

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

		3A21
		Revision 46
		CESSNA
210	210K	
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		March 31, 2003

TYPE CERTIFICATE DATA SHEET NO. 3A21

This data sheet which is part of Type Certificate No.3A21 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

I - Model 210, 4 PCLM (Normal Category), Approved April 20, 1959

Engine	Continental IO-470-E
*Fuel	100/130 minimum grade aviation gasoline
*Engine Limits	For all operations, 2625 r.p.m. (260 b.hp.)
Propeller and Propeller Limits	1. (a) Hartzell HC-A2XF-1/8433-2 Diameter: not over 82 in., not under 80 in. Pitch settings at 30 in. sta.: low 13.5°, high 28.0° (b) Cessna spinner 0752006 or 2. (a) McCauley D2A36C33/90M-8 or D2A34C49/90A-8 or D2A34C58/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 10.8°, high 25.8° (b) Cessna spinner 0752004 3. Woodward hydraulic governor 210270, 210280, 210340 or 210345

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I - Model 210 (cont'd)

*Airspeed Limits (CAS)	Never exceed	200 m.p.h. (174 knots)															
	Maximum structural cruising	175 m.p.h. (152 knots)															
	Maneuvering	130 m.p.h. (113 knots)															
	Flaps extended	110 m.p.h. (96 knots)															
	Landing gear operating speed	160 m.p.h. (139 knots)															
	Landing gear extension speed	160 m.p.h. (139 knots)															
C.G. Range (Landing Gear Extended)	(+38.4) to (+46.5) at 2900 lb. (+34.5) to (+46.5) at 2550 lb. or less Straight line variation between points given. Moment change due to retracting landing gear (+2456 in.-lb.)																
Empty Wt. C.G. Range	None																
*Maximum Weight	2900 lb.																
No. of Seats	2 (2 at +36, 2 at +70)																
Maximum Baggage	120 lb. (+95)																
Fuel Capacity	65 gal. (55 gal. usable); two 32.5 gal. tanks in wings at +48. See NOTE 1 for data on unusable fuel																
Oil Capacity	12 qt. (-19.4), 6 qt. usable See NOTE 1 for data on undrainable oil																
Control Surface Movements	<table> <tr> <td>Wing flaps</td><td>Up 0°</td><td>Down 38° +2°, -1°</td></tr> <tr> <td>Ailerons</td><td>Up 20° ±2°</td><td>Down 14° ±2°</td></tr> <tr> <td>Elevator</td><td>Up 26°30' ±1°</td><td>Down 22° ±1°</td></tr> <tr> <td>Elevator tab</td><td>Up 25° +1°, -0°</td><td>Down 15° +1°, -0°</td></tr> <tr> <td>Rudder</td><td>Right 24° ±1°</td><td>Left 24° ±1°</td></tr> </table> (measured parallel to 0.0 W.L.)		Wing flaps	Up 0°	Down 38° +2°, -1°	Ailerons	Up 20° ±2°	Down 14° ±2°	Elevator	Up 26°30' ±1°	Down 22° ±1°	Elevator tab	Up 25° +1°, -0°	Down 15° +1°, -0°	Rudder	Right 24° ±1°	Left 24° ±1°
Wing flaps	Up 0°	Down 38° +2°, -1°															
Ailerons	Up 20° ±2°	Down 14° ±2°															
Elevator	Up 26°30' ±1°	Down 22° ±1°															
Elevator tab	Up 25° +1°, -0°	Down 15° +1°, -0°															
Rudder	Right 24° ±1°	Left 24° ±1°															
Serial Nos. Eligible	Model 210: 618, 57001 through 57575 (1960 Model)																

II - Model 210A, 4 PCLM (Normal Category), Approved June 14, 1960

Engine	Continental IO-470-E
*Fuel	100/130 minimum grade aviation gasoline
*Engine Limits	For all operations, 2625 r.p.m. (260 b.hp.)
Propeller and Propeller Limits	1. (a) Hartzell HC-A2XF-1/8433-2 Diameter: not over 82 in., not under 80 Pitch settings at 30 in. sta.: low 13.5°, high 28.0° (b) Cessna spinner 0752006 or 2. (a) McCauley D2A36C33/90M-8 or D2A34C49/90A-8 or D2A34C58/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 10.8°, high 25.8° (b) Cessna spinner 0752004 3. Woodward hydraulic governor 210270, 210280, 210340, 210345

II - Model 210A (cont'd)

*Airspeed Limits (CAS)	Never exceed	200 m.p.h. (174 knots)		
	Maximum structural cruising	175 m.p.h. (152 knots)		
	Maneuvering	130 m.p.h. (113 knots)		
	Flaps extended	110 m.p.h. (96 knots)		
	Landing gear operating speed	160 m.p.h. (139 knots)		
	Landing gear extended speed	160 m.p.h. (139 knots)		
C.G. Range (Landing Gear Extended)	(+38.4) to (+44.4) at 2900 lb. (+33.7) to (+44.4) at 2250 lb. or less Straight line variation between points given. Moment change due to retracting landing gear (+2456 in.-lb.)			
Empty Wt. C.G. Range	None			
*Maximum Weight	2900 lb.			
No. of Seats	4 (2 at +36, 2 at +70)			
Maximum Baggage	120 lb. (+103)			
Fuel Capacity	65 gal. (55 gal. usable); two 32.5 gal. tanks in wings at +48. See NOTE 1 for data on unusable fuel			
Oil Capacity	12 qt. (-19.4), 6 qt. usable See NOTE 1 for data on undrainable oil			
Control surface movements	Wing flaps	Up 0°	Down 38° +2°, -1°	
	Ailerons	Up 20° ±2°	Down 14° ±2°	
	Elevator	Up 26°30' ±1°	Down 22° ±1°	
	Elevator tab	Up 10° +2°, -0°	Down 25° +2°, -0°	
	Rudder	Right 24° ±1°	Left 24° ±1°	
	(measured parallel to 0.0. W.L.)			
Serial Nos. Eligible	Model 210A: 616, 21057576 through 21057840 (1961 Model)			

III - Model 210B, 4 PCLM (Normal Category), Approved June 27, 1961
Model 210C, 4 PCLM (Normal Category), Approved June 14, 1962

Engine	Continental IO-470-S
*Fuel	100/130 minimum grade aviation gasoline
*Engine Limits	For all operations, 2625 r.p.m. (260 b.hp.)
Propeller and Propeller Limits	1. (a) Hartzell HC-A2XF-1/8433-2 Diameter: not over 82 in., not under 80 in. Pitch settings at 30 in. sta.: low 13.5°, high 28.0° (b) Cessna spinner 0752006 or 2. (a) McCauley D2A36C33/90M-8 or D2A34C49/90A-8 or D2A34C58/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 10.8°, high 25.8° (b) Cessna spinner 0752004 3. Woodward hydraulic governor 210270, 210280, 210340, 210345, 210451, 210452

III - Model 210B, Model 210C (cont'd)

*Airspeed Limits (CAS)	Never exceed 225 m.p.h. (196 knots)		
	Maximum structural cruising	190 m.p.h.	(165 knots)
	Maneuvering	132 m.p.h.	(115 knots)
	Flaps extended	110 m.p.h.	(96 knots)
	Landing gear operating speed	160 m.p.h.	(139 knots)
	Landing gear extended speed	160 m.p.h.	(139 knots)
C.G. Range (Landing Gear Extended)	(+39.2) to (+45.0) at 3000 lb. (+33.0) to (+45.0) at 2250 lb. or less Straight line variation between points given. Moment change due to retracting landing gear (+2456 in.-lb.)		
Empty Wt. C.G. Range	None		
*Maximum Weight	3000 lb.		
No. of Seats	4 (2 at +36, 2 at +70)		
Maximum Baggage	120 lb. (+103)		
Fuel Capacity	65 gal. (63.4 gal. usable); two 32.5 gal. tanks in wings at +48. See NOTE 1 for data on unusable fuel		
Oil Capacity	12 qt. (-19.4), 6 qt. usable. See NOTE 1 for data on undrainable oil		
Control Surface Movements	Wing flaps	Up 0°	Down 40° +1°, -2°
	Ailerons	Up 20° ±2°	Down 14° ±2°
	Elevator	Up 26°30' ±1°	Down 18° ±1°
	Elevator tab	Up 20° +1°, -0°	Down 20° +1°, -0°
	Rudder	Right 24° ±1°	Left 24° ±1°
	(measured parallel to 0.0 W.L.)		
Serial Nos. Eligible	Model 210B: 21057841 through 21058085 (1962 Model) Model 210C: 21058086 through 21058139 and 21058141 through 21058220 (1963 Model)		

IV - Model 210-5 (205), 6 PCLM (Normal Category), Approved June 14, 1962
Model 210-5A (205A), 6 PCLM (Normal Category), Approved July 19, 1963

Engine	Continental IO-470-S		
*Fuel	100/130 minimum grade aviation gasoline		
*Engine Limits	For all operations, 2625 r.p.m. (260 b.hp.)		
Propeller and Propeller Limits	1. (a) Hartzell HC-A2XF-1A13.5/8433-2 Diameter: not over 82 in., not under 80 in. Pitch settings at 30 in. sta.: low 13.5°, high 28.0° (b) Cessna spinner 0752614 or 2. (a) McCauley D2A36C33/90M-8 or D2A34C49/90A-8 or D2A34C58/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 10.8°, high 25.8° (b) Cessna spinner 0752614 3. Woodward hydraulic governor 210270, 210280, 210340, 210345, 210451, 210452		

IV - Model 210-5 (205), Model 210-5A (205A) (cont'd)

*Airspeed Limits (CAS)	Never exceed	210 m.p.h	(182 knots)
	Maximum structural cruising	170 m.p.h.	(148 knots)
	Maneuvering	138 m.p.h.	(120 knots)
	Flaps extended	110 m.p.h.	(96 knots)
C.G. Range (Landing Gear Extended)	(+40.5) to (+47.4) at 3300 lb. (+33.0) to (+47.4) at 2250 lb. or less Straight line variation between points given.		
Empty Wt. C.G. Range	None		
*Maximum Weight	3300 lb.		
No. of Seats	6 (2 at +36, 2 at +69, 2 at +100)		
Maximum Baggage	Reference weight and balance data		
Fuel Capacity	65 gal. (63.4 gal. usable); two 32.5 gal. tanks in wings at +48. See NOTE 1 for data on unusable fuel.		
Oil Capacity	12 qt. (-19.4), 6 qt. usable. See NOTE 1 for data on undrainable oil.		
Control Surface Movements	Wing flaps	Up 0°	Down 40° +1°, -2°
	Ailerons	Up 20° ±2°	Down 14° ±2°
	Elevator	Up 26°30' ±1°	Down 18° ±1°
	Elevator tab	Up 20° +1°, -0°	Down 20° +1°, -0°
	Rudder	Right 24° ±1°	Left 24° ±1°
	(measured parallel to 0.0. W.L.)		
Serial Nos. Eligible	Model 210-5 (205) : 641, 205-0001 through 205-0480 (1963 Model) Model 210-5A (205A) : 205-0481 through 205-0577 (1964 Model)		

V - Model 210D, 4 PCLM (Normal Category), Approved July 19, 1963

Engine	Continental IO-520-A		
*Fuel	100/130 minimum grade aviation gasoline		
*Engine Limits	For all operations, 2700 r.p.m. (285 b.hp.)		
Propeller and propeller limits	1. (a) McCauley D2A34C58/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 10.3°, high 25.8° (b) Cessna spinner 0752004 (c) Woodward hydraulic governor D210452		
*Airspeed limits (CAS)	Never exceed	225 mph.	(196 knots)
	Maximum structural cruising	190 mph.	(165 knots)
	Maneuvering	134 mph.	(116 knots)
	Flaps extended	110 mph.	(96 knots)
	Landing gear operating speed	160 mph.	(139 knots)
	Landing gear extended speed	160 mph.	(139 knots)
C.G. range (landing gear extended)	(+39.2) to (+46.6) at 3100 lb. (+33.0) to (+46.6) at 2250 lb. or less Straight line variation between points given. Moment change due to retracting landing gear (+2456 in.-lb.)		

V - Model 210D (cont'd)

Empty wt. C.G. range	None			
*Maximum weight	3100 lb.			
No. of seats	4 (2 at +36, 2 at +70)			
Maximum baggage	Reference weight and balance data			
Fuel capacity	65 gal. (63.4 gal. usable); two 32.5 gal. tanks in wings at +48. See Note 1 for data on unusable fuel.			
Oil capacity	12 qt. (-19.4), 6 qt. usable. See Note 1 for data on undrainable oil.			
Control surface movements	Wing flaps	Up 0°	Down 40° +1°, -2°	
	Ailerons	Up 21° ±2°	Down 14°30' ±2°	
	Elevator	Up 26°30' ±1°	Down 18° ±1°	
	Elevator tab	Up 20° +1°, -0°	Down 10° +1°, -0°	
	Rudder	Right 24° ±1°	Left 24° ±1°	
	(measured parallel to 0.0. W.L.)			
Serial Nos. eligible	Model 210D: 21058221 through 21058510 (1964 Model)			

VI - Model 210E, 4 PCLM (Normal Category), Approved September 17, 1964

Engine	Continental IO-520-A		
*Fuel	100/130 minimum grade aviation gasoline		
*Engine limits	For all operations, 2700 rpm. (285 b.hp.)		
Propeller and propeller limits	1. (a) McCauley E2A34C64/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 10.3°, high 25.8° (b) Cessna spinner 1250411 (c) Woodward hydraulic governor D210452 2. (a) McCauley E2A34C73/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 10.3°, high 25.8° (b) Cessna spinner 1250415 (c) Woodward hydraulic governor D210452		
*Airspeed limits (CAS)	Never exceed	225 mph.	(196 knots)
	Maximum structural cruising	190 mph.	(165 knots)
	Maneuvering	134 mph.	(116 knots)
	Flaps extended	110 mph.	(96 knots)
	Landing gear operating speed	160 mph.	(139 knots)
	Landing gear extended speed	160 mph.	(139 knots)
C.G. range (landing gear extended)	(+39.2) to (+46.6) at 3100 lb. (+33.0) to (+46.6) at 2250 lb. or less Straight line variation between points given. Moment change due to retracting landing gear (+2456 in.-lb.)		
Empty wt. C.G. range	None		

VI - Model 210E (cont'd)

*Maximum weight	3100 lb.																									
No. of seats	4 (2 at +36, 2 at +70)																									
Maximum baggage	Reference weight and balance data																									
Fuel capacity	65 gal. (63.4 gal. usable); two 32.5 gal. tanks in wings at +48. See Note 1 for data on unusable fuel.																									
Oil capacity	12 qt. (-19.5), 6 qt. usable See Note 1 for data on undrainable oil.																									
Control surface movements	<table><tr><td>Wing flaps</td><td>Up</td><td>0°</td><td>Down</td><td>40° +1°, -2°</td></tr><tr><td>Ailerons</td><td>Up</td><td>21° ±2°</td><td>Down</td><td>14°30' ±2°</td></tr><tr><td>Elevator</td><td>Up</td><td>26°30' ±1°</td><td>Down</td><td>18° ±1°</td></tr><tr><td>Elevator tab</td><td>Up</td><td>20° +1°, -0°</td><td>Down</td><td>10° +1°, -0°</td></tr><tr><td>Rudder</td><td>Right</td><td>24° ±1°</td><td>Left</td><td>24° ±1°</td></tr></table> (measured parallel to 0.0. W.L.)	Wing flaps	Up	0°	Down	40° +1°, -2°	Ailerons	Up	21° ±2°	Down	14°30' ±2°	Elevator	Up	26°30' ±1°	Down	18° ±1°	Elevator tab	Up	20° +1°, -0°	Down	10° +1°, -0°	Rudder	Right	24° ±1°	Left	24° ±1°
Wing flaps	Up	0°	Down	40° +1°, -2°																						
Ailerons	Up	21° ±2°	Down	14°30' ±2°																						
Elevator	Up	26°30' ±1°	Down	18° ±1°																						
Elevator tab	Up	20° +1°, -0°	Down	10° +1°, -0°																						
Rudder	Right	24° ±1°	Left	24° ±1°																						
Serial Nos. eligible	Model 210E: 21058511 through 21058715 (1965 Model)																									

VII - Model T210F, 4 PCLM (Normal Category), Approved August 3, 1965

Engine	Continental TSIO-520-C		
*Fuel	100/130 minimum grade aviation gasoline		
*Engine limits	For all operations, 2700 r.p.m., 32.5 in. Hg. mp. (285 b.hp.)		
Propeller and propeller limits	<div><div>1. (a) McCauley E2A34C70/90AT-8</div><div>Diameter: not over 82 in., not under 80 in.</div><div>Pitch settings at 36 in. sta.:</div><div>low 11.8°, high 32.0°</div><div>(b) Cessna spinner 1250415</div><div>(c) Woodward hydraulic governor G210452</div><div>2. (a) McCauley D3A32C77/82NK-2</div><div>Diameter: not over 80 in., not under 78 in.</div><div>Pitch settings at 30 in. sta.:</div><div>low 13.2°, high 32.5°</div><div>(b) Cessna spinner 1250419-2</div><div>(c) Woodward hydraulic governor G210452</div><div>3. (a) McCauley D3A32C88/82NC-2</div><div>Diameter: not over 80 in., not under 78 in.</div><div>Pitch settings at 30 in. sta.:</div><div>low 14.0°, high 33.0°</div><div>(b) Cessna spinner 1250419-2</div><div>(c) Woodward hydraulic governor G210452</div></div>		
*Airspeed limits (CAS)	Never exceed	225 mph.	(196 knots)
	Maximum structural cruising	190 mph.	(165 knots)
	Maneuvering	131 mph.	(114 knots)
	Flaps extended	110 mph	(96 knots)
	Landing gear operating speed	160 mph.	139 knots)
	Landing gear extended speed	160 mph.	(139 knots)

VII - Model T210F (cont'd)

C.G. range (landing gear extended)	(+39.0) to (+46.6) at 3300 lb. (+33.0) to (+46.6) at 2480 lb. or less Straight line variation between points given. Moment change due to retracting landing gear (+2456 in.-lb.)		
Empty wt. C.G. range	None		
*Maximum weight	3300 lb.		
No. of seats	4 (2 at +36, 2 at +70)		
Maximum baggage	Reference weight and balance data		
Fuel capacity	65 gal. (63 gal. usable); two 32.5 gal. tanks in wings at +48. See Note 1 for data on unusable fuel.		
Oil capacity	12 qt. (-19.4), 6 qt. usable. See Note 1 for data on undrainable oil.		
Control surface movements	Wing flaps	Up 0°	Down 40° +1°, -2°
	Ailerons	Up 21° ±2°	Down 14°30' ±2°
	Elevator	Up 26°30' ±1°	Down 18° ±1°
	Elevator tab	Up 20° ±1°	Down 20° ±1°
	Rudder	Right 24° ±1°	Left 24° ±1°
	(measured parallel to 0.0. W.L.)		
Serial Nos. eligible	Model T210F: T210-0001 through T210-0197 (1966 Model)		

VIII - Model 210F, 4 PCLM (Normal Category), Approved August 3, 1965

Engine	Continental IO-520-A		
*Fuel	100/130 minimum grade aviation gasoline		
*Engine limits	For all operations, 2700 rpm. (285 b.hp.)		
Propeller and propeller limits	1. (a) McCauley E2A34C73/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 10.3°, high 25.8° (b) Cessna spinner 1250415 (c) Woodward hydraulic governor D210452 2. (a) McCauley D3A32C77/82NK-2 Diameter: not over 80 in., not under 78 in. Pitch settings at 30 in. sta.: low 11.3°, high 27.6° (b) Cessna spinner 1250419-2 (c) Woodward hydraulic governor D210452 3. (a) McCauley D3A32C88/82NC-2 Diameter: not over 80 in., not under 78 in. Pitch settings at 30 in. sta.: low 13.8°, high 28.1° (b) Cessna spinner 1250419-2 (c) Woodward hydraulic governor D210452		

VIII - Model 210F (cont'd)

*Airspeed limits (CAS)	Never exceed	225 mph.	(196 knots)
	Maximum structural cruising	190 mph.	(165 knots)
	Maneuvering	131 mph	(114 knots)
	Flaps extended	110 mph	(96 knots)
	Landing gear operating speed	160 mph	(139 knots)
	Landing gear extended speed	160 mph.	(139 knots)
C.G. range (landing gear extended)	(+39.0) to (+46.6) at 3300 lb. (+33.0) to (+46.6) at 2400 lb. or less Straight line variation between points given. Moment change due to retracting landing gear (+2456 in.-lb.)		
Empty wt. C.G. range	None		
*Maximum weight	3300 lb.		
No. of seats	4 (2 at +36, 2 at +70)		
Maximum baggage	Reference weight and balance data		
Fuel capacity	65 gal. (63 gal. usable), two 32.5 gal. tanks in wings at +48. See Note 1 for data on unusable fuel.		
Oil capacity	12 qt. (-19.4), 6 qt. usable See Note 1 for data on undrainable oil.		
Control surface movements	Wing flaps	Up 0°	Down 40° +1°, -2°
	Ailerons	Up 21° ±2	Down 14°30' ±2°
	Elevator	Up 26°30' ±1°	Down 18° ±1°
	Elevator tab	Up 20° ±1°	Down 20° ±1°
	Rudder	Right 24° ±1°	Left 24° ±1°
	(measured parallel to 0.0. W.L.)		
Serial Nos. eligible	Model 210F: 21058716 through 21058818 (1966 Model)		

IX - Model T210G, 4 PCLM (Normal Category), Approved August 23, 1966**Model T210H, 4 PCLM (Normal Category), Approved August 16, 1967**

Engine	Continental TSIO-520-C		
*Fuel	100/130 minimum grade aviation gasoline		
*Engine limits	For all operations, 2700 rpm., 32.5 in. Hg. mp. (285 b.hp.)		
Propeller and propeller limits	1. (a) McCauley E2A34C70/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 11.8°, high 32.0° (b) Cessna spinner 1250415 (c) Woodward hydraulic governor G210452 (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2 2. (a) McCauley D3A32C88/82NC-2 Diameter: not over 80 in., not under 78 in. Pitch settings at 30 in. sta.: low 14.0°, high 33.0° (b) Cessna spinner 1250419-2 (c) Woodward hydraulic governor G210452 (d) McCauley hydraulic governor C219D2/T2 or C290D4/T2		

IX - Model T210G, Model T210H (cont'd)

Propeller and propeller limits	3. (a) McCauley D3A32C77/82NK-2 (T-210G Only) Diameter: not over 80 in., not under 78 in. Pitch settings at 30 in. sta.: low 13.2°, high 32.5° (b) Cessna spinner 1250419-2 (c) Woodward hydraulic governor G210452		
*Airspeed limits (CAS)	Never exceed	225 mph.	(196 knots)
	Maximum structural cruising	190 mph	(165 knots)
	Maneuvering	135 mph.	(117 knots)
	Flaps extended	110 mph.	(96 knots)
	Landing gear operating speed	160 mph.	(139 knots)
	Landing gear extended speed	160 mph.	(139 knots)
C.G. range (landing gear extended)	(+39.7) to (+47.8) at 3400 lb. (+35.5) to (+47.8) at 2800 lb. or less Straight line variation between points given. Moment change due to retracting landing gear (+2456 in.-lb.)		
Empty wt. C.G. range	None		
*Maximum weight	3400 lbs.		
No. of seats	4 (2 at +36, 2 at +70)		
Maximum baggage	Reference weight and balance data.		
Fuel capacity	90 gal. (89 gal. usable), two 45.0 gal. tanks in wings at +43. See Note 1 for data on unusable fuel		
Oil capacity	12 qt. (-19.4), 6 qt. usable. See Note 1 for data on undrainable oil		
Control surface movements	Wing flaps	Up 0°	Down 30°
	Ailerons	Up 20° ±2°	Down 15° ±2°
	Elevator	Up 23° ±1°	Down 15° ±1°
	Elevator tab	Up 20° ±1°	Down 5° ±1°
	Rudder	Right 24° ±1°	Left 24° ±1°
	(measured parallel to 0.0. W.L.)		
Serial Nos. eligible	Model T210G: T210-0198 through T210-0307 (1967 Model) Model T210H: T210-0308 through T210-0392 (1968 Model)		

X - Model 210G, 4 PCLM (Normal Category), Approved August 23, 1966**Model 210H, 4 PCLM (Normal Category), Approved August 16, 1967**

Engine	Continental IO-520-A		
*Fuel	100/130 minimum grade aviation gasoline		
*Engine limits	For all operations, 2700 rpm. (285 b.hp.)		
Propeller and propeller limits	1. (a) McCauley E2A34C73/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 10.3°, high 25.8° (b) Cessna spinner 1250415 (c) Woodward hydraulic governor D210452 (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5		

X - Model 210G, Model 210H

(cont'd)	2. (a) McCauley D3A32C88/82NC-2 Diameter: not over 80 in., not under 78 in. Pitch settings at 30 in. sta.: low 13.8°, high 28.1° (b) Cessna spinner 1250419-2 (c) Woodward hydraulic governor D210452 (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5
*Airspeed limits (CAS)	Never exceed 225 mph (196 knots) Maximum structural cruising 190 mph (165 knots) Maneuvering 135 mph (117 knots) Flaps extended 110 mph (96 knots) Landing gear operating speed 160 mph (139 knots) Landing gear extended speed 160 mph (139 knots)
C.G. range (landing gear extended)	(+39.7) to (+47.8) at 3400 lb. (+35.5) to (+47.8) at 2800 lb. or less Straight line variation between points given. Moment change due to retracting landing gear (+2456 in.-lb.)
Empty wt. C.G. range	None
*Maximum weight	3400 lb.
No. of seats	4 (2 at +36, 2 at +70)
Maximum baggage	Reference weight and balance data
Fuel capacity	90 gal. (89 gal. usable); two 45.0 gal. tanks in wings at +43. See Note 1 for data on unusable fuel.
Oil capacity	12 qt. (-19.4); 6 qt. usable See Note 1 for data on undrainable oil.
Control surface movements	Wing flaps Up 0° Down 30° Ailerons Up 20° ±2° Down 15° ±2° Elevator Up 23° ±1° Down 15° ±1° Elevator tab Up 20° ±1° Down 5° ±1° Rudder Right 24° ±1° Left 24° ±1° (measured parallel to 0.0. W.L.)
Serial Nos. eligible	Model 210G: 21058819 through 21058936 (1967 Model) Model 210H: 21058937 through 21059061 (1968 Model)

