



CESSNA STATIONAIR

# LEAVE NO SUITCASE BEHIND

Either by preference or necessity, some of us just don't travel light. We need substance to go with our style. Give us more seats and space; load the extra cooler and suitcase. We want to have options, to create possibilities. Whether taking off for a business trip or a getaway, possibilities can only aid the cause. And one aircraft is perfectly suited for delivering them.

With rough and short field capabilities, the Cessna Stationair is a versatile performer that can take you to places where other aircraft can only cast shadows. Even runways are optional, as it can also be easily configured for amphibious floats or skis.

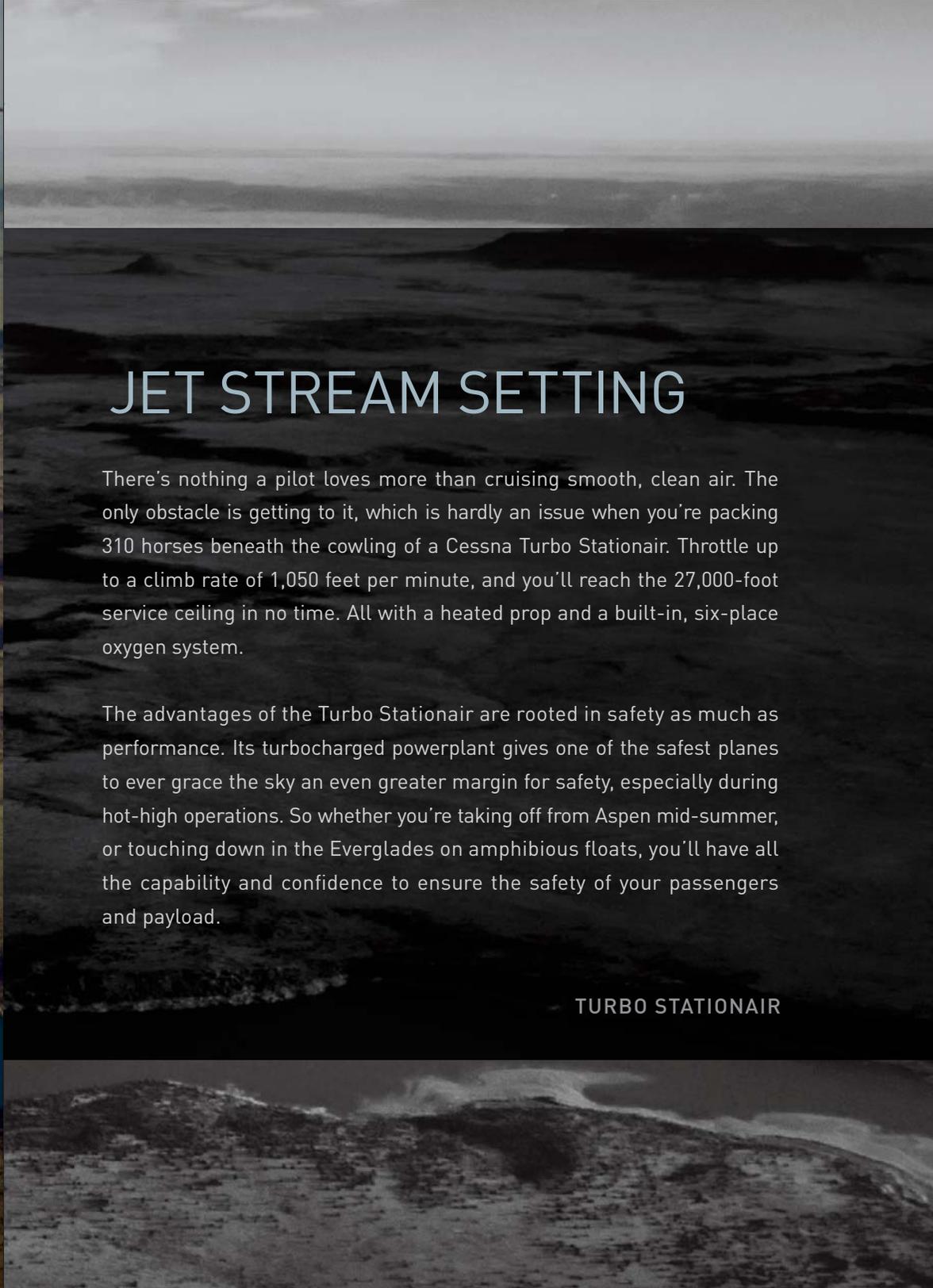
But where the Stationair holds the most value in an everyday setting is behind the doors. Its voluminous cabin is highly configurable, and can be easily transformed from a six-seater into a cargo-intensive hauler or to something in between. Whether packing a foursome with clubs, or a sales team on their way to make a big presentation, the Stationair is truly a come-one, come-all chariot of the sky.

