

Please note:

VH-MUW Cessna 172 N S/N 17269962 has been modified in accordance with US FAA STC SA 2096CE under Australian Engineering Order HSJ 2389.

In summary, the effect of the modification is:

- **MTOW 1088kg (2400 lbs)**
- **Maximum Flap is 30°**

Please refer to loose-leaf section of this folder for

- **PERFORMANCE**
- **WEIGHT & BALANCE**

Airplane Flight Manual Supplement Information.

Do NOT use the Cessna Pilot's Operating Handbook for Performance and Weight & Balance information.



CIVIL AVIATION
SAFETY AUTHORITY
AUSTRALIA

Aircraft Flight Manual (AFM) CASA Approval Page

Aircraft Manufacturer or Make : CESSNA

Aircraft Type (as in Australian Register) : 172

Aircraft Model (as in TCDS) : 172N

***Relevant NAA (National Airworthiness
Authority) for AFM Document :*** US FAA

AFM Document Identifier : D1109-13

Serial Number Applicability Reference* : TCDS

or Serial Numbers Applicable :

*** Serial Number Applicability Reference Codes**

LEP - Current Log (List) of Effective Pages for the AFM Document.

TCDS - Current Type Certificate Data sheet issued by the Relevant NAA.

Title/Intro - Current Title Page or Introduction Page(s) of the AFM Document.

This Aircraft Flight Manual (AFM) is Approved by the Civil Aviation Safety Authority (CASA).

Unless specifically approved by CASA, any part of this manual that is not approved by the Relevant NAA, for an aircraft of the particular type and model or series and group as specified above, is also not approved by CASA.

Signature of Delegate of the Civil Aviation Safety Authority :



Printed Name of above Delegate : J R Klingberg

Effective Date of This CASA Approval Page 03JUL2000



CIVIL AVIATION
SAFETY AUTHORITY
AUSTRALIA

Amendment Record Sheet

Aircraft Registration:

VH-MUW

Aircraft Serial Number:-

17269962

Incorporation Date	Description of Amendment	Incorporated By
	Issue of CASA Approval Page & Amendment Sheet for FAA Approved Flight Manual D1109-13 at Revision 1 for the 1978 model Cessna 172N aircraft, covering serial number range 17269310 through to 17271034.	
3 Aug 1978	Night VMC Operations	Flasher
August 1998	Modification IAW FAA STC SA 2196CE - Increased weight & Flap travel limitation	Markis

CESSNA 172N
1 SEPTEMBER 1976

SECTION 6 - LOADING DATA

6.1 - GENERAL

This Section contains basic weight and centre of gravity information necessary to ensure correct loading of the aeroplane and comprises Aeroplane Weight and Loading System pages. Both of these documents, separately approved by the Director-General or an aircraft weight control design signatory, are to be carried in the Flight Manual at all times.

6.2 - AEROPLANE WEIGHT

Aeroplane Type:.....CESSNA 172N

Registration Marking:..... **VH-MUW** Serial No: 17269962

ISSUE:..... TWO	DATE:..... 28.8.98	EXPIRY:..... INDEFINITE
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AEROPLANE WEIGHT AND CENTRE OF GRAVITY DATA:

ITEM	WEIGHT (Kg)	ARM (mm aft of datum)	INDEX UNIT (Kg.mm)	CABIN CONFIGURATION
BASIC	667.7	992	662668	FOUR SEATS TOTAL

STANDARD CABIN CONFIGURATION
LYCOMING O-320-D2J ENGINE INSTALL PER STC SA2714CE
GROSS WEIGHT INCREASE PER STC SA2196CE

NOTE: The above empty weights include:-

BASIC - unusable fuel and full oil

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BRUCE CLISSOLD
AUTHORITY NUMBER AN-9
PHONE: 9791 9367 A.H. 9645 1482
MOBILE: 0412 58 5551

