



## CESSNA 172S MANEUVER GUIDE

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For reference only. Refer to the appropriate ACS and POH/AFM.

PRE-MANEUVER CHECKLIST (CHAAAPS)	SLOW FLIGHT
<ol style="list-style-type: none"> <li>1. Clearing Turns</li> <li>2. Heading &amp; Reference Set</li> <li>3. Altitude Appropriate</li> <li>4. Airspeed Appropriate</li> <li>5. Announce Position</li> <li>6. Proper Configuration</li> <li>7. Safe Space to Land</li> </ol>	<b>Entry</b> <ol style="list-style-type: none"> <li>1. Pre-Maneuver Checklist</li> <li>2. Throttle 1600-1800 RPM</li> <li>3. Below 110 KIAS Flaps 10°</li> <li>4. Full Flaps Incrementally Below 85 KIAS</li> <li>5. Maintain Altitude with Power</li> <li>6. Maintain Airspeed 60 KIAS with Pitch (without stalling)</li> </ol>
<b>V Speeds</b> Vso: 40 KIAS Vs: 48 KIAS Vr: 55 KIAS Vx: 62 KIAS Vy: 74 KIAS Vg: 68 KIAS Vfe: 110 KIAS Flaps 10° 85 KIAS Flaps 10° - 30° Va: 105 KIAS @ 2550 lbs 98 KIAS @ 2200 lbs 90 KIAS @ 1900 lbs Vno: 129 KIAS Vne: 163 KIAS	<b>Recovery</b> <ol style="list-style-type: none"> <li>1. Throttle FULL</li> <li>2. Pitch to Gain Airspeed (Reduce Angle of Attack)</li> <li>3. Flaps 20°</li> <li>4. Climb at Vy 74 KIAS</li> <li>5. Flaps 10° then Flaps Up</li> <li>6. Cruise at Selected Altitude</li> <li>7. Cruise Checklist</li> </ol>
Maximum Demonstrated Crosswind Velocity: 15 Knots  Static RPM Range @ Full Throttle: 2300 - 2400 RPMs	<b>ACS Standards</b> - Private: No lower than 1500' AGL; altitude $\pm 100$ feet; specified heading $\pm 10^\circ$ ; airspeed $+10/-0$ knots; specified angle of bank, $\pm 10^\circ$ - Commercial: No lower than 1500' AGL; altitude $\pm 50$ feet; specified heading $\pm 10^\circ$ ; airspeed $+5/-0$ knots; specified angle of bank, $\pm 5^\circ$



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POWER OFF STALL	POWER ON STALL
<b>Entry</b> <ol style="list-style-type: none"><li>1. Pre-Maneuver Checklist (Landing Config.)</li><li>2. Throttle Reduce to 1800 RPM</li><li>3. Maintain Altitude as Airspeed Decreases</li><li>4. Below 85 KIAS Flaps 30° Incrementally</li><li>5. Establish Stable Descent at 65 KIAS</li><li>6. Throttle IDLE</li><li>7. Increase Back Pressure Until First Indication or Full Stall Occurs</li><li>8. Acknowledge Stall Indications</li></ol>	<b>Entry</b> <ol style="list-style-type: none"><li>1. Pre-Maneuver Checklist (Takeoff Config.)</li><li>2. Throttle Reduce to 1800 RPM</li><li>3. Maintain Altitude as Airspeed Decreases</li><li>4. At 65 KIAS, Throttle FULL Power</li><li>5. Establish a Gradual Climb Attitude Until First Indication or Full Stall Occurs</li><li>6. Acknowledge Stall Indications</li></ol>
<b>Recovery</b> <ol style="list-style-type: none"><li>1. Release Back Pressure</li><li>2. Throttle FULL &amp; Wings Level</li><li>3. Flaps 20°</li><li>4. Pitch for V<sub>x</sub></li><li>5. Flaps 10°</li><li>6. Pitch for V<sub>y</sub></li><li>7. Flaps Up</li><li>8. Cruise at Selected Altitude &amp; Cruise Checklist</li></ol>	<b>Recovery</b> <ol style="list-style-type: none"><li>1. Release Back Pressure</li><li>2. Throttle FULL &amp; Wings Level</li><li>3. Pitch for V<sub>x</sub> or V<sub>y</sub> While Climbing</li><li>4. Cruise at Selected Altitude &amp; Cruise Checklist</li></ol>
<b>ACS Standards</b> <ul style="list-style-type: none"><li>- Private: No lower than 1500' AGL; specified heading <math>\pm 10^\circ</math> in straight flight; specified bank angle not to exceed 20° and <math>\pm 10^\circ</math> if in turning flight</li><li>- Commercial: No lower than 1500' AGL; specified heading <math>\pm 10^\circ</math> in straight flight; specified bank angle not to exceed 20° and <math>\pm 5^\circ</math> if in turning flight</li></ul>	<b>ACS Standards</b> <ul style="list-style-type: none"><li>- Private: No lower than 1500' AGL; specified heading <math>\pm 10^\circ</math> in straight flight; specified bank angle not to exceed 20° and <math>\pm 10^\circ</math> if in turning flight</li><li>- Commercial: No lower than 1500' AGL; specified heading <math>\pm 10^\circ</math> in straight flight; specified bank angle not to exceed 20° and <math>\pm 10^\circ</math> if in turning flight</li></ul>



