

NORMAL PROCEDURES

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SECTION 4
NORMAL PROCEDURES

CESSNA
MODEL 182T NAV III
GFC 700 AFCS

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INTRODUCTION

Section 4 provides procedures and amplified instructions for normal operations using standard equipment. Normal procedures associated with optional systems can be found in Section 9, Supplements.

AIRSPEEDS FOR NORMAL OPERATION

Unless otherwise noted, the following speeds are based on a maximum weight of 3100 pounds and may be used for any lesser weight.

TAKEOFF

Normal Climb	70 - 80 KIAS
Short Field Takeoff, Flaps 20°, Speed at 50 Feet	58 KIAS

ENROUTE CLIMB, FLAPS UP

Normal, Sea Level	85 - 95 KIAS
Best Rate of Climb, Sea Level	80 KIAS
Best Rate of Climb, 10,000 Feet	74 KIAS
Best Angle of Climb, Sea Level	65 KIAS
Best Angle of Climb, 10,000 Feet	68 KIAS

LANDING APPROACH

Normal Approach, Flaps UP	70 - 80 KIAS
Normal Approach, Flaps FULL	60 - 70 KIAS
Short Field Approach, Flaps FULL	60 KIAS

BALKED LANDING

Maximum Power, Flaps 20°	55 KIAS
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MAXIMUM RECOMMENDED TURBULENT AIR PENETRATION SPEED

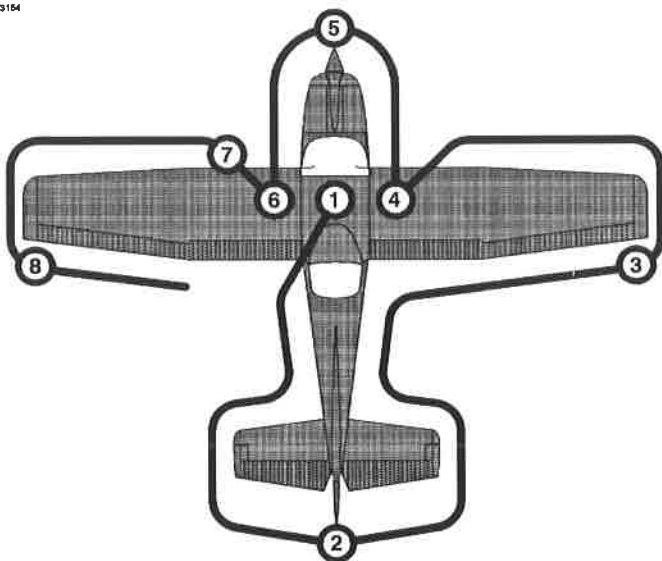
3100 POUNDS	110 KIAS
2600 POUNDS	101 KIAS
2100 POUNDS	91 KIAS

MAXIMUM DEMONSTRATED CROSSWIND VELOCITY

Takeoff or Landing	15 KNOTS
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NORMAL PROCEDURES PREFLIGHT INSPECTION

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NOTE

Visually check airplane for general condition during walk-around inspection. Airplane should be parked in a normal ground attitude, refer to Figure 1-1, to make sure that fuel drain valves allow for accurate sampling. Use of the refueling steps and assist handles will simplify access to the upper wing surfaces for visual checks and refueling operations. In cold weather, remove even small accumulations of frost, ice or snow from wing, tail and control surfaces. Also, make sure that control surfaces contain no internal accumulations of ice or debris. Prior to flight, check that pitot heater is warm to touch within 30 seconds with battery and pitot heat switches on. If a night flight is planned, check operation of all lights, verify all LED landing/taxi light bulbs are operational (if installed) and make sure a flashlight is available.

Figure 4-1

PREFLIGHT INSPECTION (Continued)

① CABIN

1. Pitot Tube Cover - REMOVE (check for pitot blockage)
2. Pilot's Operating Handbook - ACCESSIBLE TO PILOT
3. Garmin G1000 Cockpit Reference Guide - ACCESSIBLE TO PILOT
4. Airplane Weight and Balance - CHECKED
5. Parking Brake - SET
6. Control Wheel Lock - REMOVE

WARNING

WHEN THE MASTER SWITCH IS ON, USING AN EXTERNAL POWER SOURCE, OR MANUALLY ROTATING THE PROPELLER, TREAT THE PROPELLER AS IF THE MAGNETOS SWITCH WERE ON. DO NOT STAND, NOR ALLOW ANYONE ELSE TO STAND, WITHIN THE ARC OF THE PROPELLER SINCE A LOOSE OR BROKEN WIRE, OR A COMPONENT MALFUNCTION, COULD CAUSE THE ENGINE TO START.

