

Cessna 402



The wide body twin designed to perform as well carrying people as it does carrying cargo.

The Cessna 402 offers you a valuable choice.

Outfitted as the Businessliner, you get plush, 8-place business transportation that's also ideal as a charter or commuter aircraft.

Choose the Utililiner configuration, and you get a profit-minded 10-place aircraft that quickly converts to an efficient cargo hauler.

No matter how it's outfitted, the 402 gives you more cabin room than any other airplane in its class. Its cabin measures a full four feet, eight inches across, making it *the widest piston twin you can buy*.

Yet it's nowhere near the most expensive to own or to operate.

The 402 combines low initial and operating costs with high productivity. It can carry over a ton of cargo, people, or a combination of both.

Twin 325 hp turbocharged engines let you cruise at 213 kts., while burning 6% less fuel than any other aircraft in its class. This results in an airplane that produces 60 seat miles per gallon, or carries a pilot and 2,000 pounds of cargo 500 miles without stopping.

That kind of muscle, efficiency, and versatility is why people who depend on an airplane to make their living depend on the 402.

Providence Boston Airlines is a good



example. They operate a fleet of forty-eight 402s around the clock in their commuter operations. In fact, the airlines that make up the Regional Airlines Association use more Cessnas than any other aircraft, and most are 402s.

America's leading airfreight companies such as Federal Express and Emery Air Freight also rely on 402s as an important part of their operations.

If this airplane can satisfy these tough customers, whose profitability depends on efficiency and productivity from their equipment, imagine what it can do for *your* business.



The wide body twin as Utililiner: It's rugged. It's built to haul.

The overall impression when the 402 is equipped as a Utililiner is its outstanding payload capability.

With its unique Enviro-Form seats removed, the cargo area is over eight feet long and four feet eight inches wide.

That gives you plenty of room for odd-sized crates, sheets of plywood — in fact, it can carry practically anything you can put in a van or in a pickup truck.

On the other hand, imagine that you've got to deliver a load of eight foot pipe sections and a four man crew to a remote operation.

You just put the seats in along one wall, secure the pipe along the other, and you're off.

All together, the Utililiner can carry 2,759 pounds of cargo and fuel.

It can take it.

To stand up to these kinds of loads, the walls and floor are both covered with tough, scuff-resistant vinyl (wall-to-wall carpeting is available as an option).

The seat rails that run the length of the cabin are designed to accept slide bolts, straps and tie-down rings so you can securely anchor cargo.

And to simplify loading and unloading, you can order the Utililiner, (as well as the Businessliner), with optional twin doors and a forward crew door.

This kind of flexibility makes the Utililiner perfect for a wide variety of missions.



1984 Cessna 402 Performance and Specifications

NUMBER OF SEATS

Businessliner	8
Utililiner	10

MAXIMUM WEIGHT

Ramp (lb/kg)	6885/3123
Takeoff (lb/kg)	6850/3107
Landing (lb/kg)	6850/3107
Zero Fuel (lb/kg)	6515/2955

STANDARD EMPTY WEIGHT

Businessliner (lb/kg)	4098/1859
Businessliner II (lb/kg)	4259/1932
Businessliner III (lb/kg)	4342/1969
Utililiner (lb/kg)	4126/1872
Utililiner II (lb/kg)	4287/1945

MAXIMUM USEFUL LOAD

Businessliner (lb/kg)	2787/1264
Businessliner II (lb/kg)	2625/1191
Businessliner III (lb/kg)	2543/1153
Utililiner (lb/kg)	2759/1251
Utililiner II (lb/kg)	2598/1178

AIRSPEED (TAS) (BEST POWER)

(MID-CRUISE WEIGHT)

Maximum at 16,000 feet (kts/km/h)	231/428
Cruise, 72% power at 10,000 feet (kts/km/h)	194/360
Cruise, 72% power at 20,000 feet (kts/km/h)	213/395

RANGE

Recommended lean mixture 72% power

Range figures include fuel allowance for engine start, taxi, takeoff, climb, descent, and 45-minute reserve at cruise power. Speeds are at mid-cruise weights.