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ACCELERATED STALL (Commercial Only)	STEEP TURNS
<b>Entry</b> <ol style="list-style-type: none"><li>1. Pre-Maneuver Checklist</li><li>2. Throttle IDLE</li><li>3. Reduce Speed to 75 KIAS</li><li>4. Bank 45° &amp; Increase Back Pressure Until First Stall Indication</li><li>5. Acknowledge Stall Indications</li></ol>	<b>Entry</b> <ol style="list-style-type: none"><li>1. Pre-Maneuver Checklist</li><li>2. Slow &amp; Maintain 95 KIAS</li><li>3. Establish Bank Angle (45° pvt., 50° comm.)</li><li>4. Adjust Throttle &amp; Trim to Maintain Altitude &amp; Airspeed</li><li>5. Complete 360° Turn to the Left</li><li>6. Roll Out of Turn 20° - 25° Before Heading</li><li>7. Start Right Turn After Wings Level</li><li>8. Roll Out of Turn 20° - 25° Before Heading</li></ol>
<b>Recovery</b> <ol style="list-style-type: none"><li>1. Release Back Pressure</li><li>2. Throttle FULL</li><li>3. Level Wings</li><li>4. Pitch for V<sub>x</sub> or V<sub>y</sub></li><li>5. Cruise at Selected Altitude &amp; Cruise Checklist</li></ol>	<b>Recovery</b> <ol style="list-style-type: none"><li>1. Back to Reference Heading</li><li>2. Throttle and Trim for Cruise</li><li>3. Cruise at Selected Altitude &amp; Cruise Checklist</li></ol>
<b>ACS Standards</b> <p>- Commercial: No lower than 3000' AGL; Configure to not exceed V<sub>a</sub>; Acknowledge the cues at the first indication of a stall</p>	<b>ACS Standards</b> <p>- Private: Altitude ±100 feet, Airspeed ±10 knots; Bank 45°, ±5°; Roll Out Heading ±10°</p> <p>- Commercial: Altitude ±100 feet, Airspeed ±10 knots; Bank 50°, ±5°; Roll Out Heading ±10°</p>