7. MAGNETOS Switch - OFF
8. AVIONICS Switch (BUS 1 and BUS 2) - OFF
9. MASTER Switch (ALT and BAT) - ON
10. Primary Flight Display (PFD) - CHECK (verify PFD is ON)
11. FUEL QTY (L and R) - CHECK
12. LOW FUEL L and LOW FUEL R Annunciators - CHECK (verify annunciators are not shown on PFD)
13. OIL PRESSURE Annunciator - CHECK (verify annunciator is shown)
14. LOW VACUUM Annunciator - CHECK (verify annunciator is shown) (if installed)
15. AVIONICS Switch (BUS 1) - ON
16. Forward Avionics Fan - CHECK (verify fan is heard)

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PREFLIGHT INSPECTION (Continued)

① CABIN (Continued)

17. AVIONICS Switch (BUS 1) - OFF
18. AVIONICS Switch (BUS 2) - ON
19. Aft Avionics Fan - CHECK (verify fan is heard)
20. AVIONICS Switch (BUS 2) - OFF
21. PITOT HEAT Switch - ON (carefully check that pitot tube is warm to the touch within 30 seconds)
22. PITOT HEAT Switch - OFF
23. Stall Warning System - CHECK (gently move the stall vane upward and verify that the stall warning horn is heard)
24. LOW VOLTS Annunciator - CHECK (verify annunciator is shown)
25. MASTER Switch (ALT and BAT) - OFF
26. Elevator and Rudder Trim Controls - TAKEOFF position
27. FUEL SELECTOR Valve - BOTH
28. ALT STATIC AIR Valve - OFF (push full in)
29. Fire Extinguisher - CHECK (verify gage pointer in green arc)

② EMPENNAGE

1. Baggage Compartment Door - CHECK (lock with key)
2. Rudder Gust Lock - REMOVE (if installed)
3. Tail Tiedown - DISCONNECT
4. Control Surfaces - CHECK (freedom of movement and security)
5. Trim Tabs - CHECK (security)
6. Antennas - CHECK (security of attachment and general condition)

③ RIGHT WING Trailing Edge

1. Flap - CHECK (security and condition)
2. Aileron - CHECK (freedom of movement and security)

(Continued Next Page)

PREFLIGHT INSPECTION (Continued)

④ RIGHT WING

1. Landing/Taxi Light(s) - CHECK (condition and cleanliness of cover) (If installed)
2. Wing Tiedown - DISCONNECT
3. Fuel Tank Vent Opening - CHECK (verify opening is clear)
4. Main Wheel Tire - CHECK (proper inflation and general condition (weather checks, tread depth and wear, etc.))
5. Fuel Tank Sump Quick Drain Valves - DRAIN

Drain at least a cupful of fuel (using sampler cup) from each sump location to check for water, sediment, and proper fuel grade before each flight and after each refueling. If water is observed, take further samples until clear and then gently rock wings and lower tail to the ground to move any additional contaminants to the sampling points. Take repeated samples from all fuel drain points until all contamination has been removed. If contaminants are still present, refer to WARNING below and do not fly airplane.

NOTE

Collect all sampled fuel in a safe container. Dispose of the sampled fuel so that it does not cause a nuisance, hazard or damage to the environment.

WARNING

IF, AFTER REPEATED SAMPLING, EVIDENCE OF CONTAMINATION STILL EXISTS, THE AIRPLANE SHOULD NOT BE FLOWN. TANKS SHOULD BE DRAINED AND SYSTEM PURGED BY QUALIFIED MAINTENANCE PERSONNEL. ALL EVIDENCE OF CONTAMINATION MUST BE REMOVED BEFORE FURTHER FLIGHT.

6. Fuel Quantity - CHECK VISUALLY (for desired level)
7. Fuel Filler Cap - SECURE and VENT CLEAR

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PREFLIGHT INSPECTION (Continued)

⑤ NOSE

1. Static Source Opening (right side of fuselage) - **CHECK** (verify opening is clear)
2. Fuel Strainer Quick Drain Valve (located on lower right side of engine cowling) - **DRAIN**

Drain at least a cupful of fuel (using sampler cup) from valve to check for water, sediment, and proper fuel grade before each flight and after each refueling. If water is observed, take further samples until clear and then gently rock wings and lower tail to the ground to move any additional contaminants to the sampling points. Take repeated samples from **all** fuel drain points, including the fuel return line and fuel selector, until **all** contamination has been removed. If contaminants are still present, refer to **WARNING** below and do not fly the airplane.

NOTE

Collect all sampled fuel in a safe container. Dispose of the sampled fuel so that it does not cause a nuisance, hazard, or damage to the environment.