Altitude (ft/m)	10,000/3048	20,000/6096
Fuel (lb/kg)	600/272	600/272
Endurance (hr)	1.90	1.90
Speed (kts/km/h)	190/352	209/387
Range (nm/km)	349/646	362/670
Altitude (ft/m)	10,000/3048	20,000/6096
Fuel (lb/kg)	900/408	900/408
Endurance (hr)	3.29	3.29
Speed (kts/km/h)	191/354	210/389
Range (nm/km)	615/1140	653/1211
Altitude (ft/m)	10,000/3048	20,000/6096
Fuel (lb/kg)	1236/561	1236/561
Endurance (hr)	4.84	4.84
Speed (kts/km/h)	192/356	211/391
Range (nm/km)	915/1696	983/1821

MAXIMUM RANGE

Recommended lean mixture

Range figures include fuel allowance for engine start, taxi, takeoff, climb, descent, and 45-minute reserve at cruise power. Speeds are at mid-cruise weights.

Altitude (ft/m)	10,000/3048	20,000/6096
Fuel (lb/kg)	600/272	600/272
Endurance (hr)	3.45	2.76
Speed (kts/km/h)	141/261	164/304
Range (nm/km)	499/926	459/851

Altitude (ft/m)	10,000/3048	20,000/6096
Fuel (lb/kg)	900/408	900/408
Endurance (hr)	5.92	4.89
Speed (kts/km/h)	142/263	165/306
Range (nm/km)	855/1585	815/1510
Altitude (ft/m)	10,000/3048	20,000/6096
Fuel (lb/kg)	1236/561	1236/561
Endurance (hr)	8.88	7.41
Speed (kts/km/h)	142/263	166/308
Range (nm/km)	1273/2360	1233/2286

FUEL CAPACITY, Total

Standard (gal/l)	213.4/807.7
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RATE OF CLIMB

Twin engine (fpm/mpm)	1450/442
Single engine (fpm/mpm)	301/92

SERVICE CEILING

Twin engine (ft/m)	26,900/8199
Single engine (ft/m)	14,800/4511

TAKEOFF PERFORMANCE

Ground roll (ft/m)	1763/537
Distance over 50-ft obstacle (ft/m)	2195/669

LANDING PERFORMANCE

Ground roll (ft/m)	1055/322
Distance over 50-ft obstacle (ft/m)	2485/757

BAGGAGE ALLOWANCE (lb/kg)

	1500/680
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WING LOADING (lb/sq ft/kg/sq m)

	30.34/148.2
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POWER LOADING (lb/kg/hp)

	11.05/5.01
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STALL SPEED (CAS)

Flaps up, power off (kts/km/h)	78/145
Flaps down, power off (kts/km/h)	68/126

AIRSPEED LIMITS (CAS)

Never-exceed speed (kts/km/h)	231/428
Air minimum control speed (kts/km/h)	81/150
Maneuvering speed (kts/km/h)	147/272
Maximum flap extended speed	
0° to 15° (kts/km/h)	175/324
15° to 45° (kts/km/h)	145/269
Maximum gear extended speed (kts/km/h)	175/324

WING SPAN (ft/m)

	44.12/13.45
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WING AREA (sq ft/sq m)

	225.8/20.98
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LENGTH (ft/m)

	36.38/11.09
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HEIGHT (ft/m)

	11.45/3.49
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OIL CAPACITY (qt/l)

	26/24.6
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ENGINE TBO (hr)

	1600
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ENGINES

Two Turbocharged Fuel-Injected Continental Engines
(6-Cylinder) TSIO-520-VB, 325 hp to 12,000 ft

PROPELLERS

Constant speed, full feathering, three-bladed,
76.5-inch diameter (1.94 m)

Brochure items are subject to change without notice. Performance figures are "Standard Day." Individual aircraft performance may vary.