DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A18EU
Revision 9
Textron Aviation
FR172E
FR172F
FR172G
FR172H
FR172J
FR172K
April 1, 2019

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

TYPE CERTIFICATE DATA SHEET NO. A18EU

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	Textron Aviation Inc. One Cessna Boulevard Wichita, Kansas 67215
Type Certificate Holder Record	Cessna Aircraft Company transferred to Textron Aviation Inc. on July 29, 2015

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.

I. Model FP172E, 4 PCLM (Normal category), 2 PCLM (Utility category) approved September 19, 1967
Model FR172F, 4 PCLM (Normal category), 2 PCLM (Utility category) approved October 10, 1968

	Engine	Rolls Royce Continental IO-360-D
*	Fuel	100/130 minimum grade aviation gasoline
*	Engine Limits	For all operations, 2800 rpm (210 hp.)

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I. Model FR172E, Model FR172F (cont'd)

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 J210452 or (2) McCauley C290-D2/T6 2. McCauley fixed pitch, 1B235/DFC (T-41C) 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 (KIAS)	*Maneuvering	127 mph (110 knots) True Ind.
	*Maximum structural cruising	145 mph (126 knots) True Ind.
	*Never exceed	182 mph (158 knots) True Ind.
	*Flaps extended	100 mph (87 knots) True Ind.

C.G. Range	Normal Category	(+40.5) to (+47.3) at 2500 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	*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 gal. (two 26 gal. tanks in wings at +48; 46 gal. usable) See NOTE 1 for weight of unusable fuel.
Oil capacity	10 qt. at -21.5 (1 qt. unusable) See NOTE 5 for optional oil capacity. See NOTE 1 for weight of undrainable oil.

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

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

II. Model FR172G, 4 PCLM (Normal category), 2 PCLM (Utility category), Approved August 20, 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

II. Model FR172G (cont'd)

Engine limits	*For all operations, 2800 r.p.m. (210 hp.)	
Propeller and Propeller Limits	1. McCauley constant speed propeller	52 lbs. (-42)
	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 J210452 or	4 lbs. (-34)
	(2) McCauley C290-D2/T6	
	(3) McCauley C290-D3/T6	
	2. McCauley fixed pitch propeller, 1B235/DFC (T-41C)	
	a) 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 mph (109 knots) True Ind.
	*Maximum structural cruising	145 mph (126 knots) True Ind.
	*Never exceed	185 mph (160 knots) True Ind.
	*Flaps extended	100 mph (87 knots) True Ind.
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°
	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 thru FR17200205 FR17200207 thru FR17200225	

III. Model F172H, 4 PCLSM (Normal Category), 2 PCLM (Utility Category), Approved October 9, 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°

   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
      (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 (TIAS):

*Maneuvering	125 mph (109 knots)
*Maximum structural cruising	146 mph (126 knots)
*Never exceed	185 mph (160 knots)
*Flaps extended	100 mph (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)

III. Model F172H (cont'd)

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 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 is with 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 through FR17200308
FR17200310 through FR17200350

IV. Model F172J, 4 PCLM (Normal Category), 2 PCLM (Utility Category) Approved October 27, 1972
FR172J (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.)

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 mph (104 knots)
*Maximum structural cruising	146 mph (126 knots)
*Never exceed	185 mph (160 knots)
*Flaps extended	100 mph (87 knots)

IV. FR172J (1976 Model) (cont'd)

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	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)

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
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°
	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 F172K, 4 PCLM (Normal category), 2 PCLM (Utility category) Approved October 27, 1976

Engine	Rolls Royce Continental IO-360-K or IO-360-KB (1977 and 1978 model) 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 25.1° b) Governor (1) McCauley C290D3/T15 c) Spinner, Cessna Dwg. 0550328
Airspeed Limits (see Note 7 on use of IAS)	(1977 Model thru 1979 Model) * Maneuvering 105 knots * Maximum structural cruising 129 knots * Never exceed 153 knots * Flaps extended 87 knots (1980 Model and on) * Maneuvering 104 knots * Maximum structural cruising 129 knots * Never exceed 163 knots * Flaps extended 85 knots
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. Floatplane: (Edo 248B-2400) Normal Category (+39.5) to (+45.5) at 2550 lbs. (+37.0) to (+45.5) at 2110 lbs.
Empty Wt. C.G. Range	None
Maximum Weight	2550 lbs. (Normal Category) 2200 lbs. (Utility Category) 2558 lbs. Ramp weight (1979 model and on)
No. of Seats	4 (2 at +36, 2 at +70)

V. Model F172K (cont'd)

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)
	Ailerons	Up 20° ± 1°	Down	15° ± 1°
	Elevator Tab	Up 28° ± 1°, -0°	Down	13° ± 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	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	FR17200591 through FR17200675			

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. Type Certificate No. A18EU issued, 19 September 1967. Date of Application for Type Certificate: 8 August 1967.
Equipment	The basic required 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: Stall Warning System, Cessna dwg. 0523112

NOTE 1.

A) Model FR172E thru FR172J
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 through FR172J.

B) Model FR172K and on
The certificated empty weight and corresponding center of gravity location must include ususable fuel of 18 lb. at (+46) and full oil of 15 lb. at (-21.5).

