**DEPARTMENT OF TRANSPORTATION**
**FEDERAL AVIATION ADMINISTRATION**

| | |
|---|---|
| | A4EU |
| | Revision 15 |
| | Textron Aviation Inc |
| F172D | F172L |
| F172E | F172M |
| F172F | F172N |
| F172G | F172P |
| F172H | FP172D |
| F172K | |
| | April 1, 2019 |

# TYPE CERTIFICATE DATA SHEET NO. A4EU

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 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.

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

Type Certificate A4EU 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 responsibilities of State of Design for all airplanes, and State of Manufacture for airplanes manufactured after December 11, 2006 as defined by Annex 8 to the Convention on International Civil Aviation. Prior to December 11, 2006, products identified under Type Certificate A4EU 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 design certification, continued airworthiness, and administered under Federal Aviation Regulations §21.21.

## I. Model FP172D, Skyhawk Powermatic, 4 PCLM (Normal Category), approved June 19, 1963

| | | | |
|---|---|---|---|
| Engine | Rolls-Royce GO-300E | | |
| Fuel | *80/87 minimum grade aviation gasoline | | |
| Engine limits | *For all operations, 3200 rpm (175 hp) | | |
| Propeller and propeller limits | 1. McCauley constant speed propeller<br>(a) McCauley, 2A31C21 hub with 84S blades<br>Diameter: not over 84 in., not under 82 in.<br>Pitch settings at 30 in. sta.:<br>Low 13°, high 26.5°<br>(b) Garwin hydraulic governor, 34-827<br>Cessna spinner, 0552016 | | |
| Airspeed limits (KIAS) | *Maneuvering | 127 mph (110 knots) | |
| | *Maximum structural cruising | 145 mph (126 knots) | |
| | *Never exceed | | 182 mph (158 knots) |
| | *Flaps extended | 100 mph ( 87 knots) | |

**I. Model FP172D** (cont'd)

| | | |
|---|---|---|
| | C.G. Range | (+40.5) to (+47.3) at 2500 lbs.<br>(+35.0) to (+47.3) at 1950 lbs. or less<br>Straight line variation between points given. |
| | Empty Wt. 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)<br>*See Note 1 for weight of unusable fuel.* |
| | 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 No's Eligible: FP172D-0001 through FP172D-0003

**II. Model F172D, 4 PCLSM (Normal Category), 2 PCLM (Utility Category), Approved April 19, 1963**
**Model F172E, 4 PCLSM (Normal Category), 2 PCLM (Utility Category), Approved September 16, 1963**
**Model F172F, 4 PCLSM (Normal Category), 2 PCLM (Utility Category), Approved July 20, 1964**
**Model F172G, 4 PCLSM (Normal Category), 2 PCLM (Utility Category), Approved August 8, 1965**
**Model F172H, 4 PCLSM (Normal Category), 2 PCLM (Utility Category), Approved September 9, 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:

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: Model F172D, E and F, DWG 0550216, 0550221, or 0550228
      Model F172G and H, DWG 0550236

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

| | |
|---|---|
| Propeller and Propeller Limits (cont'd) | 2. Propeller (seaplane only)<br>a) McCauley 1A175/SFC<br>Static r.p.m. at maximum permissible throttle setting:<br>Not over 2480, not under 2380<br>No additional tolerance permitted<br>Diameter: Not over 80 in., not under 78.4 in.<br>b) Spinner: Model F172D, E and F, DWG 0550216, 0550221<br>Model F172G and H, DWG 0550236 |
| Airspeed Limits (TIAS) | *Maneuvering 122 mph (106 knots)<br>*Maximum structural cruising 140 mph (122 knots)<br>*Never exceed 174 mph (151 knots)<br>*Flaps extended 100 mph (87 knots) |
| C.G. Range | Landplane *Normal Category (+38.5) to (+47.3) at 2300 lbs.<br>(+35.0) to (+47.3) at 1950 lbs. or less<br>*Utility Category (+35.5) to (+40.5) at 2000 lbs.<br>(+35.0) to (+40.5) at 1950 lbs. or less<br>Seaplane *Normal Category (+39.8) to (+45.5) at 2200 lbs.<br>(+36.4) to (+45.5) at 1825 lbs. or less<br>Straight line variation between points given. |
| Empty Wt. C.G. Range | None |
| Maximum Weight | Landplane<br>*Normal Category 2300 lb.<br>*Utility Category 2000 lb.<br><br>Seaplane<br>*Normal Category 2200 lb. |
| 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)<br>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°<br>1st Notch 10°<br>Landing 0° to 40° 15°<br>Ailerons Up 20° Down 15°<br>Elevator Tab Up 28° Down 13°<br>Elevator Up 28° Down 23°<br>(Neutral position is with bottom of balance area flush with bottom of stabilizer)<br>Rudder (Landplane) Right 16° Left 16°<br>(Seaplane) Right 19° Left 15°<br>(Measured parallel to W.L.) |
| Serial No's Eligible | F172D: F172-0001 through F172-0018<br>F172E: F172-0019 through F172-0085<br>F172F: F172-0086 through F172-0179<br>F172G: F172-0180 through F172-0319<br>F172H: F172-0320 through F172-0654<br>F172H: F17200655 through F17200754 |