XI - Model T210J, 4 PCLM (Normal Category), Approved July 17, 1968

Engine	Continental TSIO-520-H
*Fuel	100/130 minimum grade aviation gasoline
*Engine limits	For all operations, 2700 rpm., 32.5 in. Hg. mp. (285 b.hp.)
Propeller and propeller limits	1. (a) McCauley E2A34C70/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 11.8°, high 32.0° (b) Cessna spinner 1250415 (c) Woodward hydraulic governor G210452 (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2

XI - Model T210J (cont'd)

2. (a) McCauley D3A32C88/82NC-2
Diameter: not over 80 in., not under 78 in.
Pitch settings at 30 in. sta.:
low 14.0°, high 33.0°
- (b) Cessna spinner 1250419-2
- (c) Woodward hydraulic governor G210452
- (d) McCauley hydraulic governor C219D2/T2 or C290D4/T2

Airspeed limits (CAS)	Never exceed	225 mph.	(196 knots)
	Maximum structural cruising	90 mph.	(165 knots)
	Maneuvering	135 mph	(117 knots)
	Flaps extended	110 mph.	(96 knots)
	Landing gear operating speed	160 mph	(139 knots)
	Landing gear extended speed	160 mph	(139 knots)
C.G. range (landing gear extended)	(+39.7) to (+47.8) at 3400 lb. (+35.5) to (+47.8) at 2800 lb. or less Straight line variation between points given. Moment change due to retracting landing gear (+2456 in.-lb.)		
Empty wt. C.G. range	None		
*Maximum weight	3400 lb.		
No. of seats	4 (2 at +36, 2 at +70)		
Maximum baggage	Reference weight and balance data.		
Fuel capacity	90 gal. (89 gal. usable), two 45.0 gal. tanks in wings at +43. See Note 1 for data on unusable fuel.		
Oil capacity	10 qt. (-12.5), 8 qt. usable See Note 1 for data on undrainable oil.		
Control surface movements	Wing flaps	Up 0°	Down 30°
	Ailerons	Up 20° ±2°	Down 15° ±2°
	Elevator	Up 23° ±1°	Down 15° ±1°
	Elevator tab	Up 20° ±1°	Down 5° ±1°
	Rudder	Right 24° ±1°	Left 24° ±1°
	(measured parallel to 0.0. W.L.)		
Serial Nos. eligible	Model T210J: 21058140, T210-0393 through T210-0454 (1969 Model)		

XII - Model 210J, 4 PCLM (Normal Category), Approved July 17, 1968

Engine	Continental IO-520-J
*Fuel	100/130 minimum grade aviation gasoline
*Engine limits	For all operations, 2700 rpm. (285 b.hp.)
Propeller and propeller limits	<ol style="list-style-type: none"> 1. (a) McCauley E2A34C73/90AT-8 Diameter: not over 82 in., not under 80 in. Pitch settings at 36 in. sta.: low 10.3°, high 25.8° (b) Cessna spinner 1250415 (c) Woodward hydraulic governor D210452 (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5

XII - Model 210J (cont'd)

2. (a) McCauley D3A32C88/82NC-2
Diameter: not over 80 in., not under 78 in.
Pitch settings at 30 in. sta.:
low 13.8°, high 28.1°
- (b) Cessna spinner 1250419-2
- (c) Woodward hydraulic governor D210452
- (d) McCauley hydraulic governor C290D2/T5 or C290D3/T5

*Airspeed limits (CAS)	Never exceed	225 mph.	(196 knots)
	Maximum structural cruising	190 mph	(165 knots)
	Maneuvering	135 mph.	(117 knots)
	Flaps extended	110 mph.	(96 knots)
	Landing gear operating speed	160 mph.	(139 knots)
	Landing gear extended speed	160 mph.	(139 knots)

C.G. range (landing gear extended) (+39.7) to (+47.8) at 3400 lb.
(+35.5) to (+47.8) at 2800 lb. or less
Straight line variation between points given.
Moment change due to retracting landing gear (+2456 in.-lb.)

Empty wt. C.G. range None

*Maximum weight 3400 lb.

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

Maximum baggage Reference weight and balance data

Fuel capacity 90 gal. (89 gal. usable); two 45.0 gal. tanks in wings at +43.
See Note 1 for data on unusable fuel.

Oil capacity 10 qt. (-12.5); 8 qt. usable
See Note 1 for data on undrainable oil.

Control surface movements	Wing flaps	Up	0°	Down	30°
	Ailerons	Up	20° ±2°	Down	15° ±2°
	Elevator	Up	23° ±1°	Down	15° ±1°
	Elevator tab	Up	20° ±1°	Down	5° ±1°
	Rudder	Right	24° ±1°	Left	24° ±1°
	(measured parallel to 0.0. W.L.)				

Serial Nos. eligible Model 210J: 21059062 through 21059199 (1969 Model)

XIII - Model 210K/T210K, 6 PCLM (Normal Category), Approved September 26, 1969**Model 210L/T210L, 6 PCLM (Normal Category), Approved October 7, 1971****Model 210K/210L**

Engine	Continental IO-520-L
*Fuel	100/130 minimum grade aviation gasoline
*Engine limits	Takeoff (5 min.) at 2850 rpm. (300 hp.) For all other operations, 2700 r.p.m. (285 hp.)

XIII Model 210K/T210K, Model 210L/T210L (cont'd)

- | | |
|-----------------------------------|--|
| Propeller and
propeller limits | <ol style="list-style-type: none"> 1. Model 210K/210L (S/N 21059200 through 21060539) <ol style="list-style-type: none"> (a) McCauley E2A34C73/90AT-8
Diameter: not over 82 in., not under 80 in.
Pitch settings at 36 in. sta.:
low 10.3°, high 25.8° (b) Cessna spinner 1250419 (c) Woodward hydraulic governor 2104562 (d) McCauley hydraulic governor C290D2/T4 or C290D4/T4 2. (a) McCauley D3A32C88/82NC-2
Diameter: not over 80 in., not under 78.5 in.
Pitch settings at 30 in. sta.:
low 11.5°, high 28.1° <ol style="list-style-type: none"> (b) Cessna spinner 1250419-2 (c) Woodward hydraulic governor 210462 (d) McCauley hydraulic governor C290D2/T4 or C290D4/T4 |
|-----------------------------------|--|

Model T210K/T210L

- | | |
|-----------------------------------|---|
| Engine | Continental TSIO-520-H |
| *Fuel | 100/130 minimum grade aviation gasoline |
| *Engine limits | For all operations, 2700 rpm., 32.5 in. Hg. mp. (285 b.hp.) |
| Propeller and
Propeller Limits | <ol style="list-style-type: none"> 1. Model T210K/T210L (S/N 21059200 through 21060539) <ol style="list-style-type: none"> (a) McCauley E2A34C70/90AT-8
Diameter: not over 82 in., not under 80 in.
Pitch settings at 36 in. sta.:
low 11.8°, high 32.0° (b) Cessna spinner 1250415 (c) Woodward hydraulic governor G210452 (d) McCauley hydraulic governor C290D2/T2 or C290D4/T4 2. (a) McCauley D3A32C88/82NC-2
Diameter: not over 80 in., not under 78.5 in.
Pitch settings at 30 in. sta.:
low 14.0°, high 33.0° <ol style="list-style-type: none"> (b) Cessna spinner 1250419-2 (c) Woodward hydraulic governor G210452 (d) McCauley hydraulic governor C290D2/T2 or C290D4/T2 |

Models 210K/210L/T210K/T210L

- | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------------------|---|--------------|-----------|-----------------------------|-----------------------------|-------------|-------------|----------------|-----------|------------------------------|-----------------------------|-----------------------------|-------------|-----------------------------|-----------|-------------|------------------------------|-----------|-------------|-----------------------------|-----------|-------------|
| *Airspeed Limits (CAS) | <p>Model 210K/T210K, 210L/T210L (S/N 21059200 through 21061039)</p> <table border="0"> <tr> <td>Never exceed</td> <td>225 m.p.h</td> <td>(196 knots)</td> </tr> <tr> <td>Maximum structural cruising</td> <td>190 m.p.h</td> <td>(165 knots)</td> </tr> <tr> <td>Maneuvering</td> <td>135 m.p.h</td> <td>(117 knots)</td> </tr> <tr> <td>Flaps extended (210K/T210K)</td> <td>110 m.p.h</td> <td>(96 knots)</td> </tr> <tr> <td>Flaps extended (210L/T210L)</td> <td>120 m.p.h</td> <td>(104 knots)</td> </tr> <tr> <td>Landing gear operating speed</td> <td>160 m.p.h</td> <td>(139 knots)</td> </tr> <tr> <td>Landing gear extended speed</td> <td>160 m.p.h</td> <td>(139 knots)</td> </tr> </table> | Never exceed | 225 m.p.h | (196 knots) | Maximum structural cruising | 190 m.p.h | (165 knots) | Maneuvering | 135 m.p.h | (117 knots) | Flaps extended (210K/T210K) | 110 m.p.h | (96 knots) | Flaps extended (210L/T210L) | 120 m.p.h | (104 knots) | Landing gear operating speed | 160 m.p.h | (139 knots) | Landing gear extended speed | 160 m.p.h | (139 knots) |
| Never exceed | 225 m.p.h | (196 knots) | | | | | | | | | | | | | | | | | | | | |
| Maximum structural cruising | 190 m.p.h | (165 knots) | | | | | | | | | | | | | | | | | | | | |
| Maneuvering | 135 m.p.h | (117 knots) | | | | | | | | | | | | | | | | | | | | |
| Flaps extended (210K/T210K) | 110 m.p.h | (96 knots) | | | | | | | | | | | | | | | | | | | | |
| Flaps extended (210L/T210L) | 120 m.p.h | (104 knots) | | | | | | | | | | | | | | | | | | | | |
| Landing gear operating speed | 160 m.p.h | (139 knots) | | | | | | | | | | | | | | | | | | | | |
| Landing gear extended speed | 160 m.p.h | (139 knots) | | | | | | | | | | | | | | | | | | | | |
| (IAS)
(See NOTE 4 on use of IAS) | <p>Model 210L/T210L (S/N 21061040 through 21061573)</p> <table border="0"> <tr> <td>Never exceed</td> <td>199 knots</td> </tr> <tr> <td>Maximum structural cruising</td> <td>168 knots</td> </tr> <tr> <td>Maneuvering</td> <td>119 knots</td> </tr> <tr> <td>Flaps extended</td> <td>105 knots</td> </tr> <tr> <td>Landing gear operating speed</td> <td>140 knots</td> </tr> <tr> <td>Landing gear extended speed</td> <td>140 knots</td> </tr> </table> | Never exceed | 199 knots | Maximum structural cruising | 168 knots | Maneuvering | 119 knots | Flaps extended | 105 knots | Landing gear operating speed | 140 knots | Landing gear extended speed | 140 knots | | | | | | | | | |
| Never exceed | 199 knots | | | | | | | | | | | | | | | | | | | | | |
| Maximum structural cruising | 168 knots | | | | | | | | | | | | | | | | | | | | | |
| Maneuvering | 119 knots | | | | | | | | | | | | | | | | | | | | | |
| Flaps extended | 105 knots | | | | | | | | | | | | | | | | | | | | | |
| Landing gear operating speed | 140 knots | | | | | | | | | | | | | | | | | | | | | |
| Landing gear extended speed | 140 knots | | | | | | | | | | | | | | | | | | | | | |

Models 210K/210L/T210K/T210L (cont'd)

C.G. Range (Landing Gear Extended)	(+42.5) to (+53.0) at 3800 lb. (+37.0) to (+53.0) at 3000 lb. or less Straight line variation between points given. Moment change due to retracting landing gear (+3207 in.-lb.)			
Empty Wt. C.G. Range	None			
*Maximum Weight	3800 lb.			
No. of Seats	Standard 6 (2 at +34 to +46, 2 at +61 to +77, 2 at +101) Optional 4 (2 at +34 to +46, 2 at +77) (210K/T210K)			
Maximum Baggage	Reference weight and balance data			
Fuel Capacity	90 gal. (89 gal. usable); two 45.0 gal. tanks in wings at +43 See NOTE 1 for data on unusable fuel.			
Oil Capacity	10 qt. (-12.5); 8 qt. usable See NOTE 1 for data on undrainable oil.			
Control Surface Movements	Wing flaps	Up	0°	Down 30° +1°, -2°
	Ailerons	Up	20° ±2°	Down 15° ±2°
	Elevator	Up	23° ±1°	Down 17° ±1°
	Elevator tab	Up	25° ±1°	Down 10° ±1°
	Rudder	Right	24° ±1°	Left 24° ±1°
	(measured parallel to 0.0 W.L.)			
	Rudder	Right	27°13' ±1°	Left 27°13' ±1°
		(measured perpendicular to hinge line)		
Serial Nos. Eligible	Models 210K/T210K:	21059200 through 21059351	(1970 Model)	
		21059352 through 21059502	(1971 Model)	
	Models 210L/T210L:	21059503 through 21059719	(1972 Model)	
		21059720 through 21060089	(1973 Model)	
		21060090 through 21060539	1974 Model)	
		21060540 through 21061039	1975 Model)	
		21061040 through 21061041	1976 Model)	
		21061043 through 21061573	(1976 Model)	

XIV - Model 210M/T210M, 6 PCLM (Normal Category), October 7, 1976**Model 210M**

Engine	Continental IO-520-L
*Fuel	Model 210M (S/N 21061574 through 21062273) 100/130 minimum grade aviation gasoline Model 210M (S/N 21062274 through 21062953) 100LL/100 minimum grade aviation gasoline
*Engine Limits	Takeoff (5 min.) at 2850 r.p.m. (300 hp.) For all other operations, 2700 r.p.m. (285 hp.)

XIV - Model 210M/T210M (cont'd)Propeller and
Propeller Limits

1. Model 210M (S/N 21061574 through 21062273)
 - (a) McCauley D3A32C88/82NC-2
Diameter: not over 80 in., not under 78.5 in.
Pitch settings at 30 in. sta.:
low 11.5°, high 28.1°
 - (b) Cessna spinner 1250419-2
 - (c) Woodward hydraulic governor 210462
 - (d) McCauley hydraulic governor C290D4/T4
2. Model 210M (S/N 21062274 and up)
 - (a) McCauley D3A34C404/80VA-0
Diameter: not over 80 in., not under 78.5 in.
Pitch settings at 30 in. sta.:
low 11.0°, high 27.0°
 - (b) Cessna spinner 1250419
 - (c) McCauley hydraulic governor C290D4/T4

*Airspeed Limits (IAS)
(See NOTE 4 on use of IAS)

1. Model 210M (S/N 21061574 through 21062273)

Never exceed	199 knots
Maximum structural cruising	168 knots
Maneuvering	119 knots
Flaps extended	105 knots
Landing gear operating speed	140 knots
Landing gear extended speed	140 knots
2. Model 210M (S/N 21062274 through 21062953)

Never exceed	199 knots
Maximum structural cruising	168 knots
Maneuvering	119 knots
Flaps extended	115 knots
Landing gear operating speed	140 knots
Landing gear extended speed	199 knots

Model T210M

Engine

Continental TSIO-520-R

*Fuel

Model T210M (S/N 21061574 through 21062273)
100/130 minimum grade aviation gasolineModel T210M (S/N 21062274 through 21062953)
100LL/100 minimum grade aviation gasoline

Engine Limits

Takeoff (5 min. at 2700 r.p.m., 36.5 in. Hg. mp. (310 hp.)
For all other operations 2600 r.p.m., 35 in. Hg. mp. (285 hp.)Propeller and
Propeller Limits

1. (a) McCauley D3A34C402/90DFA-10
Diameter: not over 80 in., not under 78.5 in.
Pitch settings at 30 in. sta.:
low 12.4°, high 28.5°
- (b) Cessna spinner 1250419-10
- (c) McCauley hydraulic governor C290D4/T2
- (d) Woodward hydraulic governor G210452

*Airspeed Limits (IAS)
(See NOTE 4 on use of IAS)

1. Model T210M (S/N 21061574 through 21062273)

Never exceed	195 knots
Maximum structural cruising	165 knots
Maneuvering	119 knots
Flaps extended	105 knots
Landing gear operating speed	140 knots
Landing gear extended speed	140 knots

2. Model T210M (S/N 21062274 through 21062953)
- | | |
|------------------------------|-----------|
| Never exceed | 195 knots |
| Maximum structural cruising | 165 knots |
| Maneuvering | 119 knots |
| Flaps extended | 115 knots |
| Landing gear operating speed | 140 knots |
| Landing gear extended speed | 195 knots |

Models 210M/T210M

C.G. Range (Landing Gear Extended)	(+42.5) to (+53.0) at 3800 lb. (+37.0) to (+53.0) at 3000 lb. or less Straight line variation between points given Moment change due to retracting landing gear (+3207 in.-lb.)			
Empty Wt. C.G. Range	None			
*Maximum Weight	3800 lb.			
No. of Seats	6 (2 at +34 to +46, 2 at +61 to +77, 2 at +101)			
Maximum Baggage	Reference weight and balance data			
Fuel Capacity	90 gal. (89 gal. usable), two 45.0 gal. tanks in wings at +43. See NOTE 1 for data on unusable fuel			
Oil Capacity	10 qt. (-12.5), 8 qt. usable			
Control Surface Movements	Wing flaps	Up	0°	Down 30° +1°, -2°
	Ailerons	Up	20° ±2°	Down 15° ±2°
	Elevator	Up	23° ±1°	Down 17° ±1°
	Elevator tab	Up	25° ±1°	Down 10° ±1°
	Rudder	Right	24° ±1°	Left 24° ±1°
	(measured parallel to 0.0 W.L.)			
	Rudder	Right	27° 13' ±1°	Left 27° 13' ±1°
	(measured perpendicular to hinge line)			
Serial Nos. Eligible	Models 210M/T210M:	21061574 through 21062273 (1977 Model) 21061042, 21062274 through 21062954 (1978 Model)		

XV - Model P210N, Pressurized Centurion, 6 PCLM (Normal Category), Approved August 10, 1977

Engine	Model P210N (S/N P21000001 through P21000760: Continental TSIO-520-P Model P210N (S/N P21000761 and up): Continental TSIO-520-AF			
*Fuel	100LL/100 minimum grade aviation gasoline			
*Engine Limits	Model P210N (S/N P21000001 through P21000760) Takeoff (5 min.) at 2700 r.p.m., 36.5 in. Hg. mp. (310 hp.) For all other operations 2600 r.p.m., 33.5 in. Hg. mp. (285 hp.) Model P210N (S/N P21000761 and up) Takeoff (5 min.) at 2700 r.p.m., 35.5 in. Hg. mp. (310 hp.) For all other operations, 2600 r.p.m., 34.5 in. Hg. mp. (285 hp.)			

XV - Model P210N (cont'd)Propeller and
Propeller Limits

1. (a) McCauley D3A34C402/90DFA-10
Diameter: not over 80 in., not under 78.5 in.
Pitch settings at 30 in. sta.:
low 12.4°, high 28.5°
Model P210N (S/N P21000001 through P21000760)
Avoid continuous operation between 1850 and 2150 r.p.m. above 24 in. mp.
Model P210N (S/N P21000761 and up)
Avoid continuous operation between 1850 and 2150 r.p.m. above 23 in. mp.
- (b) Cessna spinner 1250419
- (c) McCauley hydraulic governor C290D4/T2

*Airspeed Limits (IAS)
(See NOTE 4 on use of IAS)

1. Model P210N (S/N P21000001 through P21000150)
Never exceed 200 knots
Maximum structural cruising 167 knots
Maneuvering 130 knots
Flaps extended 115 knots
Landing gear operating speed 140 knots
Landing gear extended speed 200 knots
2. Model P210N (S/N P21000151 and up)
Never exceed 200 knots
Maximum structural cruising 167 knots
Maneuvering 130 knots
Flaps extended 115 knots
Landing gear operating speed 165 knots
Landing gear extended speed 200 knots

C.G. Range (Landing
Gear Extended)

(+43.9) to (+52.0) at 4000 lb.
(+42.5) to (+52.0) at 3800 lb.
(+37.0) to (+52.0) at 3000 lb. or less
Straight line variation between points given
Moment change due to retracting landing gear
(+3207 in.-lb.) S/N P21000001 through P21000150
(+2907 in.-lb.) S/N P21000151 and up

Empty Wt. C.G. Range

None

*Maximum Weight

4000 lb. takeoff and flight
3800 lb. landing
4016 lb. ramp, S/N 21000151 and up

No. of Seats

6 (2 at +34 to +46, 2 at +61 to +77, 2 at +101)

Maximum Baggage

Reference weight and balance data

Fuel Capacity

90 gal. (89 gal. usable), S/N P21000001 through P21000760
90 gal. (87 gal. usable), S/N P21000761 and up
two 45.0 gal. tanks in wings at +43
See NOTE 1 for data on unusable fuel.

Oil Capacity

10 qt. (-12.5); 8 qt. usable

Control Surface
Movements

Wing flaps	Up 0°	Down 30° +1°, -2°
Ailerons	Up 20° ±2°	Down 15° ±2°
Elevator	Up 23° ±1°	Down 17° ±1°
Elevator tab	Up 25° ±1°	Down 10° ±1°
Rudder	Right 24° ±1°	Left 24° ±1°
(measured parallel to 0.0 W.L.)		
Rudder	Right 27° 13' ±1°	Left 27° 13' ±1°
(measured perpendicular to hinge line)		

XV - Model P210N (cont'd)

Serial Nos. Eligible	Model P210N: P21000001 through P21000150 (1978 Model) P21000151 through P21000385 (1979 Model) P21000386 through P21000590 (1980 Model) P21000591 through P21000760 (1981 Model) P21000761 through P21000811 (1982 Model) P21000812 through P21000834 (1983 Model)
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XVI - Model 210N/T210N, Centurion/Turbo System Centurion, 6 PCLM (Normal Category), approved October 19, 1978**Model 210N**

Engine	Continental IO-520-L
*Fuel	100LL/100 minimum grade aviation gasoline
*Engine Limits	Takeoff full throttle (5 min.) at 2850 r.p.m. (300 hp. rating) For all other operations, full throttle 2700 r.p.m. (285 hp. rating)
Propeller and Propeller Limits	1. (a) McCauley D3A34C404/80VA-0 Diameter: not over 80 in., not under 78.5 in. Pitch settings at 30 in. sta.: low 11.0°, high 27.0° (b) Cessna spinner 1250419 (c) McCauley hydraulic governor C290D4/T4
*Airspeed Limits (IAS) (See NOTE 4 on Use of IAS)	1. Model 210N (S/N 21062954 and up) Never exceed 200 knots Maximum structural cruising 165 knots Maneuvering 125 knots Flaps extended 115 knots Landing gear operating speed 165 knots Landing gear extended speed 200 knots
C.G. Range (Landing Gear Extended)	(+42.5) to (+53.0) at 3800 lb. (+37.0) to (+53.0) at 3000 lb. or less Straight line variation between points given Moment change due to retracting landing gear (+2907 in.-lb.)
Empty Wt. C.G. Range	None
*Maximum Weight	3800 lb. 3812 lb. ramp
No. of Seats	6 (2 at +34 to +46, 2 at +61 to +77, 2 at +101)
Maximum Baggage	Reference weight and balance data
Fuel Capacity	90 gal. (89 gal. usable), S/N 21062955 through 21064535 90 gal. (87 gal. usable), S/N 21064536 and up two 45.0 gal. tanks in wings at +43 See NOTE 1 for data on unusable fuel.
Oil Capacity	10 qt. (-12.5), 8 qt. usable

Model 210N (cont'd)

Control Surface Movements	Wing flaps	Up	0°	Down	30° +1°, -2°
	Ailerons	Up	20° ±2°	Down	15° ±2°
	Elevator	Up	23° ±1°	Down	17° ±1°
	Elevator tab	Up	25° ±1°	Down	10° ±1°
	Rudder	Right	24° ±1°	Left	24° ±1°
	(measured parallel to 0.0 W.L.)				
Rudder	Right	27° 13' ±1°	Left	27° 13' ±1°	
	(measured perpendicular to hinge line)				

Serial Nos. Eligible	Model 210N:	21062955 through 21063640	(1979 Model)
		21063641 through 21064135	(1980 Model)
		21064136 through 21064535	(1981 Model)
		21064536 through 21064772	(1982 Model)
		21064773 through 21064822	(1983 Model)
		21064823 through 21064897	(1984 Model)

Model T210N

Engine	Continental TSIO-520-R		
Fuel	100LL/100 minimum grade aviation gasoline		
*Engine Limits	Takeoff (5 min.) at 2700 r.p.m., 36.5 in. Hg. mp. (310 hp. rating) For all other operations 2600 r.p.m., 35 in. Hg. mp. (285 hp. rating)		
Propeller and Propeller Limits	1. (a) McCauley D3A34C402/90DFA-10 Diameter: not over 80 in., not under 78.5 in. Pitch settings at 30 in. sta.: low 12.4°, high 28.5° Avoid continuous operation between 1850 and 2150 r.p.m.. above 24 in. mp. (b) Cessna spinner 1250419 (c) McCauley hydraulic governor C290D4/T2 or Woodward hydraulic governor G210452		
*Airspeed Limits (IAS) (See NOTE 4 on Use of IAS)	1. Model T210N (S/N 21062954 and up) Never exceed 203 knots Maximum structural cruising 168 knots Maneuvering 130 knots Flaps extended 115 knots Landing gear operating speed 165 knots Landing gear extended speed 203 knots		
C.G. Range (Landing Gear Extended)	(+43.9) to (+52.0) at 4000 lbs. (+42.5) to (+53.0) at 3800 lbs. (+37.0) to (+53.0) at 3000 lbs. Straight line variation between points given Moment change due to retracting landing gear (+2907 in.-lb.)		
Empty Wt. C.G. Range	None		
*Maximum Weight	4000 lb. takeoff and flight 3800 lb. landing 4016 lb. ramp		
No. of Seats	6 (2 at +34 to 46, 2 at +61 to +77, 2 at +101)		
Maximum Baggage	Reference weight and balance data		

Model T210N (cont'd)