DATA PERTINENT TO ALL MODELS

NOTE 2. C) 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

Flaps Up	+3.8	-1.52
Flaps Down	+3.5'	

2) Models FR172E and FR172F only:
"Utility category
Maximum design weight 2200 lb.
Baggage compartment and rear must not be occupied.

Flight Maneuvering load factors

Flaps up	+4.4	-1.76
Flaps down	+3.5	

No acrobatic maneuvers approved except those listed below:

Maneuver:	Entry Speed:
Chandelles	127 mph (110 knots)
Lazy eights	127 mph (110 knots)
Steep turns	127 mph (110 knots)
Spins	Slow deceleration
Stalls (Except whip stalls)	Slow deceleration"

3) Model FR172G only:
"Utility category
Maximum design weight 2200 lb.
Baggage compartment and rear seat must not be occupied.

Flight Maneuvering load factors

Flaps up	+4.4	-1.76
Flaps down	+3.5	

No acrobatic maneuvers approved except those listed below:

Maneuver	Entry Speed
Chandelles	125 mph (109 knots)
Lazy eights	125 mph (109 knots)
Steep turns	125 mph (109 knots)
Spins	Slow deceleration
Stalls (Except whip stalls)	Slow deceleration"

4) Model FR172H only:
"This airplane must be operated in compliance with the operating limitations as stated in the form of placards, markings, and manuals.

	MAXIMUMS			
	Normal Category		Utility Category	
Maneuvering Speed	125 mph CAS (109 knots)		125 mph. CAS (109 knots)	
Gross Weight	2550 lb.		2200 lb.	
Flight Load Factor				
Flaps Up	+3.8	-1.52	+4.4	-1.76
Flaps Down	+3.5		+3.5	

DATA PERTINENT TO ALL MODELS

NOTE 2 (cont'd)

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

Maneuver	Max Entry Speed
Chandelles	125 mph (109 knots)
Lazy eights	125 mph (109 knots)
Steep turns	125 mph (109 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)"

5) Model FR172J only

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

MAXIMUMS

	Normal Category		Utility Category	
Maneuvering Speed	118 mph CAS (104 knots)		118 mph.(104 knots)	
Gross Weight	2550 lb.		2200 lb.	
Flight Load Factor				
Flaps Up	+3.8	-1.52	+4.4	-1.76
Flaps Down	+3.5		+3.50	

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

Maneuver	Recommended Entry Speed
Chandelles	125 mph (109 knots)
Lazy eights	125 mph (109 knots)
Steep turns	118 mph (104 knots)
Spins	Slow deceleration
Stalls (except whip stalls)	Slow deceleration

Altitude loss in stall recovery – 160 ft.
Abrupt use of controls prohibited above 118 mph.

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)"

DATA PERTINENT TO ALL MODELS

NOTE 2 (cont'd)

6) 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.

		MAXIMUMS	
	Normal Category	Utility Category	
Maneuvering Speed	105 knots	105 knots	
Gross Weight	2550 lb.	2200 lb.	
Flight Load Factor	Flaps Up	+3.8 -1.52	+4.4 -1.76
	Flaps Down	+3.0	+3.0
	Crosswind	20 knots at 90°	

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

Maneuver	Recommended Entry Speed
Chandelles	110 knots
Lazy eights	110 knots
Steep turns	105 knots
Spins	low deceleration
Stalls (except whip stalls)	low deceleration

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 or original airworthiness certificate.

(DAY NIGHT VFR IFR) (As applicable)"

7) Model FR172K (1977 and 1978 model)
(Floatplane with Edo 248B-2440floats)
"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.

Maneuvering speed (IAS)		105 knots	
Gross Weight		2550 lbs.	
Flight load factor	Flaps Up	+3.8	-1.52
	Flaps Down	+2.0	

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)"

8) "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.

DATA PERTINENT TO ALL MODELS

NOTE 2 (cont'd)

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)"

9) 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:

(DAY NIGHT VFR IFR) (As applicable)"

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

11) Near flap handle or switch:
(a) Model FR172E through FR172J
"Avoid slips with extended"

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

W	0°
I	10°
N	20°
G	
F	
L	40°
A	
P	
S	

AVOID SLIPS WITH FLAPS EXTENDED

DATA PERTINENT TO ALL MODELS

NOTE 2 (cont'd)

(c) FR172K (1981 model and on)

W	0°
I	10°
N	20°
G	
F	
L	30°
A	
P	
S	

AVOID SLIPS WITH FLAPS EXTENDED

12) The following placard must be displayed on the instrument panel:

(a) Model FR172G and FR172H
"Do not turn off alternator in flight except in emergency."
The following placard must be displayed in the baggage compartment.

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

(c) 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."

FR172K (1978 model and on)
"Fuel
100LL or 100 min. grade aviation gasoline
Cap. 26 U.S. gal."

(g) 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

DATA PERTINENT TO ALL MODELS

NOTE 3. RESERVED.

NOTE 4. RESERVED.

NOTE 5. Compliance with Cessna Service Letter SE74-18, dated August 23, 1974, Supplemental No. 1, allows a 2 quart reduction in oil capacities (10 quarts to 8 quarts on IO-360 Series engines). Usable oil is 5 quarts.

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 Section I through IX of this data sheet must also be displayed by permanent markings.

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