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TURNS AROUND A POINT (Private Only)	S - TURNS (Private Only)
<p><b>Entry</b></p> <ol style="list-style-type: none"> <li>1. Pre-Maneuver Checklist</li> <li>2. Select Point</li> <li>3. Maintain Entry Altitude 600' - 1000' AGL</li> <li>4. Enter Downwind at 95 KIAS</li> <li>5. First 90° Turn: Steepest Bank</li> <li>6. Second 90° Turn: Steeper Bank</li> <li>7. Third 90° Turn: Shallowest Bank</li> <li>8. Fourth 90° Turn: Moderate to Steepest Bank</li> <li>9. Two 360° Around the Point</li> </ol>	<p><b>Entry</b></p> <ol style="list-style-type: none"> <li>1. Pre-Maneuver Checklist</li> <li>2. Select Road Perpendicular to Wind</li> <li>3. Maintain Entry Altitude 600' - 1000' AGL</li> <li>4. Enter Downwind at 95 KIAS</li> <li>5. Over the Road, Roll to Steepest Left Bank</li> <li>6. Maintain Constant Radius Around Reference Varying Bank</li> <li>7. After 90°, Roll to Steeper Left Bank</li> <li>8. Cross the Road Wings Level and Perpendicular</li> <li>9. Over the Road, Roll to Shallowest Left Bank</li> <li>10. Maintain Constant Radius Around Reference Varying Bank</li> <li>11. After 90°, Roll to Steeper Bank</li> <li>12. Cross the Road Wings Level and Perpendicular</li> </ol>
<p><b>Recovery</b></p> <ol style="list-style-type: none"> <li>1. After Two 360° Around the Point</li> <li>2. Exit on the Downwind on Entry Heading</li> </ol>	<p><b>Recovery</b></p> <ol style="list-style-type: none"> <li>1. Exit on Downwind on Entry Heading</li> </ol>
<p><b>ACS Standards</b></p> <p>- Private: 600' - 1000' AGL; Altitude <math>\pm 100</math> feet; Airspeed <math>\pm 10</math> knots; Constant Radius Around Point</p> <p>*Steepest &gt; Steeper &gt; Moderate &gt; Shallowest</p>	<p><b>ACS Standards</b></p> <p>- Private: 600' - 1000' AGL; Altitude <math>\pm 100</math> feet; Airspeed <math>\pm 10</math> knots</p> <p>*Steepest &gt; Steeper &gt; Moderate &gt; Shallowest</p>



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RECTANGULAR COURSE (Private Only)	EIGHTS ON PYLONS (Commercial Only)
<p><b>Entry</b></p> <ol style="list-style-type: none"> <li>1. Pre-Maneuver Checklist</li> <li>2. Select Reference Area: Square/ Rectangle with Straight Lines &amp; Longest Line Perpendicular to Wind</li> <li>3. Maintain Entry Altitude 600' - 1000' AGL</li> <li>4. Enter 45° From the Downwind at 95 KIAS</li> <li>5. Maintain an Equal Ground Track to the Reference</li> <li>6. Fly a Pattern Crabbing as Necessary Maintaining a Constant Ground Track Around Reference</li> </ol>	<p><b>Entry</b></p> <ol style="list-style-type: none"> <li>1. Pre-Maneuver Checklist</li> <li>2. Select 2 Points that are in a Line Perpendicular to Wind</li> <li>3. Enter the Maneuver at Pivotal Altitude</li> <li>4. Cross Between the Pylons 45° of the Downwind at 95 KIAS</li> <li>5. Establish Bank</li> <li>6. Pitch to Maintain the Line-of-Sight Reference Line on the First Pylon</li> <li>7. Stay Coordinated</li> <li>8. Cross the Pylons Straight and Level</li> <li>9. Pitch to Maintain the Line-of-Sight Reference Line on the Second Pylon</li> <li>10. Stay Coordinated</li> <li>11. Cross the Pylons Straight and Level</li> </ol>
<p><b>Recovery</b></p> <ol style="list-style-type: none"> <li>1. Exit on the Downwind</li> </ol>	<p><b>Recovery</b></p> <ol style="list-style-type: none"> <li>1. Exit 45° of the Downwind</li> </ol>
<p><b>ACS Standards</b></p> <p>- Private: 600' - 1000' AGL; Altitude <math>\pm 100</math> feet; Airspeed <math>\pm 10</math> knots; Constant Ground Track Around Reference</p>	<p><b>ACS Standards</b></p> <p>- Commercial: Bank angle not to exceed 40°; Maintain pylon position using appropriate pivotal altitude, avoiding slips and skids.</p>