6.2(a) - EQUIPMENT LIST

This list details the items included in the empty weight shown in Section 6.2

Aeroplane Type:..... CESSNA 172N

Registration Marking:..... VH-MUW Serial No: 17269962

ISSUE:..... TWO	DATE:..... 28.8.98
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ENGINES		INSTRUMENTS	
Lycoming O-320-D2J..... 1		Allimeters..... 1	
		Ammeters..... 1	
PROPELLERS		Clocks..... 1	
McCaughey 1C180..... 1			
		GAUGES	
COMPASSES		Engine Oil Pressure..... 2	
Magnetic..... 1		Fuel Contents..... 1	
Remote Indicating..... 0		Suction Pressure..... 1	
THERMOMETERS		LIGHTS	
Engine Temp(Cyl.Head.)... 1		Anti-collision..... 1	
Oil Temp..... 1		Inst. Full Panel..... 1	
Outside Air Temp..... 1		Inst. Flood/Spot..... 1	
		Landing/Taxi..... 2	
INDICATORS		Map Reading..... 1	
Airspeed..... 1		Navigation..... 3	
Directional Gyro..... 1		White Strokes (Tips)..... 0	
Exhaust Gas Temp..... 1		Cabin..... 1	
Flight Hour..... 1			
Fuel Flow..... 0		RESTRAINT EQUIPMENT	
Gyro Horizon..... 1		Rear Bagg Net..... 0	
Stall Warning..... 1		Inertia Reels..... 0	
Tacho Recording..... 1		Lap-sash Harnesses..... 2	
Trim Indicator..... 2		Lap Belts..... 2	
Turn Co-ordinator..... 1			
Vertical Speed..... 1		ELECTRICAL EQUIPMENT	
Wing Flap Position..... 1		Alternators..... 1	
Assigned Altitude..... 1		Batteries..... 1	
		Starters..... 1	
RADIO EQUIPMENT (TYPE)		External Power..... 0	
ADF..... ARC R546E			
A/P-F/D..... 0		MISCELLANEOUS EQUIPMENT	
Speakers..... 1		Dual Controls..... 1	
G/slope..... 0		Fire Ext.(Portable)..... 1	
Headsets..... 1		Cabin Heater..... 1	
HF Com..... 0		Vacuum Pumps..... 1	
VHF Com..... ARC RT385A		Heated Pitots..... 1	
VHF Nav..... PART RT385A		Alternate Static..... 1	
Audio..... CESSNA 300		Wheel Fairings..... 0	
Txponder..... NARCO AT150			
Encoder..... ACK A-30		DISPOSABLE LOAD LIST	
Intercom..... SIGTRONICS SPA400		First Aid Kit..... 0	
GPS..... 0		Torch..... 1	
Int DME..... 0		V.S.Beacon/E.L.T..... ACK EO-1	

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6.3 - LOADING SYSTEM

Aeroplane Type:..... CESSNA 172N

Registration Marking:..... **VH-MUW** Serial No: 17269962

ISSUE:..... TWO	DATE:..... 28.8.98
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The following is valid only for the Empty Weight specified in paragraph 6.2 - Aeroplane Weight dated.. 28.8.98 and is based on calculations using Occupant Weights of 60 to 90 Kg each.

A...NORMAL CATEGORY OPERATIONS:-

1. OCCUPANTS:-

- Load Front to Rear (i.e. Front seats first)
- Load Heaviest Passengers in front row

2. BAGGAGE COMPARTMENT LIMITATIONS:-

<u>Number of Occupants</u>	<u>Maximum Baggage</u>
One(pilot)	54.4 Kg
Two	54.4 Kg
Three	54.4 Kg
Four	26.4 Kg

3. FUEL:-

Fuel is limited only by All Up Weight

MAXIMUM TAKE-OFF WEIGHT.....1088 Kg

B...UTILITY CATEGORY OPERATIONS:-

Fuel is limited only by All Up Weight

MAXIMUM TAKE-OFF WEIGHT.....907 Kg

NOTE: In utility category operations, the baggage compartment must be empty and the rear seat unoccupied.

