

OPERATING LIMITATIONS

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INTRODUCTION

Section 2 includes operating limitations, instrument markings, and basic placards necessary for the safe operation of the airplane, its engine, standard systems and standard equipment. The limitations included in this section and in Section 9 have been approved by the Federal Aviation Administration. Observance of these operating limitations is required by Federal Aviation Regulations.

NOTE

- Refer to Supplements, Section 9 of this Pilot's Operating Handbook for amended operating limitations, operating procedures, performance data and other necessary information for airplanes equipped with specific options.
- The airspeeds listed in Figure 2-1, Airspeed Limitations, and Figure 2-2, Airspeed Indicator Markings, are based on Airspeed Calibration data shown in Section 5 with the normal static source. If the alternate static source is being used, ample margins should be observed to allow for the airspeed calibration variations between the normal and alternate static sources as shown in Section 5.

The Cessna Model No. 172S is certificated under FAA Type Certificate No. 3A12.

AIRSPPEED LIMITATIONS

Airspeed limitations and their operational significance are shown in Figure 2-1. Maneuvering speeds shown apply to normal category operations. The utility category maneuvering speed is 98 KIAS at 2200 pounds.

AIRSPPEED LIMITATIONS

SYMBOL	SPEED	KCAS	KIAS	REMARKS
V _{NE}	Never Exceed Speed	160	163	Do not exceed this speed in any operation.
V _{NO}	Maximum Structural Cruising Speed	126	129	Do not exceed this speed except in smooth air, and then only with caution.
V _A	Maneuvering Speed: 2550 Pounds 2200 Pounds 1900 Pounds	102 95 88	105 98 90	Do not make full or abrupt control movements above this speed.
V _{FE}	Maximum Flap Extended Speed: FLAPS 10° FLAPS 10° to FULL	107 85	110 85	Do not exceed this speed with flaps down.
-----	Maximum Window Open Speed	160	163	Do not exceed this speed with windows open.

Figure 2-1

AIRSPEED INDICATOR MARKINGS

Airspeed indicator markings and their color code significance are shown in Figure 2-2.

AIRSPEED INDICATOR MARKINGS

MARKING	KIAS VALUE OR RANGE	SIGNIFICANCE
Red Arc*	20 - 40	Low airspeed warning.
White Arc	40 - 85	Full Flap Operating Range. Lower limit is maximum weight V_{SO} in landing configuration. Upper limit is maximum speed permissible with flaps extended.
Green Arc	48 - 129	Normal Operating Range. Lower limit is maximum weight V_{S1} at most forward C.G. with flaps retracted. Upper limit is maximum structural cruising speed.
Yellow Arc	129 - 163	Operations must be conducted with caution and only in smooth air.
Red Line	163	Maximum speed for all operations.

*G1000 airspeed indicator only.

Figure 2-2

POWERPLANT LIMITATIONS

Engine Manufacturer: Textron Lycoming

Engine Model Number: IO-360-L2A

Maximum Power: 180 BHP Rating

Engine Operating Limits for Takeoff and Continuous Operations:
Maximum Engine Speed:2700 RPM

NOTE

The static RPM range at full throttle is 2300 - 2400 RPM.

Maximum Oil Temperature:245°F (118°C)
Oil Pressure, Minimum:20 PSI
Oil Pressure, Maximum:115 PSI

CAUTION

ENGINE OPERATION WITH INDICATED OIL PRESSURE BELOW THE GREEN BAND RANGE WHILE IN CRUISE OR CLIMB CONFIGURATION IS CONSIDERED ABNORMAL. REFER TO SECTION 3, AMPLIFIED EMERGENCY PROCEDURES, "LOW OIL PRESSURE".

Fuel Grade: Refer to Fuel Limitations

Oil Grade (Specification):

MIL-L-6082 or SAE J1966 Aviation Grade Straight Mineral Oil or MIL-L-22851 or SAE J1899 Ashless Dispersant Oil. Oil must comply with the latest revision and/or supplement for Textron Lycoming Service Instruction No. 1014, **must be used**.

Propeller Manufacturer: McCauley Propeller Systems

Propeller Model Number: 1A170E/JHA7660

Propeller Diameter:

Maximum76 INCHES
Minimum75 INCHES

POWERPLANT INSTRUMENT MARKINGS

Powerplant instrument markings and their color code significance are shown in Figure 2-3. Operation with indications in the red range is prohibited. Avoid operating with indicators in the yellow range.