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STEEP SPIRAL (Commercial Only)	CHANDELLES (Commercial Only)
<b>Entry</b> <ol style="list-style-type: none"><li>1. Pre-Maneuver Checklist</li><li>2. Select Altitude Which Permits at Least 3, 360° Turns (Ideally 4000' AGL)</li><li>3. Select Reference Point</li><li>4. Throttle IDLE</li><li>5. Establish Best Glide Airspeed 68 KIAS</li><li>6. Maintain Constant Radius Around Reference Point Changing Bank (Wind Drift)</li><li>7. Steepest Bank Downwind, Shallower Bank Upwind</li><li>8. Throttle FULL for 4 Seconds Every 360°</li></ol>	<b>Entry</b> <ol style="list-style-type: none"><li>1. Pre-Maneuver Checklist (T/O Config.)</li><li>2. Airspeed 105 KIAS</li><li>3. First 90° Turn:<ol style="list-style-type: none"><li>a. Maintain 30° Bank</li><li>b. Throttle FULL</li><li>c. Increasing Pitch (Just Above Stall Speed)</li></ol></li><li>4. On the 90° Point:<ol style="list-style-type: none"><li>a. Maintain Pitch &amp; Hold Airspeed Just Above stall speed</li><li>b. Decreasing Bank Gradually</li></ol></li><li>5. At 180° Point:<ol style="list-style-type: none"><li>a. Wings Level</li><li>b. Airspeed Hold Momentarily at Vs</li></ol></li></ol>
<b>Recovery</b> <ol style="list-style-type: none"><li>1. Exit Maneuver Against the Wind After 3, 360° Turns</li><li>2. Cruise at Exit Altitude &amp; Cruise Checklist</li></ol>	<b>Recovery</b> <ol style="list-style-type: none"><li>1. Gradually Decrease Pitch to Straight &amp; Level (Minimal Loss of Altitude)</li><li>2. Cruise Checklist</li></ol>
<b>ACS Standards</b> <p>- Commercial: Bank Not To Exceed 60°; Airspeed <math>\pm 10</math> knots; Roll Out Toward An Object Or Heading, <math>\pm 10^\circ</math>; Conclude Maneuver No Lower Than 1500' AGL</p>	<b>ACS Standards</b> <p>- Commercial: No Lower Than 1500' AGL; Complete Rollout at the 180° Point, <math>\pm 10^\circ</math> Just Above Stall Airspeed, Momentarily Avoiding a Stall; Minimum Loss of Altitude</p>



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LAZY EIGHTS (Commercial Only)	EMERGENCY DESCENT
<p><b>Entry</b></p> <ol style="list-style-type: none"> <li>1. Pre-Maneuver Checklist</li> <li>2. Select 45°, 90°, and 135° Reference Points</li> <li>3. Airspeed 105 KIAS</li> <li>4. 0° to 45° Turn:               <ol style="list-style-type: none"> <li>a. Bank 5°</li> <li>b. Gradually Pitch Up to Hit Maximum Pitch Up at the 45° Point</li> <li>c. As Pitch Goes up, Let the Bank Increase to 15°</li> </ol> </li> <li>5. 45° to 90° Turn:               <ol style="list-style-type: none"> <li>a. Gradually Decrease the Pitch Angle to Slice the Horizon at the 90° Point</li> <li>b. Gradual Bank to 30°</li> </ol> </li> <li>6. 90° to 135° Turn:               <ol style="list-style-type: none"> <li>a. Let the Airspeed Increase with Pitch to Max Pitch Down</li> <li>b. Gradual Bank to 15°</li> </ol> </li> <li>7. 135° to 180° Turn:               <ol style="list-style-type: none"> <li>a. Pitch Smoothly Back to Entry Altitude and Entry Airspeed</li> <li>b. Gradual Bank To Wings Level</li> </ol> </li> <li>8. Repeat Steps 4 - 7 Opposite Side</li> </ol>	<p><b>Entry</b></p> <ol style="list-style-type: none"> <li>1. Pre-Maneuver Checklist</li> <li>2. Emergency Checklist as Appropriate</li> <li>3. Throttle IDLE</li> <li>4. Pitch and Bank Simultaneously for:               <ol style="list-style-type: none"> <li>a. &gt;100 KIAS</li> <li>b. 30° - 45° Bank</li> </ol> </li> <li>5. Start Wings Level &amp; Level Off 200' Before Selected Altitude</li> <li>6. Continue to Power Off Landing or Cruise as Appropriate</li> </ol>
<p><b>Recovery</b></p> <ol style="list-style-type: none"> <li>1. Cruise at Selected Altitude &amp; Cruise Checklist</li> </ol>	<p><b>Recovery</b></p> <ol style="list-style-type: none"> <li>1. Cruise at Selected Altitude &amp; Cruise Checklist</li> </ol>
<p><b>ACS Standards</b></p> <p>- Commercial: No Lower Than 1500' AGL; Approximately 30° Bank at Steepest Point; Constant Change of Pitch and Roll Rate &amp; Airspeed; Altitude at 180° Point, ±10 knots from entry airspeed; Heading at the 180° Point, ±10°</p>	<p><b>ACS Standards</b></p> <p>- Private: Bank Angle Between: 30° - 45°; Airspeed +0/-10 knots; Level Off at Specified Altitude ±100 feet</p> <p>- Commercial: Bank Angle Between: 30° - 45°; Airspeed +0/-10 knots; Level Off at Specified Altitude ±100'</p>