Fuel Capacity	90 gal. (89 gal. usable), S/N 21062955 through 21064535 90 gal. (87 gal. usable), S/N 21064536 and up two 45.0 gal. tanks in wings at +43 See NOTE 1 for data on unusable fuel.			
Oil Capacity	10 qt. (-12.5); 8 qt. usable			
Control Surface Movements	Wing flaps	Up	0°	Down 30° +1°, -2°
	Ailerons	Up	20° ±2°	Down 15° ±2°
	Elevator	Up	23° ±1°	Down 17° ±1°
	Elevator tab	Up	25° ±1°	Down 10° ±1°
	Rudder	Right	24° ±1°	Left 24° ±1°
	(measured parallel to 0.0 W.L.)			
	Rudder	Right	27° 13' ±1	Left 17° 13' ±1°
		(measured perpendicular to hinge line)		
Serial Nos. Eligible	Model T210N:	21062955 through 21063640 (1979 Model) 21063641 through 21064135 (1980 Model) 21064136 through 21064535 (1981 Model) 21064536 through 21064772 (1982 Model) 21064773 through 21064822 (1983 Model) 21064823 through 21064897 (1984 Model)		

XVII - Model P210R, Pressurized Centurion, 6 PCLM (Normal Category), Approved September 24, 1984

Engine	Continental TSIO-520-CE		
*Fuel	100LL/100 minimum grade aviation gasoline		
*Engine Limits	For all operations 2700 r.p.m., 37 in. Hg. mp. (325 hp.)		
Propeller and Propeller Limits	1. (a) McCauley D3A36C410/80VMB-0 Diameter: not over 80 in., not under 78.5 in. Pitch settings at 30 in. sta.: low 14.2°, high 36.5° (b) Cessna spinner 2150150 (c) McCauley hydraulic governor C290D4/T2		
*Airspeed Limits (IAS)	Never exceed	200 knots	
	Maximum structural cruising		167 knots
	Flaps extended		115 knots
	Maneuvering		130 knots
	Landing gear operating speed		165 knots
	Landing gear extended speed		200 knots
C.G. Range (Landing Gear Extended)	(+42.0) to (+52.0) at 4100 lb. (+37.0) to (+52.0) at 3350 lb. or less Straight line variation between points given Moment change due to retracting landing gear (+2907 in.-lb.)		
Empty Wt. C.G. Range	None		
*Maximum Weight	4100 lb. takeoff and flight 3900 lb. landing 4116 lb. ramp		
No. of Seats	6 (2 at +34 to 46, 2 at +61 to +77, 2 at +101)		
Maximum Baggage	Reference weight and balance data		

XVII - Model P210R (cont'd)

Fuel Capacity	Std.: 90 gal. (87 gal. usable) Two 45.0 gal. tanks in wings at +42.5 Opt.: 120 gal. (115 gal. usable) Two 60.0 gal. tanks in wings at +42.5 See NOTE 1 for data on unusable fuel			
Oil Capacity	10 qt. (-12.5), 8 qt. usable			
Maximum Operating Altitude	25,000 ft.			
Control Surface Movements	Wing flaps	Up	0°	Down 30° +1°, -2°
	Ailerons	Up	20° ±2°	Down 15° ±2°
	Elevator	Up	25° ±1°	Down 20° ±1°
	Elevator tab	Up	20° ±1°	Down 15° ±1°
	Rudder	Right	24° ±1°	Left 24° ±1°
	(measured parallel to 0.0 W.L.)			
	Rudder	Right	27° 13' ±1°	Left 27° 13' ±1°
	(measured perpendicular to hinge line)			
Serial Nos. Eligible	Model P210R:	P21000835 through P21000866 (1985 Model) P21000867 through P21000874 (1986 Model)		

XVIII - Model T210R, Turbo System Centurion, 6 PCLM (Normal Category), Approved December 4, 1984
Model 210R, Centurion, 6 PCLM (Normal Category), Approved December 20, 1984

Model 210R

Engine	Continental IO-520-L			
*Fuel	100LL/100 minimum grade aviation gasoline			
*Engine Limits	Takeoff full throttle (5 min.) at 2850 r.p.m. (300 hp. rating) For all other operations, full throttle 2700 r.p.m. (285 hp. rating)			
Propeller and Propeller Limits	1. (a)	McCauley D3A34C404/80VA-0 Diameter: not over 80 in., not under 78.5 in. Pitch settings at 30 in. sta.: low 11.0°, high 27.0°		
	(b)	Cessna spinner 1250419		
	(c)	McCauley hydraulic governor C290D4/T4		
*Airspeed Limits (IAS) (See NOTE 4 on use of IAS)	Never exceed	200 knots		
	Maximum structural cruising		167 knots	
	Maneuvering		125 knots	
	Flaps extended		115 knots	
	Landing gear operating speed		165 knots	
	Landing gear extended speed		200 knots	
C.G. Range (Landing) Gear Extended)	(+40.33) to (+52.0) at 3850 lb. (+37.0) to (+52.0) at 3350 lb. or less Straight line variation between points given Moment change due to retracting landing gear (+2907 in.-lb.)			
Empty Wt. C.G. Range	None			
*Maximum Weight	3850 lb. 3862 lb. ramp			
No. of Seats	6 (2 at +34 to 46, 2 at +61 to +77, 2 at +101)			

XVIII - Model T210R, 210R (cont'd)

Maximum Baggage	Reference weight and balance data			
Fuel Capacity	Std.: 90 gal. (87 gal. usable) Two 45.0 gal. tanks in wings at +42.5 Opt: 120 gal. (115 gal. usable) Two 60 gal. tanks in wings at +42.5 See NOTE 1 for data on unusable fuel.			
Oil Capacity	10 qt. (-12.5), 8 qt. usable			
Control Surface Movements	Wing flaps	Up 0°	Down 30° +1°, -2°	
	Ailerons	Up 20° ±2°	Down 15° ±2°	
	Elevator	Up 25° ±1°	Down 20° ±1°	
	Elevator tab	Up 20° ±1°	Down 15° ±1°	
	Rudder	Right 24° ±1°	Left 24° ±1°	
	(measured parallel to 0.0 W.L.)			
	Rudder	Right 27° 13' ±1°	Left 27° 13' ±1°	
	(measured perpendicular to hinge line)			
Serial Nos. Eligible	Model 210R:	21064898 through 21064949 (1985 Model) 21064950 through 21065009 (1986 Model)		

Model T210R

Engine	Continental TSIO-520-CE			
*Fuel	100LL/100 minimum grade aviation gasoline			
*Engine Limits	For all operations 2700 r.p.m., 37 in. Hg. mp. (325 hp.)			
Propeller and Propeller Limits	1. (a) McCauley D3A36C410/80VMB-0 Diameter: not over 80 in., not under 78.5 in. Pitch settings at 30 in. sta.: low 14.2°, high 36.5° (b) Cessna spinner 2150150 (c) McCauley hydraulic governor C290D4/T2			
*Airspeed Limits (IAS)	Never exceed	203 knots		
	Maximum structural cruising		167 knots	
	Maneuvering		130 knots	
	Flaps extended		115 knots	
	Landing gear operating speed		165 knots	
	Landing gear extended speed		200 knots	
C.G. Range (Landing Gear Extended)	(+42.0) to (+52.0) at 4100 lb. (+37.0) to (+52.0) at 3350 lb. Straight line variation between points given Moment change due to retracting landing gear (+2907 in.-lb.)			
Empty Wt. C.G. Range	None			
*Maximum Weight	4100 lb. takeoff and flight 3900 lb. landing 4116 lb. ramp			
No. of Seats	6 (2 at +34 to 46, 2 at +61 to +77, 2 at +101)			
Maximum Baggage	Reference weight and balance data			

Model T210R (cont'd)

Fuel Capacity	Std.: 90 gal. (87 gal. usable) Two 45.0 gal. tanks in wings at +42.5 Opt: 120 gal. (115 gal. usable) Two 60 gal. tanks in wings at +42.5 See NOTE 1 for data on unusable fuel			
Oil Capacity	10 qt. (-12.5), 8 qt. usable			
Control Surface Movements	Wing flaps	Up	0°	Down 30° +1°, -2°
	Ailerons	Up	20° ±2°	Down 15° ±2°
	Elevator	Up	25° ±1°	Down 20° ±1°
	Elevator tab	Up	20° ±1°	Down 15° ±1°
	Rudder	Right	24° ±1°	Left 24° ±1°
	(measured parallel to 0.0 W.L.)			
	Rudder	Right	27° 13' ±1°	Left 27° 13' ±1°
	(measured perpendicular to hinge line)			
Serial Nos. Eligible	Model T210R: 21064898 through 21064949 (1985 Model) 21064950 through 21065009 (1986 Model)			
Data Pertinent to All Models				
Datum	Fuselage station 0.0 (front face of firewall)			
Leveling Means	Baggage compartment floor (except for 210-5(205) and 210-5A(205A)) - Top of tailcone (except 210K/T210K/P210N and up, screws on left side tailcone)			
Certification Basis	<p>Models 210/210A: Part 3 of the Civil Air Regulations effective May 15, 1956, with no amendments.</p> <p>Models 210B, 210C, 210D, 210E, 210F, T210F, 210G, T210G, 210H, T210H, 210J, T210J, 210K, T210K, 210L, T210L, 210M, T210M, 210N, T210N, 210R, 210-5(205), 210-5A(205A): Part 3 of the Civil Air Regulations effective May 15, 1956, and Paragraph 3.112 as amended October 1, 1959. FAR 36 dated December 1, 1969, plus Amendments 36-1 through 36-4 for Models 210M/T210M/210N/210R; Amendments 36-1 through 36-9 for the T210N. In addition, FAR 23.1559 effective March 1, 1978, for the Models 210N/T210N/210R.</p> <p>Models P210N, P210R: Part 3 of the Civil Air Regulations dated May 15, 1956, Paragraph 3.112 as amended October 1, 1959, and 23.365, 23.571, 23.775, 23.841, 23.843, 23.901, 23.909, 23.1041, 23.1043, 23.1143, 23.1305, 23.1325, 23.1441 and 23.1527 of FAR 23 effective February 1, 1965, as amended to February 14, 1975. FAR 36 dated December 1, 1969, plus Amendments 36-1 through 36-6 for P210N; Amendments 36-1 through 36-12 for P210R. Also FAR 23.1559 effective March 1, 1978, for P21000151 and up. Also for P210R, FAR 23.1323 effective September 1, 1977, and FAR 23.1545 effective December 1, 1978.</p> <p>Model T210R: Part 3 of the Civil Air Regulations dated May 15, 1956, Paragraph 3.112 as amended October 1, 1959, and 23.901, 23.909, 23.1041, 23.1043, 23.1143, 23.1305 of FAR 23 effective February 1, 1965, as amended to February 14, 1975; FAR 23.1323 effective September 1, 1977; FAR 23.1545 effective December 1, 1978; and FAR 23.1559 effective March 1, 1978; FAR 36 dated December 1, 1969, plus Amendments 36-1 through 36-12.</p> <p>Compliance with ice protection has been demonstrated in accordance with FAR 23.1419, as amended through Amendment 23-14, when ice protection equipment is installed in accordance with the airplane equipment list (Models P210N, T210N, P210R, and T210R only).</p>			

Certification basis (cont'd)	Application for type certificate dated August 13, 1956.																
	Type Certificate No. 3A21 issued April 20, 1959, obtained by the manufacturer under delegation option procedures.																
	<u>Equivalent Safety Items</u> (S/N 21061040 through 21064897 (T210 only), and S/N P21000001 through P21000835)																
	<table> <tr> <td>Airspeed Indicator</td><td>CAR 3.757 (See NOTE 4 for effectivity)</td></tr> <tr> <td>Operating Limitations</td><td>CAR 3.778(a) (210 S/N 21061040 through 21065009) (T210 S/N 21061040 through 21064897) (P210 S/N P21000001 through P21000834)</td></tr> </table>	Airspeed Indicator	CAR 3.757 (See NOTE 4 for effectivity)	Operating Limitations	CAR 3.778(a) (210 S/N 21061040 through 21065009) (T210 S/N 21061040 through 21064897) (P210 S/N P21000001 through P21000834)												
Airspeed Indicator	CAR 3.757 (See NOTE 4 for effectivity)																
Operating Limitations	CAR 3.778(a) (210 S/N 21061040 through 21065009) (T210 S/N 21061040 through 21064897) (P210 S/N P21000001 through P21000834)																
	<table> <tr> <td>Airspeed Indicating System</td><td>CAR 3.663 (210N, S/N 21062955 through 21064897) (210R, S/N 21064898 through 21065009)</td></tr> </table>	Airspeed Indicating System	CAR 3.663 (210N, S/N 21062955 through 21064897) (210R, S/N 21064898 through 21065009)														
Airspeed Indicating System	CAR 3.663 (210N, S/N 21062955 through 21064897) (210R, S/N 21064898 through 21065009)																
Production Basis	Production Certificate No. 4. Delegation Option Manufacturer No. CE-1 authorized to issue airworthiness certificates under delegation option provisions of Part 21 of the Federal Aviation Regulations.																
Equipment	The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. This equipment must include a current Airplane Flight Manual effective S/N 21062955 and up and P21000151 and up. In addition, the following item of equipment is required:																
	<ol style="list-style-type: none"> Stall warning indicator, Cessna Dwg. 0511062-4: S/N 21057001 through 21058818 S/N T210-0001 through T210-0197 Cessna Dwg. S-1672-1: S/N 21058819 and up S/N T210-0198 through T210-0454 S/N P21000001 and up 																
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 60 lb. at (+46) on Models 210 and 210A, 9 lb. at (+46) on the 210B, 210C, 210D, 210E, 210-5(205) 210-5A(205A); 12 lb. at (+46) on the 210F, T210F; and 6 lb. at (+23) on the 210G, T210G, 210H, T210H, 210J, T210J, 210K, T210K, 210L, T210L, 210M, T210M, 210N, T210N, P210N through S/N's 21064535 and P21000760; and 18 lb. at (+38) on S/N's 21064536 and up, and P21000761 and up; and undrainable oil of 0 lb. at (-19) through S/N 21061039 and full oil of 18.8 lb. at (-12.5) S/N 21061040 and up, and S/N P21000001 and up.																
NOTE 2.	<p>The following placards must be displayed in locations as indicated:</p> <p>A. <u>Applicable to Models 210/210A</u></p> <ol style="list-style-type: none"> In full view of the pilot: <ol style="list-style-type: none"> "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. No acrobatic maneuvers, including spins, approved. Maximum maneuvering speed - 130 m.p.h. - CAS. Maximum design weight 2900 lb. Maximum flight maneuvering load factors - Flaps up +3.8, -1.52; Flaps down +3.5. Maximum gear extension speed 160 m.p.h. - CAS. Maximum flap extension speeds 10° flaps - 160 m.p.h. - CAS; 10°-40° flaps - 110 m.p.h. - CAS. <table> <tr> <td><u>Before takeoff</u></td><td><u>Before landing</u></td></tr> <tr> <td>1. Set tabs</td><td>1. Gear down</td></tr> <tr> <td>2. Flaps 0°-20°</td><td>2. Flaps down</td></tr> <tr> <td>3. Check induction air-cold</td><td>3. Check induction air-cold</td></tr> <tr> <td>4. Mixture rich</td><td>4. Mixture rich</td></tr> <tr> <td>5. Propeller full in</td><td>5. Propeller full in</td></tr> <tr> <td>6. Check cowl flaps open</td><td>6. Check cowl flaps closed</td></tr> <tr> <td>7. Check fuel selector on fullest tank</td><td>7. Check fuel selector on fullest tank"</td></tr> </table>	<u>Before takeoff</u>	<u>Before landing</u>	1. Set tabs	1. Gear down	2. Flaps 0°-20°	2. Flaps down	3. Check induction air-cold	3. Check induction air-cold	4. Mixture rich	4. Mixture rich	5. Propeller full in	5. Propeller full in	6. Check cowl flaps open	6. Check cowl flaps closed	7. Check fuel selector on fullest tank	7. Check fuel selector on fullest tank"
<u>Before takeoff</u>	<u>Before landing</u>																
1. Set tabs	1. Gear down																
2. Flaps 0°-20°	2. Flaps down																
3. Check induction air-cold	3. Check induction air-cold																
4. Mixture rich	4. Mixture rich																
5. Propeller full in	5. Propeller full in																
6. Check cowl flaps open	6. Check cowl flaps closed																
7. Check fuel selector on fullest tank	7. Check fuel selector on fullest tank"																

NOTE 2. (cont'd)

or

- (i) "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. No acrobatic maneuvers, including spins, approved. Maximum maneuvering speed - 130 mph - CAS. Maximum design weight 2900 lb. Maximum flight maneuver load factors - Flaps up +3.8, -1.52; Flaps down +3.5. Maximum gear extension speed 160 mph - CAS. Maximum flap extension speeds 10° flaps - 160mph - CAS; 10° - 40° flaps - 110 mph - CAS.

Before takeoff

1. Set tabs
2. Fuel selector full tank
3. Cowl flaps open
4. Mixture rich
5. Propeller full in
6. Flaps 0° -20°

Before landing

1. Gear down
2. Fuel selector full tank
3. Cowl flaps closed
4. Mixture rich
5. Propeller full in
6. Flaps down"

- (2) On the control lock: "Control lock - remove before starting engine."
- (3) On the upper pack cover: "To extend gear manually, place gear handle in full down position, pull emergency handle and pump vertically."
- (4) On fuel selector valve plate: "Both off. Left tank - 27.5 gal. Right tank 27.5 gal. Use full rich mixture to switch tanks. Take off and land on fullest tank."
- (5) On the baggage door: "Maximum baggage 120 lb. For additional loading instructions see weight and balance data."
- (6) On the fuel tank filler cap: "Tank capacity 32.5 U.S. gallons, 100/130."
- (7) On the instrument panel directly below the fuel gauge indicators: "Avoid landing approaches in red arc and over 30 second slips under 1/2 tank. (Reference Owner's Manual)."
- (8) In full view of the pilot:
"MAJOR FUEL FLOW FLUCTUATIONS/POWER SURGES
1. AUX FUEL PUMP ON ADJUST MIXTURE
2. SELECT OPPOSITE TANK
3. WHEN FUEL FLOW STEADY, RESUME NORMAL OPERATIONS
SEE PROCEDURE CARD D1189-13 FOR EXPANDED INSTRUCTIONS."

B. Applicable to Models 210B/210C

- (1) In full view of the pilot:

"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. No acrobatic maneuvers including spins approved. Maximum maneuvering speed - 132 m.p.h. - CAS. Maximum design weight 3000 lb. Maximum flight maneuvering load factors - Flaps up +3.8, -1.52; Flaps down +3.5. Maximum gear extension speed 160 m.p.h. - CAS; Maximum flap extension speeds 10° flaps - 160 m.p.h. - CAS; 10°-40° flaps - 110 m.p.h. - CAS.

Before Takeoff

1. Set tabs
2. Fuel selector
3. Cowl flaps open
4. Mixture rich
5. Propeller full in
6. Flaps 0°-20°

Before Landing

1. Gear down
2. Fuel selector full tank
3. Cowl flaps closed
4. Mixture rich
5. Propeller full in
6. Flaps down."

- (2) On the control lock: "Control lock - remove before starting engine."
- (3) On the upper pack cover: "To extend gear manually, place gear handle in full down position, pull emergency handle and pump vertically."

- (4) On fuel selector valve plate: "Both off. Left tank - 31.7 gal. Right tank - 31.7 gal. Use full rich mixture to switch tanks. Take off and land on fullest tank."
- (5) On the baggage door: "Maximum baggage 120 lb. For additional loading instructions see weight and balance data."
- (6) On the fuel tank filler cap: "Tank capacity 32.5 U.S. gallons, 100/130."
- (7) In full view of the pilot:
"MAJOR FUEL FLOW FLUCTUATIONS/POWER SURGES
1. AUX FUEL PUMP ON ADJUST MIXTURE
2. SELECT OPPOSITE TANK
3. WHEN FUEL FLOW STEADY, RESUME NORMAL OPERATIONS
SEE PROCEDURE CARD D1189-13 FOR EXPANDED INSTRUCTIONS."

C. Applicable to Model 210-5(205) and 210-5A(205A)

- (1) In full view of the pilot:
"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. No acrobatic maneuvers including spins approved. Maximum maneuvering speed - 138 m.p.h. - CAS. Maximum design weight 3300 lb. Maximum flight maneuvering load factors - Flaps up +3.8, -1.52; Flaps down +3.0; altitude load in stall recovery 200 ft.; Flap extension speed - 110 m.p.h. - CAS."
- (2) On the control lock: "Control lock - remove before starting engine."
- (3) On fuel selector valve plate: "Both off. Left tank - 31.7 gal. Right tank - 31.7 gal. Use full rich mixture to switch tanks. Take off and land on fullest tank."
- (4) On the fuel tank filler cap: "Tank capacity 32.5 U.S. gallons, 100/130."
- (5) In full view of the pilot:
"MAJOR FUEL FLOW FLUCTUATIONS/POWER SURGES
1. AUX FUEL PUMP ON ADJUST MIXTURE
2. SELECT OPPOSITE TANK
3. WHEN FUEL FLOW STEADY, RESUME NORMAL OPERATIONS
SEE PROCEDURE CARD D1189013 FOR EXPANDED INSTRUCTIONS."

D. Applicable to Models 210D/210E

- (1) In full view of the pilot:
"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. No acrobatic maneuvers including spins approved. Maximum maneuvering speed - 134 m.p.h. - CAS. Maximum design weight 3100 lb. Maximum flight maneuvering load factors - Flaps up +3.8, -1.52; Flaps down +3.5. Maximum gear extension speed 160 m.p.h. - CAS; Maximum flap extension speeds 10°, flaps - 160 m.p.h. - CAS; 10°-40° flaps - 110 m.p.h. - CAS; altitude loss in stall recovery 130 ft.

Before Takeoff

- 1. Set tabs
- 2. Fuel selector full tank
- 3. Cowl flaps open
- 4. Mixture rich
- 5. Propeller full in
- 6. Flaps 0°-20°

Before Landing

- 1. Gear down
- 2. Fuel selector full tank
- 3. Cowl flaps closed
- 4. Mixture rich
- 5. Propeller full in
- 6. Flaps down."

- (2) On the control lock: "Control lock - remove before starting engine."
- (3) On the upper pack cover: "To extend gear manually, place gear handle in full down position, pull emergency handle out and pump vertically."

NOTE 2.

- (4) On fuel selector valve plate: "Both off. Left tank - 31.7 gal. Right tank - 31.7 gal. Use full rich mixture to switch tanks. Take off and land on fullest tank."
- (5) On baggage door: "Maximum weight each child's seat, 140 lb. Refer to weight and balance data for baggage/cargo loading."
- (6) On the fuel tank filler cap: "Tank capacity 32.5 U.S. gallons, 100/130."
- (7) Above selector valve: "Turn pump on 'HI' when switching from a dry tank to a tank containing fuel."
- (8) In full view of the pilot:
"MAJOR FUEL FLOW FLUCTUATIONS/POWER SURGES"
 - 1. AUX FUEL PUMP ON ADJUST MIXTURE
 - 2. SELECT OPPOSITE TANK
 - 3. WHEN FUEL FLOW STEADY, RESUME NORMAL OPERATIONSSEE PROCEDURE CARD D1189-13 FOR EXPANDED INSTRUCTIONS."

E. Applicable to Models 210F/T210F

- (1) In full view of the pilot:
"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. No acrobatic maneuvers including spins approved. Maximum maneuvering speed - 131.0 m.p.h. - CAS. Maximum design weight 3300 lb. Maximum flight maneuvering load factors - Flaps up +3.8, -1.52; Flaps down +3.0. Maximum gear extension speed 160 m.p.h. - CAS; Maximum flap extension speeds 10° flaps - 160 m.p.h. - CAS; 10°-40° flaps - 110 m.p.h. - CAS; Altitude loss in stall recovery 240 feet."

Before Takeoff

- 1. Set tabs
- 2. Fuel selector full tank
- 3. Cowl flaps open
- 4. Mixture rich
- 5. Propeller full in
- 6. Flaps 0°-20°

Before Landing

- 1. Gear down
- 2. Fuel selector full tank
- 3. Cowl flaps closed
- 4. Mixture rich
- 5. Propeller full in
- 6. Flaps down."

- (2) On control lock: "Control lock - remove before starting engine."
- (3) On the power pack cover: "To extend gear manually, place gear handle in full down position, pull emergency handle and pump vertically."
- (4) On fuel selector valve plate: "Both off. Left tank - 31.5 gal. Right tank - 31.5 gal. Use full rich mixture to switch tanks. Take off and land on fullest tank."
- (5) On baggage door: "Maximum weight each child's seat, 140 lb. Refer to weight and balance data for baggage/cargo loading."
- (6) On the fuel tank filler cap: "Tank capacity 32.5 U.S. gallons, 100/130."
- (7) Above selector valve: "Turn pump on 'HI' when switching from a dry tank to a tank containing fuel."

NOTE 2. (cont'd) (8) Near the engine power instruments: (T210F only)

*Altitude in Feet <u>Sea Level to:</u>	Manifold <u>Pressure in. Hg.</u>	Fuel Flow <u>Gal/Hr</u>
19,000	32.5	28
20,000	31.5	26
22,000	29.5	24
24,000	27.5	22
26,000	25.5	20
28,000	23.5	19
30,000	21.5	18

75% power climb - 2500 r.p.m. - 27.5 manifold pressure - 20 g.p.h."

(9) On instrument panel above fuel boost pump switch:
"Use 'HI' for emergency only ↓."

(10) In full view of the pilot:
"MAJOR FUEL FLOW FLUCTUATIONS/POWER SURGES
1. AUX FUEL PUMP ON ADJUST MIXTURE
2. SELECT OPPOSITE TANK
3. WHEN FUEL FLOW STEADY, RESUME NORMAL OPERATIONS
SEE PROCEDURE CARD D1189-13 FOR EXPANDED INSTRUCTIONS."