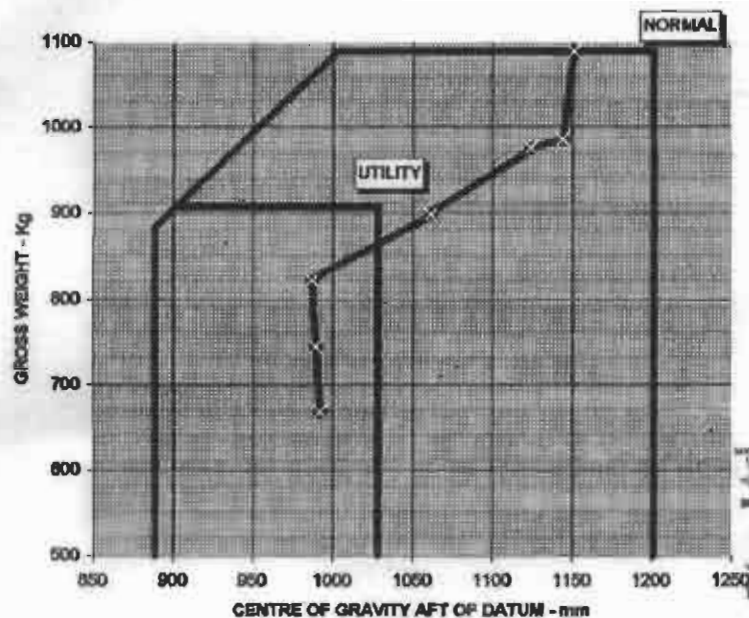
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CESSNA 172N

VH-MUW



TYPICAL LOAD CHECK
BASIC PLUS TWO CREW @ 77 Kg EACH
TWO PASSENGERS @ 77 Kg EACH
AFT BAGGAGE @ 10 Kg
FUEL TO TAKE-OFF WEIGHT

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AIRCRAFT

ITEM	WEIGHT (Kg)	ARM (mm)	MOMENT (Kg.mm)
BASIC WEIGHT	667.7	992.5	662668
FRONT SEATS		840	
REAR SEATS		1854	
BAGGAGE AREA 1 (MAX 54.4 Kg)**		2413	
BAGGAGE AREA 2 (MAX 22.7 Kg)**		3124	
ZERO FUEL WEIGHT			
FUEL		1219	
TAKE-OFF			

**MAXIMUM TOTAL BAGGAGE 64.4 Kg

CASA AUSTRALIA
APPROVED SUPPLEMENT

CESSNA 172N
VH-MUW
AUGUST, 1998

CESSNA 172N
AEROPLANE
NORMAL CATEGORY
FLIGHT MANUAL SUPPLEMENT
for operation at
1088kg (2400 lb) MTOW

CASA APPROVED

This Supplement is required to be inserted into the Aircraft Flight Manual when the aeroplane has been modified to operate at a 1088kg MTOW and the flap travel has been limited to 30°.

This modification has been certificated as per FAA STC SA 2196CE and locally approved as per Engineering Order HSJ 2389.

Operations at the increased weight must be in accordance with the 'Air Plains Services Corp' FAA approved Flight Manual Supplement.

The information contained herein supplements the information of the Basic Flight Manual. For limitations, procedures and performance data not contained in this Supplement, consult the Basic Flight Manual.

This CASA approved Supplement consists of these pages plus the FAA approved Supplement. These CASA approved pages must be attached to the FAA approved Supplement prior to insertion into the Flight Manual.

HSJ AVIATION Pty Ltd

CASA AUSTRALIA
APPROVED SUPPLEMENT

CESSNA 172N
VH-MUW
AUGUST, 1998

1088Kg (2400 lb) MTOW

LOG OF PAGES

REVISION No	DATE	PAGES
Original Issue (0)	12/8/98	1 thru 5
Rev. 1	10/20/92	1 thru 11 'Air Plains Services' FAA FMS.

APPROVED



DATE 25 AUG 1998

for the CIVIL AVIATION SAFETY AUTHORITY, AUSTRALIA.

CASA AUSTRALIA
APPROVED SUPPLEMENT

CESSNA 172N
VH-MUW
AUGUST, 1998

1088Kg (2400 lb) MTOW

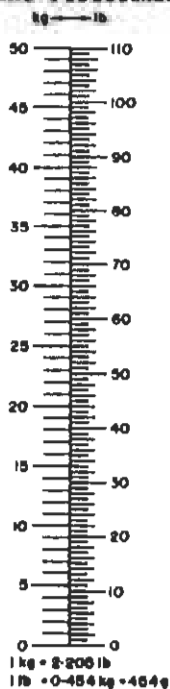
INTRODUCTION

This Supplement is applicable when the aircraft has been modified to operate at an increased MTOW of 1088Kg (2400 lb) and the flap travel has been limited to 30°.