**III. Model F172K, 4 PCLSM (Normal Category), 2 PCLM (Utility Category), Approved October 10, 1970**
(Similar to Cessna Model F172L with Model 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<br>a) McCauley 1C172/EM<br>Static r.p.m. at maximum permissible throttle setting:<br>Not over 2420, not under 2230<br>No additional tolerance permitted<br>Diameter: Not over 76 in., not under 74.5 in.<br>b) Spinner: Dwg 0550236 | |
| 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 | Landplane | |
| | *Normal Category | (+38.5) to (+47.3) at 2300 lbs.<br>(+35.0) to (+47.3) at 1950 lbs. or less |
| | *Utility Category | (+35.5) to (+40.5) at 2000 lbs.<br>(+35.0) to (+40.5) at 1950 lbs. or less |
| | Seaplane (Edo 89-2000 floats) | |
| | *Normal Category | (+39.8) to (+45.5) at 2220 lbs.<br>(+36.4) to (+45.5) at 1825 lbs. or less |
| | Straight line variation between points given. | |
| Empty Wt. C.G. Range | None | |
| Maximum Weight | Landplane | |
| | *Normal Category | 2300 lb. |
| | *Utility Category | 2000 lb. |
| | Seaplane | |
| | *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)<br>See NOTE 1 for data on unusable fuel. | |
| Oil Capacity | 2 gal. (-20) (Unusable oil 1 gal.)<br>See NOTE 1 for data on undrainable oil. | |

**III. Model F172K** (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° - 0° | Down | 13° | + 1° |
| | Elevator | Up | 28° + 1° - 0° | Down | 23° | + 1° - 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 No's Eligible: F17200755 through F17200804

**IV. Model F172L, 4 PCLSM (Normal Category), 2 PCLM (Utility Category), approved November 10, 1971**
(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.)

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:

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 |

**IV. Model F172L** (cont'd)

Seaplane (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:
Landplane
*Normal Category 2300 lb.
*Utility Category 2000 lb.

Seaplane
*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° - 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 | (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.

Serial No's Eligible: F17200805 through F17200904

**V. Model F172M, 4 PCLSM (Normal Category), 2 PCLM (Utility Category), Approved October 27, 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)<br>1. Propeller<br>a) McCauley 1C160/CTM7553<br>Static r.p.m. at maximum permissible throttle setting:<br>Not over 2370, not under 2270<br>No additional tolerance permitted<br>Diameter: Not over 75 in., not under 74 in.<br>b) Spinner: Dwg. 0550320<br><br>2. Propeller<br>a) McCauley 1C160/DTM<br>Static r.p.m. at maximum permissible throttle setting:<br>Not over 2370, not under 2270<br>No additional tolerance permitted (See NOTE 3)<br>Diameter: Not over 75 in., not under 74 in.<br>b) Spinner: Dwg. 0550320<br><br>3. Propeller (Seaplane only)<br>a) McCauley 1A175/ETM<br>Static r.p.m. at maximum permissible throttle setting:<br>Not over 2545, not under 2445<br>No additional tolerance permitted (See NOTE 3)<br>Diameter: Not over 80 in., not under 74 in.<br>b) Spinner: Dwg. 0550320 |
| | Airspeed Limits | F172M (1975 Model)<br>*Maneuvering 112 mph (97 knots)<br>*Maximum structural cruising 145 mph (126 knots)<br>*Never exceed 182 mph (158 knots)<br>*Flaps extended 100 mph (87 knots) |
| | Airspeed Limits (TIAS) See NOTE 4 | F172M (1976 Model)<br>*Maneuvering 97 knots<br>*Maximum structural cruising 128 knots<br>*Never exceed 160 knots<br>*Flaps extended 85 knots |
| | C.G. Range | Landplane<br>Normal Category (+38.5) to (+47.3) at 2300 lbs.<br>(+35.0) to (+47.3) at 1950 lbs. or less<br>Utility Category (+35.5) to (+40.5) at 2000 lbs.<br>(+35.0) to (+40.5) at 1950 lbs. or less<br>Straight line variation between points given.<br><br>Seaplane (Edo 89-2000 floats or 89A2000)<br>Normal Category (+39.8) to (+45.5) at 2220 lbs.<br>(+36.4) to (+45.5) at 1825 lbs. or less<br>Straight line variation between points given. |
| | Empty Wt. C.G. Range | None |

**V. Model F172M,** (cont'd)

Maximum Weight

Landplane
*Normal Category 2300 lb.
*Utility Category 2000 lb.