POWERPLANT INSTRUMENT MARKINGS

INSTRUMENT	RED LINE (MIN)	RED ARC (LWR)	YELLOW ARC	GREEN ARC (NORMAL OPERATING RANGE)	RED ARC (UPR)
Tachometer Sea Level 5000 Feet 10,000 Feet	---	---	---	2100 to 2500 2100 to 2600 2100 to 2700 RPM	2700* to 3000 RPM
Cylinder Head Temperature	---	---	---	200 to 500°F	---
Oil Temperature	---	---	---	100 to 245°F	245* to 250°F
Oil Pressure	---	0 to 20 PSI	---	50 to 90 PSI	115* to 120 PSI
Fuel Quantity	0 (1.5 Gallons Unusable Each Tank)	---	0 to 5 Gallons	5 to 24 Gallons	---
Fuel Flow	---	---	---	0 to 12 GPH	---
Vacuum Indicator	---	---	---	4.5 to 5.5 in.hg.	---

*Maximum operating limit is lower end of red arc.

Figure 2-3

WEIGHT LIMITS

NORMAL CATEGORY

Maximum Ramp Weight:2558 POUNDS
Maximum Takeoff Weight:2550 POUNDS
Maximum Landing Weight:2550 POUNDS

MAXIMUM WEIGHT IN BAGGAGE COMPARTMENT - NORMAL CATEGORY:

Baggage Area A - Station 82 to 108: 120 POUNDS
..... Refer to note below.
Baggage Area B - Station 108 to 142: 50 POUNDS
..... Refer to note below.

NOTE

The maximum allowable combined weight capacity for baggage in areas A and B is 120 pounds.

UTILITY CATEGORY

Maximum Ramp Weight:2208 POUNDS
Maximum Takeoff Weight:2200 POUNDS
Maximum Landing Weight:2200 POUNDS

MAXIMUM WEIGHT IN BAGGAGE COMPARTMENT - UTILITY CATEGORY:

The baggage compartment must be empty and rear seat must not be occupied.

CENTER OF GRAVITY LIMITS

NORMAL CATEGORY

Center Of Gravity Range:

Forward: 35.0 inches aft of datum at 1950 pounds or less, with straight line variation to 41.0 inches aft of datum at 2550 pounds.

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 pounds or less, with straight line variation to 37.5 inches aft of datum at 2200 pounds.

Aft: 40.5 inches aft of datum at all weights.

Reference Datum: Lower portion of front face of firewall.

MANEUVER LIMITS

NORMAL CATEGORY

This airplane is certificated in both the normal and utility category. The normal category is applicable to aircraft intended for non aerobatic operations. These include any maneuvers incidental to normal flying, stalls (except whip stalls), lazy eights, chandelles, and turns in which the angle of bank is not more than 60°.

NORMAL CATEGORY MANEUVERS AND RECOMMENDED ENTRY SPEED*

Chandelles.....	105 KNOTS
Lazy Eights	105 KNOTS
Steep Turns	95 KNOTS
Stalls (Except Whip Stalls).....	Slow Deceleration

* Abrupt use of the controls is prohibited above 105 KNOTS.

UTILITY CATEGORY

This airplane is not designed for purely aerobatic flight. However, in the acquisition of various certificates such as commercial pilot and flight instructor, certain maneuvers are required by the FAA. All of these maneuvers are permitted in this airplane when operated in the utility category.

In the utility category, the rear seat must not be occupied and the baggage compartment must be empty.

UTILITY CATEGORY MANEUVERS AND RECOMMENDED ENTRY SPEED*

Chandelles.....	105 KNOTS
Lazy Eights	105 KNOTS
Steep Turns	95 KNOTS
Spins	Slow Deceleration
Stalls (Except Whip Stalls).....	Slow Deceleration

* Abrupt use of the controls is prohibited above 98 KNOTS.

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MANEUVER LIMITS (Continued)

UTILITY CATEGORY (Continued)

Aerobatics that may impose high loads should not be attempted. The important thing to bear in mind in flight maneuvers is that the airplane is clean in aerodynamic design and will build up speed quickly with the nose down. Proper speed control is an essential requirement for execution of any maneuver, and care should always be exercised to avoid excessive speed which in turn can impose excessive loads. In the execution of all maneuvers, avoid abrupt use of controls.