WARNING

IF, AFTER REPEATED SAMPLING, EVIDENCE OF CONTAMINATION STILL EXISTS, THE AIRPLANE SHOULD NOT BE FLOWN. TANKS SHOULD BE DRAINED AND SYSTEM PURGED BY QUALIFIED MAINTENANCE PERSONNEL. ALL EVIDENCE OF CONTAMINATION MUST BE REMOVED BEFORE FURTHER FLIGHT.

3. Engine Cooling Air Inlets - **CHECK** (clear of obstructions)

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PREFLIGHT INSPECTION (Continued)

⑤ NOSE (Continued)

4. Propeller and Spinner - CHECK (for nicks, security and no red oil leaks)

NOTE

Minor leaking of the blade seal area is possible on new propellers as the seals wear in. Any initial leakage will be visible as minor streaking on the blade or blades. Clean off oil residue and cycle propeller at least 5 times. Oil leakage should be reduced or completely stopped. If minor leaking continues after 20 hours of operation or increases remove propeller and have repaired.

5. Air Filter - CHECK (for restrictions by dust or other foreign matter)
6. Nosewheel Strut and Tire - CHECK (proper inflation of strut and general condition of tire (weather checks, tread depth and wear, etc.))
7. Engine Oil Dipstick/Filler Cap:
 - a. Oil level - CHECK
 - b. Dipstick/filler cap - SECURE

NOTE

Do not operate with less than 4 quarts. Fill to 9 quarts for extended flight.

8. Static Source Opening (left side of fuselage) - CHECK (verify opening is clear)

(Continued Next Page)

PREFLIGHT INSPECTION (Continued)

⑥ LEFT WING

1. Fuel Quantity - CHECK VISUALLY (for desired level)
2. Fuel Filler Cap - SECURE and VENT CLEAR
3. Fuel Tank Sump Quick Drain Valves - DRAIN

Drain at least a cupful of fuel (using sampler cup) from each sump location to check for water, sediment, and proper fuel grade before each flight and after each refueling. If water is observed, take further samples until clear and then gently rock wings and lower tail to the ground to move any additional contaminants to the sampling points. Take repeated samples from all fuel drain points until all contamination has been removed. If contaminants are still present, refer to WARNING below and do not fly airplane.

NOTE

Collect all sampled fuel in a safe container. Dispose of the sampled fuel so that it does not cause a nuisance, hazard, or damage to the environment.

WARNING

IF, AFTER REPEATED SAMPLING, EVIDENCE OF CONTAMINATION STILL EXISTS, THE AIRPLANE SHOULD NOT BE FLOWN. TANKS SHOULD BE DRAINED AND SYSTEM PURGED BY QUALIFIED MAINTENANCE PERSONNEL. ALL EVIDENCE OF CONTAMINATION MUST BE REMOVED BEFORE FURTHER FLIGHT.

4. Main Wheel Tire - CHECK (proper inflation and general condition (weather checks, tread depth and wear, etc.))

PREFLIGHT INSPECTION (Continued)

⑦ LEFT WING Leading Edge

1. Fuel Tank Vent Opening - CHECK (blockage)
2. Stall Warning Vane - CHECK (freedom of movement)
3. Wing Tiedown - DISCONNECT
4. Landing/Taxi Light(s) - CHECK (condition and cleanliness of cover)

⑧ LEFT WING Trailing Edge

1. Aileron - CHECK (freedom of movement and security)
2. Flap - CHECK (security and condition)

BEFORE STARTING ENGINE

1. Preflight Inspection - COMPLETE
2. Passenger Briefing - COMPLETE
3. Seats and Seat Belts - ADJUST and LOCK (verify inertia reel locking)
4. Brakes - TEST and SET
5. Circuit Breakers - CHECK IN
6. Electrical Equipment - OFF
7. AVIONICS Switch (BUS 1 and BUS 2) - OFF

CAUTION

THE AVIONICS SWITCH (BUS 1 AND BUS 2) MUST BE OFF DURING ENGINE START TO PREVENT POSSIBLE DAMAGE TO AVIONICS.

8. Cowl Flaps - OPEN
9. FUEL SELECTOR Valve - BOTH

STARTING ENGINE (With Battery)

1. Throttle Control - OPEN 1/4 INCH
2. Propeller Control - HIGH RPM (push full in)
3. Mixture Control - IDLE CUTOFF (pull full out)
4. STBY BATT Switch:
 - a. TEST - (hold for 10 seconds, verify that green TEST lamp does not go off)
 - b. ARM - (verify that PFD comes on)
5. Engine Indicating System - CHECK PARAMETERS (verify no red X's through ENGINE page indicators)
6. BUS E Volts - CHECK (verify 24 VOLTS minimum shown)
7. M BUS Volts - CHECK (verify 1.5 VOLTS or less shown)
8. BATT S Amps - CHECK (verify discharge shown (negative))
9. STBY BATT Annunciator - CHECK (verify annunciator is shown)
10. Propeller Area - CLEAR (verify that all people and equipment are at a safe distance from the propeller)
11. MASTER Switch (ALT and BAT) - ON
12. BEACON Light Switch - ON

NOTE

If engine is warm, omit priming procedure steps 13 thru 15 below.