STATIONAIR









## JET STREAM SETTING

There's nothing a pilot loves more than cruising smooth, clean air. The only obstacle is getting to it, which is hardly an issue when you're packing 310 horses beneath the cowling of a Cessna Turbo Stationair. Throttle up to a climb rate of 1,050 feet per minute, and you'll reach the 27,000-foot service ceiling in no time. All with a heated prop and a built-in, six-place oxygen system.

The advantages of the Turbo Stationair are rooted in safety as much as performance. Its turbocharged powerplant gives one of the safest planes to ever grace the sky an even greater margin for safety, especially during hot-high operations. So whether you're taking off from Aspen mid-summer, or touching down in the Everglades on amphibious floats, you'll have all the capability and confidence to ensure the safety of your passengers and payload.

TURBO STATIONAIR

# EXTERIOR COLORS

Give your Stationair or Turbo Stationair a little streak of personality. Choose from nine distinctive color combinations.



STRIPE COLORS

Ming Blue Pearl



Maroon Shadow Pearl



Mocha Frost Pearl



Sable Pearl



Walnut Pearl



Medium Taupe Pearl



Slate Gray Pearl



Dark Rose Gray Pearl



Lemon Lime Pearl



Option #524I



Option #524J



Option #524K



Ming Blue Pearl



Maroon Shadow Pearl



Mocha Frost Pearl

Option #524L



Option #524M



Option #524N



Slate Gray Pearl



Dark Rose Gray Pearl



Lemon Lime Pearl

Option #524O



Option #524P



Option #524Q



Sable Pearl



Walnut Pearl



Medium Taupe Pearl



## INTERIOR

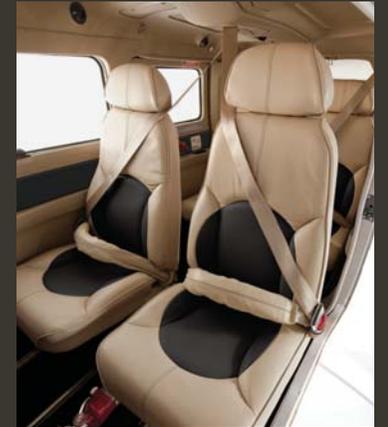
Comfort is a necessity for sustaining the vitality and readiness of a pilot over the course of a long flight. Settle into the cockpit of a Stationair or Turbo Stationair, and you'll find a voluminous cabin that is highly configurable. In fact, every seat except the pilot's can be removed for maximum cargo carrying capacity. Or keep the seats in and enjoy their deep-contoured leather, ergonomically designed to keep your circulation flowing and your body fresh. Cabin air controls with enhanced multilevel ventilation keep the cockpit comfortable, while advanced soundproofing keeps both your cabin and your head insulated from extraneous noise.

Not every flight is all work. The wraparound windows and high-wing design of both Stationair models allow passengers and pilot to enjoy panoramic views of their surroundings. Enjoy your favorite music or radio shows using the XM Satellite Radio feature on the G1000. Furthermore, standard 12-volt power outlets can keep laptops and other devices charged up and running for passengers wanting to work or play during longer flights.





Fold-down rear seat back for extra storage



Front and middle seats feature AmSafe inflatable seatbelts





# AVIONICS

**G1000: OVERVIEW** Custom designed for Cessna, the all-glass Garmin G1000 avionics suite integrates all primary flight, engine and sensor data to provide intuitive, at-a-glance situational awareness. Real-time flight-critical data is gathered and displayed on two configurable large-format, high-resolution screens, while enabling the pilot to control all the necessary aspects of flight without diverting attention from the avionics or the course ahead.