FLIGHT LOAD FACTOR LIMITS

NORMAL CATEGORY

Flight Load Factors (Maximum Takeoff Weight - 2550 POUNDS):

*Flaps UP:+3.8g, -1.52g

*Flaps FULL:+3.0g

UTILITY CATEGORY

Flight Load Factors (Maximum Takeoff Weight - 2200 POUNDS):

*Flaps UP:+4.4g, -1.76g

*Flaps FULL:+3.0g

SECTION 2
OPERATING LIMITATIONS

CESSNA
MODEL 172S NAV III
KAP 140 AUTOPILOT

KINDS OF OPERATIONS LIMITS

The Cessna 172S Nav III airplane is approved for day and night, VFR and IFR operations. Flight into known icing conditions is prohibited.

The minimum equipment for approved operations required under the Operating Rules are defined by 14 CFR 91 and 14 CFR 135, as applicable.

The following Kinds of Operations Equipment List (KOEL) identifies the equipment required to be operational for airplane airworthiness in the listed kind of operations.

KINDS OF OPERATIONS EQUIPMENT LIST

System, Instrument, Equipment and/or Function	KIND OF OPERATION				COMMENTS
	V F R D A Y	V F R N I G H T	I F R D A Y	I F R N I G H T	
PLACARDS AND MARKINGS					
1 - 172S Nav III - KAP 140 Autopilot POH/AFM	1	1	1	1	Accessible to pilot in flight.
2 - Bendix/King KAP 140 2 Axis Autopilot POH Supplement 3	0	0	A/R	A/R	Accessible to pilot in flight when using autopilot.
3 - Garmin G1000 Cockpit Reference Guide	1	1	1	1	Accessible to pilot in flight.
AIR CONDITIONING					
1 - Forward Avionics Fan	1	1	1	1	
2 - PFD Fan	0	0	0	0	
3 - MFD Fan	0	0	0	0	
4 - Aft Avionics Fan	1	1	1	1	
COMMUNICATIONS					
1 - VHF COM	0	0	1	1	
ELECTRICAL POWER					
1 - 24V Main Battery	1	1	1	1	* Refer to Note 1.
2 - 28V Alternator	1	1	1	1	
3 - 24V Standby Battery	0	*	*	*	
4 - Main Ammeter	1	1	1	1	
5 - Standby Ammeter	0	*	*	*	

NOTE

1. The European Aviation Safety Agency (EASA) requires the 24V Standby Battery and Standby Ammeter to successfully complete the pre-flight check before operating the airplane in VFR night, IFR day, or IFR night conditions in Europe. Correct operation of the 24V Standby Battery and Standby Ammeter is recommended for all other operations.

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OPERATING LIMITATIONS

CESSNA
MODEL 172S NAV III
KAP 140 AUTOPILOT

KINDS OF OPERATIONS EQUIPMENT LIST (Continued)

System, Instrument, Equipment and/or Function	KIND OF OPERATION				COMMENTS
	V F R D A Y	V F R N I G H T	I F R D A Y	I F R N I G H T	
EQUIPMENT AND FURNISHINGS					
1 - Seat Belt Assembly	1	1	1	1	Each Seat Occupant
2 - Shoulder Harness	1	1	1	1	Front Seat Occupants
FLIGHT CONTROLS					
1 - Flap Position Indicator	1	1	1	1	
2 - Flap Motor	1	1	1	1	
3 - Elevator Trim System	1	1	1	1	
4 - Elevator Trim Indicator	1	1	1	1	
FUEL SYSTEM					
1 - Electric Fuel Pump	1	1	1	1	
2 - Fuel Quantity Indicator - L Tank	1	1	1	1	
3 - Fuel Quantity Indicator - R Tank	1	1	1	1	
ICE AND RAIN PROTECTION					
1 - Alternate Static Air Source	0	0	1	1	
2 - Alternate Induction Air System	0	0	1	1	
INDICATING/RECORDING SYSTEM					
1 - Stall Warning System	1	1	1	1	
2 - System Annunciator and Warning Displays	1	1	1	1	
LANDING GEAR					
1 - Wheel Fairings	0	0	0	0	Removable

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KINDS OF OPERATIONS EQUIPMENT LIST (Continued)