Operations must be in accordance with 'Air Plains Services Corp' FAA approved Flight Manual Supplement.

This Supplement has some data expressed in imperial units. Metrication of data is no longer a mandatory requirement by CASA. However, for ease of interpreting such data conversion charts are included in this Supplement.

Data presented in the Performance Charts is unfactored.

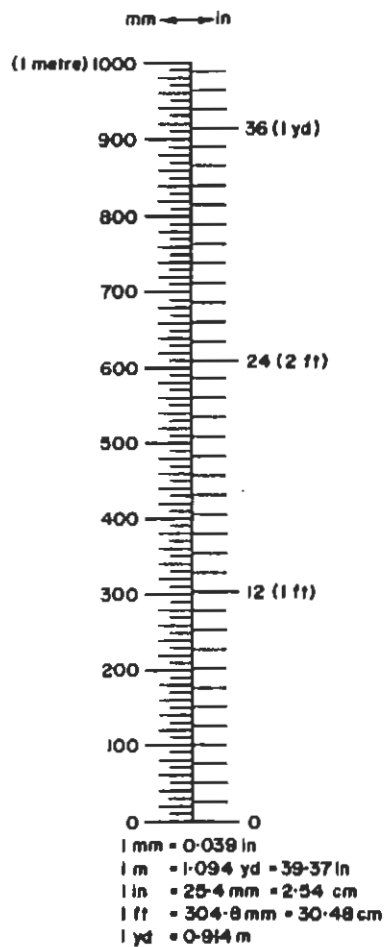


CASA AUSTRALIA
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CESSNA 172N
VH-MUW
AUGUST, 1998

1088Kg (2400 lb) MTOW

CONVERSION



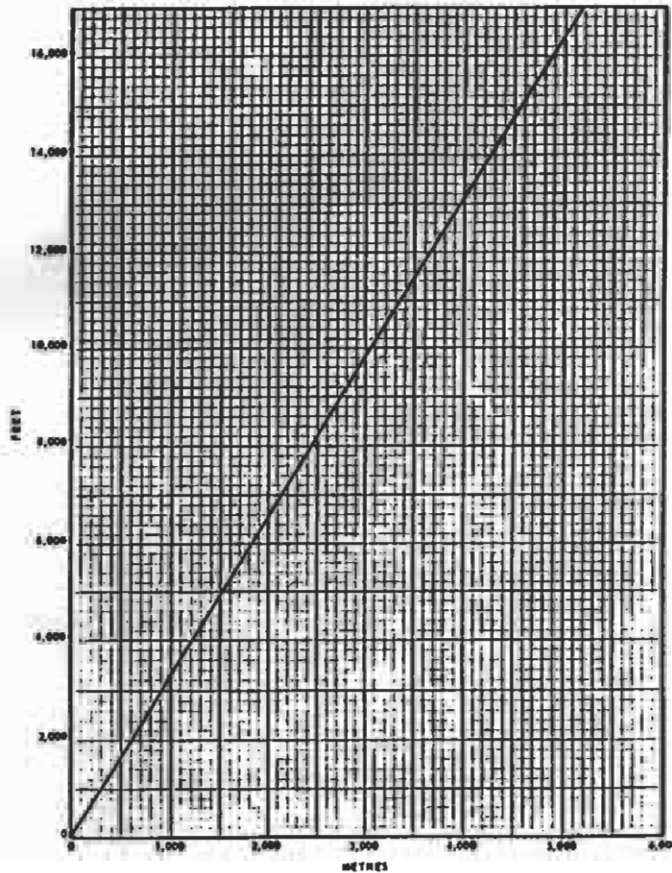
CASA AUSTRALIA
APPROVED SUPPLEMENT

CESSNA 172N
VH-MUW
AUGUST, 1998

1088Kg (2400 lb) MTOW

CONVERSION

FEET/METRE CONVERSION



1 foot = 0.3048 metres
1 metre = 3.281 feet


Air Plains Services Corp.
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FAA Approved
Supplemental Airplane Flight Manual

For
Cessna 172N
Serial No. 17267585 to 17271034
Serial No. 17269962 Reg. No. VH-MUW

The information contained in this Manual is FAA Approved Material, which, along with FAA Approved placards and instrument markings, is applicable to the operation of the airplane when modified in accordance with STC SA2196CE, which increases the maximum certificated takeoff weight to 2400 lbs. and limits flap travel to 30 degrees.

