



Cessna Stationair



# LEAVE NO SUITCASE BEHIND.

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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 mission or a getaway, possibilities can only aid the cause. And one aircraft is perfectly suited for delivering them.

Endowed with chameleon-like versatility, the Cessna Stationair is an enabler. With rough and short field capabilities, it 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 hot to make a big presentation, the Stationair is truly a come-one, come-all chariot of the sky.

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STATIONAIR  
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# JET STREAM SETTING.

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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 be nudging the stratosphere in no time. At 27,000 feet, the wind can become your ally, extending your range while shortening your travel time.

But 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.

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## Specifications

Aircraft Dimensions	Stationair	Turbo Stationair
Overall Height	9 ft 3 in (2.83 m)	9 ft 3 in (2.83 m)
Overall Length	28 ft 3 in (8.61 m)	28 ft 3 in (8.61 m)
Wingspan	36 ft 0 in (10.97 m)	36 ft 0 in (10.97 m)
Cabin Dimensions		
Height	50 in (1.26 m)	50 in (1.26 m)
Length	10 ft 7 in (3.23 m)	10 ft 7 in (3.23 m)
Width	43 in (1.08 m)	43 in (1.08 m)
Maximum Seating Capacity	6	6
Baggage Capacity	180 lb (82 kg)	180 lb (82 kg)
Design Weights & Capabilities		
Maximum Takeoff Weight	3,600 lb (1,633 kg)	3,600 lb (1,633 kg)
Typically-Equipped Empty Weight	2,241 lb (1,016 kg)	2,349 lb (1,065 kg)
Maximum Useful Load	1,373 lb (623 kg)	1,268 lb (575 kg)
Usable Fuel Capacity	87 gal (329 l)	87 gal (329 l)
Performance		
Maximum Cruise Speed	151 ktas (280 km/hr)	178 ktas (330 km/hr)
Range (45 min. reserve)	690 nm (1,278 km) (55% power, 12,000 ft)	630 nm (1,167 km) (max power, 24,000 ft)
Rate of Climb at Sea Level	989 ft/min (301 m/min)	1,051 ft/min (320 m/min)
Certified Ceiling	15,700 ft (4,785 m)	27,000 ft (8,230 m)
Takeoff Distance to 50 ft	1,860 ft (567 m)	1,743 ft (531m)
Powerplant		
Engine	Lycoming IO-540-AC1A5	Lycoming TIO-540-AJ1A
Horsepower	300 hp	310 hp
TBO	2,000 hours	2,000 hours
Propeller	Three-Bladed Constant Speed	Three-Bladed Constant Speed



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EXTERIOR COLOR

With eight different color schemes to choose from, you can give your Stationair or Turbo Stationair a streak of your own personality.



Option 522S



Option 522T



Option 522U



Option 522V



Option 522W



Option 522X



Option 522Y



Option 522Z



Stationair



Turbo Stationair

## INTERIOR

Comfort may be a luxury at sea level, but it's a necessity for sustaining the vitality and readiness of a pilot over the course of a long flight. Settle into the cabin of a Stationair or Turbo Stationair, and you'll find a voluminous cabin that is highly configurable, beset with deep-contoured leather seats, ergonomically designed to keep your circulation flowing and your body fresh. Cabin air controls with enhanced multilevel ventilation keep temperatures pinned to the degree of your liking, while advanced soundproofing keeps both your cabin and your head insulated from extraneous outside 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. And even 15,000 feet (or lower) is a fine place to enjoy your favorite music or radio shows through the optional XM Radio feature on the G1000. Furthermore, a standard 12-volt power outlet can keep laptops and other devices charged up and running for occupants trying to work or pass the time during longer flights. Front seats or back, the Stationair and Turbo Stationair will keep your traveling party entertained, possibly enlightened, but always comfortable.

Easy loading through large cargo doors



All seats feature AmSafe inflatable seatbelts



Fold-down rear seat back for extra storage



## G1000: OVERVIEW

Custom tailored 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. This integration eliminates the clutter found in the panels of so many aircraft, 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 most amazing capabilities of the Garmin G1000 is the GFC 700 autopilot. The GFC 700 provides

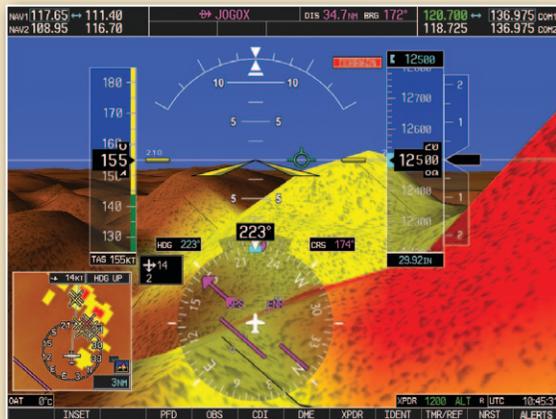
in-flight support features such as automated Go Around and Course Reversal. Once programmed and engaged, the GFC 700 is capable of performing virtually all of the necessary pilot actions between climb out and final descent. With precise vertical and horizontal guidance, it puts you right on the nose of your approach every time, and can even schedule airspeeds for both climbs and descents. And as it comes standard with every new Cessna ranging from the Skyhawk SP to the Citation Mustang, any transition to a higher performance Cessna 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.



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



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



Moving traffic is easy to spot in this three-dimensional format. Using familiar TAS symbology, SVT shows the altitude of other traffic in the area. As potential intruders get closer, their symbols grow larger.

*\*Simulated flight information*

## SERVICE AND SUPPORT

No matter where you fly, your Stationair or Turbo Stationair is always close to home. Our network of more than 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 occupants.

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 C34 or a brand new Turbo Stationair, it doesn'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.



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