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EMERGENCY APPROACH & LANDING	POWER OFF 180 (Commercial Only)
<b>Entry</b> <ol style="list-style-type: none"><li>1. Pre-Maneuver Checklist</li><li>2. Throttle IDLE</li><li>3. Airspeed Best Glide 68 KIAS</li><li>4. Best Place To Land Selection</li><li>5. Checklists<ol style="list-style-type: none"><li>a. If Altitude Permits: Restart</li><li>b. If not: Shutdown</li></ol></li><li>6. Declare the Emergency</li></ol>	<b>Entry</b> <ol style="list-style-type: none"><li>1. Pre-Landing Checklist</li><li>2. Select Touchdown Point</li><li>3. Position Plane Downwind</li><li>4. Abeam the Numbers Throttle IDLE</li><li>5. Airspeed as Necessary/Best Glide 68 KIAS</li><li>6. Turn as Necessary</li><li>7. Extend Flaps as Necessary When Landing Assured</li><li>8. Touchdown at Selected Point</li></ol>
<b>Recovery</b> <ol style="list-style-type: none"><li>1. Throttle FULL &amp; Climb to Selected Altitude</li><li>2. Cruise Checklist</li></ol>	<b>Completion</b> <ol style="list-style-type: none"><li>1. Apply Brakes Smoothly</li><li>2. Maintain Centerline</li><li>3. Taxi as Appropriate</li><li>4. Complete Checklists</li><li>5. Radio Calls as Appropriate</li></ol>
<b>ACS Standards</b> <ul style="list-style-type: none"><li>- Private: Airspeed Best Glide <math>\pm 10</math> knots; Consider Wind, Terrain, Obstructions &amp; Available Glide</li><li>- Commercial: Airspeed Best Glide <math>\pm 10</math> knots; Consider Wind, Terrain, Obstructions &amp; Available Glide</li></ul>	<b>ACS Standards</b> <ul style="list-style-type: none"><li>- Commercial: Touchdown at Proper Pitch Attitude, Within 200' Beyond or on Specified Point; No Side Drift, Aligned with Centerline on Touchdown</li></ul>





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NORMAL TAKEOFF	CROSSWIND TAKEOFF
<p><b>Entry</b></p> <ol style="list-style-type: none"> <li>1. Pre-Takeoff Checklist &amp; Briefing</li> <li>2. Flaps 0°</li> <li>3. Radio Calls as Appropriate</li> <li>4. Clear Traffic on Base/Final &amp; Runway</li> <li>5. Verify Runway</li> <li>6. Throttle FULL</li> <li>7. BREACT               <ol style="list-style-type: none"> <li>a. Breaks - Out</li> <li>b. RPMs - Correct</li> <li>c. Engine Instruments - Green</li> <li>d. Airspeed - Alive</li> <li>e. Center Line - Maintained</li> <li>f. Takeoff Abort Point - On Sight</li> </ol> </li> <li>8. Rotate - Vr 55 KIAS</li> <li>9. Climb - Vy 74 KIAS</li> <li>10. Climb Checklist @ 1000' AGL</li> </ol>	<p><b>Entry</b></p> <ol style="list-style-type: none"> <li>1. Pre-Takeoff Checklist &amp; Briefing</li> <li>2. Flaps 0°</li> <li>3. Apply Full Aileron Crosswind Correction</li> <li>4. Radio Calls as Appropriate</li> <li>5. Clear Traffic on Base/Final &amp; Runway</li> <li>6. Verify Runway</li> <li>7. Throttle FULL</li> <li>8. BREACT               <ol style="list-style-type: none"> <li>a. Breaks - Out</li> <li>b. RPMs - Correct</li> <li>c. Engine Instruments - Green</li> <li>d. Airspeed - Alive</li> <li>e. Center Line - Maintained</li> <li>f. Takeoff Abort Point - On Sight</li> </ol> </li> <li>9. Aileron Crosswind Correction Decreasing as Airspeed Increases</li> <li>10. Rotate - Vr 55 KIAS</li> <li>11. Let Airplane Crab Into The Wind</li> <li>12. Climb - Vy 74 KIAS</li> <li>13. Climb Checklist @ 1000' AGL</li> </ol>
<p><b>ACS Standards</b></p> <ul style="list-style-type: none"> <li>- Private: Rotate &amp; Lift Off at Recommended Airspeed; Apply Climb Vy +10/-5 knots; Comply With Noise Abatement Procedures</li> <li>- Commercial: Rotate &amp; Lift Off at Recommended Airspeed; Climb Vy ,±5 knots; Comply With Noise Abatement Procedures</li> </ul>	<p><b>ACS Standards</b></p> <ul style="list-style-type: none"> <li>- Private: Rotate &amp; Lift Off at Recommended Airspeed; Apply Wind Correction; Climb Vy +10/-5 knots; Comply With Noise Abatement Procedures</li> <li>- Commercial: Rotate &amp; Lift Off at Recommended Airspeed; Apply Wind Correction; Climb Vy ,±5 knots; Comply With Noise Abatement Procedures</li> </ul>



