° ±1° -0°
(Neutral position measured with the bottom of the balance area flush with the bottom of the stabilizer)

Rudder
- Right: 16° ±1°
- Left: 16° ±1°
(Measured parallel to W.L.)

Serial Numbers Eligible: FR17200351 through FR17200559
FR17200562 through FR17200590

V. Model FR172K, 4 PCLM (Normal category), 2 PCLM (Utility category) Approved December 1, 1976

Engine
- Rolls Royce Continental IO-360-K or IO-360-KB (1977 and 1978 models)
- IO-360-KB (1979 model and on)

Fuel
- *100/130 minimum grade aviation gasoline (1977 model)
- 100LL/100 minimum grade aviation gasoline (1978 model and on)

Engine limits
*For all operations, 2600 r.p.m. (195 hp.)

Propeller and propeller limits

Landplane
1. McCauley constant speed propeller
   (a) 2A34C203 hub with 90DCA-14 blades
      Diameter: not over 76 in., not under 74 in.
      Pitch settings at 30 in. sta.: low 12.0°, high 25.1°
   (b) Governor
      (1) McCauley C290D3/T15
   (c) Spinner, Cessna Dwg. 0550328

Floatplane
1. McCauley constant speed propeller
   (a) 2A34C203 hub with 90DCA-10 blades
      Diameter: not over 80 in., not under 78.5 in.
      Pitch settings at 30 in. sta.:
      low 11.3°, high 24.8°
   (b) Governor
      (1) McCauley C290D3/T15
   (c) Spinner, Cessna Dwg. 0550328

*Airspeed limits (IAS)
(see Note 7 on use of IAS)
(1977 Model thru 1979 Model)
- Maneuvering: 105 knots
- Maximum structural cruising: 129 knots
- Never exceed: 163 knots
- Flaps extended: 85 knots

(1980 Model and on)
- Maneuvering: 104 knots
- Maximum structural cruising: 129 knots
- Never exceed: 163 knots
- Flaps extended: 85 knots
V. **Model FR172K** (cont’d)

**C.G. range**

**Landplane**

*Normal Category*

(+41.0) to (+47.3) at 2550 lbs.
(+35.0) to (+47.3) at 1950 lbs.

*Utility Category*

(+37.5) to (+40.5) at 2200 lbs.
(+35.0) to (+40.5) at 1950 lbs.

Straight line variation between points given

**Floatplane: (Edo 248B-2440)**

*Normal Category*

(+39.5) to (+45.5) at 2550 lbs.
(+37.0) to (+45.5) at 2110 lbs.

**Empty weight C.G. range**

None

*Maximum weight*

2550 lbs. (Normal Category)
2200 lbs. (Utility Category)
2558 lbs. Ramp weight (1979 model and on)

**Number of seats**

4 (2 at +36, 2 at +70)

**Maximum baggage**

200 lbs. (+95)

**Fuel capacity**

52 gals. (two 36 gal. tanks in wings at +48) (49 gals. usable).
See NOTE 1 for weight of unusable fuel

**Oil capacity**

8 qts. at -21.5 (5 qt. usable)

**Control surface movements**

*Wing flaps*

*Takeoff* 0° - 10° (Landplane)

*Landing* 0° - 20° (Floatplane)

0° - 40° + 0° -2°
(1977 model thru 1980 model)

0° - 30° +0° -2°
(1981 model and on)

*Ailerons*

Up 20° ±1°

Down 15° ±1°

(1977 model thru 1980 model)

(All FR172K floatplanes)

Up 28° ±1° -0°

Down 13° +1° -0°
(1981 model and on)

**Elevator tab**

Up 22° ±1° -0°

(1977 model thru 1980 model)

(All FR172K floatplanes)

Up 28° +1° -0°

Down 19° +1° -0°
(1981 model and on)

**Elevator**

Up 28° +1° -0°

(1977 model thru 1980 model)

(All FR172K floatplanes)

Up 28° +1° -0°

(1981 model and on)

(Neutral position measured with the bottom of the balance area flush with the bottom of the stabilizer)

**Rudder**

Right 16° ± 1°

Left 16° ± 1°

(Measured parallel to W.L.)

Serial Numbers Eligible: FR17200591 through FR17200675

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**DATA PERTINENT TO ALL MODELS**

**Datum**

Front face of firewall

**Leveling means**

Upper door sill

**Certification basis**

FAR 21.29 CAR 3 effective 15 May 1956, with no amendments.
Date of Application for Type Certificate: 8 August 1967.
Equipment

The basic required equipment as prescribed in the applicable airworthiness requirements (see Certification Basis) must be installed in the aircraft for certification. In addition, the following item of equipment is required:

1. Stall Warning System, Cessna dwg. 0523112

NOTES

NOTE 1. (a) Model FR172E thru FR 172J

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 the corresponding center of gravity location must include unusable fuel of 36 lb. at (+46) and undrainable oil of 0.0 lb. at (-21.5) for Models FR172E thru FR172J.

(b) Model FR172K and on

The certificated empty weight and corresponding center of gravity location must include unusable fuel of 18 lb. at (+46) and full oil of 15 lb. at (-21.5).