F. Applicable to Models 210G, T210G, 210H, T210H, 210J, T210J

(1) In full view of the pilot:
"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. No acrobatic maneuvers, including spins, approved. Maximum maneuvering speed - 135 m.p.h. - (CAS). Maximum design weight 3400 lb. Maximum flight maneuvering load factors - Flaps up +3.8, -1.52; Flaps down +3.0. Maximum gear extension speed - 160 m.p.h. - (CAS); Maximum flap extension speeds 10° flaps - 160 m.p.h. - (CAS); 10°-30° flaps - 110 m.p.h. - (CAS); Altitude loss in stall recovery 250 feet.

Before Takeoff

1. Set tabs
2. Fuel selector full tank
3. Cowl flaps open
4. Mixture rich
5. Propeller full in
6. Flaps 0°-20°

Before Landing

1. Gear down
2. Fuel selector full tank
3. Cowl flaps closed
4. Mixture rich
5. Propeller full in
6. Flaps down."

- (2) On control lock: "Control lock - remove before starting engine"
- (3) On the power pack cover: "To extend gear manually, place gear handle in full down position, pull emergency handle out and pump vertically."
- (4) On fuel selector valve plate: "Both off. Left-44.5 gal. Right-44.5 gal. Use full rich mixture to switch tanks. Take off and land on fullest tank."
- (5) On baggage door: "Maximum weight each child's seat 140 lb. Refer to weight and balance data for baggage/cargo loading."
- (6) Aft of the filler cap on the adapter plate: "Tank capacity 45.0 U.S. gallons. Service this airplane with 100/130 minimum grade aviation gasoline."

NOTE 2. (cont'd) (7) Above selector valve: "Turn pump on 'HI' when switching from a dry tank to a tank containing fuel."

(8) Near the engine power instruments: (T210G/T210H/T210J)

*Altitude in Feet Sea Level to:	Manifold Pressure in. Hg.	Fuel Flow Gal/Hr
19,000	32.5	28
20,000	31.5	26
22,000	29.5	24
24,000	27.5	22
26,000	25.5	20
28,000	23.5	19
30,000	21.5	18

75% power climb - 2500 r.p.m. - 27.5 manifold pressure - 20 g.p.h."

(9) On instrument panel above fuel boost pump switch:
"Use 'HI' for emergency only ↓."

(10) In full view of the pilot:
"MAJOR FUEL FLOW FLUCTUATIONS/POWER SURGES
1. AUX FUEL PUMP ON ADJUST MIXTURE
2. SELECT OPPOSITE TANK
3. WHEN FUEL FLOW STEADY, RESUME NORMAL OPERATIONS
SEE PROCEDURE CARD D1189-13 FOR EXPANDED INSTRUCTIONS."

G. Applicable to Model 210K/T210K (S/N 21059200 through 21059351)

(1) In full view of the pilot:
"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. No acrobatic maneuvers, including spins, approved. Maximum maneuvering speed - 135 m.p.h.(CAS). Maximum design weight 3800 lb. Maximum flight maneuvering load factors - Flaps up +3.8, -1.52; Flaps down +2.0. Maximum gear extension speed - 160 m.p.h.- (CAS); Maximum flap extension speed 10° flaps - 160 m.p.h. - (CAS); 10°-30° flaps - 110 m.p.h. - (CAS); Altitude loss in stall recovery 300 feet.

Checklist Placard	
Before Takeoff	Before Landing
1. Adjust trim controls	1. Fuel selector full tank
2. Fuel selector full tank	2. Gear down
3. Cowl flaps open	3. Cowl flaps closed
4. Mixture rich	4. Mixture rich
5. Propeller full in	5. Propeller full in
6. Flaps 0°-10°	6. Flaps down."

- (2) On control lock: "Control lock - remove before starting engine."
- (3) On the power pack cover: "To extend gear manually, place gear handle in full down position, pull emergency handle and pump vertically."
- (4) On fuel selector valve plate: "Both off. Left on -44.5 gal. Right on -44.5 gal. Take off and land on fuller tank."
- (5) On baggage door: "Maximum baggage 120 lb. Refer to weight and balance data for baggage/cargo loading."
- (6) Aft of the filler cap on the adapter plate: "Tank capacity 45.0 U.S. gallons. Service this airplane with 100/130 minimum grade aviation gasoline."

NOTE 2. (cont'd) G. (7) Above selector valve: "When switching from a dry tank turn pump on 'HI' momentarily."

(8) Above fuel flow and manifold pressure indicator: (Model 210K)

"Fuel flow at Full Throttle

	<u>2700 r.p.m.</u>	<u>2850 r.p.m.</u>
Sea Level	23 gal/hr	24 gal/hr
4000 ft.	21 gal/hr	22 gal/hr
8000 ft.	19 gal/hr	20 gal/hr"

(9) Near the engine power instruments: (Model T210K)

*Altitude in Feet Sea Level to:	Manifold Pressure in. Hg.	Fuel Flow Gal/Hr
19,000	32.5	28
20,000	31.5	26
22,000	29.5	24
24,000	27.5	22
26,000	25.5	20
28,000	23.5	19
30,000	21.5	18
75% power climb - 2500 r.p.m. - 27.5 manifold pressure - 20 g.p.h."		

(10) On flap control indicator:

"a. 0°-10° - T.O. (Takeoff range with blue color code and 160 m.p.h. callout; also mechanical detent at 10°)"

"b. 10°-20° - Full (Indices at these positions with white color code and 110 m.p.h. callout; also, mechanical detent at 20°."

(11) In plain view of the pilot:

"MAJOR FUEL FLOW FLUCTUATIONS/POWER SURGES

1. AUX FUEL PUMP ON ADJUST MIXTURE
 2. SELECT OPPOSITE TANK
 3. WHEN FUEL FLOW STEADY, RESUME NORMAL OPERATIONS
- SEE PROCEDURE CARD D1189-13 FOR EXPANDED INSTRUCTIONS."

H. Applicable to Model 210K/T210K (S/N 21059352 through 21059502)

Applicable to Model 210L/T210L (S/N 21059503 through 21061039)

(1) In full view of the pilot:

(a) Applicable to Model 210K/T210K (S/N 21059352 through 21059502)
Applicable to Model 210L/T210L (S/N 21059503 through 21061039)

"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	135 m.p.h. CAS (117 knots)
Gear extension speed	160 m.p.h. CAS (139 knots)
Gross weight	3800 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 - 300 ft. Known icing conditions to be avoided. This airplane is certificated for the following flight operations as of date of original airworthiness certificate:

DAY - NIGHT - VFR - IFR" (As applicable)

NOTE 2. (cont'd) H. (1) (b) Applicable to Model 210L/T210L (S/N 21061040 and up)

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

MAXIMUMS

Maneuvering speed (IAS)	119 knots
Gear extension speed (IAS)	140 knots
Gross weight	3800 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 - 300 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)

Checklist Placard (Model 210K/T210K)(S/N 21059352 through 21059502)

"Checklist Placard

Before Takeoff

1. Adjust trim controls
2. Fuel selector full tank
3. Cowl flaps open
4. Mixture rich
5. Propeller full in
6. Flaps 0°-10°

Before Landing

1. Fuel selector full tank
2. Gear down
3. Cowl flaps closed
4. Mixture rich
5. Propeller full in
6. Flaps down."

Checklist (Model 210L/T210L)(S/N 21059503 through 21060539)
(Stowed - not required for flight)

"Cessna 210L & T210L or Centurion & Centurion II (as applicable)

Checklist

Before Takeoff

1. Controls - free and correct
2. Elevator and rudder trim - set
3. Fuel selector - fullest tank
4. Cowl flaps - open
5. Propeller - high r.p.m.
6. Mixture - as required
7. Flaps - 0° to 10°
8. Instruments - check and set
9. Seats and belts - secure

Before Landing

1. Fuel selector - fullest tank
2. Landing gear - DN 160 m.p.h. max
3. Mixture - rich
4. Propeller - high r.p.m.
5. Airspeed - 100 m.p.h. flaps up
90 m.p.h. flaps down"

- (2) On control lock: "Control lock - remove before starting engine."
- (3) On the power pack cover: (210K/T210K) (S/N 21059200 through 21059502)
To extend gear manually, place gear handle in full down position, pull emergency handle out and pump vertically."
On hand pump cover: (210L/T210L) (S/N 21059503 and up)
"Manual gear extension: 1. select gear down; 2. pull handle forward; 3. pump vertically."
- (4) On fuel selector valve plate: "Off. Left on -44.5 gal.
Right on -44.5 gal. Takeoff and land on fuller tank."
- (5) On baggage door: "Maximum baggage 120 lb. Refer to weight and balance data for baggage/cargo loading."

- NOTE 2. (cont'd) H. (6) Aft of the filler cap on the adapter plate: "Service this airplane with 100/130 minimum aviation grade gasoline. Total capacity 45.0 gal."
- (7) Above fuel selector valve: "When switching from dry tank, turn pump on 'HI' momentarily" (210L/T210L) (S/N 21059503 through 21060089)
- Above fuel selector valve: "When switching from dry tank, turn Auxiliary fuel pump 'ON' momentarily" (210L/T210L) (S/N 21060090 and up).
- (8) In front of pilot on lower instrument panel knee pad: "Alternate static air ↓ on."
- (9) Above ammeter: "Do not turn off alternator in flight except in emergency." (Model 210K/T210K) (S/N 21059200 through 21059502)
- (10) Adjacent to overvoltage light: "High voltage" (Models 210L/T210L) (S/N 21059503 and up)
- (11) Above left fuel gauge: "Do not turn off alternator in flight except in emergency." (Models 210L/T210L) (S/N 21059503 through 21059719)
- (12) Above fuel flow and manifold pressure indicator:
(Model 210K/210L)
- "Fuel flow at full throttle
- | | | |
|----------|-------------|-------------|
| | 2700 r.p.m. | 2850 r.p.m. |
| S.L. | 138 lbs/hr | 144 lbs/hr |
| 400 ft. | 126 lbs/hr | 132 lbs/hr |
| 8000 ft. | 114 lbs/hr | 120 lbs/hr" |
- (13) Near the engine power instruments
(Models T210K/T210L)
- "Max. allowable manifold press. & climb fuel flow
- | | | | | | | | |
|------------------|-------|------|------|------|------|------|------|
| Alt.-ft/1000 | SL-19 | 20 | 22 | 24 | 26 | 28 | 30 |
| M.P.-In. Hg. | 32.5 | 31.5 | 29.5 | 27.5 | 25.5 | 23.5 | 21.5 |
| Fuel flow-lbs/hr | 168 | 156 | 144 | 132 | 120 | 114 | 108 |
- 75% power climb - 2500 r.p.m., 27.5 in. M.P., 120 lbs/hr"
- (14) On lower surface of right hand wing just outboard of fuselage:
"Oxygen filler door." (All models with oxygen)
- (15) On flap control indicator: (210K/T210K) (S/N 21059352 through 21059502)
- "a. 0°-10° (Takeoff range with blue color code and 160 m.p.h. callout; also mechanical detent at 10°)"
- b. 10°-20° Full (Indices at these positions with white color code and 110 m.p.h. callout; also mechanical detent at 20°)"
- On flap control indicator: (210L/T210L) (S/N 21059503 through 21061039)
- "a. 0°-10° (Takeoff range with blue color code and 160 m.p.h. callout; also mechanical detent at 10°)"
- b. 10°-20° Full (Indices at these positions with white color code 120 m.p.h. callout; also mechanical detent at 20°)"

- NOTE 2. (cont'd) H. (15) On flap control indicator: (210L/T210L) (S/N 21051040 and up)
- "a. 0°-10° (Takeoff range with blue color code and 140 knots callout; also mechanical detent at 10°)"
 - b. 10°-20° - Full (Indices at these positions with white color code and 105 knots callout; also mechanical detent at 20°)"
- (16) On inside nose wheel doors:
- "WARNING - before working in wheel well area pull hydraulic pump circuit breaker off." (Model 210L/T210L) (S/N 21059503 and up)
- (17) In full view of the pilot:
- "MAJOR FUEL FLOW FLUCTUATIONS/POWER SURGES
1. AUX FUEL PUMP ON ADJUST MIXTURE
 2. SELECT OPPOSITE TANK
 3. WHEN FUEL FLOW STEADY, RESUME NORMAL OPERATIONS
- SEE PROCEDURE CARD D1189-13 FOR EXPANDED INSTRUCTIONS."
- J. Applicable to Model 210M/T210M, 210N/T210N, 210R/T210R
- (1) In full view of the pilot:
- (a) Applicable to Model 210M/T210M (S/N 21061574 through 21062273)
- "This airplane must be operated as a normal category airplane in compliance with operating limitations as stated in the form of placards, markings and manuals.

MAXIMUMS

Maneuvering speed (IAS)	119 knots
Gear extension speed (IAS)	140 knots
Gross weight	3800 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 - 300 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)

- (b) Applicable to Model 210M/T210M (S/N 21061042, 21062274 through 21062954)
- "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)	119 knots
Gross weight	3800 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 300 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)

- (c) Applicable to Models 210N/T210N (S/N 21062955 through 21064535)
- "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 Airplane Flight Manual.

No acrobatic maneuvers, including spins, approved.
Flight into known icing conditions prohibited.

NOTE 2. (cont'd) J. (1) (c) This airplane is certified for the following flight operations as of date of original airworthiness certificate:

DAY - NIGHT - VFR - IFR" (As applicable)

(2) On control lock through 21064535: "Control Lock - Remove Before Starting Engine."

(3) On the hand pump cover:

(S/N 21061574 through 21062273)

"Manual gear extension: 1. Select gear down; 2. pull handle forward; 3. pump vertically."

(S/N 21061042, 21062274 through 21064535)

"Manual gear extension: 1. Select gear down; 2. pull handle forward; 3. pump vertically."

CAUTION: Do not pump with gear up selected"

(4) On fuel selector valve plate through 21064535:

"Off. Left on - 44.5 gal. Right on - 44.5 gal."

Takeoff and land on fuller tank."

(5) 210M/T210M (S/N 21061042, 21061574 through 21062954)

On baggage door: "Maximum baggage 120 lb. Refer to weight and balance data for baggage/cargo loading."

210N/T210N (S/N 21062955 through 21064535)

On baggage door: "Maximum baggage 200 lbs. total. Refer to weight and balance data for baggage/cargo loading."

(6) Near the wing filler caps:

(S/N 21061574 through 21062273)

"Service this airplane with 100/130 minimum aviation grade gasoline. Total capacity 45.0 gal."

(S/N 21061042, 21062274 through 21064535)

"Service this airplane with 100LL/100 minimum aviation grade gasoline. Total capacity 45.0 gal."

(7) Near fuel selector valve through 21064535:

"When switching from dry tank, turn auxiliary fuel pump on momentarily."

(8) In front of pilot on lower instrument panel:

(S/N 21061574 through 21062273)

"Alternate static air ↓ pull on."

(S/N 21061042, 21062274 through 21064535)

"Alternate static air pull on."

(9) 210M/T210M (S/N 21061042 through 21062954)

Adjacent to overvoltage light: "High Voltage."

210N/T210N (S/N 21062955 through 21064535)

Adjacent to low voltage light: "Low Voltage"

(10) Near the engine power instruments (Model 210M, S/N 21061574 through 21062954):

"Fuel Flow at Full Throttle

	<u>2700 r.p.m.</u>	<u>2850 r.p.m.</u>
S.L.	138 lbs/hr	144 lbs/hr
400 ft.	126 lbs/hr	132 lbs/hr
8000 ft.	114 lbs/hr	120 lbs/hr"

"Max. power setting

Takeoff (5 min. only) 2850 r.p.m.

Max. continuous power 2700 r.p.m."

NOTE 2. (cont'd) J. (10)

Near the engine power instruments (Model 210N, S/N 21062955 through 21064535):

"Min. Fuel Flows at Full Throttle

	<u>2700 r.p.m.</u>	<u>2850 r.p.m.</u>
S.L.	138 lbs/hr	144 lbs/hr
4000 ft.	126 lbs/hr	132 lbs/hr
8000 ft.	114 lbs/hr	120 lbs/hr
12000 ft.	102 lbs/hr	108 lbs/hr"

(11) Near the engine power instruments (T210M):

(S/N 21061574 through 21062273)

"Maximum power setting & fuel flow

T.O. (5 min. only): 2700 r.p.m. Normal climb: 2500 r.p.m.

36.5 in. mp., 186 lbs/hr 30.0 in. mp., 126 lbs/hr

Max. continuous power: 2600 r.p.m.

Alt.-ft/1000	SL-17	18	20	22	24	26	28	30
M.P.-In. Hg.	35	34	32	30	28	26	24	22
Fuel flow-lbs/hr	162	156	144	132	120	108	102	96"

"Avoid continuous operation between 1850 and 2150 r.p.m. above 24 in. M.P."

(S/N 21061042, 21062274 through 21062953)

"Maximum power setting & fuel flow

T.O. (5 min. only): 2700 r.p.m. Normal climb: 2500 r.p.m.

36.5 in. mp., 186 lbs/hr 30.0 in. mp., 120 lbs/hr

Max. continuous power: 2600 r.p.m.

Alt.-ft/1000	SL-17	18	20	22	24	26	28	30
M.P.-In. Hg.	35	34	32	30	28	26	24	22
Fuel flow-lbs/hr	162	156	144	132	120	108	102	96"

"Avoid continuous operation between 1850 and 2150 r.p.m. above 24 in. M.P."

Near the engine power instruments (T210N, S/N 21062955 through 21064535):

"Minimum Fuel Flows

T.O.: 2700 r.p.m.

36.5 in. mp., 186 lbs/hr

Maximum continuous power: 2600 r.p.m.

Alt.-ft/1000	SL-17	18	20	22	24	26	28	30
M.P.-In. Hg.	35	34	32	30	28	26	24	22
Fuel flow-lbs/hr	162	156	144	132	129	108	102	96"

"Avoid continuous operation between 1850 and 2150 r.p.m. above 24 in. M.P."

(12) On lower surface of right hand wing just outboard of fuselage through 21064535:

"Oxygen filler door." (All models with oxygen.)

(13) On flap indicator:

(S/N 21061574 through 21062273)

- a. "0° - 10° - (Partial flap range with blue color code and 140 knots callout; also, mechanical detent at 10°)"
- b. "10° - 20° - Full - (Indices at these positions with white color code and 105 knots callout; also, mechanical detent at 20°)"

NOTE 2. (cont'd) J. (13) (S/N 21061042, 21062274 through 21063640)

- a. "0° - 10° - (Partial flap range with blue color code and 150 knots callout; also, mechanical detent at 10°)"
- b. "10° - 20° - Full - (Indices at these positions with white color code and 115 knots callout; also, mechanical detent at 20°)"

(S/N 21063641 through 21064535)

- a. "0° - 10° - (Partial flap range with dark blue color code and 160 knot callout; also, mechanical detent at 10°)"
- b. "10° - 20° - (Indices at these positions with light blue color code and 130 knot callout; also, mechanical detent at 10°)"
- c. "20° - 30° - (Indices at these positions with white color code and 115 knot callout)"

(14) On inside nose wheel doors, strut doors and main wheel doors through 21062954 and on inside of nose wheel doors S/N 21064535: "Warning - Before working in the wheel well area pull hydraulic pump circuit breaker off."

(15) Applicable to the Model 210M: (S/N 21062274 through 21062954)

Near the gear selector handle:

"Maximum speed IAS

Gear oper. 140 knots

Gear down 199 knots"

(16) Applicable to the Model T210M: (S/N 21061042, 21062274 through 21062953)

Near the gear selector handle:

"Maximum speed IAS

Gear oper. 140 knots

Gear down 195 knots"

(17) Applicable to the Model 210N: (S/N 21062955 through 21064535)

Near the gear selector handle:

"Maximum speed IAS

Gear oper. 165 knots

Gear down 200 knots"

(18) Applicable to the Model T210N: (S/N 21062955 through 21064535)

Near the gear selector handle:

"Maximum speed IAS

Gear oper. 165 knots

Gear down 203 knots"

(19) Near the airspeed indicator

(a) Model 210N (S/N 21062955 through 21064535)

"Maneuver Speed 125 KIAS"

(b) Model T210N (S/N 21062955 through 21064535)

"Maneuver Speed 130 KIAS"

(20) Near the fuel cap

Models 210N/T210N (S/N 21062955 through 21063640)

"For 32 gal. fuel load fill to bottom of filler neck extension."

Models 210N/T210N (S/N 21063641 through 21064535)

"Capacity 33.5 gallons to bottom of filler neck extension."

- NOTE 2. (cont'd) J. (21) Near the oil filler
Models 210N/T210N (S/N 21062955 through 21064135)
"Oil 10 qts."
- (22) On the nose gear strut
Models 210N/T210N (S/N 21062955 through 21064135)
"WARNING
Release air and fluid pressure before removing any part of this assembly."
- (23) In full view of the pilot:
(a) Models 210M/T210M (S/N 21061574 through 21062954)
"MAJOR FUEL FLOW FLUCTUATIONS/POWER SURGES
1. AUX FUEL PUMP ON ADJUST MIXTURE
2. SELECT OPPOSITE TANK
3. WHEN FUEL FLOW STEADY, RESUME NORMAL OPERATIONS
SEE PROCEDURE CARD D1189-13 FOR EXPANDED INSTRUCTIONS."
(b) Model 210N (S/N 21062955 through 21063640)
"MAJOR FUEL FLOW FLUCTUATIONS/POWER SURGES
1. AUX FUEL PUMP ON ADJUST MIXTURE
2. SELECT OPPOSITE TANK
3. WHEN FUEL FLOW STEADY, RESUME NORMAL OPERATIONS
SEE P.O.H. FOR EXPANDED INSTRUCTIONS."
(c) Model T210N (S/N 21062955 through 21064535)
"MAJOR FUEL FLOW FLUCTUATIONS/POWER SURGES
1. AUX FUEL PUMP ON, ADJUST MIXTURE
2. SELECT OPPOSITE TANK
3. WHEN FUEL FLOW STEADY, RESUME NORMAL OPERATIONS
SEE P.O.H. FOR EXPANDED INSTRUCTIONS."
- (24) Effective S/N 21064536 and up:
"All placards required in the Pilot's Operating Handbook and FAA Approved
Airplane Flight Manual must be installed in the appropriate locations."
- K. Applicable to Model P210N and P210R
(1) In full view of the pilot:
Model P210N (S/N P21000001 through P21000150)
"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

Operating altitude		23,000 ft.
Maneuvering speed (IAS)		130 knots
Gross weight	Takeoff	4000 lbs.
	Landing	3800 lbs.
Flight load factor	Flaps up	+3.8, -1.52
	Flaps down	+2.0

No acrobatic maneuvers, including spins, approved. Landing with cabin pressurized is prohibited.
Altitude loss in a stall recovery - 300 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)

NOTE 2. (cont'd) K. (1) Model P210N (S/N P21000151 and up)
 "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 Airplane Flight Manual.

No acrobatic maneuvers, including spins, approved.

Landing with cabin pressurized is 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)

(2) On control lock through P21000760: "Control Lock - Remove Before Starting Engine."

(3) On the hand pump cover through P21000760:
 "Manual gear extension: 1. Select gear down; 2. pull handle forward;
 3. pump vertically. CAUTION: Do Not Pump With Gear Up Selected."

(4) On fuel selector valve plate through P21000760: "Off. Left on - 44.5 gal., Right on - 44.5 gal., Takeoff and land on fuller tank"

(5) On baggage door through P21000760:
 "Maximum baggage 200 lbs. total. Raised area aft of baggage door 80 lbs. maximum.
 Refer to weight and balance data for baggage cargo loading."

(6) Near the wing filler caps through P21000760: "Service this airplane with 100LL/100 minimum aviation grade gasoline. Total capacity 45.0 gal."

(7) Near fuel selector valve through P21000760: "When switching from dry tank, turn auxiliary fuel pump on momentarily."

(8) P210N (S/N P21000001 through P21000150)
 Adjacent to over voltage light: "HIGH VOLTAGE"



P210N (S/N P21000151 through P21000760)
 Adjacent to low voltage light: "LOW VOLTAGE"

(9) Near the engine power instruments through P21000760:
 "Minimum Fuel Flows

TAKEOFF		MAX. CONTINUOUS POWER: 2600 RPM						
2700 R.P.M.	ALT-FT/1000	SL-17	18	19	20	21	22	23
36.5 In.M.P	M.P. IN. HG.	35.5	34.5	33.5	32.5	31.5	30.5	29.5
180 LBS/HR	Fuel Flow - lbs/hr	162	156	150	144	138	132	126"

(10) On flap indicator:
 P210N (S/N P21000001 through P21000385)
 a. "0° - 10° - (Partial flap range with dark blue color code and 150 knots callout; also, mechanical detent at 10°)"
 b. "10° - 20° - Full - (Indices at these positions with white color code and 115 knot callout; also, mechanical detent at 20°)"

P210N (S/N P21000386 through P21000760)
 a. "0° - 10° - (Partial flap range with dark blue color code and 160 knot callout; also, mechanical detent at 10°)"
 b. "10° - 20° - Full - (Indices at these positions with light blue color code and 130 knot callout; also, mechanical detent at 20°)"
 c. "20° - 30° - (Indices at these positions with white color code and 115 knot callout)"
 (Full)

- NOTE 2. (cont'd) K. (11) On inside nose wheel doors, strut doors and main wheel doors:
"Warning - Before working in wheel well area pull hydraulic pump circuit breaker off."
- (12) Near the gear selector handle:
P210N (S/N P21000001 through P21000150)
"Maximum speed IAS"
Gear oper. 140 knots
Gear down 200 knots"
- P210N (S/N P21000151 through P21000760)
"Maximum speed IAS"
Gear oper. 165 knots
Gear down 200 knots"
- (13) Near the pilot's outside door handle through P21000760:
"Close 
Open "
- (14) Near the emergency button to unlock the pilot's cabin door from the outside through P21000760:
"Emergency
Push to unlock"
- (15) Near the secondary lock for the inside pilot's door handle through P21000760:
"Door Handle Safety Lock
Push Flush to Lock
Pull To Unlock"
- (16) Near the pilot's inside door handle through P21000760:
"Close
Open \longleftrightarrow Lock"
- (17) Near the right exit handle through P21000760:
"Open \longleftrightarrow Close \longleftrightarrow Latch
Push Flush
to Lock
Close and Lock for Flight"
- (18) Near the airspeed indicator:
P210 (S/N P21000151 through P21000760)
"Maneuver Speed - 130 KIAS"
- (19) Near the oil filler:
P210N (S/N P21000151 through P21000760)
"Oil 10 qts"
- (20) Near the fuel cap:
P210N (S/N P21000151 through P21000760)
"For 32 gal. fuel load fill to bottom of filler neck extension."
- (21) On emergency exit through P21000760:
"Emergency Exit - To Open
1. Lift handle (Do not pull inward)
2. Rotate counter clockwise to 'OPEN' position
3. Push door outward"

NOTE 2. (cont'd) K. (22) On the main cabin door through P21000760:

"Door Handle Safety Lock
Push Flush To Lock
Pull to Unlock"

And

"To Open Door

1. Unlock safety lock (pull out)
2. Rotate handle to 'OPEN' position
3. Push door outward"

(23) In full view of the pilot:

S/N P21000001 through P21000150

"MAJOR FUEL FLOW FLUCTUATIONS/POWER SURGES

1. AUX FUEL PUMP ON ADJUST MIXTURE
2. SELECT OPPOSITE TANK
3. WHEN FUEL FLOW STEADY, RESUME NORMAL OPERATIONS
SEE PROCEDURE CARD D1189-13 FOR EXPANDED INSTRUCTIONS."