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SHORT FIELD TAKEOFF	SOFT FIELD TAKEOFF
<ol style="list-style-type: none"> <li>1. Pre-Takeoff Checklist &amp; Briefing</li> <li>2. Flaps 10°</li> <li>3. Radio Calls as Appropriate</li> <li>4. Clear Traffic on Base/Final &amp; Runway</li> <li>5. Verify Runway</li> <li>6. Use All Runway Available</li> <li>7. Apply Full Brakes</li> <li>8. Throttle FULL</li> <li>9. Check Full Power Set</li> <li>10. Brakes Release</li> <li>11. BREACT               <ol style="list-style-type: none"> <li>a. Breaks - Out</li> <li>b. RPMs - Correct</li> <li>c. Engine Instruments - Green</li> <li>d. Airspeed - Alive</li> <li>e. Center Line - Maintained</li> <li>f. Takeoff Abort Point - On Sight</li> </ol> </li> <li>12. Rotate - Vr 55 KIAS</li> <li>13. Climb - 56 KIAS</li> <li>14. Climb - Vx 62 KIAS @ Clear of Obstacle</li> <li>15. Climb - Vy 74 KIAS @ Safe Altitude</li> <li>16. Flaps Up @ Safe Altitude</li> <li>17. Climb Checklist @ 1000' AGL</li> </ol>	<ol style="list-style-type: none"> <li>1. Pre-Takeoff Checklist &amp; Briefing</li> <li>2. Flaps 10°</li> <li>3. Full Elevator Up</li> <li>4. Radio Calls as Appropriate</li> <li>5. Clear Traffic on Base/Final &amp; Runway</li> <li>6. Verify Runway</li> <li>7. Throttle FULL</li> <li>8. Gradually Decrease Pitch Up To Maintain Nose Wheel With Minimum To No Friction</li> <li>9. BREACT               <ol style="list-style-type: none"> <li>a. Breaks - Out</li> <li>b. RPMs - Correct</li> <li>c. Engine Instruments - Green</li> <li>d. Airspeed - Alive</li> <li>e. Center Line - Maintained</li> <li>f. Takeoff Abort Point - On Sight</li> </ol> </li> <li>10. Rotate - Earliest Possible</li> <li>11. Maintain Ground Effect Until Vy</li> <li>12. Climb - Vy 74 KIAS</li> <li>13. Flaps Up @ Safe Altitude</li> <li>14. Climb Checklist @ 1000' AGL</li> </ol>
<p><b>ACS Standards</b></p> <ul style="list-style-type: none"> <li>- Private: Rotate &amp; Lift Off at Recommended Airspeed; Apply Wind Correction; Climb Vy +10/-5 knots; Comply With Noise Abatement Procedures</li> <li>- Commercial: Rotate &amp; Lift Off at Recommended Airspeed; Apply Wind Correction; Climb Vy ,±5 knots; Comply With Noise Abatement Procedure</li> </ul>	<p><b>ACS Standards</b></p> <ul style="list-style-type: none"> <li>- Private: Rotate &amp; Lift Off at Recommended Airspeed; Apply Wind Correction; Climb Vy +10/-5 knots; Comply With Noise Abatement Procedures</li> <li>- Commercial: Rotate &amp; Lift Off at Recommended Airspeed; Apply Wind Correction; Climb Vy ,±5 knots; Comply With Noise Abatement Procedures</li> </ul>