1. GENERAL
2. LIMITATIONS
3. EMERGENCY PROCEDURES
4. NORMAL PROCEDURES
5. PERFORMANCE
6. WEIGHT AND BALANCE

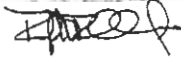
FAA Approved 
Lawrence A. Herron, Manager
Aircraft Certification Office
Federal Aviation Administration
Wichita, Kansas

FAA Approved
Date: 5/3/91
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Rev. 1

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Cessna Model 172N

Log of Revisions

Rev.	Page Affected	FAA Approved	Date
	All	G M Baker	5/3/91
	All		10/20/92

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Rev. 1

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Cessna Model 172N

SECTION 1. GENERAL

DESCRIPTIVE DATA

MAXIMUM CERTIFICATED WEIGHTS

Ramp,	Normal	2407 lbs.
	Utility	2007 lbs.
Takeoff,	Normal	2400 lbs.
	Utility	2000 lbs.
Landing,	Normal	2400 lbs.
	Utility	2000 lbs.

SPECIFIC LOADINGS

Wing Loading	13.8 lbs./sq. ft.
Power Loading	15.0 lbs./hp.

SECTION 2. LIMITATIONS

AIRSPEED LIMITATIONS

VA	Maneuvering Speed:	
	2400 pounds	99 KIAS
	2000 pounds	92 KIAS
	1600 pounds	82 KIAS

V _e	Maximum Flap Extend Speed	
	10 deg	110 KIAS
	10 - 30 deg	85 KIAS

FLAP TRAVEL - Limited to 30 Degrees

WEIGHT LIMITS

Maximum Ramp Weight,	Normal	2407 lbs.
	Utility	2007 lbs.
Maximum Takeoff Weight,	Normal	2400 lbs.
	Utility	2000 lbs.
Maximum Landing Weight,	Normal	2400 lbs.
	Utility	2000 lbs.

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CENTER OF GRAVITY LIMITS

NORMAL CATEGORY

Center of Gravity Range:

Forward: 35.0 inches aft of datum at 1950 lbs. or less,
with straight line variation to 39.5 aft of datum at
2400 lbs.

Aft: 47.3 inches aft of datum at all weights.

Reference Datum: Lower portion of front face of firewall.

UTILITY CATEGORY

Center of Gravity Range:

Forward: 35.0 inches aft of datum at 1950 lbs. or less,
with straight line variation to 35.5 aft of datum at
2000 lbs.

Aft: 40.5 inches aft of datum at all weights.

Reference Datum: Lower portion of front face of firewall.

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SECTION 3. EMERGENCY PROCEDURES

AIRSPEEDS FOR EMERGENCY OPERATION

Engine Failure after Takeoff:	
Wing Flaps Up.....	65 KIAS
Wing Flaps Down.....	60 KIAS
Maneuvering Speed:	
2400 lbs.	99 KIAS
2000 lbs.	92 KIAS
1600 lbs.	82 KIAS
Maximum Glide	65 KIAS
Precautionary Landing With Engine Power.....	60 KIAS
Landing Without Engine Power:	
Wing Flaps Up.....	65 KIAS
Wing Flaps Down.....	60 KIAS

All other emergency procedures are the same as the basic airplane with the following exceptions.

EMERGENCY LANDING WITHOUT ENGINE POWER

Wing Flaps -- As REQUIRED (30 deg. recommended)

PRECAUTIONARY LANDING WITH ENGINE POWER

Wing Flaps -- As REQUIRED (30 deg. recommended)

DITCHING

Wing Flaps -- As REQUIRED (30 deg. recommended)

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SECTION 4. NORMAL PROCEDURES

SPEEDS FOR NORMAL OPERATION

Unless otherwise noted, the following speeds are based on a maximum weight of 2400 lbs. and may be used for any lesser weight.