NOTE 2. (a) The following placards must be displayed in full view of the pilot:

1) Models FR172E, FR172F, and FR172G:

"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 (___)**

Reference weight and balance data for loading instructions.

**Use 2500 lb. for Models FR172E and FR172F and 2550 lb. for Models FR172G.

Flight Maneuvering Load Factors

<table>
<thead>
<tr>
<th></th>
<th>Flaps Up</th>
<th>Flaps Down</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flaps Up</td>
<td>+3.8</td>
<td>-1.52</td>
</tr>
<tr>
<td>Flaps Down</td>
<td>+3.5</td>
<td></td>
</tr>
</tbody>
</table>

No acrobatic maneuvers including spins approved."

2) (a) Models FR172E and FR172F only:

"Utility category"

"Maximum design weight 2200 lb.

Baggage compartment and rear must not be occupied.

Flight Maneuvering load factors

<table>
<thead>
<tr>
<th></th>
<th>Flaps Up</th>
<th>Flaps down</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flaps up</td>
<td>+4.4</td>
<td>-1.76</td>
</tr>
<tr>
<td>Flaps down</td>
<td>+3.5</td>
<td></td>
</tr>
</tbody>
</table>

No acrobatic maneuvers approved except those listed below:

Maneuver: Entry Speed:

<table>
<thead>
<tr>
<th>Maneuver</th>
<th>Entry Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chandelles</td>
<td>127 m.p.h. (110 knots)</td>
</tr>
<tr>
<td>Lazy eights</td>
<td>127 m.p.h. (110 knots)</td>
</tr>
<tr>
<td>Steep turns</td>
<td>127 m.p.h. (110 knots)</td>
</tr>
<tr>
<td>Spins</td>
<td>Slow deceleration</td>
</tr>
<tr>
<td>Stalls (Except whip stalls)</td>
<td>Slow deceleration</td>
</tr>
</tbody>
</table>

(b) Model FR172G only:

"Utility category"

"Maximum design weight 2200 lb.

Baggage compartment and rear seat must not be occupied.

Flight Maneuvering load factors

<table>
<thead>
<tr>
<th></th>
<th>Flaps Up</th>
<th>Flaps down</th>
</tr>
</thead>
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<tr>
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</tr>
<tr>
<td>Stalls (Except whip stalls)</td>
<td>Slow deceleration</td>
</tr>
</tbody>
</table>

3) Model FR172H only:

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

<table>
<thead>
<tr>
<th>MAXIMUMS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maneuvering Speed</td>
</tr>
<tr>
<td>125 m.p.h. CAS (109 knots)</td>
</tr>
<tr>
<td>Gross Weight</td>
</tr>
<tr>
<td>Flight Load Factor</td>
</tr>
<tr>
<td>Flaps Up</td>
</tr>
<tr>
<td>Flaps Down</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Maneuver</th>
<th>Max. Entry Speed</th>
</tr>
</thead>
<tbody>
<tr>
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<td>125 m.p.h. (109 knots)</td>
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<tr>
<td>Lazy eights</td>
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<tr>
<td>Steep turns</td>
<td>125 m.p.h. (109 knots)</td>
</tr>
<tr>
<td>Spins</td>
<td>Slow deceleration</td>
</tr>
<tr>
<td>Stalls</td>
<td>Slow deceleration</td>
</tr>
<tr>
<td>(except whip stalls)</td>
<td></td>
</tr>
</tbody>
</table>

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)

4) Model FR172J

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

<table>
<thead>
<tr>
<th>MAXIMUMS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maneuvering Speed (CAS)</td>
</tr>
<tr>
<td>118 m.p.h. (104 knots)</td>
</tr>
<tr>
<td>Gross Weight</td>
</tr>
<tr>
<td>Flight Load Factor</td>
</tr>
<tr>
<td>Flaps Up</td>
</tr>
<tr>
<td>Flaps Down</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Maneuver</th>
<th>Recommended Entry Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chandelles</td>
<td>125 m.p.h. (109 knots)</td>
</tr>
<tr>
<td>Lazy eights</td>
<td>125 m.p.h. (109 knots)</td>
</tr>
<tr>
<td>Steep turns</td>
<td>118 m.p.h. (104 knots)</td>
</tr>
<tr>
<td>Spins</td>
<td>Slow deceleration</td>
</tr>
<tr>
<td>Stalls (except whip stalls)</td>
<td>Slow deceleration</td>
</tr>
</tbody>
</table>

Altitude loss in stall recovery - 160 ft.
Abrupt use of controls prohibited above 118 m.p.h.