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NORMAL LANDING	CROSSWIND LANDING
<ol style="list-style-type: none"> <li>1. Pre-Landing Checklist</li> <li>2. Radio Calls as Appropriate</li> <li>3. Select Touchdown point</li> <li>4. Establish in the Pattern</li> <li>5. Downwind:               <ol style="list-style-type: none"> <li>a. Throttle 1800 RPMs</li> <li>b. Flaps 10°</li> <li>c. Airspeed 85 KIAS</li> </ol> </li> <li>6. Base:               <ol style="list-style-type: none"> <li>a. Throttle as Needed</li> <li>b. Flaps 20°</li> <li>c. Airspeed 75 KIAS</li> </ol> </li> <li>7. Final:               <ol style="list-style-type: none"> <li>a. Throttle as Needed</li> <li>b. Flaps FULL</li> <li>c. Airspeed 65 KIAS</li> </ol> </li> <li>8. Normal Flare With Throttle Out</li> <li>9. Touchdown With Main Wheels First</li> <li>10. Apply Minimum Brakes</li> </ol>	<ol style="list-style-type: none"> <li>1. Pre-Landing Checklist</li> <li>2. Radio Calls as Appropriate</li> <li>3. Select Touchdown point</li> <li>4. Establish in the Pattern</li> <li>5. Downwind:               <ol style="list-style-type: none"> <li>a. Throttle 1800 RPMs</li> <li>b. Flaps 10°</li> <li>c. Airspeed 85 KIAS</li> <li>d. Crab as Needed</li> </ol> </li> <li>6. Base:               <ol style="list-style-type: none"> <li>a. Throttle as Needed</li> <li>b. Flaps 20°</li> <li>c. Airspeed 75 KIAS</li> <li>d. Crab as Needed</li> </ol> </li> <li>7. Final:               <ol style="list-style-type: none"> <li>a. Throttle as Needed</li> <li>b. Flaps FULL</li> <li>c. Airspeed 65 KIAS</li> <li>d. Apply Sideslip</li> </ol> </li> <li>8. Normal Flare With Throttle Out</li> <li>9. Touchdown With Upwind Wheel First</li> <li>10. Apply Crosswind Correction</li> <li>11. Apply Minimum Brakes</li> </ol>
<b>ACS Standards</b> <ul style="list-style-type: none"> <li>- Private: Maintain manufacturer's published approach airspeed +10/-5 knots with gust factor applied; Touchdown at proper pitch attitude within 400' beyond specified point; No side drift and aligned with centerline</li> <li>- Commercial: Maintain manufacturer's published approach airspeed knots with gust factor applied <math>\pm 5</math> knots; Touchdown at proper pitch attitude within 200' beyond specified point; No side drift and aligned with centerline</li> </ul>	