13. FUEL PUMP Switch - ON
14. Mixture Control - SET to FULL RICH (full forward) until stable fuel flow is indicated (approximately 3 to 5 seconds), then set to IDLE CUTOFF (full aft) position.
15. FUEL PUMP Switch - OFF
16. MAGNETOS Switch - START (release when engine starts)
17. Mixture Control - ADVANCE SMOOTHLY TO RICH (when engine starts)

NOTE

If the engine is primed too much (flooded), place the mixture control in the IDLE CUTOFF position, open the throttle control 1/2 to full, and engage the starter motor (START). When the engine starts, advance the mixture control to the FULL RICH position and retard the throttle control promptly.

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STARTING ENGINE (With Battery) (Continued)

18. Oil Pressure - CHECK (verify that oil pressure increases into the GREEN BAND range in 30 to 60 seconds)
19. AMPS (M BATT and BATT S) - CHECK (verify charge shown (positive))
20. LOW VOLTS Annunciator - CHECK (verify annunciator is not shown)
21. NAV Light Switch - ON as required
22. AVIONICS Switch (BUS 1 and BUS 2) - ON

STARTING ENGINE (With External Power)

1. Throttle Control - OPEN 1/4 INCH
2. Propeller Control - HIGH RPM (push full in)
3. Mixture Control - IDLE CUTOFF (pull full out)
4. STBY BATT Switch:
 - a. TEST - (hold for 10 seconds, verify green TEST lamp does not go off)
 - b. ARM - (verify that PFD comes on)
5. Engine Indication System - CHECK PARAMETERS (verify no red X's through ENGINE page indicators)
6. BUS E Volts - CHECK (verify 24 VOLTS minimum shown)
7. M BUS Volts - CHECK (verify 1.5 VOLTS or less shown)
8. BATT S Amps - CHECK (verify discharge shown (negative))
9. STBY BATT Annunciator - CHECK (verify annunciator is shown)
10. AVIONICS Switch (BUS 1 and BUS 2) - OFF
11. MASTER Switch (ALT and BAT) - OFF
12. Propeller Area - CLEAR (verify that all people and equipment are at a safe distance from the propeller)
13. External Power - CONNECT (to ground power receptacle)
14. MASTER Switch (ALT and BAT) - ON
15. BEACON Light Switch - ON
16. M BUS VOLTS - CHECK (verify that approximately 28 VOLTS is shown)

NOTE

If engine is warm, omit priming procedure steps 17 thru 19.

17. FUEL PUMP Switch - ON

(Continued Next Page)

STARTING ENGINE (With External Power) (Continued)

18. Mixture Control - SET to FULL RICH (full forward) until stable fuel flow is indicated (approximately 3 to 5 seconds), then set to IDLE CUTOFF (full aft) position.
19. FUEL PUMP Switch - OFF
20. MAGNETOS Switch - START (release when engine starts)
21. Mixture Control - ADVANCE SMOOTHLY TO RICH (when engine starts)

NOTE

If the engine is primed too much (flooded), place the mixture control in the IDLE CUTOFF position, open the throttle control 1/2 to full, and engage the starter motor (START). When the engine starts, advance the mixture control to the FULL RICH position and retard the throttle control promptly.

22. Oil Pressure - CHECK (verify oil pressure increases into the GREEN BAND range in 30 to 60 seconds)
23. Power - REDUCE TO IDLE
24. External Power - DISCONNECT FROM GROUND POWER (latch external power receptacle door)
25. Power - INCREASE (to approximately 1500 RPM for several minutes to charge battery)
26. AMPS (M BATT and BATT S) - CHECK (verify charge shown (positive))
27. LOW VOLTS Annunciator - CHECK (verify annunciator is not shown)
28. Internal Power - CHECK
 - a. MASTER Switch (ALT) - OFF
 - b. Taxi and Landing Lights

For Airplanes Equipped With HID Landing/Taxi Lights

(1) TAXI and LAND Light Switches - ON

For Airplanes Equipped With LED Landing/Taxi Lights

(1) LAND Switch - ON

 - c. Throttle Control - REDUCE TO IDLE
 - d. MASTER Switch (ALT and BAT) - ON
 - e. Throttle Control - INCREASE (to approximately 1500 RPM)

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STARTING ENGINE (With External Power) (Continued)

- f. M BATT Ammeter - CHECK (verify battery charging, amps positive)
- g. LOW VOLTS Annunciator - CHECK (verify annunciator is not shown)

WARNING

IF M BATT AMMETER DOES NOT SHOW POSITIVE CHARGE (+ AMPS), OR LOW VOLTS ANNUNCIATOR DOES NOT GO OFF, REMOVE THE BATTERY FROM THE AIRPLANE AND SERVICE OR REPLACE THE BATTERY BEFORE FLIGHT.