System, Instrument, Equipment and/or Function	KIND OF OPERATION				COMMENTS
	V F R	V F R	I F R	I F R	
	D A Y	N I G H T	D A Y	N I G H T	
LIGHTING					
1 - PFD Bezel Lighting	0	0	0	1	*Refer to Note 2.
2 - PFD Backlighting	*	1	1	1	
3 - MFD Bezel Lighting	0	0	0	1	
4 - MFD Backlighting	*	1	1	1	*Refer to Note 3.
5 - Switch and Circuit Breaker Panel Lighting	0	1	0	1	
6 - Standby Airspeed Indicator Internal Lighting	0	1	0	1	
7 - Standby Altimeter Internal Lighting	0	1	0	1	Operations for hire only.
8 - Non-stabilized Magnetic Compass Internal Lighting	0	1	0	1	
9 - Standby Attitude Indicator Internal Lighting	0	1	0	1	
10 - Cockpit Flood Light	0	1	0	1	
11 - Aircraft Position (NAV) Lights	0	1	1	1	
12 - STROBE Light System	1	1	1	1	
13 - BEACON Light	0	0	0	0	
14 - TAXI Light	0	0	0	0	
15 - LAND (Landing) Light	0	1	0	1	

NOTE

2. PFD backlighting is required for day VFR flight if MFD backlighting has failed. Display backup mode must be active so engine indicators are shown.
3. MFD backlighting is required for day VFR flight if PFD backlighting has failed. Display backup mode must be active so flight instruments are shown.

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SECTION 2
OPERATING LIMITATIONS

CESSNA
MODEL 172S NAV III
KAP 140 AUTOPILOT

KINDS OF OPERATIONS EQUIPMENT LIST (Continued)

System, Instrument, Equipment and/or Function	KIND OF OPERATION				COMMENTS
	V F R D A Y	V F R N I G H T	I F R D A Y	I F R N I G H T	
NAVIGATION AND PITOT- STATIC SYSTEM					
1 - G1000 Airspeed Indicator	1	1	1	1	As Required Per Procedure.
2 - Standby Airspeed Indicator	0	0	1	1	
3 - G1000 Altimeter	1	1	1	1	
4 - Standby Altimeter	0	0	1	1	
5 - G1000 Vertical Speed Indicator	0	0	0	0	
6 - G1000 Attitude Indicator	0	0	1	1	
7 - Standby Attitude Indicator	0	0	1	1	
8 - G1000 Directional Indicator (HSI)	0	0	1	1	
9 - G1000 Turn Coordinator	0	0	1	1	
10 - Non-stabilized Magnetic Compass	1	1	1	1	
11 - VHF Navigation Radio (VOR/LOC/GS)	0	0	A/R	A/R	
12 - GPS Receiver/Navigator	0	0	A/R	A/R	
13 - Marker Beacon Receiver	0	0	A/R	A/R	
14 - Blind Altitude Encoder	A/R	A/R	1	1	
15 - Clock	0	0	1	1	
16 - KAP 140 Autopilot (if installed)	0	0	0	0	

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CESSNA
MODEL 172S NAV III
KAP 140 AUTOPILOT

SECTION 2
OPERATING LIMITATIONS

KINDS OF OPERATIONS EQUIPMENT LIST (Continued)

System, Instrument, Equipment and/or Function	KIND OF OPERATION				COMMENTS
	V F R D A Y	V F R N I G H T	I F R D A Y	I F R N I G H T	
VACUUM					
1 - Engine Driven Vacuum Pump	0	0	1	1	
2 - Vacuum Indicator	0	0	1	1	
ENGINE FUEL AND CONTROL					
1 - Fuel Flow Indicator	1	1	1	1	
ENGINE INDICATING					
1 - Tachometer (RPM)	1	1	1	1	
2 - Cylinder Head Temperature (CHT) Indicator	0	0	0	0	
3 - Oil Pressure Indicator	1	1	1	1	
4 - Oil Temperature Indicator	1	1	1	1	
ENGINE OIL					
1 - Engine Crankcase Dipstick	1	1	1	1	

FUEL LIMITATIONS

Total Fuel:	56.0 U.S. GALLONS (28.0 GALLONS per tank)
Usable Fuel (all flight conditions):	53.0 U.S. GALLONS (26.5 GALLONS per tank)
Unusable Fuel:	3.0 U.S. GALLONS (1.5 GALLONS per tank)

NOTE

To ensure maximum fuel capacity and minimize crossfeeding when refueling, always park the airplane in a wings level, normal ground attitude and place the fuel selector in the LEFT or RIGHT position. Refer to Figure 1-1 for normal ground attitude definition.

