The Comfort Difference

The business of mixing business with pleasure.

Step inside the carefully-designed Cheyenne IA cabin and you may find yourself taking a second look at that low price tag. This certainly doesn't look or feel like the lowest-priced corporate propjet. There's no compromising here. You expect as much airplane as your money can buy. Piper gives you exactly that.

A wide, roomy cabin is tastefully appointed in plush fabric and thick carpeting. Conference seating is standard. Custom leather is available for the full-size reclining seats. All about you are the signs of luxury. Optional hot and cold refreshment units, folding writing tables, hand-crafted New England cherry cabinets, even options like a private lavatory, stereo system and in-flight telephone system to attend to your every need.

The Cheyenne IA even treats you to luxury that you can't see, or hear. A special cushioned ceiling is part of a unique sound insulation system that tones down outside air and engine noise to a whisper. A total environment control system heats, cools, and regulates the humidity of the cabin air which completely changes every 90 seconds. A 5.5 psi cabin pressurization system keeps you in comfort at any altitude.

There wouldn't be much point to all this performance and luxury unless you could put it to good use. That means filling it with people, piling in their luggage, and still being able to go somewhere. And that's what the Cheyenne IA is all about. You can make the most of those 7 seats and 42 cu. ft. of luggage area. The redesigned Cheyenne IA nose baggage compartment will readily take on golf bags, cases and odd-shaped cargo while the spacious cabin baggage area keeps items close-at-hand during flight, but out of the way. Or take out the seats and take on the cargo for heavy-duty hauling.

This is the kind of comfort that lets you relax and enjoy the ride. You arrive at your destination refreshed and ready for work—Cheyenne style.

Take the left seat of a Cheyenne IA and see why this is the one pilots prefer. Where design is a critical factor, design has been given a critical eye. Nothing cramped. Nothing compromised. Nothing less than the most efficient, professional flight deck a pilot could ask for.

Take command of one of the most advanced flight management systems offered in any corporate aircraft. It's a "control room" designed by pilots for pilots. The advanced, fully integrated avionics include a choice of systems by King, Collins or Bendix, and the Cheyenne IA can be fully equipped for both domestic and international operations. Big savings from expert factory installation will put a smile on your comptroller's face.

Basic de-icing equipment is standard on power plants and props with a full de-icing package available for flight into known icing. Other Cheyenne options include a yoke-mounted transponder ident, a propeller synchrophaser, even a new digital clock with elapsed time function.

But avionics is only one reason pilots prefer the Cheyenne IA. They prefer comfort as well. And convenience. So the cockpit was designed to be wide and spacious, with plenty of room for maps, charts and other "essentials" like arms and legs. The seats are scientifically contoured to give full back support and include such design features as a vertical lumbar adjustment to ease fatigue on long flights. Airway manuals are always within easy reach, yet securely out of the way, in optional shelves behind the co-pilot seat. Air conditioning keeps you and your passengers fresh and cool when you're waiting on the ramp. Whatever you require to create the ideal flying environment to meet your needs.

The new Cheyenne IA. A tradition which has given "economy" a whole new meaning. A business tool you'll find more uses for day after day.


Cheyenne
Cheyenne
CLIMB
ALT
FUEL QTY
FUEL CONSUMED


N2522Z

Cheyenne IA
Specifications & Performance

Specifications

POWER PLANTS

Two Pratt and Whitney (UACL) PT6A-11
rated at 500 shaft hp each

WEIGHTS

Maximum Ramp Weight	8,750 lbs. (3969 kg)
Maximum Take-Off Weight	8,700 lbs. (3946 kg)
Maximum Landing Weight	8,700 lbs. (3946 kg)
Standard Empty Weight (Standard empty weight includes: unusable fuel, full operating fluids and full oil)	5,104 lbs. (2315 kg)
Standard Useful Load	3,646 lbs. (1654 kg)
Maximum Zero Fuel Gross Weight	7,200 lbs. (3266 kg)

WING AREA/WING LOADING/POWER LOADING

Wing Area	229 ft.^{2} (21.3m^2)
Wing Loading	38.0 lbs./ft.^{2} (186 kg/m^2)
Power Loading	8.7 lbs./hp (3.9 kg/hp)

PRESSURIZATION (5.5 PSI Differential)

Actual Aircraft Altitude	Cabin Altitude
12,000 ft. (3658 m)	Sea Level
25,000 ft. (7620 m)	8,000 ft. (2438 m)
29,000 ft. (8839 m)	10,143 ft. (3092 m)

USABLE FUEL (6.7 lbs./gal.)