Spin Recovery - opposite rudder - forward elevator - neutralize controls.
Intentional spins with flaps extended are prohibited. 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 FR172K (1977 & 1978 models) (Landplane)**

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

<table>
<thead>
<tr>
<th>MAXIMUMS</th>
<th>Normal Category</th>
<th>Utility Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maneuvering Speed</td>
<td>105 knots</td>
<td>105 knots</td>
</tr>
<tr>
<td>Gross Weight</td>
<td>2550 lb.</td>
<td>2200 lb.</td>
</tr>
<tr>
<td>Flight Load Factor</td>
<td>Flaps Up</td>
<td>Flaps Down</td>
</tr>
<tr>
<td></td>
<td>+3.8</td>
<td>+3.0</td>
</tr>
<tr>
<td></td>
<td>-1.52</td>
<td>+4.4</td>
</tr>
<tr>
<td></td>
<td>-1.76</td>
<td>-1.76</td>
</tr>
<tr>
<td>Crosswind</td>
<td>20 knots at 90°</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Maneuver</th>
<th>Recom. Entry Speed</th>
<th>Maneuver</th>
<th>Recom. Entry Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chandelles</td>
<td>110 kts</td>
<td>Spins</td>
<td>Slow deceleration</td>
</tr>
<tr>
<td>Lazy eights</td>
<td>110 kts</td>
<td>Stalls</td>
<td>Slow deceleration</td>
</tr>
<tr>
<td>Steep turns</td>
<td>105 kts</td>
<td>(except whip stalls)</td>
<td></td>
</tr>
</tbody>
</table>

Altitude loss in stall recovery - 160 ft.
Abrupt use of controls prohibited above 105 knots

Spin Recovery - opposite rudder - forward elevator - neutralize controls.
Intentional spins with flaps extended are prohibited. 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)

6) **Model FR172K (1977 and 1978 model) (Floatplane with Edo 248B-2440 floats)**

"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.

<table>
<thead>
<tr>
<th>Maximums</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Maneuvering speed (IAS)</td>
<td>105 knots</td>
</tr>
<tr>
<td>Gross weight</td>
<td>2550 lbs.</td>
</tr>
<tr>
<td>Flight load factor</td>
<td>Flaps up +3.8, -1.52</td>
</tr>
<tr>
<td></td>
<td>Flaps down +2.0</td>
</tr>
</tbody>
</table>

No acrobatic maneuvers, including spins, approved. Altitude loss in a stall recovery - 250 feet.
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)

7) **Model FR172K (1979 model and on) (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:

8) Model FR172K (1979 model and on) (Floatplane with Edo 248B-2440 floats)
"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:

9) Near fuel selector (all models)
"When switching from dry tank, turn pump on 'HIGH' momentarily."

10) Near flap handle or switch:

(a) Model FR172E through FR172J
"Avoid slips with flaps extended."

(b) Model FR172K (1977 model through 1980 model)

<table>
<thead>
<tr>
<th>W</th>
<th>0°</th>
</tr>
</thead>
<tbody>
<tr>
<td>I</td>
<td>10°</td>
</tr>
<tr>
<td>N</td>
<td>20°</td>
</tr>
<tr>
<td>G</td>
<td></td>
</tr>
</tbody>
</table>

F
L  40°
A
P
S

AVOID SLIPS WITH FLAPS EXTENDED"
(c) FR172K (1981 model and on)

W  0°
I  10°
N  20°
G

F
L  30°
A
P
S

AVOID SLIPS WITH
FLAPS EXTENDED'

(b) The following placard must be displayed on the instrument panel of Model FR172G and FR172H.

"Do not turn off alternator in flight except in emergency."

The following placard must be displayed in the baggage compartment.

1) Model FR172E through FR172H
   "200 pounds maximum baggage or 120 lb. aux. seat passenger. For additional loading
   instructions see weight and balance data."

2) Model FR172J and on
   "200 pounds maximum baggage or 120 lb. aux. seat passenger forward of baggage door
   latch. 50 pounds maximum baggage aft of baggage door latch. Maximum 200 pounds
   combined. For additional loading instructions, see weight and balance data."

(d) On control lock: (FR172K and on)
   "Control lock - Remove before starting engine."

(e) Near fuel selector valve handle: (FR172K and on)
   "BOTH  -  49 gal.
    LEFT   - 24.5 gal.
    RIGHT - 24.5 gal."

(f) Near fuel tank filter:
    FR172K (1977 model)

    "Fuel
     100/130 min. grade aviation gasoline
     Cap. 26 U.S. gal."

(g) FR172K (1978 model and on)

    "Fuel
     100LL or 100 min. grade aviation gasoline
     Cap. 26 U.S. gal."

(h) On instrument panel near manifold pressure/fuel flow gauge:
    (FR172K and on)

    "FUEL FLOW
     AT FULL THROTTLE
     2600 RPM
      S.L.   16 GHP
     4000 ft.     14 GHP
     8000 ft.     12 GHP
    12000 ft.     10 GHP"
NOTE 3. RESERVED.

NOTE 4. RESERVED.


NOTE 6. **Model R172J and on**
Cylinder head temperature probe to be installed in No. 2 cylinder head.

NOTE 7. **14-volt electrical system**
(FR172K - 1977 model)

**28-volt electrical system**
(FR172K - 1978 model and on)

In addition to the placards specified above, the prescribed operating limitations indicated by an asterisk (*) under Sections I through IX of this data sheet must also be displayed by permanent markings.

.....END.....