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SHORT FIELD LANDING	SOFT FIELD LANDING
<ol style="list-style-type: none"> <li>1. Pre-Landing Checklist</li> <li>2. Radio Calls as Appropriate</li> <li>3. Select Touchdown point</li> <li>4. Establish in the Pattern Apply Wind Correction</li> <li>5. Downwind:               <ol style="list-style-type: none"> <li>a. Throttle 1800 RPMs</li> <li>b. Flaps 10°</li> <li>c. Airspeed 85 KIAS</li> </ol> </li> <li>6. Base:               <ol style="list-style-type: none"> <li>a. Throttle As Needed</li> <li>b. Flaps 20°</li> <li>c. Airspeed 75 KIAS</li> </ol> </li> <li>7. Final:               <ol style="list-style-type: none"> <li>a. Throttle as Needed</li> <li>b. Flaps FULL</li> <li>c. Airspeed 61 KIAS</li> </ol> </li> <li>8. Normal Flare With Throttle Out</li> <li>9. Touchdown With Main Wheels First</li> <li>10. Flaps UP</li> <li>11. Apply Maximum Brakes</li> <li>12. Hold Elevator Back Pressure</li> </ol>	<ol style="list-style-type: none"> <li>1. Pre-Landing Checklist</li> <li>2. Radio Calls as Appropriate</li> <li>3. Select Touchdown point</li> <li>4. Establish in the Pattern Apply Wind Correction</li> <li>5. Downwind:               <ol style="list-style-type: none"> <li>a. Throttle 1800 RPMs</li> <li>b. Flaps 10°</li> <li>c. Airspeed 85 KIAS</li> </ol> </li> <li>6. Base:               <ol style="list-style-type: none"> <li>a. Throttle as Needed</li> <li>b. Flaps 20°</li> <li>c. Airspeed 75 KIAS</li> </ol> </li> <li>7. Final:               <ol style="list-style-type: none"> <li>a. Throttle as Needed</li> <li>b. Flaps FULL</li> <li>c. Airspeed 65 KIAS</li> </ol> </li> <li>8. Normal Flare With Throttle Out</li> <li>9. Touchdown With Main Wheels First</li> <li>10. Keep the Nose Wheel Off the Surface</li> <li>11. Apply Minimum Brakes</li> <li>12. Hold Elevator Back Pressure Taxiing Off Rwy</li> </ol>
<p><b>ACS Standards</b></p> <p>- Private: Maintain manufacturer's published approach airspeed +10/-5 knots with gust factor applied; Touchdown at proper pitch attitude within 200' beyond specified point; No side drift and aligned with centerline</p> <p>- Commercial: Maintain manufacturer's published approach airspeed knots with gust factor applied <math>\pm 5</math> knots; Touchdown at proper pitch attitude within 100' beyond specified point; No side drift and aligned with centerline</p>	<p><b>ACS Standards</b></p> <p>- Private: Maintain manufacturer's published approach airspeed +10/-5 knots with gust factor applied; Touchdown at proper pitch attitude; No side drift, minimum sink rate and aligned with centerline</p> <p>- Commercial: Maintain manufacturer's published approach airspeed knots with gust factor applied <math>\pm 5</math> knots; Touchdown at proper pitch attitude; No side drift, minimum sink rate, and aligned with centerline</p>



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FORWARD SLIP TO LANDING (Private Only)	GO AROUND
<ol style="list-style-type: none"> <li>1. Pre-Landing Checklist</li> <li>2. Radio Calls as Appropriate</li> <li>3. Establish in the Pattern Apply Wind Correction</li> <li>4. Downwind Abeam The Numbers               <ol style="list-style-type: none"> <li>a. Throttle 2000 RPMs</li> <li>b. Flaps 10°</li> <li>c. Pitch 80 KIAS</li> </ol> </li> <li>5. Base               <ol style="list-style-type: none"> <li>a. Throttle 1900 RPMs</li> <li>b. Flaps 20°</li> <li>c. Pitch 75 KIAS</li> </ol> </li> <li>6. Final               <ol style="list-style-type: none"> <li>a. Throttle IDLE</li> <li>b. Ailerons Into The Wind</li> <li>c. Rudder Opposite Rudder</li> <li>d. Pitch 70 KIAS</li> <li>e. 50' AGL, Back To Normal Attitude</li> <li>f. Flaps FULL</li> </ol> </li> <li>7. Normal Flare With Throttle Out</li> <li>8. Touchdown With Main Wheels First</li> <li>9. Apply Minimum Brakes</li> </ol>	<ol style="list-style-type: none"> <li>1. Throttle FULL Power</li> <li>2. Climb - Vx 62 KIAS</li> <li>3. Flaps 20°</li> <li>4. Climb - Vy 74 KIAS</li> <li>5. Flaps 10°</li> <li>6. Side Step As Necessary</li> <li>7. At Safe Altitude Flaps 0°</li> <li>8. Radio Calls As Appropriate</li> </ol>
<p><b>ACS Standards</b></p> <p>- Private: As necessary, correlate crosswind with direction of forward slip and transition to side slip before touchdown; Touch down at a proper pitch attitude, within 400 feet beyond or on the specified point, with no side drift, and with the airplane's longitudinal axis aligned with and over the runway center/landing path; Maintain a ground track aligned with the runway center/landing path.</p>	<p><b>ACS Standards</b></p> <p>- Private: Make timely decision to discontinue approach to landing; Apply T/O power immediately; Transition to climb pitch attitude for Vx or Vy +10/-5 knots; Configure airplane after positive rate of climb; Maintain Vy +10/-5 knots to safe maneuvering altitude</p> <p>- Commercial: Make timely decision to discontinue approach to landing; Apply T/O power immediately; Transition to climb pitch attitude for Vx or Vy ±5 knots; Configure airplane after positive rate of climb; Maintain Vy ±5 knots to safe maneuvering altitude</p>