Takeoff:

Normal, Flaps Up..... 70 - 80 KIAS
Short Field, Flaps 10 deg, Speed at 50 Feet..... 56 KIAS

Enroute Climb, Flaps Up:

Normal, Sea Level..... 75 - 85 KIAS
Normal, 10,000 Feet..... 70 - 80 KIAS
Best Rate of Climb, Sea Level..... 76 KIAS
Best Rate of Climb, 10,000 Feet..... 71 KIAS
Best Angle of Climb, Sea Level..... 60 KIAS
Best Angle of Climb, 10,000 Feet..... 65 KIAS

Landing Approach:

Normal Approach, Flaps Up..... 65 - 75 KIAS
Normal Approach, Flaps 30 deg..... 60 - 70 KIAS
Short Field Approach, Flaps 30 deg..... 61 KIAS

Balked Landing:

Maximum Power, Flaps 20 deg..... 55 KIAS

Maximum Recommended Turbulent Air Penetration Speed:

2400 lbs..... 99 KIAS
2000 lbs..... 92 KIAS
1600 lbs..... 82 KIAS

Maximum Demonstrated Crosswind Velocity:

Takeoff or Landing..... 15 KNOTS

CHECKLIST PROCEDURES

All procedures are the same as the basic airplane, with the following exceptions:

SHORT FIELD TAKEOFF

Wing Flaps -- 10 deg.
Climb Speed -- 56 KIAS (until all obstacles are cleared)

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Cessna Model 172N

SECTION 4. continued

LANDING

NORMAL LANDING

1. Airspeed -- 65 - 75 KIAS (flaps up)
2. Wing Flaps -- As Desired (0-10 deg. below 110 KIAS, 10 - 30 deg below 85 KIAS).
3. Airspeed -- 60 - 70 KIAS (flaps down)

SHORT FIELD LANDING

1. Airspeed -- 65 - 75 KIAS (flaps up)
2. Wing Flaps -- Full Down (30 deg.)
3. Airspeed -- 61 KIAS (until flare)

SECTION 5. PERFORMANCE

STALL SPEEDS

CONDITIONS
Power Off

Notes:

1. Altitude loss during a stall recovery may be as much as 230 feet.
2. KIAS values are approximate.

MOST REARWARD CENTER OF GRAVITY

Weight 2400	Flap Deflection	Angle of Bank							
		0 Deg		30 Deg		45 Deg		60 Deg	
		KIAS	KCAS	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS
	UP	42	51	45	55	50	61	59	72
	10 deg	38	48	40	52	45	57	54	68
	30 deg	36	46	38	49	43	55	51	65

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SECTION 5. Continued

MOST FORWARD CENTER OF GRAVITY

ht	Flap Deflection	Angle of Bank							
		0 Deg		30 Deg		45 Deg		60 Deg	
		KIAS	KCAS	KIAS	KCAS	KIAS	KCAS	KIAS	KCAS
2400	UP	47	52	51	56	56	62	66	74
	10 deg	44	49	47	53	52	58	62	69
	30 deg	41	46	44	49	49	55	58	65

CRUISE PERFORMANCE

For cruise performance at 2400 Lbs. weight, decrease all true air speed values in Fig. 5-7 by approximately 2 percent.

RANGE PROFILE

For cruise at 2400 Lbs. weight, decrease the range shown in Fig 5-8 and Fig 5-9 by approximately 8 percent.

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Cessna Model 172N

TAKEOFF DISTANCE SHORT FIELD
MAXIMUM WEIGHT 2400 LBS

CONDITIONS:

Flaps 10 deg.
Full Throttle Prior to Brake Release
Paved, Level, Dry Runway, Zero Wind

NOTES:

- Short field technique as specified in Section 4. Prior to Takeoff from fields above 3000 feet elevation, the mixture should be leaned to give maximum RPM in a full throttle, static runup.
- Decrease distances 10% for each 9 knots headwind. For operation with tailwinds up to 10 knots, increase distances by 10% for each 2 knots.
- For operation on a dry, grass runway, increase distances by 15% of the "ground roll" figure.