Takeoff and land with the fuel selector valve handle in the BOTH position.

Maximum slip or skid duration with one tank dry: 30 seconds

Operation on either LEFT or RIGHT tank limited to level flight only.

With 1/4 tank or less, prolonged uncoordinated flight is prohibited when operating on either left or right tank.

Fuel remaining in the tank after the fuel quantity indicator reads 0 (red line) cannot be safely used in flight.

Approved Fuel Grades (And Colors):

- 100LL Grade Aviation Fuel (Blue)
- 100 Grade Aviation Fuel (Green)

FLAP LIMITATIONS

Approved Takeoff Range:	UP to 10°
Approved Landing Range:	UP to FULL

SYSTEM LIMITATIONS

AUX AUDIO SYSTEM

Use of the AUX AUDIO IN entertainment input is prohibited during takeoff and landing.

Use of the AUX AUDIO IN entertainment audio input and portable electronic devices (PED), such as cellular telephones, games, cassette, CD or MP3 players, is prohibited under IFR unless the operator of the airplane has determined that the use of the Aux Audio System and the connected portable electronic device(s) will not cause interference with the navigation or communication system of the airplane.

12V POWER SYSTEM

The 12 Volt Power System (POWER OUTLET 12V - 10A) is not certified for supplying power to flight-critical communications or navigation devices.

Use of the 12 Volt Power System is prohibited during takeoff and landing.

Use of the 12 Volt Power System is prohibited under IFR unless the operator of the airplane has determined that the use of the 12 VDC power supply and connected portable electronic device(s) will not cause interference with the navigation or communication systems of the airplane.

G1000 LIMITATIONS

The current Garmin G1000 Cockpit Reference Guide (CRG) Part Number and System Software Version that must be available to the pilot during flight are displayed on the MFD AUX group, SYSTEM STATUS page.

GPS based IFR enroute, oceanic and terminal navigation is prohibited unless the pilot verifies the currency of the database or verifies each selected waypoint for accuracy by reference to current approved data.

RNAV/GPS instrument approaches must be accomplished in accordance with approved instrument approach procedures that are retrieved from the G1000 navigation database. The G1000 database must incorporate the current update cycle.

Use of the TRAFFIC MAP to maneuver the airplane to avoid traffic is prohibited. The Traffic Information System (TIS) is intended for advisory use only. TIS is intended only to help the pilot to visually locate traffic. It is the responsibility of the pilot to see and maneuver to avoid traffic.

Use of the TERRAIN PROXIMITY information for primary terrain avoidance is prohibited. The Terrain Proximity map is intended only to enhance situational awareness. It is the pilot's responsibility to provide terrain clearance at all times.

Use of the NAVIGATION MAP page for pilotage navigation is prohibited. The Navigation Map is intended only to enhance situational awareness. Navigation is to be conducted using only current charts, data and authorized navigation facilities.

Navigation using the G1000 is not authorized North of 72° North latitude or South of 70° South latitude due to unsuitability of the magnetic fields near the Earth's poles. In addition, operations are not authorized in the following regions:

1. North of 65° North latitude between longitude 75° W and 120° W (Northern Canada).
2. North of 70° North latitude between longitude 70° W and 128° W (Northern Canada).
3. North of 70° North latitude between longitude 85° E and 114° E (Northern Russia).
4. South of 55° South latitude between longitude 120° E and 165° E (region south of Australia and New Zealand).

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G1000 LIMITATIONS (Continued)

The COM 1/2 (split COM) function of the Audio Panel is not approved for use. During COM 1/2 operation, transmission by one crew member inhibits reception by the other crew member.

The fuel quantity, fuel used and fuel remaining functions of the G1000 are supplemental information only and must be verified by the pilot.

GPS - WAAS (Aircrafts 172S9810 thru 172S10431 incorporating MK206-34-08 and not incorporating SB09-34-06 and Aircrafts 172S10432 thru 172S10467 and 172S10469 thru 172S10506 and 172S10508 thru 172S10639 and 172S10641 thru 172S10655 not incorporating SB09-34-06)

Use of the Garmin G1000 system for GPS or WAAS navigation under Instrument Flight Rules (IFR) requires that:

1. The aircraft must be equipped with an approved and operational alternate means of navigation appropriate to the route being flown (NAV receiver, DME or ADF).
2. For flight planning purposes, if an alternate airport is required, it must have an approved instrument approach procedure, other than GPS or RNAV, that is anticipated to be operational and available at the estimated time of arrival. All equipment required for this procedure must be installed and operational.
3. For procedures requiring a prediction of GPS Receiver Autonomous Integrity Monitoring (RAIM) capability for TSO-C129a (non-WAAS) equipment (e.g. oceanic operations, U.S. RNAV routes, European BRNAV and PRNAV, etc.), the Garmin WAAS Fault Detection/Exclusion Prediction program (006-A0154-01 or later approved version) should be used to confirm the availability of RAIM for the intended route and time of flight. Generic prediction tools do not provide an accurate indication of RAIM availability for the Garmin G1000 system.
4. When flight planning an LNAV/VNAV or LPV approach, the Garmin WAAS Fault Detection/Exclusion Prediction program (006-A0154-01 or later approved version) should be used in addition to any NOTAMS issued from the approach.

BENDIX/KING KAP 140 2 AXIS AUTOPILOT (if installed)

Use of the Bendix/King KAP 140 Autopilot is prohibited when the Audio Panel is inoperative (since the aural warning will not be provided when Autopilot is disengaged).

(Continued Next Page)

G1000 LIMITATIONS (Continued)

TERRAIN AWARENESS AND WARNING SYSTEM (TAWS-B) (if installed)

Use of the Terrain Awareness and Warning System (TAWS-B) to navigate to avoid terrain or obstacles is prohibited. TAWS-B is only approved as an aid to help the pilot to see-and-avoid terrain or obstacles.

TAWS-B must be inhibited when landing at a location not included in the airport database.

Use of TAWS-B is prohibited when operating using the QFE altimeter setting (altimeter indicates 0 feet altitude when the airplane is on the runway).

The pilot is authorized to deviate from the current ATC clearance only to the extent necessary to comply with TAWS-B warnings.

The geographic area of the TAWS-B database must match the geographic area in which the airplane is being operated.

Serials 172S9810 thru 172S10467 and 172S10469 thru 172S10506 and 172S10508 thru 172S10639 and 172S10641 thru 172S10655 not incorporating SB08-34-03

Flight operations are prohibited over large bodies of sea level water if that flight is conducted under operating regulations that require a functioning TAWS.

CAUTION

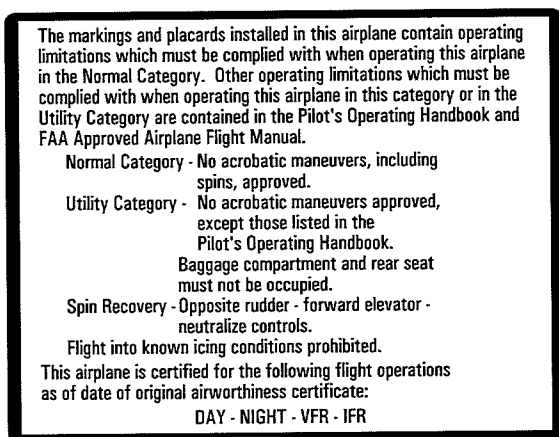
TAWS-B FORWARD LOOKING TERRAIN AVOIDANCE (FLTA) IS NOT AVAILABLE WHEN FLYING OVER THE OPEN OCEAN/SEA (SPECIFICALLY ANY BODY OF WATER AT SEA LEVEL, MORE THAN 6NM FROM ANY TERRAIN FEATURES) UNTIL TERRAIN DATABASE 08T2 OR LATER IS INSTALLED. DO NOT USE TAWS-B INFORMATION FOR PRIMARY TERRAIN AVOIDANCE. TAWS-B IS INTENDED ONLY TO ENHANCE SITUATIONAL AWARENESS.

PLACARDS

The following information must be displayed in the form of composite or individual placards.

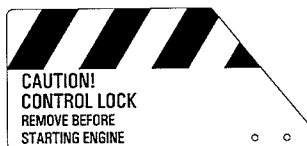
1. In full view of the pilot: (The "DAY-NIGHT-VFR-IFR" entry, shown on the example below, will vary with installed equipment).