S/N P21000151 through P21000760:

"MAJOR FUEL FLOW FLUCTUATIONS/POWER SURGES

1. AUX FUEL PUMP ON ADJUST MIXTURE
2. SELECT OPPOSITE TANK
3. WHEN FUEL FLOW STEADY, RESUME NORMAL OPERATIONS
SEE P.O.H. FOR EXPANDED INSTRUCTIONS."

(24) When equipped with optional EGT gauge: - On the left forward side panel near instrument panel (S/N P21000001 through P21000150):

"EGT LIMITATION
USE OF EGT GAUGE IS PROHIBITED
AT ALL R.P.M. SETTINGS ABOVE 2500
R.P.M. AT ALL ALTITUDES"

(25) When equipped with optional EGT gauge: - On the left side panel near instrument panel (S/N P21000001 through P21000150):

"EGT LIMITATIONS
USE OF EGT GAUGE IS PROHIBITED AT ALL POWER SETTINGS
ABOVE 80% AT ALL ALTITUDES; OR ABOVE THE FOLLOWING
POWERS AT THE LISTED ALTITUDES WHEN OAT IS ABOVE STANDARD.
75% AT 17,000 FEET OR HIGHER
70% AT 20,000 FEET OR HIGHER
65% AT 22,000 FEET OR HIGHER
CONTINUOUS OPERATION LEANER THAN SHOWN IN THE TABLE IS PROHIBITED."

EXHAUST GAS TEMPERATURE (°F RICH OF PEAK)

POWER	2500 R.P.M.	2400 R.P.M.	2300 R.P.M.	2200 R.P.M.
76 to 80%	100%	75%	75%	50%
71 to 75%	75°	75°	50°	50°
66 to 70%	75°	50°	50°	25°
61 to 65%	50°	50°	25°	25°
56 to 60%	50°	25°	25°	Peak EGT
51 to 55%	25°	25°	Peak EGT	Peak EGT
46 to 50%	25°	Peak EGT	Peak EGT	Peak EGT
45% or less	Peak EGT	Peak EGT	Peak EGT	Peak EGT

2105030-1

3A21

NOTE 2. K. (26) Effective P21000761 and up:
 "All placards required in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual must be installed in the appropriate locations."

NOTE 3. The cylinder head thermistors must be installed as follows:

<u>Model</u>	<u>Cylinder Head Number</u>
210, 210A	(1960-61 Model) 3
210B, 210C, 210D	(1962-63-64 Model) 1
210E, 210F, 210G, 210H, 210J	(1965-66-67-68-69 Model) 2
210F, T210G, T210H, T210J	(1966-67-68-69 Model) 5
210K	(1970-71 Model) 3
T210K	(1970-71 Model) 5
210L	(1972-73-74-75-76 Model) 3
T210L	(1972-73 Model) 5
T210L	(1974-75-76 Model) 1
210M	(1977 Model) 3
210M	(1978 Model) 1
T210M	(1977-78 Model) 1
P210N	(1978-81 Model) 5
210N	(1979-81 Model) 1
T210N	(1979 Model) 1
T210N	(1980-81 Model)(Non-Air Cond) 5 or 1
T210N	(1980-81 Model)(With Air Cond) 1
P210N	(1982-83 Model) 4
210N, 210R	(1982 Model and up)(Non Air Cond) 4
210N, 210R	(1982 Model and up)(With AirCond) 1
T210N	(1982 Model and up) 3
P210R, T210R	(1985 Model and up) 1

NOTE 4. The marking of the airspeed indicator with I.A.S. provides an equivalent level of safety to CAR 3.757 when the approved airspeed calibration data presented in Section V of the Pilot's Operating Handbooks listed below is available to the pilot:

210L	Cessna P/N D1069-13 (S/N 21061040 through 21061573)
T210L	Cessna P/N D1070-13 (S/N 21061040 through 21061573 except 21061042)
210M	Cessna P/N D1094-13 (S/N 21061574 through 21062273)
T210M	Cessna P/N D1095-13 (S/N 21061574 through 21062273)
210M	Cessna P/N D1122-13 (S/N 21062274 through 21063954)
T210M	Cessna P/N D1123-13 (S/N 21061042, 21062274 through 21062954)
P210N	Cessna P/N D1124-13 (S/N P21000001 through P21000150)
210N	Cessna P/N D1151-13PH (S/N 21062955 through 21063640)
T210N	Cessna P/N D1152-13PH (S/N 21062955 through 21063640)
P210N	Cessna P/N D1153-13PH (S/N P21000151 through P21000385)
210N	Cessna P/N D1186-13PH (S/N 21063641 through 21064135)
T210N	Cessna P/N D1187-13PH (S/N 21063641 through 21064135)
P210N	Cessna P/N D1188-13PH (S/N P21000386 through P21000590)
210N	Cessna P/N D1207-13PH (S/N 21064136 through 21064535)
T210N	Cessna P/N D1208-13PH (S/N 21064136 through 21064535)
P210N	Cessna P/N D1209-13PH (S/N P21000591 through P21000760)
210N	Cessna P/N D1226-13PH (S/N 21064536 through 21064772)
T210N	Cessna P/N D1227-13PH (S/N 21064536 through 21064772)
P210N	Cessna P/N D1228-13PH (S/N P21000761 through P21000811)
210N	Cessna P/N D1244-13PH (S/N 21064773 through 21064822)
T210N	Cessna P/N D1245-13PH (S/N 21064773 through 21064822)
P210N	Cessna P/N D1246-13PH (S/N P21000812 through P21000834)
210N	Cessna P/N D1265-13PH (S/N 21064823 through 21064897)
T210N	Cessna P/N D1266-13PH (S/N 21064823 through 21064897)
210R	Cessna P/N D1288-13PH (S/N 21064898 through 21065009)

NOTE 5. Service information applicable to Models P210N and P210R:

Components subject to the establishment of a retirement life as shown below with the corresponding retirement life hours:

<u>Component Name</u>	<u>Retirement Hours</u>
Windshield, rear cabin top windows	13,000 hours
Side windows, and ice detector light lens	

NOTE 6. 14-volt electrical system
(210/T210 series through S/N 21059502)
(205 series through S/N 205-0577)

28-volt electrical system
(210/T210 series effective S/N 21059503 and up)
(P210 series effective S/N P21000001 and up)

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

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

...END...

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A3SO	
Revision 29	
PIPER	
PA-32-260	PA-32R-301 (SP)
PA-32-300	PA-32R-301 (HP)
PA-32S-300	PA-32R-301T
PA-32R-300	PA-32-301
PA-32RT-300	PA-32-301T
PA-32RT-300T	
PA-32-301FT	
PA-32-301XTC	October 28, 2005

TYPE CERTIFICATE DATA SHEET NO. A3SO

This data sheet which is a part of Type Certificate No. A3SO, 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 The New Piper Aircraft, Inc.
2926 Piper Drive
Vero Beach, Florida 32960

I. - Model PA-32-260 (Cherokee Six 260), 6 PCLM (Normal Category), Approved March 4, 1965; 7 PCLM (Normal Category), Approved November 15, 1966.

Engine Lycoming O-540-E4B5 with carburetor setting 10-4404, 10-5042, or 10-5054
Oil cooler P/N 8529245 required with 10-5042 setting

Fuel 100/130 minimum grade aviation gasoline

Engine Limits For all operations, 2700 r.p.m. (260 hp)

Propeller and Propeller Limits McCauley fixed pitch metal 1P235PFA82 (See NOTE 8)
Static r.p.m. at maximum permissible throttle setting, not over 2480 r.p.m.,
not under 2270 r.p.m.
Diameter: Not over 82 in., not under 80.5 in.
Spinner: P/N 63760-00 or 63760-03 (See NOTE 6)

Hartzell constant speed Model HC-C2YK-1() and Blade Model 8477-2, or
Hartzell constant speed Model HC-C2YK-1()F and Blade Model F8477-2
Pitch: High $32^\circ \pm 2^\circ$, Low $12.0^\circ \pm .2^\circ$ at 30 in. station
Diameter: Not over 82 in., not under 80.5 in.
Governor Assembly: Hartzell F-4-4() or F-4-11() (See NOTE 10)
Spinner: P/N 68713 or 66785 Spinner Tip and P/N 66786 Spinner
Shell or P/N 67790-0 Spinner, P/N 67791-0 Bulkhead, P/N 67793-0
Bulkhead, P/N 99499-0 Plate, two each P/N 67794-0 Cuff or
Kit 760-452V (See NOTE 6)

Page No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Rev No.	29	25	27	25	27	25	27	27	24	27	27	24	29	27	25	27	27	24	27

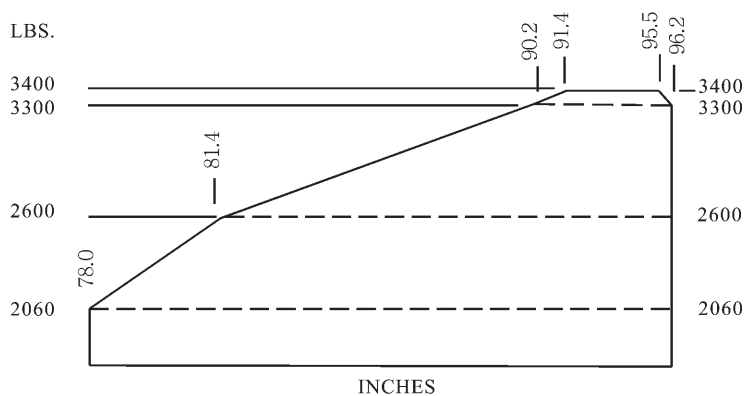
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Rev No.	29	29	27	29	29	28	28	28	27	27	27

I. - Model PA-32-260 (cont'd)Airspeed Limits

Never exceed	212 m.p.h. (184 knots) CAS
Maximum structural cruise	168 m.p.h. (146 knots) CAS
Maneuvering	149 m.p.h. (130 knots) CAS
Flaps extended	125 m.p.h. (109 knots) CAS

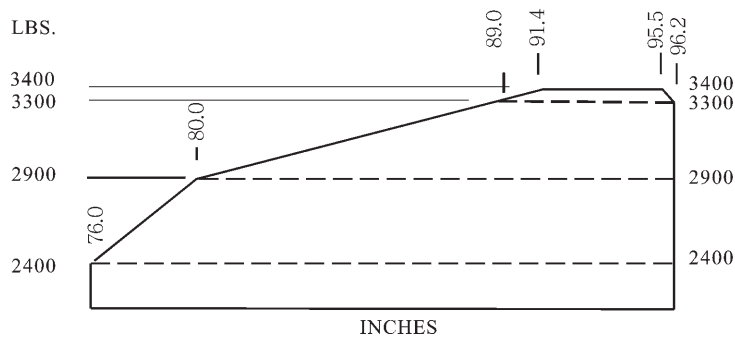
C.G. Range (gear extended)

(+91.4) to (+95.5) at 3400 lb.
(+90.2) to (+96.2) at 3300 lb.
(+81.4) to (+96.2) at 2600 lb.
(+78.0) to (+96.2) at 2060 lb. or less
Straight line variation between points given.



(S/N 32-1 through 32-1075)

(+91.4) to (+95.5) at 3400 lb.
(+89.0) to (+96.2) at 3300 lb.
(+80.0) to (+96.2) at 2900 lb.
(+76.0) to (+96.2) at 2400 lb. or less
Straight line variation between points given.



(S/N 32-1111 through 32-1297, and 32-7100001 through 32-7800008)

Empty Weight C.G. Range

None

Maximum Weight

3400 lb.

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I. - Model PA-32-260 (cont'd)No. of Seats

6 (2 at +85.5, 2 at +118.1, 2 at +155.7)
 7 (2 at +85.5, 3 at +118.1, 2 at +155.7) (See NOTE 3)

6 (2 at +85.5, 2 at +118.1, 2 at +157.6)
 7 (2 at +85.5, 3 at +118.1, 2 at +157.6) (See NOTE 3)
 6 (2 at +85.5, *2 at +119.1, 2 at +157.6) (See NOTE 11)
 * - Optional Club Seats

Maximum Baggage

200 lb. (100 lb. at +42.0, 100 lb. at +178.7)

Fuel Capacity

84 gallons at +95.0 (4 wing tanks)
 See NOTE 1 for data on system fuel

Oil Capacity

12 qt. at +16.6 (9-1/4 qt. usable)
 See NOTE 1 for data on system oil

Control Surface Movements

Wing Flaps	Up	0° (±2°)	Down	40° (±2°)
Ailerons	Up	30° (±2°)	Down	15° (±2°)
Rudder	Left	27° (±2°)	Right	27° (±2°)
Stabilator	Up	16° (±1°)	Down	2° (±1°)
Stabilator Tab	Up	5° (±1°)	Down	8° (±1°)

Nose Wheel Travel S/N 32-1 through 32-1297, and 32-7100001 through 32-7300066:

Left	30° (±2°)	Right	30° (±2°)
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S/N 32-7400001 through 32-7800008:

Left	24° (±2°)	Right	24° (±2°)
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Manufacturer's Serial Nos.

32-03, 32-04, 32-1 through 32-1297, and 32-7100001 through 32-7800008. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 32-1034 through 32-1297, and 32-7100001 through 32-7800008 under the delegation option provisions of FAR 21.

II. - Model PA-32-300 (Cherokee Six 300), 6 PCLM (Normal Category), Approved May 27, 1966; 7 PCLM (Normal Category), Approved November 15, 1966.

Same as Model PA-32-260 except for engine installation and fuel system.

Engine

Lycoming IO-540-K1A5, Bendix injector type RSA-10ED1
 Lycoming IO-540-K1G5 (See NOTE 12)
 Flow Setting No. 2524273

Fuel

100/130 minimum grade aviation gasoline

Engine Limits

For all operations, 2700 r.p.m. (300 hp)

Propeller and Propeller Limits

Hartzell constant speed Model HC-C2YK-1(), Blade Models 8475-4 & 8475D-4, or Hartzell constant speed Model HC-C2YK-1()F, Blade Models F8475D-4
 Pitch: High 34° ± 1°, Low 13.5° ± .2° at 30 in. station
 Diameter: Not over 80 in., not under 78.5 in.
 Governor Assembly: Hartzell F-4-4() or F-4-11() (See NOTE 10)
 Spinner: P/N 68713 or P/N 66785 Spinner Tip and P/N 66786 Spinner Shell, or P/N 67790-0 Spinner, P/N 67791-0 Bulkhead, P/N 67793-0 Bulkhead, P/N 99499-0 Plate, two each P/N 67794-0 Cuff or Kit 760-452V (See NOTE 6)

II. - Model PA-32-300 (cont'd)Propeller and Propeller Limits
(continued)

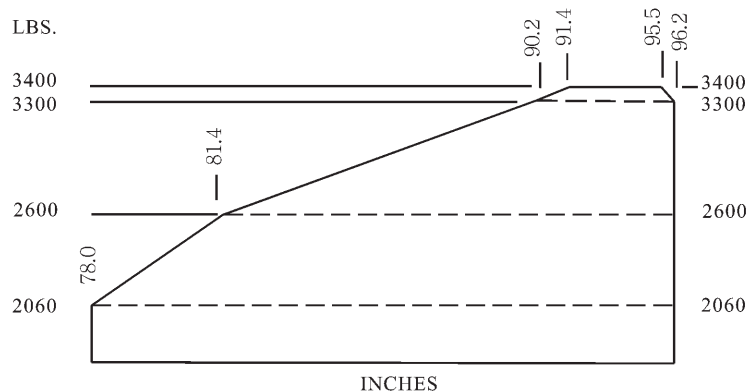
Hartzell constant speed Model HC-C2YK-1(), Blade Model 8475R-0, or
Hartzell constant speed Model HC-C2YK-1()F, Blade Model F8475R-0
Pitch: High $29^{\circ} \pm 1^{\circ}$, Low $12.4^{\circ} \pm .2^{\circ}$ at 30 in. station
Diameter: Not over 84 in., not under 82.3 in.
Governor Assembly: Hartzell F-4-4() or F-4-11() (See NOTE 10)
Spinner: P/N 68713 or P/N 66785 Spinner Tip and P/N 66786 Spinner
Shell or P/N 67790-0 Spinner, P/N 67791-0 Bulkhead, P/N 67793-0
Bulkhead, P/N 99499-0 Plate, two each P/N 67794-0 Cuff or Kit 760-452V
(See NOTE 6)

Airspeed Limits

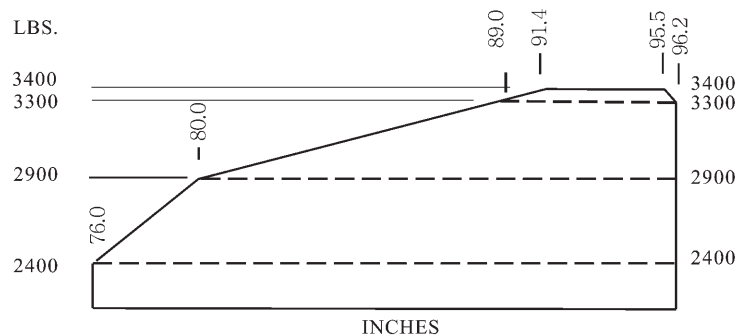
Never exceed	212 m.p.h. (184 knots) CAS
Maximum structural cruise	168 m.p.h. (146 knots) CAS
Maneuvering	149 m.p.h. (130 knots) CAS
Flaps extended	125 m.p.h. (109 knots) CAS

C.G. Range (gear extended)

(+91.4) to (+95.5) at 3400 lb.
(+90.2) to (+96.2) at 3300 lb.
(+81.4) to (+96.2) at 2600 lb.
(+78.0) to (+96.2) at 2060 lb. or less
Straight line variation between points given.



(+91.4) to (+95.5) at 3400 lb.
(+89.0) to (+96.2) at 3300 lb.
(+80.0) to (+96.2) at 2900 lb.
(+76.0) to (+96.2) at 2400 lb. or less
Straight line variation between points given.



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II. - Model PA-32-300 (cont'd)

<u>Empty Weight C.G. Range</u>	None																																													
<u>Maximum Weight</u>	3400 lb.																																													
<u>No. of Seats</u>	6 (2 at +85.5, 2 at +118.1, 2 at +155.7) 7 (2 at +85.5, 3 at +118.1, 2 at +155.7) (See NOTE 3) 6 (2 at +85.5, 2 at +118.1, 2 at +157.6) 7 (2 at +85.5, 3 at +118.1, 2 at +157.6) (See NOTE 3) 6 (2 at +85.5, *2 at +119.1, 2 at +157.6) (See NOTE 11) * - Optional Club Seats																																													
<u>Maximum Baggage</u>	200 lb. (100 lb. at +42.0, 100 lb. at +178.7)																																													
<u>Fuel Capacity</u>	S/N 32-15, 32-21, 32-40000 through 32-40974, and 32-7140001 through 32-7840202: 84 gallons at +95.0 (4 wing tanks) S/N 32-7940001 through 32-7940290: 98 gallons at +93.6 (2 wing tanks) (94 gallons usable) See NOTE 1 for data on system fuel																																													
<u>Oil Capacity</u>	12 qt. at +16.6 (9-1/4 qt. usable) See NOTE 1 for data on system oil																																													
<u>Control Surface Movements</u>	<table><tr><td>Wing Flaps</td><td>Up</td><td>0° (±2°)</td><td>Down</td><td>40° (±2°)</td></tr><tr><td>Ailerons</td><td>Up</td><td>30° (±2°)</td><td>Down</td><td>15° (±2°)</td></tr><tr><td>Rudder</td><td>Left</td><td>27° (±2°)</td><td>Right</td><td>27° (±2°)</td></tr><tr><td>Stabilator</td><td>Up</td><td>16° (±1°)</td><td>Down</td><td>2° (±1°)</td></tr><tr><td>Stabilator Tab</td><td>Up</td><td>5° (±1°)</td><td>Down</td><td>8° (±1°)</td></tr></table> <table><tr><td>Nose Wheel Travel</td><td>S/N 32-40001 through 32-40974, and 32-7140001 through 32-7340191:</td><td></td><td></td><td></td></tr><tr><td></td><td>Left</td><td>30° (±2°)</td><td>Right</td><td>30° (±2°)</td></tr><tr><td></td><td>S/N 32-7400001 through 32-7940290:</td><td></td><td></td><td></td></tr><tr><td></td><td>Left</td><td>24° (±2°)</td><td>Right</td><td>24° (±2°)</td></tr></table>	Wing Flaps	Up	0° (±2°)	Down	40° (±2°)	Ailerons	Up	30° (±2°)	Down	15° (±2°)	Rudder	Left	27° (±2°)	Right	27° (±2°)	Stabilator	Up	16° (±1°)	Down	2° (±1°)	Stabilator Tab	Up	5° (±1°)	Down	8° (±1°)	Nose Wheel Travel	S/N 32-40001 through 32-40974, and 32-7140001 through 32-7340191:					Left	30° (±2°)	Right	30° (±2°)		S/N 32-7400001 through 32-7940290:					Left	24° (±2°)	Right	24° (±2°)
Wing Flaps	Up	0° (±2°)	Down	40° (±2°)																																										
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	S/N 32-7400001 through 32-7940290:																																													
	Left	24° (±2°)	Right	24° (±2°)																																										
<u>Manufacturer's Serial Nos.</u>	32-15, 32-21, 32-40000 through 32-40974, and 32-7140001 through 32-7940290. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 32-40382, 32-40385, 32-40403, 32-40465 through 32-40469, 32-40471 through 32-40974, and 32-7140001 through 32-7940290 under the delegation option provisions of FAR 21 (See NOTE 7 and 9).																																													

III. - Model PA-32S-300 (Cherokee Six Seaplane), 7 PCSM (Normal Category), Approved February 14, 1967.

Same as Model PA-32-300 except for float installation.

<u>Engine</u>	Lycoming IO-540-K1A5 Flow Setting No. 2524273
<u>Fuel</u>	100/130 minimum grade aviation gasoline
<u>Engine Limits</u>	For all operations, 2700 r.p.m. (300 hp)

III. - Model PA-32S-300 (cont'd)Propeller and Propeller Limits

Hartzell constant speed Model HC-C2YK-1(), Blade Models 8475-4 & 8475D-4, or
Hartzell constant speed Model HC-C2YK-1()F, Blade Model F8475D-4

Pitch: High $34^{\circ} \pm 1^{\circ}$, Low $13.5^{\circ} \pm .2^{\circ}$ at 30 in. station

Diameter: Not over 80 in., not under 78.5 in.

Governor Assembly: Hartzell F-4-4() or F-4-11() (See NOTE 10)

Spinner: P/N 68713 or P/N 66785 Spinner Tip and P/N 66786 Spinner Shell
(See NOTE 6)

Hartzell constant speed Model HC-C2YK-1(), Blade Model 8475R-0, or

Hartzell constant speed Model HC-C2YK-1()F, Blade Model F8475R-0

Pitch: High $29^{\circ} \pm 1^{\circ}$, Low $12.4^{\circ} \pm .2^{\circ}$ at 30 in. station

Diameter: Not over 84 in., not under 82.3 in.

Governor Assembly: Hartzell F-4-4() or F-4-11() (See NOTE 10)

Spinner: P/N 68713 or P/N 66785 Spinner Tip and P/N 66786 Spinner Shell or
P/N 67790-0 Spinner, P/N 67791-0 Bulkhead, P/N 67793-0 Bulkhead,
P/N 99499-0 Plate, two each P/N 67794-0 Cuff or Kit 760-452V
(See NOTE 6)

Airspeed Limits

Never exceed	176 m.p.h. (153 knots) CAS
Maximum structural cruise	140 m.p.h. (122 knots) CAS
Maneuvering	140 m.p.h. (122 knots) CAS
Flaps extended	125 m.p.h. (109 knots) CAS

C.G. Range (gear extended)

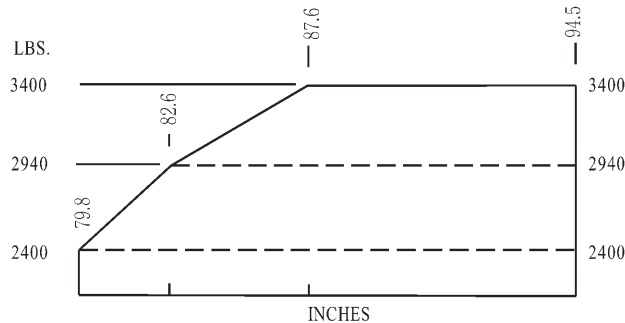
(+87.6) to (+94.5) at 3400 lb.

(+82.6) to (+94.5) at 2940 lb.

(+79.8) to (+94.5) at 2400 lb.

Straight line variation between points given.

(See NOTE 4 for operation in landplane configuration)



(S/N 32S-40001 through 32S-40974, and 32S-7140001 through 32S-7240137)

Empty Weight C. G. Range

None

Maximum Weight

3400 lb.