WEIGHT LBS	TAKEOFF SPEED KIAS		PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
	LIFT OFF	AT 50 FT		GRND	TOTAL	GRND	TOTAL	GRND	TOTAL	GRND	TOTAL	GRND	TOTAL
				ROLL	TO CLEAR 50 FT OBS	ROLL	TO CLEAR 50 FT OBS	ROLL	TO CLEAR 50 FT OBS	ROLL	TO CLEAR 50 FT OBS	ROLL	TO CLEAR 50 FT OBS
2400	51	56	S.L.	795	1460	800	1415	825	1455	855	1810	1065	1945
			1000	875	1605	840	1520	870	1660	900	2000	1170	2155
			2000	960	1770	885	1645	915	2000	1200	2220	1290	2395
			3000	1055	1960	1140	2100	1250	2385	1325	2480	1425	2685
			4000	1165	2185	1260	2300	1395	2570	1465	2790	1575	3030
			5000	1285	2445	1390	2500	1500	2805	1620	3160	1745	3455
			6000	1425	2755	1540	2815	1655	3200	1800	3620	1940	3990
			7000	1580	3140	1710	3250	1850	3800	2000	4220	---	---
8000	1755	3615	1905	4515	2000	4400	---	---	---	---			
2200	49	54	S.L.	650	1195	700	1150	720	1325	805	1470	865	1575
			1000	710	1310	765	1205	785	1510	885	1615	950	1735
			2000	780	1440	840	1345	865	1600	975	1785	1045	1915
			3000	855	1585	925	1505	955	1835	1070	1975	1150	2130
			4000	945	1750	1020	1680	1100	2040	1180	2200	1270	2375
			5000	1040	1945	1125	2105	1210	2275	1305	2485	1405	2665
			6000	1150	2170	1240	2335	1340	2555	1445	2775	1555	3070
			7000	1270	2440	1375	2645	1485	2880	1605	3155	1730	3460
8000	1410	2760	1525	3015	1650	3305	1785	3630	1925	4005			
2000	46	51	S.L.	525	970	560	1020	600	1110	650	1185	695	1265
			1000	570	1060	615	1110	655	1215	710	1305	765	1385
			2000	625	1160	675	1210	725	1320	780	1425	840	1525
			3000	690	1270	740	1325	795	1455	860	1570	920	1685
			4000	765	1400	815	1450	880	1615	945	1735	1015	1865
			5000	830	1545	890	1590	955	1790	1040	1925	1120	2070
			6000	920	1710	980	1740	1070	1990	1160	2145	1235	2315
			7000	1015	1900	1085	2010	1165	2225	1275	2405	1370	2605
8000	1125	2125	1215	2310	1310	2500	1410	2715	1520	2950			

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Cessna Model 172N

MAXIMUM RATE OF CLIMB

WEIGHT LBS	PRESS ALT FT	CLIMB SPEED KIAS	RATE OF CLIMB - FPM			
			-20°C	0°C	20°C	40°C
2400	S.L.	76	805	745	685	625
	2000	75	695	640	580	525
	4000	74	590	535	480	420
	6000	73	485	430	375	320
	8000	72	380	330	275	220
	10,000	71	275	225	175	---
	12,000	70	175	125	---	---

LANDING DISTANCE - SHORT FIELD

Conditions:
Flaps 30 deg.