B7641



2. On control lock:

B6143



(Continued Next Page)

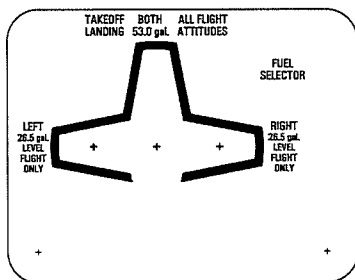
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KAP 140 AUTOPILOT

PLACARDS (Continued)

3. On the fuel selector valve:

B7652



4. Near both fuel tank filler caps:

B7644

FUEL
100LL / 100 MIN. GRADE AVIATION GASOLINE
CAP. 26.5 U.S. GAL. USABLE
CAP. 17.5 U.S. GAL. USABLE TO BOTTOM
OF FILLER INDICATOR TAB.

or

B7645

FUEL
100LL / 100 MIN. GRADE AVIATION GASOLINE
CAP. 26.5 U.S. GAL. (100 LITRES) USABLE
CAP. 17.5 U.S. GAL. (66 LITRES) USABLE
TO BOTTOM OF FILLER INDICATOR TAB.

(Continued Next Page)

FAA APPROVED
172SPHAUS-05

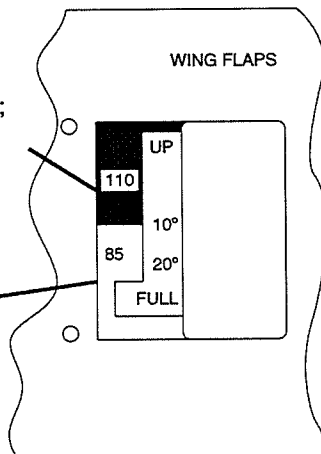
PLACARDS (Continued)

5. On flap control indicator:

B7646

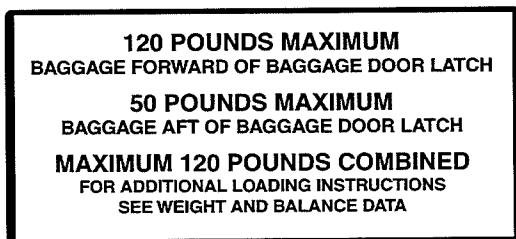
UP to 10° **110 KIAS**
(Partial flap range with blue color code;
mechanical detent at 10° position)

10° to FULL **85 KIAS**
(White color code; mechanical
detent at 20° position)



6. In baggage compartment:

B7647

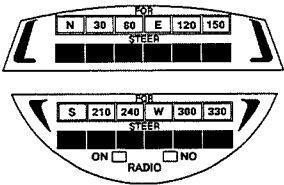


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PLACARDS (Continued)

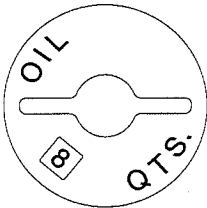
7. A calibration card must be provided to indicate the accuracy of the magnetic compass in 30° increments.

B6148



8. Molded on the oil filler cap/dipstick:

B7646



9. Silk-screened on the instrument panel directly above the PFD:

B7938

MANEUVERING SPEED: 105 KIAS

(Continued Next Page)

PLACARDS (Continued)

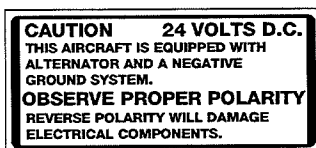
10. Silk-screened on the upper right instrument panel:

B6151

SMOKING PROHIBITED

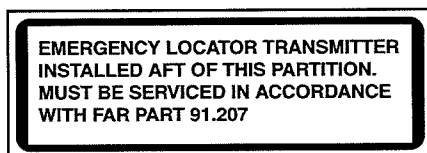
11. On auxiliary power plug door and second placard on battery box:

B6152



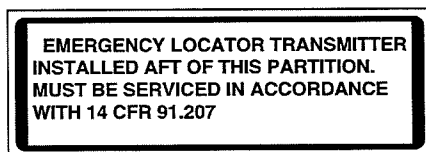
12. On the upper right side of the aft cabin partition:

B6153



or

B7651

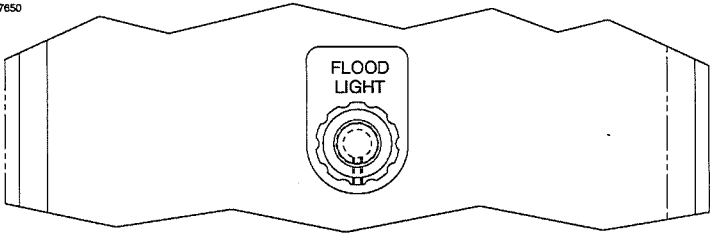


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PLACARDS (Continued)

13. On the center overhead flood light control switch:

B7650



or

B6154