No. of Seats

7 (2 at +85.5, 2 at +118.1, 2 at +155.7)

Maximum Baggage

200 lb. (100 lb. at +42.0, 100 lb. at +178.7)

III. - Model PA-32S-300 (cont'd)

<u>Fuel Capacity</u>	84 gallons at +95.0 (4 wing tanks) See NOTE 1 for data on system fuel			
<u>Oil Capacity</u>	12 qt. at +16.6 (9-1/4 qt. usable) See NOTE 1 for data on system oil			
<u>Control Surface Movements</u>	Wing Flaps	Up	0° (±2°)	Down 40° (±2°)
	Ailerons	Up	30° (±2°)	Down 15° (±2°)
	Rudder	Left	27° (±2°)	Right 27° (±2°)
	Stabilator	Up	16° (±1°)	Down 2° (±1°)
	Stabilator Tab	Up	5° (±1°)	Down 8° (±1°)
<u>Manufacturer's Serial Nos.</u>	32S-15, 32S-40000 through 32S-40974, and 32S-7140001 through 32S-7240137. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 32S-40382, 32S-40385, 32S-40403, 32S-40465 through 32S-40469, 32S-40471 through 32S-40974, and 32S-7140001 through 32S-7240137 under the delegation option provisions of FAR 21 (See NOTE 7 and 9).			

IV. - Model PA-32R-300 (Lance), 7 PCLM (Normal Category), Approved February 25, 1975.

Same as Model PA-32-300 except for redesigned wing and engine mount to accommodate retractable landing gear, gross weight increase, increased capability fuel system and other minor changes.

<u>Engine</u>	Lycoming IO-540-K1A5D Lycoming IO-540-K1G5D for S/N 32R-7680141 through 32R-7880068 (See NOTE 13) Flow Setting No. 2524273			
<u>Fuel</u>	100/130 minimum grade aviation gasoline			
<u>Engine Limits</u>	For all operations, 2700 r.p.m. (300 hp)			
<u>Propeller and Propeller Limits</u>	Hartzell constant speed Model HC-C2YK-1()F, Blade Model F8475D-4			
	Pitch: High 34° ± 1°, Low 13.5° ± .2° at 30 in. station			
	Diameter: Not over 80 in., not under 78.5 in.			
	Governor Assembly: Hartzell F-4-11B()			
<u>Airspeed Limits</u>	Spinner: P/N 67790-0 Spinner, P/N 67791-0 Bulkhead, P/N 67793-0 Bulkhead, P/N 99499-0 Plate, and two each P/N 67794-0 Cuff (See NOTE 6)			
	Never exceed	217 m.p.h. (188 knots)	CAS	
	Maximum structural cruise	172 m.p.h. (149 knots)	CAS	
	Maneuvering	125 m.p.h. (109 knots)	CAS	
	Maximum flaps extended	125 m.p.h. (109 knots)	CAS	
	Maximum gear extension	150 m.p.h. (130 knots)	CAS	
	Maximum gear retraction	125 m.p.h. (109 knots)	CAS	

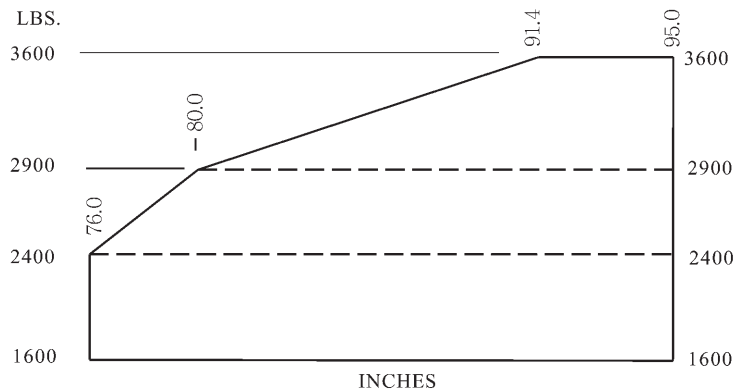
IV. - Model PA-32R-300 (cont'd)C.G. Range (gear extended)

(+91.4) to (+95.0) at 3600 lb.

(+80.0) to (+95.0) at 2900 lb.

(+76.0) to (+95.0) at 2400 lb. or less

Straight line variation between points given.

Empty Weight C.G. Range

None

Maximum Weight

3600 lb.

No. of Seats

7 (2 at +85.5, 3 at +118.1, 2 at +155.7)

7 (2 at +85.5, 3 at +118.1, 2 at +157.6)

6 (2 at +85.5, *2 at +119.1, 2 at +157.6) (See NOTE 11)

* - Optional Club Seats

Maximum Baggage

200 lb. (100 lb. at +42.0, 100 lb. at +178.7)

Fuel Capacity

98 gallons at +93.6 (2 wing tanks) (94 gallons usable)

See NOTE 1 for data on system fuel

Oil Capacity

12 qt. at +16.6 (9-1/4 qt. usable)

See NOTE 1 for data on system oil

Control Surface Movements

Wing Flaps	Up	0° (±2°)	Down	40° (±2°)
Ailerons	Up	30° (±2°)	Down	15° (±2°)
Rudder	Left	27° (±2°)	Right	27° (±2°)
Stabilator	Up	16° (±1°)	Down	2° (±1°)
Stabilator Tab	Up	5° (±1°)	Down	8° (±1°)

Manufacturer's Serial Nos.

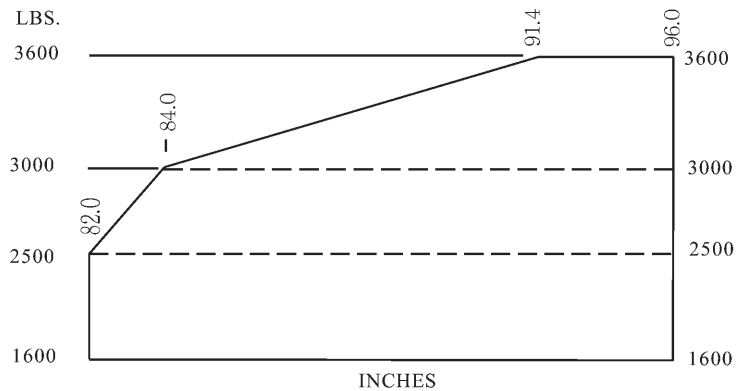
32R-7680001 through 32R-7880068. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 32R-7680001 through 32R-7880068 under the delegation option provisions FAR 21 (See NOTE 7).

V. - Model PA-32RT-300 (Lance II), 7 PCLM (Normal Category), Approved December 13, 1977.

Same as Model PA-32R-300 except for redesigned tail surfaces in "T" configuration and other minor changes.

<u>Engine</u>	Lycoming IO-540-K1G5D Flow Setting No. 2524273														
<u>Fuel</u>	100/130 minimum grade aviation gasoline														
<u>Engine Limits</u>	For all operations, 2700 r.p.m. (300 hp)														
<u>Propeller and Propeller Limits</u>	Hartzell constant speed Model HC-C2YK-1()F, Blade Model F8475D-4 Pitch: High $34^{\circ} \pm 1^{\circ}$, Low $13.5^{\circ} \pm .2^{\circ}$ at 30 in. station Diameter: Not over 80 in., not under 78.5 in. Governor Assembly: Hartzell F-4-11B() Spinner: P/N 99374 (See NOTE 6)														
<u>Airspeed Limits</u>	<table> <tr> <td>Never exceed</td><td>217 m.p.h. (189 knots) CAS</td></tr> <tr> <td>Maximum structural cruise</td><td>173 m.p.h. (150 knots) CAS</td></tr> <tr> <td>Maneuvering</td><td>152 m.p.h. (132 knots) CAS</td></tr> <tr> <td>(with 3600 lb. gross weight)</td><td></td></tr> <tr> <td>Maximum flaps extended</td><td>125 m.p.h. (109 knots) CAS</td></tr> <tr> <td>Maximum gear extension</td><td>150 m.p.h. (130 knots) CAS</td></tr> <tr> <td>Maximum gear retraction</td><td>125 m.p.h. (109 knots) CAS</td></tr> </table>	Never exceed	217 m.p.h. (189 knots) CAS	Maximum structural cruise	173 m.p.h. (150 knots) CAS	Maneuvering	152 m.p.h. (132 knots) CAS	(with 3600 lb. gross weight)		Maximum flaps extended	125 m.p.h. (109 knots) CAS	Maximum gear extension	150 m.p.h. (130 knots) CAS	Maximum gear retraction	125 m.p.h. (109 knots) CAS
Never exceed	217 m.p.h. (189 knots) CAS														
Maximum structural cruise	173 m.p.h. (150 knots) CAS														
Maneuvering	152 m.p.h. (132 knots) CAS														
(with 3600 lb. gross weight)															
Maximum flaps extended	125 m.p.h. (109 knots) CAS														
Maximum gear extension	150 m.p.h. (130 knots) CAS														
Maximum gear retraction	125 m.p.h. (109 knots) CAS														

C.G. Range (gear extended) (+91.4) to (+96.0) at 3600 lb.
 (+84.0) to (+96.0) at 3000 lb.
 (+82.0) to (+96.0) at 2500 lb. or less
 Straight line variation between points given.



<u>Empty Weight C.G. Range</u>	None
<u>Maximum Weight</u>	3600 lb.
<u>No. of Seats</u>	7 (2 at +85.5, 3 at +118.1, 2 at +157.6) 6 (2 at +85.5, *2 at +119.1, 2 at +157.6) (See NOTE 11) * - Optional Club Seats
<u>Maximum Baggage</u>	200 lb. (100 lb. at +42.0, 100 lb. at +178.7)

V. - Model PA-32RT-300 (cont'd)

<u>Fuel Capacity</u>	98 gallons at +93.6 (2 wing tanks) (94 gallons usable) See NOTE 1 for data on system fuel			
<u>Oil Capacity</u>	12 qt. at +16.6 (9-1/4 qt. usable) See NOTE 1 for data on system oil			
<u>Control Surface Movements</u>	Wing Flaps	Up	0° (±2°)	Down 30° (±2°)
	Ailerons	Up	30° (±2°)	Down 15° (±2°)
	Rudder	Left	36° (±2°)	Right 36° (±2°)
	Stabilator	Up	14.5° (±.5°)	Down 10° (±1°)
	Stabilator Tab	Up	2.5° (±1°)	Down 10° (±.5°)
<u>Manufacturer's Serial Nos.</u>	32R-7885002 through 32R-7985106. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 32R-7885002 through 32R-7985106 under the delegation option provisions FAR 21 (See NOTE 7).			

VI. - Model PA-32RT-300T (Turbo Lance II), 7 PCLM (Normal Category), Approved April 20, 1978.

Same as Model PA-32RT-300 except for turbocharged engine installation and other minor changes.

<u>Engine</u>	Lycoming TIO-540-S1AD Bendix Injector Type RSA-10ED1 Flow Setting No. 2524693 for S/N 32R-7787001, 32R-7887002 through 32R-7887041 Bendix Injector Type RSA-10ED2 Flow Setting No. 2524791 for S/N 32R-7787001, 32R-7887002 through 32R-7987126			
<u>Fuel</u>	100/130 minimum grade aviation gasoline			
<u>Engine Limits</u>	For 5 minute takeoff, 2700 r.p.m. and 36.0" Hg MAP (300 hp) For maximum continuous operation, 2575 r.p.m. and 33.0" Hg MAP (270 hp)			
<u>Propeller and Propeller Limits</u>	Hartzell constant speed Model HC-E2YR-1()F, Blade Model F8477-4 Pitch: High 34° ± 1°, Low 15.6° ± .2° at 30 in. station Diameter: Not over 80 in., not under 78.5 in. Governor Assembly: Hartzell F-4-11B or F-4-11B() Spinner: Piper P/N 98708-2 or Hartzell P/N A-2298-2			
<u>Airspeed Limits</u>	Never exceed	217 m.p.h. (189 knots)	CAS	
	Maximum structural cruise	173 m.p.h. (150 knots)	CAS	
	Maneuvering	152 m.p.h. (132 knots)	CAS	
	(with 3600 lb. gross weight)			
	Maximum flaps extended	125 m.p.h. (109 knots)	CAS	
	Maximum gear extension	150 m.p.h. (130 knots)	CAS	
	Maximum gear retraction	125 m.p.h. (109 knots)	CAS	

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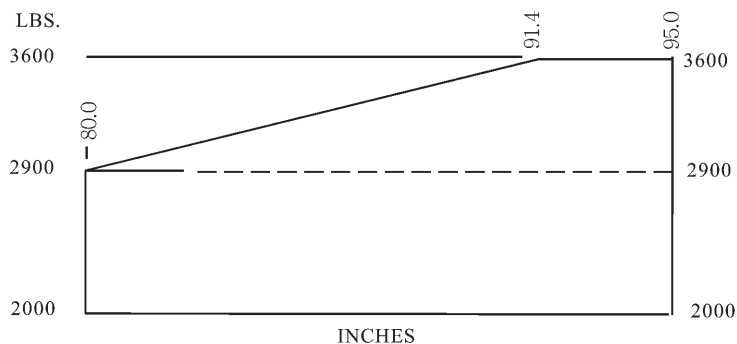
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VI. - Model PA-32RT-300T (cont'd)C.G. Range (gear extended)

(+91.4) to (+95.0) at 3600 lb.

(+80.0) to (+95.0) at 2900 lb. or less

Straight line variation between points given.

Empty Weight C.G. Range

None

Maximum Weight

3600 lb.

No. of Seats

7 (2 at +85.5, 3 at +118.1, 2 at +157.6)

6 (2 at +85.5, *2 at +119.1, 2 at +157.6) (See NOTE 11)

* - Optional Club Seats

Maximum Baggage

200 lb. (100 lb. at +42.0, 100 lb. at +178.7)

Fuel Capacity

98 gallons at +93.6 (2 wing tanks) (94 gallons usable)

See NOTE 1 for data on system fuel

Oil Capacity

12 qt. at +16.6 (9-1/4 qt. usable)

See NOTE 1 for data on system oil

Control Surface Movements

Wing Flaps	Up	0° (±2°)	Down	40° (±2°)
Ailerons	Up	30° (±2°)	Down	15° (±2°)
Rudder	Left	36° (±2°)	Right	36° (±2°)
Stabilator	Up	14.5° (±.5°)	Down	10° (±1°)
Stabilator Tab	Up	1.0° (±1°)	Down	10° (±.5°)

Manufacturer's Serial Nos.

32R-7787001, 32R-7887002 through 32R-7987126. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 32R-7787001, 32R-7887002 through 32R-7987126 under the delegation option provisions of FAR 21 (See NOTE 7).

VII. - Model PA-32R-301 (Saratoga SP), 7 PCLM (Normal Category), Approved November 7, 1979.

Same as Model PA-32R-300 except for tapered wings and other minor changes.

Engine

Lycoming IO-540-K1G5D

Bendix Injector Type RSA-10ED1

Flow Setting No. 2524273

Fuel

100 or 100LL aviation grade fuel

VII. - Model PA-32R-301 (cont'd)Engine Limits

For airplanes equipped with standard Hartzell 2 blade propeller

HC-C2Y(K,R)-1()F/F8475D-4:

For 5 minute takeoff, 2700 r.p.m. and full throttle (300 rated hp)

For maximum continuous operation, 2600 r.p.m. and full throttle (294 rated hp)

For airplanes equipped with optional Hartzell 3 blade propeller

HC-C3YR-1()F/F7663R-0:

For all operations, 2700 r.p.m. and full throttle (300 rated hp)

Propeller and Propeller Limits

Hartzell constant speed Model HC-C2Y(K,R)-1()F/F8475D-4 (standard 2 blade):

Pitch: High $34^{\circ} \pm 1^{\circ}$, Low $13.5^{\circ} \pm .2^{\circ}$ at 30 in. station

Diameter: Not over 80 in., not under 78.5 in.

Governor Assembly: Hartzell F-4-11B or F-4-11B()

Spinner: Piper P/N 98708-2 or Hartzell P/N A-2298-2

Hartzell constant speed Model HC-C3YR-1()F/F7663R-0 (optional 3 blade):

Pitch: High $32.0^{\circ} \pm 1^{\circ}$, Low $12.4^{\circ} \pm .2^{\circ}$ at 30 in. station

Diameter: Not over 78 in., not under 76 in.

Governor Assembly: Hartzell F-4-11B or F-4-11B()

Spinner: Piper PS50077-56 or Hartzell P/N 835-47

Airspeed Limits(Indicated)

Never exceed 197 knots (226 m.p.h.)

Maximum structural cruise 154 knots (177 m.p.h.)

Maneuvering 134 knots (154 m.p.h.)

(with 3600 lb. gross weight)

Maximum flaps extended 112 knots (129 m.p.h.)

Maximum gear extension 132 knots (151 m.p.h.)

Maximum gear retraction 110 knots (126 m.p.h.)

Maximum gear extended 132 knots (151 m.p.h.)

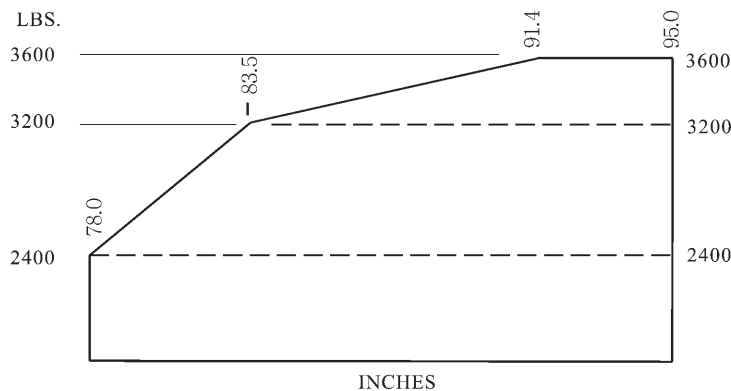
C.G. Range (gear extended)

(+91.4) to (+95.0) at 3600 lb.

(+83.5) to (+95.0) at 3200 lb.

(+78.0) to (+95.0) at 2400 lb.

Straight line variation between points given.

Empty Weight C.G. Range

None

Maximum Weight

Ramp: 3615 lb.

Takeoff: 3600 lb.

Landing: 3600 lb.

No. of Seats

7 (2 at +85.5, 3 at +118.1, 2 at +157.6)

6 (2 at +85.5, *2 at +119.1, 2 at +157.6) (See NOTE 11)

* - Optional Club Seats

VII. - Model PA-32R-301 (cont'd)

Maximum Baggage 200 lb. (100 lb. at +42.0, 100 lb. at +178.7)
Fuel Capacity 107 gallons at +94.0 (2 wing tanks) (102 gallons usable)
 See NOTE 1 for data on system fuel

Oil Capacity 12 qt. at +16.6 (9-1/4 qt. usable)
 See NOTE 1 for data on system oil

<u>Control Surface Movements</u>	Wing Flaps	Up	0° (±1°)	Down	40° (±2°)
	Ailerons	Up	28° (±1°)	Down	22° (±1°)
	Rudder	Left	28° (±1°)	Right	28° (±1°)
	Stabilator	Up	14.5° (±.5°)	Down	5.5° (±.5°)
	Stabilator Tab	Up	5° (±1°)	Down	8° (±1°)

Manufacturer's Serial Nos. 32R-8013001 through 32R-8613006, 3213001 through 3213028, and 3213030 through 3213041. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 32R-8013001 through 32R-8613006, 3213001 through 3213028, and 3213030 through 3213041 under the delegation option provisions of FAR 21.

VIII. - Model PA-32R-301 (Saratoga II HP), 7 PCLM (Normal Category), Approved May 26, 1993.

Same as Model PA-32R-301, Saratoga SP, except for engine cowling, engine model designation and other minor changes.

Engine Lycoming IO-540-K1G5
 Precision Airmotive Injector, Type RSA-10ED1
 Flow Setting No. 2524273 for S/N 3213042 through 3213103, and 3246001 and up
 Lycoming IO-540-K1G5D for S/N 3213029 only

Fuel 100 or 100LL aviation grade fuel

Engine Limits Equipped with Hartzell 3 blade propeller HC-I3YR-1RF/F7663DR:
 For all operations, 2700 r.p.m. and full throttle (300 rated hp)

Propeller and Propeller Limits Hartzell constant speed Model HC-I3YR-1RF/F7663DR (3 blade)
 Hartzell constant speed Model HC-I3YR-1RF/F7663DRB
 (3 blade with TKS Ice Protection System)
 Pitch: High 32.0° ± 1°, Low 12.4° ± .2° at 30 in. station
 Diameter: Not over 78 in., not under 77 in.
 Governor: Hartzell V-5-4
 Spinner Assy: Hartzell P/N C3575-1 (P)
 Dome: Hartzell P/N C-3532-16P (with TKS Ice Protection System)
 Do not exceed 23" manifold pressure below 2100 r.p.m.

Airspeed Limits
(Indicated) For S/N 3213029, 3213042 through 3213103, and 3246001 through 3246017:
 Never exceed 193 knots (222 m.p.h.)
 Maximum structural cruise 160 knots (184 m.p.h.)
 Maneuvering 132 knots (152 m.p.h.)
 (with 3600 lb. gross weight)
 Flaps extended 108 knots (124 m.p.h.)
 Maximum gear extension 130 knots (150 m.p.h.)
 Maximum gear retraction 108 knots (124 m.p.h.)
 Maximum gear extended 130 knots (150 m.p.h.)
 For S/N 3246018 and up:
 Never exceed 191 knots (220 m.p.h.)
 Maximum structural cruise 160 knots (184 m.p.h.)
 Maneuvering 134 knots (154 m.p.h.)
 (with 3600 lb. gross weight)
 Flaps extended 110 knots (127 m.p.h.)
 Maximum gear extension 132 knots (152 m.p.h.)
 Maximum gear retraction 110 knots (127 m.p.h.)
 Maximum gear extended 132 knots (152 m.p.h.)

VIII. - Model PA-32R-301 (cont'd)C.G. Range (gear extended)

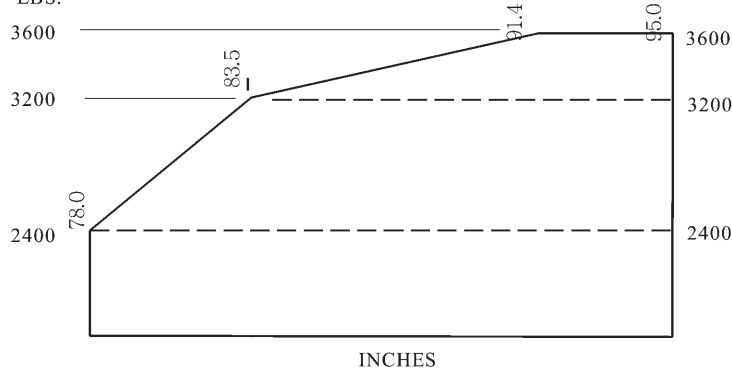
(+91.4) to (+95.0) at 3600 lb.

(+83.5) to (+95.0) at 3200 lb.

(+78.0) to (+95.0) at 2400 lb.

Straight line variation between points given.

LBS.

Empty Weight C.G. Range

None

Maximum Weight

Ramp: 3615 lb.

Takeoff: 3600 lb.

Landing: 3600 lb.

No. of Seats

6 (2 at +85.5, 2 at +119.1, 2 at +157.6)

Maximum Baggage

200 lb. (100 lb. at +42.0, 100 lb. at +178.7)

Fuel Capacity

107 gallons at +94.0 (2 wing tanks) (102 gallons usable)

See NOTE 1 for data on fuel system

Oil Capacity

12 qt. at +16.6 (9-1/4 qt. usable)

See NOTE 1 for data on oil system

Control Surface Movements

Wing Flaps	Up	0° (±1°)	Down	40° (±2°)
Ailerons	Up	28° (±1°)	Down	22° (±1°)
Rudder	Left	28° (±1°)	Right	28° (±1°)
Stabilator	Up	14.5° (±.5°)	Down	5.5° (±.5°)
Stabilator Tab	Up	5° (±1°)	Down	8° (±1°)

Manufacturer's Serial Nos.

3213029, 3213042 through 3213103 (14v), 3246001 through 3246017 (14v), and 3246018 and up (28v). The manufacturer is authorized to issue airworthiness certificates under the delegation option provisions of FAR 21.

IX. - Model PA-32R-301T (Turbo Saratoga SP), 7 PCLM (Normal Category), Approved November 7, 1979.

Same as Model PA-32R-300 except for tapered wings, turbocharged powerplant installation and other minor changes.

Engine

Lycoming TIO-540-S1AD

Bendix Injector, Type RSA-10ED2

Flow Setting No. 2524791

Fuel

100 or 100LL aviation grade fuel

IX. - Model PA-32R-301T (cont'd)Engine Limits

For airplanes equipped with standard Hartzell 2 blade propeller HC-E2YR-1()F/F8477-4:
For 5 minute take-off, 2700 r.p.m. and 36.0" Hg MAP (300 hp) - Sea level to 16,000 ft. altitude

For maximum continuous operation, 2575 r.p.m. and 36.0" Hg MAP (294 hp) - Sea level to 16,000 ft. altitude

For airplanes equipped with optional Hartzell 3 blade propeller HC-E3YR-1()F/F7673DR-0:
For all operations, 2700 r.p.m. and 36.0" Hg MAP (300 rated hp) - Sea level to 16,000 ft. altitude

Propeller and Propeller Limits

Hartzell constant speed Model HC-E2YR-1()F/F8477-4 (standard 2 blade):

Pitch: High $34.0^\circ \pm 1^\circ$, Low $15.6^\circ \pm .2^\circ$ at 30 in. station

Diameter: Not over 80 in., not under 78.5 in.

Governor Assembly: Hartzell F-4-11B or F-4-11B()

Spinner: Piper P/N 98708-2 or Hartzell P/N A-2298-2

Hartzell constant speed Model HC-E3YR-1()F/F7673DR-0 (optional 3 blade):

Pitch: High $34.5^\circ \pm 1^\circ$, Low $13.2^\circ \pm .2^\circ$ at 30 in. station

Diameter: Not over 78 in., not under 76 in.