- 29. NAV Light Switch - ON (as required)
- 30. AVIONICS Switch (BUS 1 and BUS 2) - ON

BEFORE TAKEOFF

- 1. Parking Brake - SET
- 2. Pilot and Passenger Seat Backs - MOST UPRIGHT POSITION
- 3. Seats and Seat Belts - CHECK SECURE
- 4. Cabin Doors - CLOSED and LOCKED
- 5. Flight Controls - FREE and CORRECT
- 6. Flight Instruments (PFD) - CHECK (no red X's)
- 7. Altimeters:
 - a. PFD (BARO) - SET
 - b. Standby Altimeter - SET
- 8. ALT SEL - SET
- 9. Standby Flight Instruments - CHECK (if Standby Flight Instrument installed, CHECK no red X's (except for heading) and unit's backup battery status)
- 10. Fuel Quantity - CHECK (verify level is correct)

NOTE

Flight is not recommended when both fuel quantity indicators are in the yellow band range.

- 11. Mixture Control - RICH
- 12. FUEL SELECTOR Valve - SET BOTH

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BEFORE TAKEOFF (Continued)

13. Autopilot - ENGAGE (push AP button on either PFD or MFD bezel)
14. Flight Controls - CHECK (verify autopilot can be overpowered in both pitch and roll axes)
15. A/P TRIM DISC Button - PRESS (verify autopilot disengages and aural alert is heard)
16. Flight Director - OFF (push FD button on either PFD or MFD bezel)
17. Elevator and Rudder Trim Controls - SET FOR TAKEOFF
18. Throttle Control - 1800 RPM
 - a. MAGNETOS Switch - CHECK (RPM drop should not exceed 175 RPM on either magneto or 50 RPM differential between magnetos)
 - b. Propeller Control - CYCLE (from high to low RPM; return to high RPM) (push full in)
 - c. VAC Indicator - CHECK (if installed)
 - d. Engine Indicators - CHECK
 - e. Ammeters and Voltmeters - CHECK
19. Annunciators - CHECK (verify no annunciators are shown)
20. Throttle Control - CHECK IDLE
21. Throttle Control - 1000 RPM or LESS
22. Throttle Control Friction Lock - ADJUST
23. COM Frequency(s) - SET
24. NAV Frequency(s) - SET
25. FMS/GPS Flight Plan - AS DESIRED

NOTE

GPS availability and status can be checked on AUX-GPS STATUS page.

26. XPDR - SET

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TEMPORARY REVISION FOR CESSNA PILOT'S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL

Publication Affected: Model 182T Nav III (GFC 700), Serials 18281869 and 18281876 and On, basic Pilot's Operating Handbook and FAA Approved Airplane Flight Manual, Revision 3, dated 22 November 2010.

Airplane Serial Numbers Affected: Airplanes 18281869 and 18281876 and On.


Description of Change: Section 4, Normal Procedures, Before Takeoff, page 4-17, replace the CAUTION and WARNING.

Filing Instructions: Insert this temporary revision in the Model 182T Nav III (GFC 700), Serials 18281869 and 18281876 and On, Pilot's Operating Handbook and FAA Approved Airplane Flight Manual adjacent to page 4-16.

Removal Instructions: This temporary revision must be removed and discarded when Revision 4 has been collated into the basic Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

In Section 4, Normal Procedures, Before Takeoff, replace the CAUTION and WARNING with the information on the following page:

APPROVED BY 

 John Bouma, Lead ODA Administrator
Cessna Aircraft Company
Organization Delegation Authorization ODA-100129-CE
FAA Approved Under 14 CFR Part 183 Subpart D