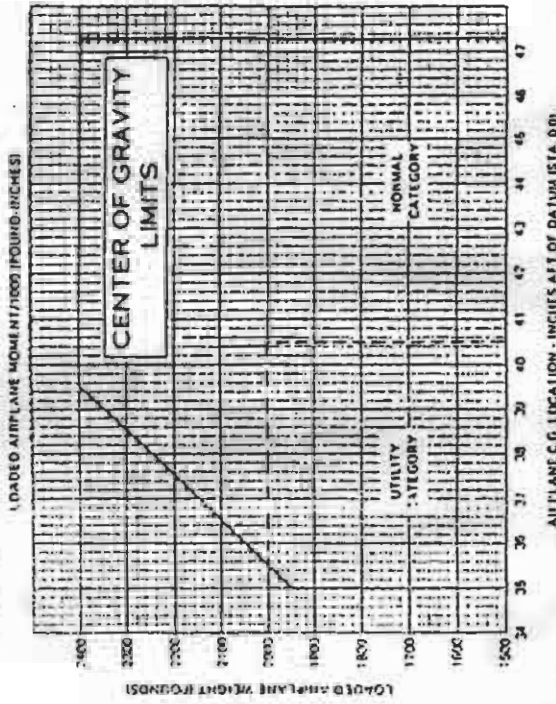
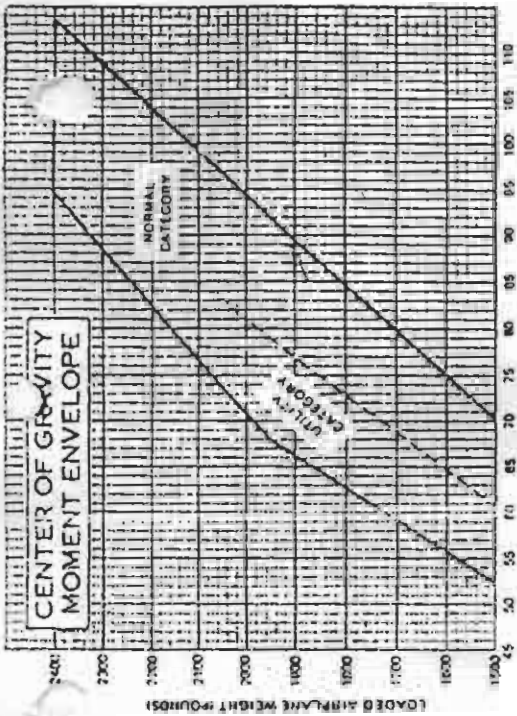
Note:
If a landing with flaps up is necessary, increase approach
by 7 KIAS and allow for 35% longer distance.

WEIGHT LBS	SPEED AT 50 FT KIAS	PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
			GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS	GRND ROLL	TOTAL TO CLEAR 50 FT OBS
2400	61	S.L.	510	1235	530	1255	550	1295	570	1325	585	1350
		1000	530	1265	550	1295	570	1325	590	1360	610	1390
		2000	550	1295	570	1330	590	1360	610	1390	630	1425
		3000	570	1330	590	1360	615	1395	635	1430	655	1460
		4000	595	1365	615	1400	625	1430	660	1470	680	1500
		5000	615	1400	640	1425	650	1470	685	1510	705	1540
		6000	640	1435	660	1470	685	1510	710	1550	730	1580
		7000	665	1475	690	1515	710	1550	735	1590	760	1630
8000	690	1515	715	1555	740	1595	765	1635	790	1675		

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Wellington, Ks. 67152

Cessna Model 172N

SECTION 6. WEIGHT AND BALANCE



FAA Approved
Date: 10/20/92
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Rev: 1

7.2 - RADIO SYSTEMS APPROVAL

System	Equipment Type	Type of Operation		
		I. F. R.	Limited I. F. R.	V. F. R. and Night V. M. C.
VHF COM	RT 385A	-	-	20
VHF NAV	RT 385A/IN385A	-	-	20
ADF	R 546E	-	-	20
✓ ATC/TSP	AT 150	-	-	20
HF	CODAN 1000			
NOTE Carriage of headset is mandatory.				

CESSNA 172N
1 SEPTEMBER 1976

SECTION 7 - RADIO SYSTEMS - OPERATIONAL LIMITATIONS

7.1 - GENERAL

The radio communication and radio navigation systems in the aeroplane are approved for the types of operation and maximum operating altitudes shown in the Radio Systems Approval table of this Section. Approval of a radio system for a particular type of operation is signified in this table by inclusion of the maximum operating altitude of the equipment (expressed in thousands of feet) under the appropriate headings.

Before the aeroplane may engage in the types of operation for which the radio systems are approved, the instruments, radio systems and equipment which are required, in accordance with the appropriate Sections of Air Navigation Orders Part 20, for the operation to be performed shall be installed and airworthy to the standards required for that operation.

NOTE : Reported unserviceability of instruments, radio systems and equipment will be indicated on the Maintenance Release.