Governor Assembly: Hartzell F-4-11B or F-4-11B()

Spinner: Piper P/N PS50077-58 or Hartzell P/N C-3575

Airspeed Limits(Indicated)

Never exceed 197 knots

Maximum structural cruise 154 knots

Maneuvering 134 knots

(with 3600 lb. gross weight)

Flaps extended 112 knots

Maximum gear extension 132 knots

Maximum gear retraction 110 knots

Maximum gear extended 132 knots

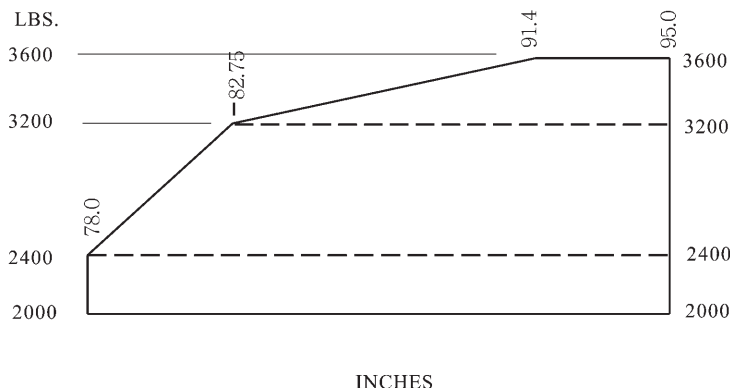
C.G. Range (gear extended)

(+91.4) to (+95.0) at 3600 lb.

(+82.75) to (+95.0) at 3200 lb.

(+78.0) to (+95.0) at 2400 lb.

Straight line variation between points given.

Empty Weight C.G. Range

None

Maximum Weight

Ramp: 3615 lb.

Takeoff: 3600 lb.

Landing: 3600 lb.

IX. - Model PA-32R-301T (cont'd)

No. of Seats 7 (2 at +85.5, 3 at +118.1, 2 at +157.6)
 6 (2 at +85.5, *2 at +119.1, 2 at +157.6) (See NOTE 11)
 * - Optional Club Seats

Maximum Baggage 200 lb. (100 lb. at +42.0, 100 lb. at +178.7)

Fuel Capacity 107 gallons at +94.0 (2 wing tanks) (102 gallons usable)
 See NOTE 1 for data on system fuel

Oil Capacity 12 qt. at +16.6 (9-1/4 qt. usable)
 See NOTE 1 for data on system oil

<u>Control Surface Movements</u>	Wing Flaps	Up	0° (±1°)	Down	40° (±2°)
	Ailerons	Up	28° (±1°)	Down	22° (±1°)
	Rudder	Left	28° (±1°)	Right	28° (±1°)
	Stabilator	Up	14.5° (±.5°)	Down	5.5° (±0.5°)
	Stabilator Tab	Up	5° (±1°)	Down	8° (±1°)

Manufacturer's Serial Nos. 32R-8029001 through 32R-8629008, and 3229001 through 3229003. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 32R-8029001 through 32R-8629008, and 3229001 through 3229003 under the delegation option provisions of FAR 21 (See NOTE 7).

X. - Model PA-32-301 (Saratoga), 7 PCLM (Normal Category), Approved January 9, 1980.

Same as Model PA-32-300 except for tapered wings, increased gross weight and other minor changes.

Engine Lycoming IO-540-K1G5
 Bendix Injector Type RSA-10ED1
 Flow Setting No. 2524273

Fuel 100 or 100LL aviation grade fuel

Engine Limits For airplanes equipped with standard Hartzell 2 blade propeller
 HC-C2Y(K,R)-1()F/F8475D-4:
 For 5 minute takeoff, 2700 r.p.m. and full throttle (300 rated hp)
 For maximum continuous operation, 2600 r.p.m. and full throttle (294 rated hp)

For airplanes equipped with optional Hartzell 3 blade propeller
 HC-C3YR-1()F/F7663R-0:
 For all operations, 2700 r.p.m. and full throttle (300 rated hp)

Propeller and Propeller Limits Hartzell constant speed Model HC-C2Y(K,R)-1()F/ F8475D-4 (standard 2 blade):
 Pitch: High 34° ± 1°, Low 13.5° ± .2° at 30 in. station
 Diameter: Not over 80 in., not under 78.5 in.
 Governor Assembly: Hartzell F-4-11 or F-4-11()
 Spinner: P/N 67790-0 Spinner, P/N 67791-0 Bulkhead, P/N 67793-0 Bulkhead,
 P/N 99499-0 Plate, and two each 67794-0 Cuff (See NOTE 6)

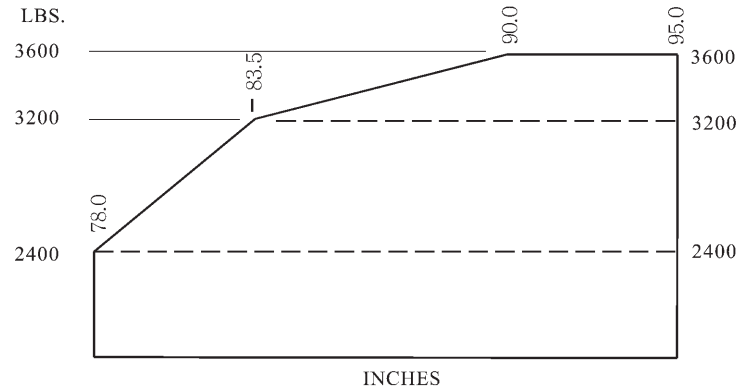
Hartzell constant speed Model HC-C3YR-1()F/F7663R-0 (optional 3 blade):
 Pitch: High 32° ± 1°, Low 12.4° ± .2° at 30 in. station
 Diameter: Not over 78 in., not under 76 in.
 Governor Assembly: Hartzell F-4-11B or F-4-11B()
 Spinner: Hartzell P/N 835-47 (See NOTE 6)

X. - Model PA-32-301 (cont'd)Airspeed Limits
(Indicated)

Never exceed	197 knots
Maximum structural cruise (with 3600 lb. gross weight)	154 knots
Maneuvering	134 knots
Flaps extended	112 knots

C.G. Range (gear extended)

(+90.0) to (+95.0) at 3600 lb.
 (+83.5) to (+95.0) at 3200 lb.
 (+78.0) to (+95.0) at 2400 lb.
 Straight line variation between points given.

Empty Weight C.G. Range

None

Maximum Weight

Ramp: 3615 lb.
 Takeoff: 3600 lb.
 Landing: 3600 lb.

No. of Seats

6 (2 at +85.5, 2 at +118.1, 2 at +157.6)
 7 (2 at +85.5, 3 at +118.1, 2 at +157.6)
 6 (2 at +85.5, *2 at +119.1, 2 at +157.6) (See NOTE 11)
 * - Optional Club Seats

Maximum Baggage

200 lb. (100 lb. at +42.0, 100 lb. at +178.7)

Fuel Capacity

107 gallons at +94.0 (2 wing tanks) (102 gallons usable)
 See NOTE 1 for data on system fuel

Oil Capacity

12 qt. at +16.6 (9-1/4 qt. usable)
 See NOTE 1 for data on system oil

Control Surface Movements

Wing Flaps	Up	0° (±1°)	Down	40° (±2°)
Ailerons	Up	28° (±1°)	Down	22° (±1°)
Rudder	Left	28° (±1°)	Right	28° (±1°)
Stabilator	Up	14.5° (±0.5°)	Down	5.5° (±0.5°)
Stabilator Tab	Up	5° (±1°)	Down	8° (±1°)
Nose Wheel Travel	Left	24° (±2°)	Right	24° (±2°)

Manufacturer's Serial Nos.

32-8006002 through 32-8606023, and 3206001 through 3206019, 3206042 through 3206044, 3206047, 3206050 through 3206055, and 3206060. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 32-8006002 through 32-8606023, and 3206001 through 3206019 under the delegation option provisions of FAR 21 (See NOTE 7).

XI. - Model PA-32-301T (Turbo Saratoga), 7 PCLM (Normal Category), Approved January 9, 1980.

Same as Model PA-32-300 except for tapered wings, turbocharged powerplant, increased gross weight, and other minor changes.

<u>Engine</u>	Lycoming TIO-540-S1AD Bendix Injector Type RSA-10ED2 Flow Setting No. 2524791		
<u>Fuel</u>	100 or 100LL aviation grade fuel		
<u>Engine Limits</u>	For airplanes equipped with standard Hartzell 2 blade propeller HC-E2YR-1()F/F8477-4: For 5 minute takeoff, 2700 r.p.m. and 36.0" Hg MAP (300 hp) - Sea level to 16,000 ft. altitude For maximum continuous operation, 2575 r.p.m. and 36.0" Hg MAP (294 rated hp) - Sea level to 16,000 ft. altitude For airplanes equipped with optional Hartzell 3 blade propeller HC-E3YR-1()F/F7673DR-0: For all operations, 2700 r.p.m. and 36.0" Hg MAP (300 rated hp) - Sea level to 16,000 ft		
<u>Propeller and Propeller Limits</u>	Hartzell constant speed Model HC-E2YR-1()F/F8477-4 (standard 2 blade): Pitch: High $34^{\circ} \pm 1^{\circ}$, Low $15.6^{\circ} \pm .2^{\circ}$ at 30 in. station Diameter: Not over 80 in., not under 78.5 in. Governor Assembly: Hartzell F-4-11B or F-4-11B() Spinner: Piper P/N 98708-2 or Hartzell P/N A-2298-2 Hartzell constant speed Model HC-E3YR-1()F/F7673R-0 (optional 3 blade): Pitch: High $34.5^{\circ} \pm 1^{\circ}$, Low $13.2^{\circ} \pm .2^{\circ}$ at 30 in. station Diameter: Not over 78 in., not under 76 in. Governor Assembly: Hartzell F-4-11B or F-4-11B() Spinner: Piper P/N PS50077-58 or Hartzell P/N C-3575		
<u>Airspeed Limits</u> (Indicated)	Never exceed	197 knots	(226 m.p.h.)
	Maximum structural cruise (with 3600 lb. gross weight)	154 knots	(177 m.p.h.)
	Maneuvering	134 knots	(154 m.p.h.)
	Maximum flaps extended	112 knots	(129 m.p.h.)

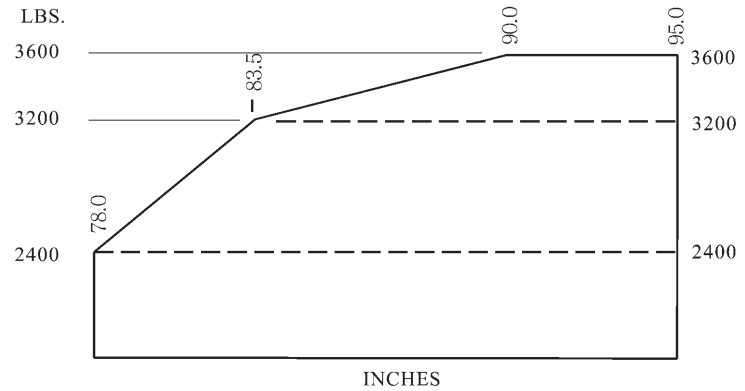
XI. - Model PA-32-301T (cont'd)C.G. Range (gear extended)

(+90.0) to (+95.0) at 3600 lb.

(+83.5) to (+95.0) at 3200 lb.

(+78.0) to (+95.0) at 2400 lb.

Straight line variation between points given.

Empty Weight C.G. Range

None

Maximum Weight

Ramp: 3617 lb.

Takeoff: 3600 lb.

Landing: 3600 lb.

No. of Seats

6 (2 at +85.5, 2 at +118.1, 2 at +157.6)

7 (2 at +85.5, 3 at +118.1, 2 at +157.6)

6 (2 at +85.5, *2 at +119.1, 2 at +157.6) (See NOTE 11)

* - Optional Club Seats

Maximum Baggage

200 lb. (100 lb. at +42.0, 100 lb. at +178.7)

Fuel Capacity

107 gallons at +94.0 (2 wing tanks) (102 gallons usable)

See NOTE 1 for data on system fuel

Oil Capacity

12 qt. at +16.6 (9-1/4 qt. usable)

See NOTE 1 for data on system oil

Control Surface Movements

Wing Flaps	Up	0° (±1°)	Down	40° (±2°)
Ailerons	Up	28° (±1°)	Down	22° (±1°)
Rudder	Left	28° (±1°)	Right	28° (±1°)
Stabilator	Up	14.5° (±0.5°)	Down	5.5° (±0.5°)
Stabilator Tab	Up	5° (±1°)	Down	8° (±1°)

Nose Wheel Travel

Left 24° (±2°) Right 24° (±2°)

Manufacturer's Serial Nos.

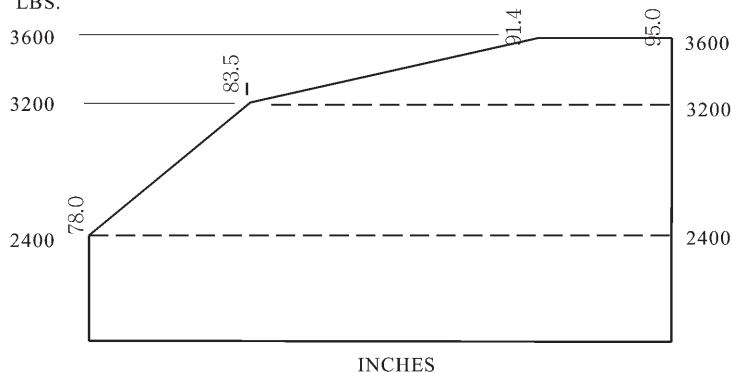
32-8024001 and 32-8424002. The manufacturer is authorized to issue airworthiness certificates for airplane serial numbers 32-8024001 through 32-8424002 the delegation option provisions of FAR 21 (See NOTE 7).

XII. - Model PA-32R-301T (Saratoga II TC), 6 PCLM (Normal Category), Approved July 9, 1997.

Same as Model PA-32R-301T, Turbo Saratoga SP, except for new turbocharged powerplant, 28 Volt electrical system and other minor changes.

<u>Engine</u>	Lycoming TIO-540-AH1A Precision Airmotive Injector, Type RSA-10ED1 Flow Setting No. 2576554-2
<u>Fuel</u>	100 or 100LL aviation grade fuel
<u>Engine Limits</u>	For all operations, 2500 r.p.m. and 38.0" Hg MAP (300 rated hp) - Sea level to 12,000 ft. altitude Do not operate above 26.0" Hg MAP below 2100 r.p.m.
<u>Propeller and Propeller Limits</u>	Hartzell constant speed Model HC-I3YR-1RF/F7663DR (3 blade) Hartzell constant speed Model HC-I3YR-1RF/F7663DRB (3 blade with TKS Ice Protection System) Pitch: High $34.0^{\circ} \pm 0.5^{\circ}$, Low $15.2^{\circ} \pm 0.2^{\circ}$ at 30 in. station Diameter: Not over 78 in., not under 76 in. Governor: Hartzell V-5-6 Spinner Assy: Piper P/N PS50077-90 or Hartzell P/N C-3575-1 (P) Dome: Hartzell P/N 3532-16P (with TKS Ice Protection System)
<u>Airspeed Limits</u> <u>(Indicated)</u>	Never exceed 191 knots Maximum structural cruise 167 knots Maneuvering 134 knots (with 3600 lb. gross weight) Flaps extended 110 knots Maximum gear extension 132 knots Maximum gear retraction 110 knots Maximum gear extended 132 knots

C.G. Range (gear extended) (+91.4) to (+95.0) at 3600 lb.
(+83.5) to (+95.0) at 3200 lb.
(+78.0) to (+95.0) at 2400 lb.
Straight line variation between points given.
LBS.



<u>Empty Weight C.G. Range</u>	None
<u>Maximum Weight</u>	Ramp: 3615 lb. Takeoff: 3600 lb. Landing: 3600 lb.
<u>No. of Seats</u>	6 (2 at +85.5, 2 at +119.1, 2 at +157.6) 5 (2 at +85.5, 1 at +119.1, 2 at +157.6)
<u>Maximum Baggage</u>	200 lb. (100 lb. at +42.0, 100 lb. at +178.7)

XII. - Model PA-32R-301T (cont'd)

Fuel Capacity 107 gallons at +94.0 (2 wing tanks) (102 gallons usable)
See NOTE 1 for data on fuel system

Oil Capacity 12 qt. at +16.6 (9-1/4 qt. usable)
See NOTE 1 for data on oil system

<u>Control Surface Movements</u>	Wing Flaps	Up	0° (±1°)	Down	40° (±2°)
	Ailerons	Up	28° (±1°)	Down	22° (±1°)
	Rudder	Left	28° (±1°)	Right	28° (±1°)
	Stabilator	Up	14.5° (±.5°)	Down	5.5° (±.5°)
	Stabilator Tab	Up	5° (±1°)	Down	8° (±1°)

Manufacturer's Serial Nos. 3257001 and up. The manufacturer is authorized to issue airworthiness certificates for serial numbers 3257001 and up under the delegation option provisions of FAR 21.

XIII - Model PA-32-301FT (Piper 6X), 6 PCLM (Normal Category), Approved July 22, 2003.

Similar to Model PA-32R-301, Saratoga IIHP, except for fixed landing gear and other minor changes.

Engine Lycoming IO-540-K1G5
Precision Airmotive Injector, Type RSA-10ED1
Flow Setting No. 2524273

Fuel 100 or 100LL aviation grade fuel

Engine Limits Equipped with Hartzell 3 blade propeller HC-I3YR-1RF/F7663DR:
For all operations, 2700 r.p.m. and full throttle (300 rated hp)

Propeller and Propeller Limits Hartzell constant speed Model HC-I3YR-1RF/F7663DR (3 blade)
Hartzell constant speed Model HC-I3YR-1RF/F7663DRB
(3 blade with TKS Ice Protection System)
Pitch: High 32.0° ± 1°, Low 12.4° ± .2° at 30 in. station
Diameter: Not over 78 in., not under 77 in.
Governor: Hartzell V-5-4
Spinner Assy: Hartzell P/N C3575-1 (P)
Dome: Hartzell P/N C-3532-16P (with TKS Ice Protection System)
Do not exceed 23" manifold pressure below 2100 r.p.m.

Airspeed Limits For serial number 3232001 and up:
(Indicated) Never exceed 189 knots (218 m.p.h.)
Maximum structural cruise 150 knots (173 m.p.h.)
Maneuvering 132 knots (152 m.p.h.)
(with 3600 lb. gross weight)
Flaps extended 113 knots (130 m.p.h.)

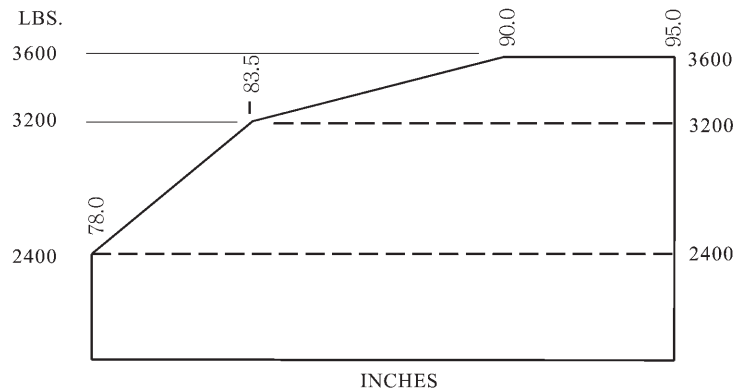
XIII. - Model PA-32-301FT (cont'd)C.G. Range

(+90.0) to (+95.0) at 3600 lb.

(+83.5) to (+95.0) at 3200 lb.

(+78.0) to (+95.0) at 2400 lb.

Straight line variation between points given.

Empty Weight C.G. Range

None

Maximum Weight

Ramp: 3615 lb.

Takeoff: 3600 lb.

Landing: 3600 lb.

No. of Seats

6 (2 at +85.5, 2 at +119.1, 2 at +157.6)

Maximum Baggage

200 lb. (100 lb. at +42.0, 100 lb. at +178.7)

Fuel Capacity

107 gallons at +94.0 (2 wing tanks) (102 gallons usable)

See NOTE 1 for data on fuel system

Oil Capacity

12 qt. at +16.6 (9-1/4 qt. usable)

See NOTE 1 for data on oil system

Control Surface Movements

Wing Flaps	Up	0° (±1°)	Down	40° (±2°)
Ailerons	Up	28° (±1°)	Down	22° (±1°)
Rudder	Left	28° (±1°)	Right	28° (±1°)
Stabilator	Up	14.5° (±0.5°)	Down	5.5° (±0.5°)
Stabilator Tab	Up	5° (±1°)	Down	8° (±1°)
Nose Wheel Travel	Left	24° (±2°)	Right	24° (±2°)

Manufacturer's Serial Nos.

3232001 and up. The manufacturer is authorized to issue airworthiness certificates for serial numbers 3232001 and up under the delegation option provisions of FAR 21.

XIV. - Model PA-32-301XTC (Piper 6XT), 6 PCLM (Normal Category), Approved August 28, 2003.

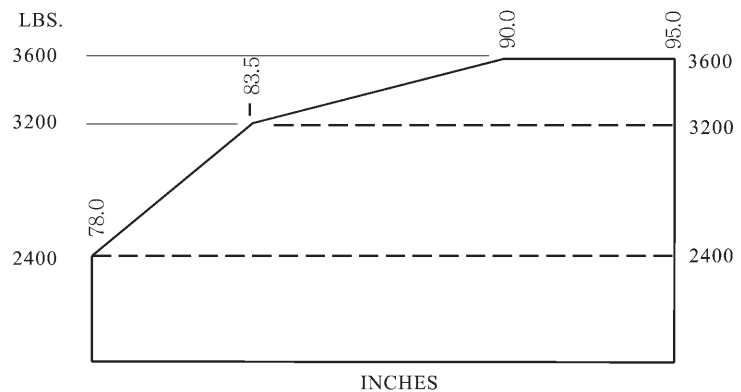
Similar to Model PA-32R-301T, Saratoga IITC, except for fixed landing gear and other minor changes.

<u>Engine</u>	Lycoming TIO-540-AH1A Precision Airmotive Injector, Type RSA-10ED1 Flow Setting No. 2576554-2
<u>Fuel</u>	100 or 100LL aviation grade fuel
<u>Engine Limits</u>	For all operations, 2500 r.p.m. and 38.0" Hg MAP (300 rated hp) - Sea level to 12,000 ft. altitude Do not operate above 26.0" Hg MAP below 2100 r.p.m.

<u>Propeller and Propeller Limits</u>	Hartzell constant speed Model HC-I3YR-1RF/F7663DR (3 blade) Hartzell constant speed Model HC-I3YR-1RF/F7663DRB (3 blade with TKS Ice Protection System) Pitch: High $34.0^{\circ} \pm 0.5^{\circ}$, Low $15.2^{\circ} \pm 0.2^{\circ}$ at 30 in. station Diameter: Not over 78 in., not under 76 in. Governor: Hartzell V-5-6 Spinner Assy: Piper P/N PS50077-90 or Hartzell P/N C-3575-1 (P) Dome: Hartzell P/N C-3532-16P (with TKS Ice Protection System)
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<u>Airspeed Limits</u> (Indicated)	Never exceed 189 knots (218 m.p.h.) Maximum structural cruise 150 knots (173 m.p.h.) Maneuvering 132 knots (152 m.p.h.) (with 3600 lb. gross weight) Flaps extended 113 knots (130 m.p.h.)
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<u>C.G. Range</u>	(+90.0) to (+95.0) at 3600 lb. (+83.5) to (+95.0) at 3200 lb. (+78.0) to (+95.0) at 2400 lb. Straight line variation between points given.
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<u>Empty Weight C.G. Range</u>	None
<u>Maximum Weight</u>	Ramp: 3615 lb. Takeoff: 3600 lb. Landing: 3600 lb.
<u>No. of Seats</u>	6 (2 at +85.5, 2 at +119.1, 2 at +157.6)
<u>Maximum Baggage</u>	200 lb. (100 lb. at +42.0, 100 lb. at +178.7)
<u>Fuel Capacity</u>	107 gallons at +94.0 (2 wing tanks) (102 gallons usable) See NOTE 1 for data on fuel system

Oil Capacity 12 qt. at +16.6 (9-1/4 qt. usable)
See NOTE 1 for data on oil system

<u>Control Surface Movements</u>	Wing Flaps	Up	0° (±1°)	Down	40° (±2°)
	Ailerons	Up	28° (±1°)	Down	22° (±1°)
	Rudder	Left	28° (±1°)	Right	28° (±1°)
	Stabilator	Up	14.5° (±0.5°)	Down	5.5° (±0.5°)
	Stabilator Tab	Up	5° (±1°)	Down	8° (±1°)
	Nose Wheel Travel	Left	24° (±2°)	Right	24° (±2°)

Manufacturer's Serial Nos. 3255001 and up. The manufacturer is authorized to issue airworthiness certificates for serial numbers 3255001 and up under the delegation option provisions of FAR 21.

Data Pertinent to All Models

Datum 78.4" forward of wing leading edge

Leveling Means Two screws left side fuselage below window

Certification Basis Type Certificate No. A3SO issued March 4, 1965.
Date of application for Type Certificate, February 20, 1964.
Delegation Option Authorization per FAR 21, Subpart J, granted July 17, 1968.

PA-32-260, PA-32S-300, and PA-32-300 (S/N 32-15 through 32-7840202): CAR 3, effective May 15, 1956, through Amendment 3-8, effective December 18, 1962.

PA-32-300, S/N 32-7940001 through 32-7940290: CAR 3, effective May 15, 1956, through Amendment 3-8, effective December 18, 1962. In addition, FAR 23.221 and 23.959 as amended by Amendment 23-7, effective September 14, 1969; FAR 23.1327 and 23.1547 as amended by Amendment 23-20, effective September 1, 1977; and FAR 23.1581(b)(2) as amended by Amendment 23-21, effective March 1, 1978. Equivalent Safety Finding for CAR 3.757.

PA-32R-300: CAR 3, effective May 15, 1956, through Amendment 3-8, effective December 18, 1962. In addition, FAR 23.221 and 23.959 as amended by Amendment 23-7, effective September 14, 1969; FAR 23.967(e)(2) as amended by Amendment 23-14, effective December 20, 1973; and FAR 23.1327 and 23.1547 as amended by Amendment 23-20, effective September 1, 1977.

PA-32RT-300: CAR 3, effective May 15, 1956, through Amendment 3-8, effective December 18, 1962. In addition, FAR 23.221, 23.959, and 23.1091 as amended by Amendment 23-7, effective September 14, 1969; FAR 23.427 and 23.967(e)(2) as amended by Amendment 23-14, effective December 20, 1973; FAR 23.1093 as amended by Amendment 23-15, effective October 31, 1974; FAR 23.1327 and 23.1547 as amended by Amendment 23-20, effective September 1, 1977; and FAR Part 36, through Amendment 36-7, effective October 1, 1977. Equivalent Safety Finding for CAR 3.757.