DATE OF APPROVAL 19 JUNE 2013

FAA APPROVED
182TPHBUS-03 TR03

TEMPORARY REVISION FOR CESSNA PILOT'S OPERATING HANDBOOK
AND FAA APPROVED AIRPLANE FLIGHT MANUAL

WARNING

- **THE G1000 HSI SHOWS A COURSE DEVIATION INDICATOR FOR THE SELECTED GPS, NAV 1 OR NAV 2 NAVIGATION SOURCE. THE G1000 HSI DOES NOT PROVIDE A WARNING FLAG WHEN A VALID NAVIGATION SIGNAL IS NOT BEING SUPPLIED TO THE INDICATOR. WHEN A VALID NAVIGATION SIGNAL IS NOT BEING SUPPLIED, THE COURSE DEVIATION BAR (D-BAR) PART OF THE INDICATOR IS NOT SHOWN ON THE HSI COMPASS CARD. THE MISSING D-BAR IS CONSIDERED TO BE THE WARNING FLAG.**
- **WHEN THE AUTOPILOT IS ENGAGED IN NAV, APR OR BC OPERATING MODES, IF THE HSI NAVIGATION SOURCE IS CHANGED MANUALLY, USING THE CDI SOFTKEY OR SBAS IS UNAVAILABLE DURING A LP APPROACH (PRIOR TO FAF), THE NAVIGATION SIGNAL TO THE AUTOPILOT WILL BE INTERRUPTED AND CAUSE THE AUTOPILOT TO REVERT TO ROL MODE OPERATION. NO AURAL ALERT WILL BE PROVIDED. IN ROL MODE, THE AUTOPILOT WILL ONLY KEEP THE WINGS LEVEL AND WILL NOT CORRECT THE AIRPLANE HEADING OR COURSE. SET THE HDG BUG TO THE CORRECT HEADING AND VERIFY/SELECT THE CORRECT NAVIGATION SOURCE ON THE HSI BEFORE ENGAGING THE AUTOPILOT IN ANY OTHER OPERATING MODE.**

BEFORE TAKEOFF (Continued)

27. CDI Softkey - SELECT NAV SOURCE

CAUTION

THE G1000 HSI SHOWS A COURSE DEVIATION INDICATOR FOR THE SELECTED GPS, NAV 1 OR NAV 2 NAVIGATION SOURCE. THE G1000 HSI DOES NOT PROVIDE A WARNING FLAG WHEN A VALID NAVIGATION SIGNAL IS NOT BEING SUPPLIED TO THE INDICATOR. WHEN A VALID NAVIGATION SIGNAL IS NOT BEING SUPPLIED, THE COURSE DEVIATION BAR (D-BAR) PART OF THE INDICATOR IS NOT SHOWN ON THE HSI COMPASS CARD. THE MISSING D-BAR IS CONSIDERED TO BE THE WARNING FLAG.

WARNING

WHEN THE AUTOPILOT IS ENGAGED IN NAV, APR OR BC OPERATING MODES, IF THE HSI NAVIGATION SOURCE IS CHANGED MANUALLY, USING THE CDI SOFTKEY, THE CHANGE WILL INTERRUPT THE NAVIGATION SIGNAL TO THE AUTOPILOT AND WILL CAUSE THE AUTOPILOT TO REVERT TO ROL MODE OPERATION. NO AURAL ALERT WILL BE PROVIDED. IN ROL MODE, THE AUTOPILOT WILL ONLY KEEP THE WINGS LEVEL AND WILL NOT CORRECT THE AIRPLANE HEADING OR COURSE. SET THE HDG BUG TO THE CORRECT HEADING AND SELECT THE CORRECT NAVIGATION SOURCE ON THE HSI, USING THE CDI SOFTKEY, BEFORE ENGAGING THE AUTOPILOT IN ANY OTHER OPERATING MODE.

- 28. CABIN PWR 12V Switch - OFF
- 29. Wing Flaps - UP - 20° (10° preferred)
- 30. Cowl Flaps - OPEN
- 31. Cabin Windows - CLOSED and LOCKED
- 32. STROBE Light Switch - ON
- 33. Brakes - RELEASE

SECTION 4
NORMAL PROCEDURES

CESSNA
MODEL 182T NAV III
GFC 700 AFCS

TAKEOFF

NORMAL TAKEOFF

1. Wing Flaps - UP - 20° (10° preferred)
2. Throttle Control - FULL (push full in)
3. Propeller Control - 2400 RPM
4. Mixture Control - RICH (above 5000 feet pressure altitude, lean for maximum RPM)
5. Elevator Control - LIFT NOSEWHEEL (at 50 - 60 KIAS)
6. Climb Airspeed - 70 KIAS (FLAPS 20°)
80 KIAS (FLAPS UP)
7. Wing Flaps - RETRACT (at safe altitude)

SHORT FIELD TAKEOFF

1. Wing Flaps - 20°
2. Brakes - APPLY
3. Throttle Control - FULL (push full in)
4. Propeller Control - 2400 RPM
5. Mixture Control - RICH (above 5000 feet pressure altitude, lean for maximum RPM)
6. Brakes - RELEASE
7. Elevator Control - SLIGHTLY TAIL LOW
8. Climb Airspeed - 58 KIAS (until all obstacles are cleared)
9. Wing Flaps - RETRACT SLOWLY (when airspeed is more than 70 KIAS)