One of the advantages of the Garmin G1000 is the integrated GFC 700 autopilot. The GFC 700 provides in-flight support features that, until recently, could only be found on larger commercial aircraft, such as a Go Around button and flight-level change. Once programmed and engaged, the GFC 700 is capable of performing virtually all of the necessary pilot actions between climb-out and final descent. With precise vertical and horizontal guidance, it puts you right on the nose of your approach and can even schedule airspeeds for both climbs and descents. And is available with every new Cessna ranging from the Skyhawk SP to the Citation Mustang, any transition to other Cessna aircraft is that much smoother and more intuitive.



## G1000: FEATURES\*

These magenta rectangular pathways provide a visual window to help pilots follow the intended flight route. Spaced no more than 1,000 meters apart, they have guidelines in each corner that point in the direction of the active flight plan leg.



Using Synthetic Vision Technology (SVT), the Towers and Obstacles database makes awareness of non-terrain structural hazards crystal clear, even in low visibility.

\*Simulated flight information





## ENHANCED VISION SYSTEM

The optional Enhanced Vision System (EVS) provides an infrared view outside the cockpit that turns night into day and improves vision through smoke and haze. A perfect complement to the G1000's Synthetic Vision Technology, EVS provides a real-time moving image of the outside environment, illuminating possible hazards.

The EVS feed may be displayed in large format on the G1000's MDF for easy reference on approach and then reduced in size and shown alongside the airport map to aid in ground maneuvers. EVS greatly enhances situational awareness in flight and on the ground with virtually no weight penalty, increasing the utility of your Stationair and enhancing peace of mind for pilot and passengers alike.



The topographical display provides excellent situational awareness over all kinds of terrain. The color-specific overlays clearly indicate potential terrain conflict areas.



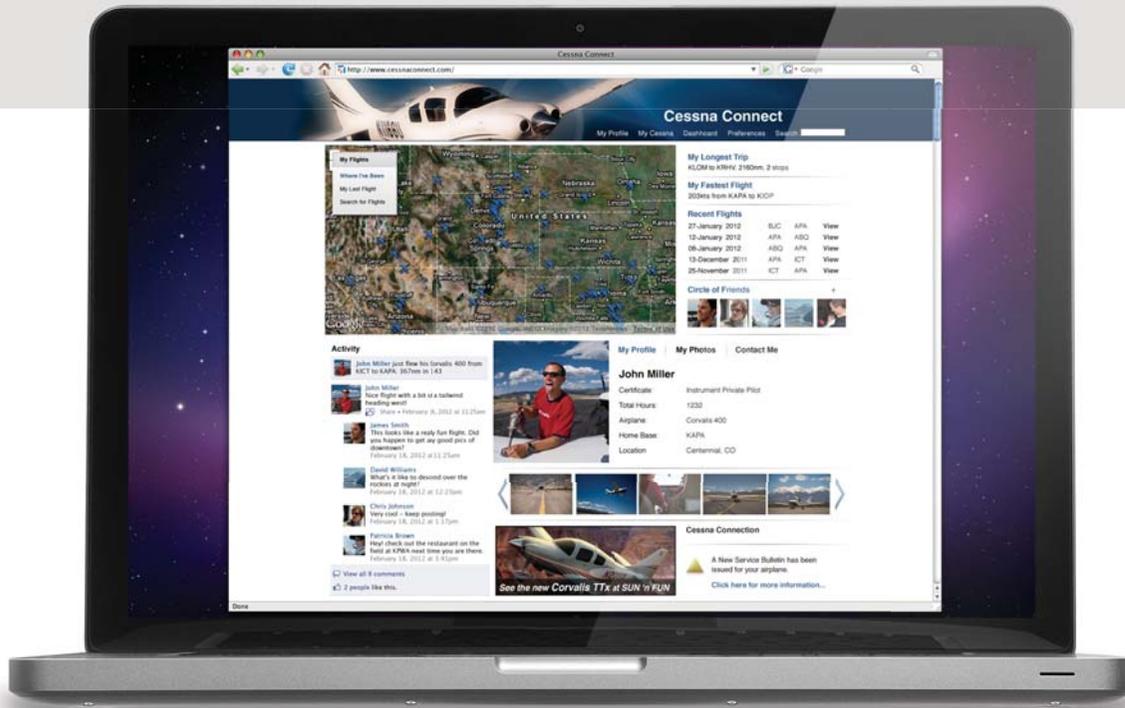
## Garmin Traffic Advisory System (TAS)



This optional system is an "electronic set of eyes in the sky" helps detect and display the position of transponder-equipped aircraft. This system combines both active and passive surveillance to correlate target data and provide more advanced real-time traffic information to the pilot. With CLEAR CAS™ technology, instead of hearing the basic "traffic, traffic, 2 miles" the system gives you ATC-like audio alerts "Traffic: 10 O'Clock, High, 2 miles".