Seaplane
*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 0° - 10° (Landplane)
(Seaplane)
Landing 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 No's Eligible: F17200905 through F17201514

**VI. Model F172N, 4 PCLSM (Normal Category), 2 PCLM (Utility Category), Approved October 27, 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

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

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

| | | |
|---|---|---|
| Airspeed Limits | *Maneuvering | 97 knots |
| | *Maximum structural cruising | 128 knots |
| | *Never exceed | 160 knots |
| | *Flaps extended | 85 knots |
| 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. | |
| Empty Wt. C.G. Range | None | |
| Maximum Weight | Landplane | |
| | *Normal Category | 2300 lb. |
| | *Utility Category | 2000 lb. |
| | Seaplane | |
| | *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)<br>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 June 26, 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.) |

**VII. Model F172P** (cont'd)

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

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)<br>96 knots (Floatplane) |
| Maximum structural cruising | 127 knots |
| Never exceed | 158 knots |
| Flaps extended | 85 knots |

C.G. Range

Landplane:

| | |
|---|---|
| Normal Category | (+39.5) to (+47.3) at 2400 lbs.<br>(+35.0) to (+47.3) at 1950 lbs. or less |
| Utility Category | (+36.5) to (+40.5) at 2100 lbs.<br>(+36.4) to (+45.5) at 1825 lbs. or less<br>Straight line variation between points given. |

Empty Wt. C.G. Range: None

Maximum Weight

Landplane

| | |
|---|---|
| *Normal Category | 2400 lb. |
| *Utility Category | 2100 lb. |

Seaplane

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

**VII. Model F172P** (cont'd)

Serial No's Eligible F17202040 through F17202254

**DATA PERTINENT TO ALL MODELS**

Datum Lower front face of firewall.

Leveling Means Upper door still

Certification Basis FP172D Part 3 of the Civil Air Regulations dated May 15, 1956.

CAR 10. 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), 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.

Equipment 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:

1. Model FP172D, Stall Warning Indicator, DWG 0511062
   Models F172F, F172D, E and G Stall Warning Indicator Cessna DWG 0511062
   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 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 FP172D 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 FP172D.

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.

In full view of the pilot:

1) Models FP172D, F172D through 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."

**DATA PERTINENT TO ALL MODELS**

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 including spins approved."

| Maneuver | Entry Speed |
|---|---|
| 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 |

FP172D
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 | | | |
|---|---|---|---|---|---|
| | | Normal Category | | Utility Category | |
| Maneuvering Speed (CAS) | | 122 mph | (106 knots) | 122 mph | (106 knots) |
| Gross Weight | | 2300 lb | | 2300 lb | |
| Flight Load | Flaps Up | +3.8 | -1.52 | +4.4 | -1.76 |
| Factor | 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.

| Maneuver | Max. Entry Speed |
|---|---|
| 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 (1973 through 1975 Models)
(Landplane)
"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**

NOTE 2 (cont'd)

| | | MAXIMUMS | | | |
|---|---|---|---|---|---|
| | | Normal Category | | Utility Category | |
| Maneuvering Speed (CAS) | | 112 mph | (97 knots) | 112 mph | (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.

| Recommended | | Recommended | |
|---|---|---|---|
| Maneuver | Entry Speed | Maneuver | Entry Speed |
| Chandelles | 120 mph (104 knots) | Spins | Slow Deceleration |
| Lazy Eights | 120 mph (104 knots) | Stalls | Slow Deceleration |
| Steep Turns | 112 mph ( 97 knots) | (except whip stalls | |

Altitude loss in stall recovery - 180 feet.
Abrupt use of the controls prohibited above 112 mph.
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.

| | | MAXIMUMS | |
|---|---|---|---|
| Maneuvering speed | | 110 mph (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.

| | | MAXIMUMS | | | |
|---|---|---|---|---|---|
| | | Normal Category | | Utility Category | |
| Maneuvering Speed (CAS) | | 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.

**DATA PERTINENT TO ALL MODELS**

NOTE 2 (cont'd)

NO ACROBATIC MANEUVERS APPROVED EXCEPT THOSE LISTED BELOW

| Maneuver | Recom. Entry Speed | Maneuver | Recom. Entry speed |
|---|---|---|---|
| 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 | | 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)"

(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**

NOTE 2 (cont'd)

Model F172N (1979 Model) and F172P (l981 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 FP172D
"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 thru 1980 Models) and F172P (1981 Model and on)
Both - 40 gal. (all fight 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 FP172D
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**

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 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 mph (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, fight 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.

**DATA PERTINENT TO ALL MODELS**

NOTE 2 (cont'd)

This airplane is certified for the following fight 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 rpm'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:

| MODEL | CESSNA P/N | YEAR |
|---|---|---|
| F172M | P/N D1057-14 | 1976 Model |
| F172N | P/N D1082-13 | 1977 Model |
| F172N | P/N D1109-13 | 1978 Model |
| F172N | P/N D1138-13 | 1979 Model |
| F127N | P/N D1172-13 | 1980 Model |
| F172P | 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
l00LI/100 min. grade aviation gasoline
Cap. 21.5 U.S. gal."

**DATA PERTINENT TO ALL MODELS**

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).

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