ENROUTE CLIMB

NORMAL CLIMB

1. Airspeed - 85 - 95 KIAS
2. Throttle Control - 23 in.hg. or FULL (if less than 23 in.hg.)
3. Propeller Control - 2400 RPM
4. Mixture Control - 15 GPH or FULL RICH (if less than 15 GPH)
5. FUEL SELECTOR Valve - BOTH
6. Cowl Flaps - OPEN (as required)

MAXIMUM PERFORMANCE CLIMB

1. Airspeed - 80 KIAS at sea level
74 KIAS at 10,000 feet
2. Throttle Control - FULL (push full in)
3. Propeller Control - 2400 RPM
4. Mixture Control - FULL RICH (or SET to Maximum Power Fuel Flow Placard value for altitude in Amplified Normal Procedures)
5. FUEL SELECTOR Valve - BOTH
6. Cowl Flaps - OPEN

CRUISE

1. Power - 15 - 23 in.hg. at 2000 - 2400 RPM (no more than 80% power recommended)
2. Elevator and Rudder Trim Controls - ADJUST
3. Mixture Control - LEAN (for desired performance or economy)
4. Cowl Flaps - CLOSED
5. FMS/GPS - REVIEW and BRIEF (OBS/SUSP softkey operation for holding pattern procedure (IFR))

DESCENT

1. Power - AS DESIRED
2. Mixture - ADJUST (if necessary to make engine run smoothly)
3. Cowl Flaps - CLOSED
4. Altimeters:
 - a. PFD (BARO) - SET
 - b. Standby Altimeter - SET
5. ALT SEL - SET
6. CDI Softkey - SELECT NAV SOURCE
7. FMS/GPS - REVIEW and BRIEF (OBS/SUSP softkey operation for holding pattern procedure (IFR))

CAUTION

THE G1000 HSI SHOWS A COURSE DEVIATION INDICATOR FOR THE SELECTED GPS, NAV 1 OR NAV 2 NAVIGATION SOURCE. THE G1000 HSI DOES NOT PROVIDE A WARNING FLAG WHEN A VALID NAVIGATION SIGNAL IS NOT BEING SUPPLIED TO THE INDICATOR. WHEN A VALID NAVIGATION SIGNAL IS NOT BEING SUPPLIED, THE COURSE DEVIATION BAR (D-BAR) PART OF THE INDICATOR IS NOT SHOWN ON THE HSI COMPASS CARD. THE MISSING D-BAR IS CONSIDERED TO BE THE WARNING FLAG.

WARNING

WHEN THE AUTOPILOT IS ENGAGED IN NAV, APR OR BC OPERATING MODES, IF THE HSI NAVIGATION SOURCE IS CHANGED MANUALLY, USING THE CDI SOFTKEY, THE CHANGE WILL INTERRUPT THE NAVIGATION SIGNAL TO THE AUTOPILOT AND WILL CAUSE THE AUTOPILOT TO REVERT TO ROL MODE OPERATION. NO AURAL ALERT WILL BE PROVIDED. IN ROL MODE, THE AUTOPILOT WILL ONLY KEEP THE WINGS LEVEL AND WILL NOT CORRECT THE AIRPLANE HEADING OR COURSE. SET THE HDG BUG TO THE CORRECT HEADING AND SELECT THE CORRECT NAVIGATION SOURCE ON THE HSI, USING THE CDI SOFTKEY, BEFORE ENGAGING THE AUTOPILOT IN ANY OTHER OPERATING MODE.

8. FUEL SELECTOR Valve - BOTH
9. Wing Flaps - AS DESIRED (UP - 10° below 140 KIAS)
(10° - 20° below 120 KIAS)
(20° - FULL below 100 KIAS)

TEMPORARY REVISION FOR CESSNA PILOT'S OPERATING HANDBOOK
AND FAA APPROVED AIRPLANE FLIGHT MANUAL

WARNING

- **THE G1000 HSI SHOWS A COURSE DEVIATION INDICATOR FOR THE SELECTED GPS, NAV 1 OR NAV 2 NAVIGATION SOURCE. THE G1000 HSI DOES NOT PROVIDE A WARNING FLAG WHEN A VALID NAVIGATION SIGNAL IS NOT BEING SUPPLIED TO THE INDICATOR. WHEN A VALID NAVIGATION SIGNAL IS NOT BEING SUPPLIED, THE COURSE DEVIATION BAR (D-BAR) PART OF THE INDICATOR IS NOT SHOWN ON THE HSI COMPASS CARD. THE MISSING D-BAR IS CONSIDERED TO BE THE WARNING FLAG.**
- **WHEN THE AUTOPILOT IS ENGAGED IN NAV, APR OR BC OPERATING MODES, IF THE HSI NAVIGATION SOURCE IS CHANGED MANUALLY, USING THE CDI SOFTKEY OR SBAS IS UNAVAILABLE DURING A LP APPROACH (PRIOR TO FAF), THE NAVIGATION SIGNAL TO THE AUTOPILOT WILL BE INTERRUPTED AND CAUSE THE AUTOPILOT TO REVERT TO ROL MODE OPERATION. NO AURAL ALERT WILL BE PROVIDED. IN ROL MODE, THE AUTOPILOT WILL ONLY KEEP THE WINGS LEVEL AND WILL NOT CORRECT THE AIRPLANE HEADING OR COURSE. SET THE HDG BUG TO THE CORRECT HEADING AND VERIFY/SELECT THE CORRECT NAVIGATION SOURCE ON THE HSI BEFORE ENGAGING THE AUTOPILOT IN ANY OTHER OPERATING MODE.**