# EXPECT A HIGHER CONNECTION.

## INTRODUCING CESSNA CONNECT™



Passions should be shared. And fostered. And preserved. We actually think the secret smile on your face at the end of every flight should be captured sometime around two minutes after touchdown, and recorded permanently for everyone to see.

We also think that smile should stay on your face, even through the necessary next steps: recording your times, updating your logbook, staying on top of service bulletins, and tracking your plane's maintenance schedule and performance.

This is Cessna Connect, a complete technology program with the most innovative and thoughtful tools to help you easily navigate ownership and extend your enthusiasm—from the cockpit, from the air, or from anywhere.

### TAILORED TECHNOLOGY.

Designed specifically for Cessna aircraft owners, Cessna Connect is a customized cloud-based program that fully automates aircraft record-keeping and keeps you connected with your service team. It also connects you with fellow owners and enthusiasts that share your excitement for where you just came from, and how high you just flew.

### Stay Connected to Cessna.

Cessna Connect promotes the most pro-active approach to managing your aircraft. You will receive essential communications and have the option of working directly with a Cessna Authorized Service Facility to automate everything from service requests to maintenance records.

### In With the New.

Your logbook, flights, expenses, tax reports and partnership splits (if applicable) can all be tracked online. Cessna Connect offers a dedicated iPad application, giving you access to every record, accessible anytime, from anywhere.

### The Cool Factor.

Not that showing off is promoted, but why not? Your personal Cessna Connect will post every flight in 3D with Google Earth Maps. Share flights, photos, comments, and invite fellow owners into your Cessna Circle of Friends to exchange ideas and cultivate your love of flying...faster than him!



# SERVICE AND SUPPORT

No matter where you fly, your Stationair or Turbo Stationair is always close to home. Our network of over 300 service stations worldwide can provide you with exceptional service and support to ensure the maximum uptime for your aircraft and the utmost safety for its passengers.

With satellite locations around the world, Cessna Service Parts & Programs (CSP&P) ensures even the most pressing parts demands are met with minimal AOG time.

Whether the order is for a 1935 C-34 or a brand-new Turbo Stationair, we don't rest until the right part is in the safe hands of one of our knowledgeable service and repair experts.

And no matter your need, one easy point of contact puts you in touch with a Cessna expert who can deliver: Simply call 1-800-4-CESSNA (+1-316-517-6056), or go to [Cessna.com](http://Cessna.com). Wherever you are, you'll always find us standing ready to serve you.





# SPECIFICATIONS

## AIRCRAFT DIMENSIONS

|                |                      |
|----------------|----------------------|
| Overall Height | 9 ft 3 in (2.83 m)   |
| Overall Length | 28 ft 3 in (8.61 m)  |
| Wingspan       | 36 ft 0 in (10.97 m) |

## CABIN DIMENSIONS

|                          |                     |
|--------------------------|---------------------|
| Height                   | 50 in (1.26 m)      |
| Length                   | 10 ft 7 in (3.23 m) |
| Width                    | 43 in (1.08 m)      |
| Maximum Seating Capacity | 6                   |
| Baggage Capacity         | 180 lb (82 kg)      |

## DESIGN WEIGHTS & CAPABILITIES

|                                 |                     |
|---------------------------------|---------------------|
| Maximum Takeoff Weight          | 3,600 lb (1,633 kg) |
| Typically-Equipped Empty Weight | 2,241 lb (1,016 kg) |
| Maximum Useful Load             | 1,373 lb (623 kg)   |
| Usable Fuel Capacity            | 87 gal (329 l)      |

