

CESSNA 182 G-1000 NORMAL CHECKLIST

SAFETY AND INSPECTION

1. Fuel and Oil Quantity.....CHECKED
2. Surfaces and Chocks.....CHECKED
3. Maintenance Status.....CHECKED
4. Passenger Briefing.....COMPLETED

BEFORE STARTING ENGINE

See POH For Starting Hot Engine

1. Preflight Inspection..... - COMPLETE
2. Seats and Seat Belts ..- ADJUST and LOCK (Verify inertia reel locking)
3. Brakes - TEST and SET
4. Circuit Breakers- CHECK IN
5. Electrical Equipment..... - OFF
6. AVIONICS Switch (BUS 1 and BUS 2)..... - OFF
7. Cowl Flaps..... - OPEN
8. FUEL SELECTOR Valve..... - BOTH

-----CLEARED FOR START-----

1. Throttle Control- OPEN 1/4 INCH
2. Propeller Control- HIGH RPM
3. Mixture Control- IDLE CUTOFF
4. STBY BATT Switch:
 - a. TEST - (Hold for 20 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 VOL TS minimum)
7. M BUS Volts-CHECK (Verify 1.5 VOLTS or less)
8. BATTS Amps-CHECK (Verify discharge shown (negative))
9. ENGINE-SYSTEM FUEL..... RESET / ADD
10. STBY BATT Annunciator - CHECK (Verify annunciator is shown)
11. Propeller Area- CLEAR
12. MASTER Switch (ALT and BAT)- ON
13. BEACON Light Switch- ON
14. FUEL PUMP Switch- ON
15. Mixture Control - SET to FULL RICH until stable fuel flow is indicated (approximately 3 to 5 seconds), then set toIDLE CUTOFF
16. FUEL PUMP Switch- OFF
17. MAGNETOS Switch - START (release when engine starts)
18. Mixture Control - ADVANCE smoothly to RICH when engine starts.
19. OIL Pressure - CHECK (Verify pressure increases into the GREEN ARC range in 30 to 60 seconds).
20. AMPS (M BATT and BATTs) - CHECK charge (positive)
21. LOW VOL TS Annunciator - CHECK (Verify annunciator is not shown)
22. NAV Lights Switch- ON
23. AVIONICS Switch (BUS 1 and BUS 2)..... - ON
24. HEADSETS.....-ON

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AFTER START / TAXI

1. Avionics.....ON
2. Exterior Lights.....AS REQUIRED
3. Cabin Air Heat.....AS REQUIRED
4. Accessory / Light Switches.....ON
5. Mixture.....SET
6. Radios.....SET
7. Brakes.....CHECK
8. Instruments.....CHECK
9. Altimeters.....SET

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
 - c. KAP 140 Autopilot (BARO)- SET
8. G1000 ALT SEL..... - SET
9. KAP 140 Altitude Preselect- SET
10. Standby Flight Instruments- CHECK
11. Fuel Quantity - CHECK (Verify level is correct)
12. FUEL SELECTOR Valve..... - SET BOTH
13. Elevator and Rudder Trim Controls - SET FOR TAKEOFF
14. Manual Electric Trim (MET) System – CHECK
15. Autopilot System.....CHECK
16. Mixture Control- RICH
17. Throttle Control..... - 1800 RPM
 - a. MAGNETOS Switch - CHECK (RPM drop should not exceed 175 RPM either magneto or 50 RPM differential between magnetos)
 - b. Propeller Control - CYCLE from high to low RPM; return to high RPM (full in).
 - c. VAC Indicator- CHECK
 - d. Engine Indicators.....- CHECK
 - e. Ammeters and Voltmeters- CHECK
18. Annunciators - CHECK (Verify no annunciators are shown)
19. Throttle Control- CHECK IDLE
20. Throttle Control- 1000 RPM or LESS
21. Throttle Control Friction Lock- ADJUST
22. COM Frequency(s)..... - SET
23. NAV Frequency(s)- SET
24. FMS/GPS Flight Plan- AS DESIRED
25. XPDR- SET
26. CDI Softkey- SELECT NAV source.
27. Autopilot..... - OFF
28. Wing Flaps..... - UP - 20° (10° preferred)
29. Cowl Flaps- OPEN
30. Cabin Windows..... - CLOSED and LOCKED
31. STROBE Lights Switch..... - ON
32. Brakes..... - RELEASE

CESSNA 182 G-1000 NORMAL CHECKLIST

AFTER TAKEOFF / CLIMB

1. Airspeed.....85 - 95 KIAS
2. Throttle..... - 23 in.hg. or FULL
3. Propeller Control- 2400 RPM
4. Mixture Control - 15 GPH or FULL RICH
5. FUEL SELECTOR Valve- BOTH
6. Cowl Flaps- OPEN
7. Taxi / Landing Light.....-OFF

CRUISE

STANDARD TEMP SEE POH FOR OTHER TEMPS

%BHP	ALT	MP	RPM	GPH
69	4000	22'	2200	11.7
67	6000	21"	2200	11.3
64	8000	20	2200	11.0
62	10,000	19"	2200	10.6

1. Power - 15 - 23 in.hg. at 2000 - 2400 RPM
2. Elevator and Rudder Trim Controls - ADJUST
3. Mixture Control- LEAN
for desired performance or economy
4. Cowl Flaps- CLOSE
5. FMS/GPS...- REVIEW and BRIEF OBS/SUSP
softkey operation for holding pattern procedures
(IFR) Select FLT PLN Vertical Descent Profile

DESCENT / APPROACH

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
 - c. KAP 140 Autopilot (BARO).....- SET
5. G1000 ALT SEL- SET
6. KAP 140 Altitude Preselect- SET
7. Approach Briefing.....COMPLETE

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. Cowl Flaps.....OPEN
5. Mixture Control- RICH
6. Propeller Control..... - HIGH RPM
7. LANDING and TAXI Light Switches..... - ON
8. Autopilot..... - OFF

CESSNA 182 G-1000 NORMAL CHECKLIST

AFTER LANDING

1. Wing Flaps.....UP
2. Cowl Flaps.....OPEN
3. Trim Tab.....SET TO ZERO
4. Lights.....AS REQUIRED

SHUTDOWN

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
6. MAGNETOS Switch- OFF
7. ENGINE - SYSTEM TACH & FUEL.....-RECORD
8. MASTER Switch (ALT and BAT)- OFF
9. STBY BATT Switch- OFF
10. HOBBS METER.....-RECORD
11. HEADSETS.....- REMOVE / OFF
12. Control Lock- INSTALL
13. FUEL SELECTOR Valve- LEFT or RIGHT
(to prevent crossfeeding between tanks)
14. Wheel Chocks.....INSTALLED

ENGINE

Textron Lycoming IO-540-AB1A5.
Maximum Power: 230 BHP

WEIGHT DATA

RAMP WT	3110
MAX TAKEOFF WT	3100
MAX LANDING WT	2950

SPEEDS FOR SAFE OPERATION

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

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

Short Field Approach , Flaps FULL 60 KIAS

BALKED LANDING..Max Pwr, Flaps 20° 55 KIAS

MAXIMUM RECOMMENDED TURBULENT AIR
PENETRATION SPEED

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

MAXIMUM DEMONSTRATED CROSSWIND
VELOCITY Takeoff or Landing15 KNOTS