TEMPORARY REVISION FOR CESSNA PILOT'S OPERATING HANDBOOK
AND FAA APPROVED AIRPLANE FLIGHT MANUAL

Publication Affected: Model 182T Nav III (GFC 700), Serials 18281869 and 18281876 and On, basic Pilot's Operating Handbook and FAA Approved Airplane Flight Manual, Revision 3, dated 22 November 2010.

Airplane Serial Numbers Affected: Airplanes 18281869 and 18281876 and On.

Description of Change: Section 4, Normal Procedures, Descent, page 4-20, replace the CAUTION and WARNING.

Filing Instructions: Insert this temporary revision in the Model 182T Nav III (GFC 700), Serials 18281869 and 18281876 and On, Pilot's Operating Handbook and FAA Approved Airplane Flight Manual adjacent to page 4-21.

Removal Instructions: This temporary revision must be removed and discarded when Revision 4 has been collated into the basic Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

In Section 4, Normal Procedures, Descent, replace the CAUTION and WARNING with the information on the previous page:

APPROVED BY



for John Bouma, Lead ODA Administrator
Cessna Aircraft Company
Organization Delegation Authorization ODA-100129-CE
FAA Approved Under 14 CFR Part 183 Subpart D

DATE OF APPROVAL 19 JUNE 2013

FAA APPROVED
182TPHBUS-03 TR04

BEFORE LANDING

1. Pilot and Passenger Seat Backs - MOST UPRIGHT POSITION
2. Seats and Seat Belts - SECURED and LOCKED
3. FUEL SELECTOR Valve - BOTH
4. Mixture Control - RICH
5. Propeller Control - HIGH RPM (push full in)
6. LAND and TAXI Light Switches - ON
7. Autopilot - OFF
8. CABIN PWR 12V Switch - OFF

LANDING

NORMAL LANDING

1. Airspeed - 70 - 80 KIAS (Flaps UP)
2. Wing Flaps - AS DESIRED (UP - 10° below 140 KIAS)
(10° - 20° below 120 KIAS)
(20° - FULL below 100 KIAS)
3. Airspeed - 60 - 70 KIAS (Flaps FULL)
4. Elevator and Rudder Trim Controls - ADJUST
5. Touchdown - MAIN WHEELS FIRST
6. Landing Roll - LOWER NOSEWHEEL GENTLY
7. Braking - MINIMUM REQUIRED

SHORT FIELD LANDING

1. Airspeed - 70 - 80 KIAS (Flaps UP)
2. Wing Flaps - FULL (below 100 KIAS)
3. Airspeed - 60 KIAS (until flare)
4. Elevator and Rudder Trim Controls - ADJUST
5. Power - REDUCE TO IDLE (as obstacle is cleared)
6. Touchdown - MAIN WHEELS FIRST
7. Brakes - APPLY HEAVILY
8. Wing Flaps - UP

(Continued Next Page)

LANDING (Continued)

BALKED LANDING

1. Throttle Control - FULL (push full in) and 2400 RPM
2. Wing Flaps - RETRACT to 20°
3. Climb Speed - 55 KIAS
4. Wing Flaps - RETRACT SLOWLY (after reaching a safe altitude and 70 KIAS)
5. Cowl Flaps - OPEN

AFTER LANDING

1. Wing Flaps - UP
2. Cowl Flaps - OPEN
3. STROBE Light Switch - OFF

SECURING AIRPLANE

1. Parking Brake - SET
2. Throttle Control - IDLE (pull full out)
3. Electrical Equipment - OFF
4. AVIONICS Switch (BUS 1 and BUS 2) - OFF
5. Mixture Control - IDLE CUTOFF (pull full out)
6. MAGNETOS Switch - OFF
7. MASTER Switch (ALT and BAT) - OFF
8. STBY BATT Switch - OFF
9. Control Lock - INSTALL
10. FUEL SELECTOR Valve - LEFT or RIGHT (to prevent crossfeeding between tanks)