## PERFORMANCE

|  |  |
|--|--|
| Maximum Cruise Speed                   | 142 ktas (263 km/hr)                       |
| Range (45-min reserve)                 | 721 nm (1,335 km)<br>(45% power, 6,500 ft) |
| Rate of Climb at Sea Level             | 988 ft/min (301 m/min)                     |
| Ceiling                                | 15,700 ft (4,785 m)                        |
| Takeoff Distance to 50 ft              | 1,860 ft (567 m)                           |
| Landing Distance (over 50-ft obstacle) | 1,395 ft (425 m)                           |

## POWERPLANT

|            |                                |
|------------|--------------------------------|
| Engine     | Lycoming IO-540-AC1A5          |
| Horsepower | 300 hp                         |
| Propeller  | Three-Bladed<br>Constant Speed |
| TBO        | 2,000 hours                    |

## Stationair

|                |                      |
|----------------|----------------------|
| Overall Height | 9 ft 3 in (2.83 m)   |
| Overall Length | 28 ft 3 in (8.61 m)  |
| Wingspan       | 36 ft 0 in (10.97 m) |

|        |                     |
|--------|---------------------|
| Height | 50 in (1.26 m)      |
| Length | 10 ft 7 in (3.23 m) |
| Width  | 43 in (1.08 m)      |

|                          |                |
|--------------------------|----------------|
| Maximum Seating Capacity | 6              |
| Baggage Capacity         | 180 lb (82 kg) |

|                                 |                     |
|---------------------------------|---------------------|
| Maximum Takeoff Weight          | 3,600 lb (1,633 kg) |
| Typically-Equipped Empty Weight | 2,241 lb (1,016 kg) |
| Maximum Useful Load             | 1,373 lb (623 kg)   |
| Usable Fuel Capacity            | 87 gal (329 l)      |

|                        |  |
|------------------------|--|
| Maximum Cruise Speed   | 142 ktas (263 km/hr)                       |
| Range (45-min reserve) | 721 nm (1,335 km)<br>(45% power, 6,500 ft) |

|  |                        |
|--|------------------------|
| Rate of Climb at Sea Level             | 988 ft/min (301 m/min) |
| Ceiling                                | 15,700 ft (4,785 m)    |
| Takeoff Distance to 50 ft              | 1,860 ft (567 m)       |
| Landing Distance (over 50-ft obstacle) | 1,395 ft (425 m)       |

|            |                                |
|------------|--------------------------------|
| Engine     | Lycoming IO-540-AC1A5          |
| Horsepower | 300 hp                         |
| Propeller  | Three-Bladed<br>Constant Speed |
| TBO        | 2,000 hours                    |

## Turbo Stationair

|                |                      |
|----------------|----------------------|
| Overall Height | 9 ft 3 in (2.83 m)   |
| Overall Length | 28 ft 3 in (8.61 m)  |
| Wingspan       | 36 ft 0 in (10.97 m) |

|        |                     |
|--------|---------------------|
| Height | 50 in (1.26 m)      |
| Length | 10 ft 7 in (3.23 m) |
| Width  | 43 in (1.08 m)      |

|                          |                |
|--------------------------|----------------|
| Maximum Seating Capacity | 6              |
| Baggage Capacity         | 180 lb (82 kg) |

|                                 |                     |
|---------------------------------|---------------------|
| Maximum Takeoff Weight          | 3,600 lb (1,633 kg) |
| Typically-Equipped Empty Weight | 2,349 lb (1,065 kg) |
| Maximum Useful Load             | 1,268 lb (575 kg)   |
| Usable Fuel Capacity            | 87 gal (329 l)      |

|                        |   |
|------------------------|---|
| Maximum Cruise Speed   | 164 ktas (303 km/hr)                        |
| Range (45-min reserve) | 703 nm (1,302 km)<br>(45% power, 10,000 ft) |

|  |                          |
|--|--------------------------|
| Rate of Climb at Sea Level             | 1,050 ft/min (320 m/min) |
| Ceiling                                | 27,000 ft (8,230 m)      |
| Takeoff Distance to 50 ft              | 1,740 ft (530 m)         |
| Landing Distance (over 50-ft obstacle) | 1,395 ft (425 m)         |

|            |                                |
|------------|--------------------------------|
| Engine     | Lycoming TIO-540-AJ1A          |
| Horsepower | 310 hp                         |
| Propeller  | Three-Bladed<br>Constant Speed |
| TBO        | 2,000 hours                    |

Cessna Aircraft Company

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