Standard	366 U.S. gal. (1385 L)

OIL CAPACITY (Total)

6.5 U.S. gal. (24.6 L)

DIMENSIONS

Wing Span		42.67 ft. (13.0 m)
Length		34.67 ft. (10.57 m)
Height		12.75 ft. (3.89 m)
Cabin Length		106.5 in. (270.5 cm)
Cabin Width		50 in. (127 cm)
Cabin Height		51.5 in. (131 cm)
Passenger Door Size	28 x 46 in.	(71.1 x 116.8 cm)
Baggage Door Size (Forward)	26 x 21 in.	(66 x 53.3 cm)

BAGGAGE — WEIGHT ALLOWANCE AND VOLUME

Rear Baggage Compartment	200 lbs. (22 ft.^{3})	90.7 kg (.62 m^3)
Front Baggage Compartment	300 lbs. (20 ft.^{3})	136 kg (.56 m^3)
Cargo Area Total	(150 ft.^{3})	(4.25 m^3)

Performance

CRUISE SPEEDS — TAS

Average Cruise Weight
(Maximum Cruise Power @ 7,500 lbs.)

12,000 ft. (3658 m)	255 kts. (473 kmh)
16,000 ft. (4877 m)	261 kts. (484 kmh)
20,000 ft. (6096 m)	257 kts. (476 kmh)
25,000 ft. (7620 m)	247 kts. (458 kmh)

CRUISE RANGE
STANDARD FUEL (366 gal. usable)

Maximum Cruise Power

12,000 ft. (3658 m)	955 nm (1769 km)
16,000 ft. (4877 m)	1010 nm (1871 km)
20,000 ft. (6096 m)	1090 nm (2019 km)
25,000 ft. (7620 m)	1205 nm (2232 km)

Range includes allowance for fuel used during starting, taxi, take-off, climb, cruise, descent and a 45 minute reserve at long range power and standard atmospheric conditions.

RATE OF CLIMB AT SEA LEVEL
(Two Engines)

8,700 lbs. (3946 kg)	1750 fpm (533 m/m)
7,000 lbs. (3175 kg)	2390 fpm (728 m/m)

RATE OF CLIMB AT SEA LEVEL
(One Engine)

8,700 lbs. (3946 kg)	440 fpm (134 m/m)
7,000 lbs. (3175 kg)	760 fpm (232 m/m)

SERVICE CEILING
(Two Engines — 100 fpm)

8,700 lbs. (3946 kg)	28,200 ft. (8595 m)
7,000 lbs. (3175 kg)	29,000 ft. (8839 m)

SERVICE CEILING
(One Engine — 50 fpm)

8,700 lbs. (3946 kg)	13,750 ft. (4191 m)
7,000 lbs. (3175 kg)	19,959 ft. (6081 m)

STALL SPEED IAS —
Power Idle at 8,700 lbs. (3946 kg)

Flaps 40° gear down	72 kts. (133 kmh)
Flaps 0° gear up	84 kts. (156 kmh)

TAKE-OFF DISTANCE Flaps 15°

Normal Procedures at 8,700 lbs. (3946 kg)

Lift-Off Speed (IAS)	88 kts. (163 kmh)
Ground Run	1350 ft. (411 m)
Total Distance over 50 ft. Obstacle	1900 ft. (579 m)

LANDING DISTANCE — 8,700 lbs. (3946 kg)

3° Approach Angle Without Reversing

Approach Speed (IAS)	102 kts. (189 kmh)
Ground Roll	1600 ft. (488 m)
Total Distance over 50 ft. Obstacle	2550 ft. (777 m)

LANDING DISTANCE — 8,700 lbs. (3946 kg)

With Propeller Reversing

Approach Speed (IAS)	102 kts. (189 kmh)
Ground Roll	920 ft. (280 m)
Total Distance over 50 ft. Obstacle	1630 ft. (497 m)

DISTANCE TO ACCELERATE AND STOP —
8,700 lbs. (3946 kg) Flaps 0°

(includes allowance for failure recognition and reaction)

Decision Speed (IAS)	90 kts. (167 kmh)
Total Distance	3580 ft. (1091 m)

MISSION PROFILE

Operation based on the following conditions:

Empty Weight	5360 lbs. (2431 kg)
Ramp Weight	8750 lbs. (3969 kg)
Take-Off Weight	8700 lbs. (3946 kg)
Maximum Cruise Power at 25,000 ft.	(7620 m)
5 occupants, plus 208 lbs. (94 kg) luggage, and 2452 lbs. (1112 kg) of fuel before starting engines.	
Range	1220 nm (2259 km)
Speed (Average)	232 kts (430 kmh)
Mission Time	5 hrs., 15 min.

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Cheyenne
Piper Aircraft Corp., Vero Beach, FL 32960
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Member of GAMA