PA-32RT-300T: CAR 3, effective May 15, 1956, through Amendment 3-8, effective December 18, 1962. In addition, FAR 23.221, 23.901, 23.909, 23.959, 23.1041, 23.1043, 23.1047, 23.1091, 23.1143, and 23.1527 as amended by Amendment 23-7, effective September 14, 1969; FAR 23.427 and 23.967(e)(2) as amended by Amendment 23-14, effective December 20, 1973; FAR 23.1093 and 23.1305 as amended by Amendment 23-15, effective October 31, 1974; FAR 23.1327 and 23.1547 as amended by Amendment 23-20, effective September 1, 1977; FAR 23.1581(b)(2) as amended by Amendment 23-21 effective March 1, 1978; and FAR Part 36 through Amendment 36-7, effective October 1, 1977. Equivalent Safety Finding for CAR 3.757, 3.84 and 3.86.

PA-32R-301, S/N 32R-8013001 through 32R-8613006, 3213001 through 3213028, and 3213030 through 3213041: CAR 3, effective May 15, 1956, through Amendment 3-8, effective December 18, 1962. In addition, FAR 23.207, 23.221, 23.959, and 23.1091 as amended by Amendment 23-7, effective September 14, 1969; FAR 23.201, 23.203, and 23.967(e)(2) as amended by Amendment 23-14, effective December 20, 1973; FAR 23.1093 and 23.1557(c)(1) as amended by Amendment 23-18, effective May 2, 1977; FAR 23.1327 and 23.1547 as amended by Amendment 23-20, effective September 1, 1977; FAR 23.1581(b)(2) as amended by Amendment 23-21, effective March 1, 1978; and FAR 36 through Amendment 36-9, effective January 15, 1979. Equivalent Safety Finding for CAR 3.757 and 3.777.

PA-32R-301, S/N 3213029, 3213042 through 3213103, and 3246001 through 3246087: CAR 3, effective May 15, 1956, through Amendment 3-8, effective December 18, 1962. In addition, FAR 23.207, 23.221, 23.959, and 23.1091 as amended by Amendment 23-7, effective September 14, 1969; FAR 23.201, 23.203, and 23.967(e)(2) as amended by Amendment 23-14, effective December 20, 1973; FAR 23.1093 and 23.1557(c)(1) as amended by Amendment 23-18, effective May 2, 1977; FAR 23.1327 and 23.1547 as amended by Amendment 23-20, effective September 1, 1977; FAR 23.1581(b)(2) as amended by Amendment 23-21, effective March 1, 1978; and FAR 36, Appendix G, through Amendment 36-16, effective December 22, 1988. Equivalent Safety Finding for CAR 3.757 and 3.777.

PA-32R-301, S/N 3246088 and up: CAR 3, effective May 15, 1956, through Amendment 3-8, effective December 18, 1962. In addition, FAR 23.207, 23.221, 23.959, and 23.1091 as amended by Amendment 23-7, effective September 14, 1969; FAR 23.201, 23.203, and 23.967(e)(2) as amended by Amendment 23-14, effective December 20, 1973; FAR 23.1093 as amended by Amendment 23-18, effective May 2, 1977; FAR 23.1327 and 23.1547 as amended by Amendment 23-20, effective September 1, 1977; FAR 23.1581(b)(2) as amended by Amendment 23-21, effective March 1, 1978; FAR 23.1545 as amended by Amendment 23-23, effective December 1, 1978; FAR 23.1529 as amended by Amendment 23-26, effective October 14, 1980; FAR 23.1557(c)(1) as amended by Amendment 23-45, effective September 7, 1993; FAR 23.561(b)(3) as amended by Amendment 23-51, effective March 11, 1996; FAR 23.1305 as amended by Amendment 23-52, effective July 25, 1996; and FAR 36 through Amendment 36-16, effective December 22, 1988.

For aircraft equipped with Piper factory installed optional Avidyne Integra system and Mid-Continent Model 4300-411 Electric Attitude Indicator, the additional certification basis for installation specific items only is: 14 CFR Part 23 regulations FAR 23.301, 23.337, 23.341, 23.561, 23.607, 23.611, as amended by Amdt. 23-48; FAR 23.303, 23.307, 23.601, 23.609, 23.1367, 23.1381 issued on 02/01/65; FAR 23.305, 23.613, 23.773, 23.1525, 23.1549 as amended by Amdt. 23-45; FAR 23.603, 23.605 as amended by Amdt. 23-23; FAR 23.777, 23.1191, 23.1337 as amended by Amdt. 23-51; FAR 23.1301, 23.1327, 23.1335 as amended by Amdt. 23-20; FAR 23.853, 23.867, 23.1303, 23.1307, 23.1309, 23.1311, 23.1321, 23.1323, 23.1329, 23.1351, 23.1353, 23.1359, 23.1361, 23.1365, 23.1431 as amended by Amdt. 23-49; FAR 23.1305 as amended by Amdt. 23-52; FAR 23.1322, 23.1331, 23.1357 as amended by Amdt. 23-43; FAR 23.1325, 23.1543, 23.1545, 23.1555, 23.1563, 23.1581, 23.1583, 23.1585 as amended by Amdt. 23-50; FAR 23.771 as amended by Amdt. 23-14; FAR 23.1501, 23.1541 as amended by Amdt. 23-21; FAR 23.1523 as amended by Amdt. 23-34; FAR 23.1529 as amended by Amdt. 23-26; Special Condition 23-147-SC for HIRF (Docket No. CE207), dated July 16, 2004.

PA-32R-301T, S/N 32R-8029001 through 32R-8629008, and 3229001 through 3229003: CAR 3, effective May 15, 1956, through Amendment 3-8, effective December 18, 1962. In addition, FAR 23.965 of FAR 23 effective February 1, 1965; FAR 23.207, 23.221, 23.901, 23.909, 23.959, 23.1041, 23.1043, 23.1047, 23.1091, and 23.1527 as amended by Amendment 23-7, effective September 14, 1969; FAR 23.201, 23.203, and

23.967(e)(2) as amended by Amendment 23-14, effective December 20, 1973; FAR 23.1305 as amended by Amendment 23-15, effective October 31, 1974; FAR 23.1093 and 23.1557(c)(1) as amended by Amendment 23-18, effective May 2, 1977; FAR 23.1327 and 23.1547 as amended by Amendment 23-20, effective September 1, 1977; FAR 23.1581(b)(2) as amended by Amendment 23-21, effective March 1, 1978; and FAR 36 through Amendment 36-9, effective January 15, 1979. Equivalent Safety Finding for CAR 3.757 and 3.777. Compliance with FAR 23.1441 as amended by Amendment 23-9, effective June 17, 1970, will be shown with optional supplemental oxygen.

PA-32-301: CAR 3, effective May 15, 1956, through Amendment 3-8, effective December 18, 1962. In addition, FAR 23.965 of FAR 23, effective February 1, 1965; FAR 23.207, 23.221, 23.959, and 23.1091 as amended by Amendment 23-7, effective September 14, 1969; FAR 23.201, 23.203, and 23.967(e)(2) as amended by Amendment 23-14, effective December 20, 1973; FAR 23.1093 and 23.1557(c)(1) as amended by Amendment 23-18, effective May 2, 1977; FAR 23.1327 and 23.1547 as amended by Amendment 23-20, effective September 1, 1977; FAR 23.1581(b)(2) as amended by Amendment 23-21, effective March 1, 1978; FAR 23.1545 as amended by Amendment 23-23, effective December 1, 1978; and FAR 36 through Amendment 36-9, effective January 15, 1979.

PA-32-301T: CAR 3, effective May 15, 1956, through Amendment 3-8, effective December 18, 1962. In addition, FAR 23.965 of FAR 23, effective February 1, 1965; FAR 23.207, 23.221, 23.901, 23.959, 23.1041, 23.1043, 23.1047, 23.1091, 23.1143, and 23.1527 as amended by Amendment 23-7, effective September 14, 1969; FAR 23.201 and 23.967(e)(2) as amended by Amendment 23-14, effective December 20, 1973; FAR 23.1305 as amended by Amendment 23-15, effective October 31, 1974; FAR 23.1093 and 23.1557(c)(1) as amended by Amendment 23-18, effective May 2, 1977; FAR 23.1327 and 23.1547 as amended by Amendment 23-20, effective September 1, 1977; FAR 23.1581(b)(2) as amended by Amendment 23-21, effective March 1, 1978; FAR 23.1545 as amended by Amendment 23-23, effective December 1, 1978; and FAR 36 through Amendment 36-9, effective January 15, 1979. Compliance with FAR 23.1441 as amended by Amendment 23-9, effective June 17, 1970, will be shown with optional supplemental oxygen.

PA-32R-301T, S/N 3257001 and up: CAR 3, effective May 15, 1956, through Amendment 3-8, effective December 18, 1962. In addition, FAR 23.965 of FAR 23, effective February 1, 1965; FAR 23.207, 23.221, 23.901, 23.909, 23.959, 23.1041, 23.1043, 23.1047, 23.1091, and 23.1527 as amended by Amendment 23-7, effective September 14, 1969; FAR 23.201, 23.203, and 23.967(e)(2) as amended by Amendment 23-14, effective December 20, 1973; FAR 23.1093 as amended by Amendment 23-18, effective May 2, 1977; FAR 23.1327 and 23.1547 as amended by Amendment 23-20, effective September 1, 1977; FAR 23.1581 as amended by Amendment 23-21, effective March 1, 1978; FAR 23.1545 as amended by Amendment 23-23, effective December 1, 1978; FAR 23.1529 as amended by Amendment 23-26, effective October 14, 1980; FAR 23.1557(c)(1) as amended by Amendment 23-45, effective September 7, 1993; FAR 23.1305 as amended by Amendment 23-52, effective July 25, 1996; and FAR 36 through Amendment 36-16, effective December 22, 1988. Compliance with FAR 23.1441 as amended by Amendment 23-9, effective June 17, 1970, has been shown with optional supplemental oxygen.

For aircraft equipped with Piper factory installed optional Avidyne Entegra system and Mid-Continent Model 4300-411 Electric Attitude Indicator, the additional certification basis for installation specific items only is: 14 CFR Part 23 regulations FAR 23.301, 23.337, 23.341, 23.561, 23.607, 23.611, as amended by Amdt. 23-48; FAR 23.303, 23.307, 23.601, 23.609, 23.1367, 23.1381 issued on 02/01/65; FAR 23.305, 23.613, 23.773, 23.1525, 23.1549 as amended by Amdt. 23-45; FAR 23.603, 23.605 as amended by Amdt. 23-23; FAR 23.777, 23.1191, 23.1337 as amended by Amdt. 23-51; FAR 23.1301, 23.1327, 23.1335 as amended by Amdt. 23-20; FAR 23.853, 23.867, 23.1303, 23.1307, 23.1309, 23.1311, 23.1321, 23.1323, 23.1329, 23.1351, 23.1353,

23.1359, 23.1361, 23.1365, 23.1431 as amended by Amdt. 23-49; FAR 23.1305 as amended by Amdt. 23-52; FAR 23.1322, 23.1331, 23.1357 as amended by Amdt. 23-43; FAR 23.1325, 23.1543, 23.1545, 23.1555, 23.1563, 23.1581, 23.1583, 23.1585 as amended by Amdt. 23-50; FAR 23.771 as amended by Amdt. 23-14; FAR 23.1501, 23.1541 as amended by Amdt. 23-21; FAR 23.1523 as amended by Amdt. 23-34; FAR 23.1529 as amended by Amdt. 23-26; Special Condition 23-147-SC for HIRF (Docket No. CE207), dated July 16, 2004.

PA-32-301FT, S/N 3232001 and up and PA-32-301 XTC, S/N 3255001 and up: CAR 3, effective May 15, 1956, through Amendment 3-8, effective December 18, 1962. In addition, FAR 23.965 of FAR 23, effective February 1, 1965; FAR 23.207, 23.221, 23.901, 23.909, 23.959, 23.1091, and 23.1527 as amended by Amendment 23-7, effective September 14, 1969; FAR 23.201, 23.203, and 23.967(e)(2) as amended by Amendment 23-14, effective December 20, 1973; FAR 23.1093 as amended by Amendment 23-18, effective May 2, 1977; FAR 23.1327 and 23.1547 as amended by Amendment 23-20, effective September 1, 1977; FAR 23.1581 as amended by Amendment 23-21, effective March 1, 1978; FAR 23.1545 as amended by Amendment 23-23, effective December 1, 1978; FAR 23.1529 as amended by Amendment 23-26, effective October 14, 1980; FAR 23.853(a) and (c)(1) as amended by Amendment 23-34, effective January 15, 1987; FAR 23.1309 as amended by Amendment 23-41 for the communication and navigation LRUs only; FAR 23.1557(c)(1) as amended by Amendment 23-45, effective September 7, 1993; FAR 23.561(b)(3) as amended by Amendment 23-48, effective March 11, 1996; FAR 23.1041, 23.1043, and 23.1047 as amended by Amendment 23-51, effective March 11, 1996; FAR 23.1305 as amended by Amendment 23-52, effective July 25, 1996; and FAR 36 through the latest Amendment at the time of certification. Compliance with FAR 23.1441 as amended by Amendment 23-9, effective June 17, 1970, has been shown with supplemental oxygen for the PA-32-301XTC only.

For aircraft equipped with Piper factory installed S-Tec system 55X autopilot installations, the additional certification basis for installation specific items only is: 14 CFR Part 23 regulations FAR 23.609, 23.627 issued on 02/01/65; FAR 23.611, 23.619, 23.625 as amended by Amdt. 23-7 Eff. 09/14/69; FAR 23.603 as amended by Amdt. 23-23, Eff. 12/01/78; FAR 23.1309 as amended by 23-41 Eff. 11/26/90; FAR 23.572(a)(1), 23.613(a)(b)(d) as amended by Amdt. 23-45, Eff. 09/07/93; FAR 23.561(b)(3)(e) as amended by Amdt. 23-48, Eff. 03/11/96; FAR 23.1329 as amended by Amdt. 23-49 Eff. 02/09/96.

For aircraft equipped with Piper factory installed optional Avidyne Entegra system and Mid-Continent Model 4300-411 Electric Attitude Indicator, the additional certification basis for installation specific items only is: 14 CFR Part 23 regulations FAR 23.301, 23.337, 23.341, 23.561, 23.607, 23.611, as amended by Amdt. 23-48; FAR 23.303, 23.307, 23.601, 23.609, 23.1367, 23.1381 issued on 02/01/65; FAR 23.305, 23.613, 23.773, 23.1525, 23.1549 as amended by Amdt. 23-45; FAR 23.603, 23.605 as amended by Amdt. 23-23; FAR 23.777, 23.1191, 23.1337 as amended by Amdt. 23-51; FAR 23.1301, 23.1327, 23.1335 as amended by Amdt. 23-20; FAR 23.853, 23.867, 23.1303, 23.1307, 23.1309, 23.1311, 23.1321, 23.1323, 23.1329, 23.1351, 23.1353, 23.1359, 23.1361, 23.1365, 23.1431 as amended by Amdt. 23-49; FAR 23.1305 as amended by Amdt. 23-52; FAR 23.1322, 23.1331, 23.1357 as amended by Amdt. 23-43; FAR 23.1325, 23.1543, 23.1545, 23.1555, 23.1563, 23.1581, 23.1583, 23.1585 as amended by Amdt. 23-50; FAR 23.771 as amended by Amdt. 23-14; FAR 23.1501, 23.1541 as amended by Amdt. 23-21; FAR

23.1523 as amended by Amdt. 23-34; FAR 23.1529 as amended by Amdt. 23-26; Special Condition 23-147-SC for HIRF (Docket No. CE207), dated July 16, 2004.

Production basis

Production Certificate No. 206. The manufacturer is authorized to issue airworthiness certificates under the delegation option provisions of FAR 21.

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 documents are required:

<u>MODEL</u>	<u>AFM/POH</u>	<u>REPORT NO.</u>	<u>APPROVED</u>	<u>S/N EFFECTIVITY</u>
PA-32-260	AFM	VB-152	3- 4-65	32-1 through 32-1110
	AFM	VB-156	12-17-68	32-1111 through 32-1297, and 32-7100001 through 32-7200045
	AFM Supp.	VB-357	8-25-71	32-1 through 32-1297, and 32-7100001 through 32-7100027
	AFM	VB-478	9- 1-72	32-7300001 through 32-7300065
	AFM	VB-561	5-14-73	32-7400001 through 32-7600024
	POH	VB-820	8-18-76	32-7700001 through 32-7800008
PA-32-300	AFM	VB-154	5-27-66	32-40000 through 32-40565
	AFM	VB-158	12-17-68	32-40566 through 32-40974, and 32-7140001 through 32-7240055
	AFM Supp.	VB-357	8-25-71	32-40000 through 32-40974, and 32-7140001 through 32-7240001
	AFM	VB-393	1-20-72	32-7240056 through 32-7340191
	AFM	VB-562	5-14-73	32-7440001 through 32-7640130
	POH	VB-830	8-19-76	32-7740001 through 32-7840202
PA-32R-300	POH	VB-750	8- 1-75	32R-7680001 through 32R-7680525
	POH	VB-840	8-20-76	32R-7780001 through 32R-7880066
PA-32S-300	AFM	VB-184	2-14-67	32S-40001 through 32S-40565
	AFM	VB-186	12-17-68	32S-40566 through 32S-40974, and 32S-7140001 through 32S-7240137
	AFM Supp.	VB-357	8-25-71	32S-40001 through 32S-40974, and 32S-7140001 through 32S-7240137
PA-32RT-300	POH/AFM	VB-890	12-13-77	32R-7885002 through 32-7985106
PA-32RT-300T	POH/AFM	VB-900	5-1-78	32R-7787001, and 32R-7887002 through 32R-7987126
PA-32R-301	POH/AFM	VB-1080	11-8-79	32R-8013001 through 32R-8613006, 3213001 through 3213028, and 3213030 through 3213041
	POH/AFM	VB-1551	5-31-93	3213029, and 3213042 through 3213103
	POH/AFM	VB-1614	7-12-95	3246001 through 3246017
	POH/AFM	VB-1600	11-30-95	3246018 through 3246087
	POH/AFM	VB-1669	6-30-97	3246088 and up
PA-32R-301T	POH/AFM	VB-1090	11-8-79	32R-8029001 through 32R-8629008, and 3229001 through 3229003
	POH/AFM	VB-1647	6-30-97	3257001 and up
PA-32-301	POH/AFM	VB-1060	1-9-80	32-8006002 through 32-8606023, and 3206001 through 3206019

	PA-32-301T	POH/AFM	VB-1070	1-9-80	32-8024001 through 32-8424002
	PA-32-301FT	POH/AFM	VB-1850	7-22-2003	3232001 and up
	PA-32-301XTC	POH/AFM	VB-1881	8-26-2003	3255001 and up
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 locations must include undrainable system oil (not included in oil capacity) and unusable fuel as noted below:				
	Models PA-32-260 and PA-32-300 (S/N 32-40000 through 32-40974, and 32-7140001 through 32-7840202):				
	Fuel 2.3 lb. at +103.0				
	Models PA-32R-300, PA-32RT-300, PA-32RT-300T and PA-32-300 (S/N 32-7940001 through 32-7940290):				
	Fuel 24.0 lb. at +103.0				
	Models PA-32R-301, PA-32R-301T, PA-32-301, and PA-32-301T:				
	Fuel 30.0 lb. at +95.2				
	Model PA-32-260:				
	Oil 2.4 lb. at +23.0				
	Models PA-32-300, PA-32R-300, PA-32RT-300T, PA-32R-301, PA-32R-301T, PA-32-301 and PA-32-301T:				
	Oil 3.0 lb. at +23.0				
NOTE 2	All placards required in the Approved Airplane Flight Manual or "Pilot's Operating Handbook and Approved Airplane Flight Manual" and Approved A.F.M. Supplements, plus the following placards, must be displayed in full view of the pilot, in the appropriate location.				
	(a) "THIS AIRPLANE MUST BE OPERATED AS A NORMAL CATEGORY AIRPLANE IN COMPLIANCE WITH THE OPERATING LIMITATIONS STATED IN THE FORM OF PLACARDS, MARKINGS, AND MANUALS. NO ACROBATIC MANEUVERS, INCLUDING SPINS, APPROVED."				
	(b) "THIS AIRCRAFT APPROVED FOR VFR, IFR, DAY AND NIGHT NON-ICING FLIGHT WHEN EQUIPPED IN ACCORDANCE WITH FAR 91 OR FAR 135."				
NOTE 3	The Models PA-32-260, PA-32-300, and PA-32S-300, 6 PCLM, may be converted to the 7 place (7 PCLM) configuration by the installation of Piper Kit No. 69072-3. All weight in excess of 3112 lb. must be fuel weight only. This restriction does not apply to PA-32-300 aircraft, S/N 32-7940001 through 32-7940290.				
NOTE 4	When the Model PA-32S-300 is operated in a landplane configuration, use the PA-32-300 C.G. envelope with the corresponding airplane serial number (last five digits).				
NOTE 5	The Model PA-32-260, S/N 32-1 through 32-1297, and 32-7100001 through 32-7700023, and Model PA-32-300, S/N 32-40001 through 32-40974, and 32-7140001 through 32-7740113, require two nose wheel centering springs (P/N 67168) installed, if the optional nose wheel fairing or the optional nose and main wheel fairings are removed or not installed.				
	The Model PA-32-260, S/N 32-7800001 through 32-7800008, and Model PA-32-300, S/N 32-7840001 through 32-7940290, require rudder centering spring (P/N 37929-2) installed, if the optional nose wheel fairing or the optional nose and main wheel fairings are removed or not installed.				
	The Model PA-32-260, S/N 32-7800001 through 32-7800008, requires the removal of the nose gear strut fairing (P/N 37891) when the nose gear wheel fairing is removed or not installed.				
NOTE 6	Models PA-32-260, PA-32-300, PA-32S-300, and PA-32R-301 (S/N 32R-8013001 through 32R-8613006, 3213001 through 3213028, and 3213030 through 3213041) may be operated with the spinner dome removed or with the spinner dome and rear bulkhead removed. Models PA-32R-300, PA-32RT-300 and PA-32-301 may be operated with spinner dome and front bulkhead removed.				
NOTE 7	The following serial numbered aircraft are not eligible for import certification to the U.S.:				
	<u>PA-32-300:</u>				
	32-40491, 32-40503, 32-40518, 32-40532, 32-40533, 32-40544, 32-40545, 32-40965, 32-40966, 32-40968 through 32-40974, 32-7240120, 32-7240123, 32-7240126, 32-7240129, 32-7240132, 32-7340133, 32-7340155, 32-7340159, 32-7340160, 32-7340172, 32-7440144, 32-7540114, 32-7540136, 32-7640127, 32-7740100,				

32-7840028, 32-7940141, and 32-7940240.

PA-32R-300:

32R-7680409, 32R-7680410, 32R-7780520, 32R-7880057, 32R-7880058, 32R-7880067, and 32R-7880068.

PA-32RT-300:

32R-7885027, 32R-7885099, 32R-7885100, 32R-7885176, 32R-7885177, 32R-7885213 through 32R-7885215, 32R-7885234 through 32R-7885237, 32R-7885259, 32R-7885260, 32R-7885285, and 32R-7985027.

PA-32RT-300T:

32R-7887036, 32R-7887081, 32R-7887222, 32R-7987050, 32R-7987085, and 32R-7987122.

PA-32R-301T:

32R-8029121, 32R-8129041, 32R-8229065, and 32R-8329017.

PA-32-301:

32-8006090, 32-8106043, and 3206005, 3206020 through 3206041, 3206045, 3206046, 3206048, 3206049, 3206056 through 3206059, 3206061 through 3206088.

PA-32-301T:

32-8024031, 32-8024032, 32-8124011, 32-8124017, 32-8124018, 32-8124035, 32-8124036, 32-8224011, 32-8224013, 32-8224014, 32-8324006, 32-8324015, and 32-8324016.

NOTE 8 The fixed pitch propeller may be used on S/N 32-1 through 32-1297, and 32-7100001 through 32-7200045.

NOTE 9 The following serial numbered aircraft are not eligible for import certification to the U.S.:

AR32-7440144, AR32-7340133, AR32-7340155, AR32-7340159, AR32-7340160, AR32-7340172.

NOTE 10 Engines with serial numbers ending with "A" require the F-4-11() propeller governor assembly. Other engines require the F-4-4() propeller governor.

NOTE 11 In the following serial numbered aircraft the rear seat location is farther aft as shown and the center seats may be removed and replaced by CLUB SEATS INSTALLATION, which has a more aft C.G. location as shown:

PA-32-260	S/N 32-7700001 through 32-7800008
PA-32-300	S/N 32-7740001 through 32-7940290
PA-32R-300	S/N 32R-7680001 through 32R-7880068
PA-32RT-300	S/N 32R-7885002 through 32R-7985106
PA-32RT-300T	S/N 32R-7787001, 32R-7887002 through 32R-7987126
PA-32R-301	S/N 32R-8013001 through 32R-8613006, 3213001 through 3213103, and 3246001 and up
PA-32R-301T	S/N 32R-8029001 through 32R-8629008, and 3229001 through 3229003
PA-32-301	S/N 32-8006002 through 32-8606023, and 3206001 through 3206019
PA-32-301T	S/N 32-8024001 through 32-8424002

NOTE 12 Lycoming engine Model IO-540-K1G5 with Hartzell propeller HC-C2YK-1(F), Blade Model 8475D-4, S/N 32-7640066 (only) and S/N 32-7640072 through 32-7940290.

NOTE 13 Lycoming engine Model IO-540-K1G5D with Hartzell propeller HC-C2YK-1(F), Blade Model 8475D-4, S/N 32R-7680141 through 32R-7880068.

NOTE 14 On Models PA-32-301, S/N 32-8006001 through 32-8606023 and 3206001 through 3206019, and PA-32-301T, S/N 32-8024001 through 32-8424002, the wheel fairings alone or the wheel fairings and landing gear strut fairings may be removed.

NOTE 15 On models PA-32-301FT, S/N 3232001 and up, and PA-32-301XTC, S/N 3255001 and up, the nose wheel centering springs must be installed when operating the aircraft with or without wheel pants.

...END...