



T-182T CHECKLIST (SEPT 2021)

P.A.V.E.

P.....PERSONAL / PILOT
Illness/Meds/Stress/Alcohol/Fatigue/Emotion

A.....AIRCRAFT
Air Worth / Registration / Ops Limits / W&B
Air Speed / Tach / Oil Press / Manifold Press /
Altimeter / Temp Gauge / Oil Temp / Fuel
Gauge / Land Gear Indicator / Anti-Collision /
Mag Compass / ELT / Safety Belts

V.....ENVIRONMENT
NOTAMS / WX / Known ATC / Runway Length
/ Alternates / Fuel Req / TO+Lnd Data / (TFR)

E.....EXTERNAL
Invulnerability / Impulse / Macho / Get Home

PREFLIGHT INSPECTION

WX/NOTAM/TFR.....CHECK
Fuel.....CHECK
Weight/Balance.....COMPUTE
Aircraft Binder.....OBTAIN
Pitot Cover.....REMOVE
Cowl Plugs.....REMOVE

Cabin

Documents (AROW).....PRESENT
POH.....ACCESSIBLE TO PILOT
G1000 Ref.....ACCESSIBLE TO PILOT
Parking Brake.....A/R
Control Wheel Lock.....REMOVE
Magnetos.....OFF
Avionics Bus 1 and Bus 2.....OFF
Master (ALT + BAT).....ON
PFD.....VERIFY ON
Tach / Hobbs.....NOTE
Fuel QTY (L+R).....CHECK
Low Fuel Annun..CHECK (No show)
Oil Press Annun.....CHECK (Shown)
Low Vac Annun.....CHECK (Shown)
Avionics Bus 1.....ON

Fwd Fan.....CHECK (Heard)
Avionics Bus 1.....OFF
Avionics Bus 2.....ON
Aft Fan.....CHECK (Heard)
Avionics Bus 2.....OFF
Flaps.....EXTEND
Exterior Lights.....ON
Pitot Heat.....ON (Warm w/ 30")
Exterior Lights.....CHECK
Stall Warn.....AUDIBLE
Pitot Heat.....OFF
Low Volt Annun.....CHECK (Shown)
Master (ALT + BAT).....OFF
Elev + Rudder Trim.....TAKEOFF
ALT Static.....OFF (In)
Fuel Selector.....BOTH
O2 Pressure + Mask.....CHECK
Fire Extinguisher.....CHECK (Green)
Walk Around.....PERFORM

PRE-START

Preflight.....COMPLETE
Tiedown/Chocks/Towbar.....OUT
Baggage.....SECURE
Passenger Brief.....SAFETY
Seats.....ADJUST + LOCK
Safety Belts.....FASTENED/SECURE
Brakes.....TEST + HOLD
Circuit Breakers.....CHECK IN
Electrical Equip.....OFF
Avionics Bus 1 and Bus 2.....OFF

CAUTION:

Off to prevent damage to avionics

Fuel Selector.....BOTH
Cowl Flaps.....OPEN



T-182T CHECKLIST (SEPT 2021)

ENGINE START (BATTERY)

Throttle.....OPEN 1/4th inch
Prop.....HIGH RPM
Mixture.....IDLE CUTOFF
Standby Battery.....CHECK
-- TEST: Hold 20", lamp stays ON
-- ARM: Verify PFD comes ON
ENG Indications....CHECK (**No Red X**)
BUS E Volts.....CHECK (**24 min**)
BUS M Volts.....CHECK (**1.5 or less**)
Batt S Amps.....CHECK (Discharge)
STBY BAT Ann.....CHECK (Shown)
Propeller.....CLEAR
Master (ALT + BAT).....ON
Beacon Light.....ON

NOTE:

If ENG Warm, omit next 3 steps
Fuel Pump.....ON
Mixture.....RICH
-- Stable FF, 3-5 seconds, CUTOFF
Fuel Pump.....OFF
Magnetos.....START
- 3 x 10 sec start / 20 sec cool down
Mixture.....Adv SMOOTHLY to RICH
Oil Pressure.....Check (**30 – 60 secs**)
M BAT + S BAT.....CHECK (Positive)
Low Volt Annun.....CHECK (No Show)
NAV Lights.....ON
Avionics Bus 1 and Bus 2.....ON
Flaps.....RETRACT
Mixture.....LEAN
-- Set throttle to 1,200 RPM
-- Lean Mixture for max RPM
-- Set throttle 800 – 1,000 RPM

AFTER START

PSM ATIS: 132.05 GRND: 120.95

Headset.....ON
COMMS.....ATIS
Altimeter.....SET x 2
Flight Instruments.....CHECK
XPDR.....CHECK
RST Fuel (MFD/ENG/SYS).....RESET
GAL REM (MFD/ENG/SYS).....SET
Flight Plan.....OBTAIN / LOAD

TAXI

Airport Diagram.....AS REQ'D
Taxi Light.....ON
Taxi Area.....CLEAR
Brakes.....TEST
Taxi Clearance.....OBTAIN
During Taxi.....VERIFY
-- Flight Instrument move in turns
-- Controls: Turn Into/Dive Away

CROSSWIND ROT'S

30° = 50% / 45° = 75% / 60° = 100%

VFR Day Min Equipment

Air Speed / Tach / Oil Press / Manifold Press /
Altimeter / Temp Gauge / Oil Temp / Fuel
Gauge / Land Gear Indicator / Anti-Collision /
Mag Compass / ELT / Safety Belts

VFR Night Min Equipment

Fuses/CB's (Spares) / Landing Light / Anti-
Collision Lights (Beacon / Strobes) / Positions
Lights (NAV) / Source of Electricity

IFR Min Equipment

Generator (Alternator) / Radio/Nav
appropriate for flight / Attitude / Ball
(Inclinometer) / Clock / Altimeter (Pressure
Sensitive) / Rate of Turn / Dir Gyro / VOR (30)
SEE POH 2-10 thru 2-14 for full MEL List



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ENGINE RUNUP

PSM TWR: 128.4

Brakes.....HOLD
 Seat Backs.....FULL UPRIGHT
 Seat + Belts.....CHECK SECURE
 Doors/Windows...CLOSED/LOCKED
 Flight Controls.....FREE + CORRECT
 A/P.....ENGAGE (AP button on PFD)
 Flight Controls.....CHECK
 -- A/P overpwr'd in pitch and roll
 A/P Trim DISC...PRESS (Disc + tone)
 FLT DIR.....OFF (FD button on PFD)
 Manual ELEC Trim.....CHECK
 Elev + Rudder Trim.....TAKEOFF
 FLT Instruments.....CHK (**No Red X**)
 Altimeters.....SET X 2
 -- PFD BARO & STBY ALT

G1000 ALT Select.....SET
 STBY Instruments.....CHECK
 PFD/MFD/Comm/Nav.....VERIFY
 Fuel Quantity.....CHECK

NOTE:

Flt not rec w/both QTY's in yellow
 Mixture.....RICH
 Fuel Selector.....BOTH
 Run Up Area.....CLEAR BEHIND
 Throttle.....1,800 RPM
 -- Mags.....**175 max / 50 Diff**
 -- Prop.....CYCLE x 3
 -- VAC (MFD/ENG/SYS).....CHECK
 -- Engine Indications.....CHECK
 -- Ammeter.....**0 or POSITIVE**
 -- Voltmeter.....**27 - 29 V**
 Annunciators.....CHECK (None)

Throttle.....IDLE (**Approx 650 RPM**)
 Throttle.....1,000 RPM or LESS
 Throttle Friction.....ADJUST

PRE-TAKEOFF BRIEF

RWY / DEPT / FIX / HGD / ALT / SPD

Engine Fail/Abnormal on T/O Roll
 -- Throttle IDLE / Stop St-Ahead

Engine Fail: Liftoff w/ RWY remain
 -- Speed.....**70 (10-Full) / 75 (Up)**
 -- Throttle.....IDLE
 -- Land.....MAX BRAKING
 -- Flaps.....RETRACT

Airborne: Insufficient Runway
 -- Landing Area.....SELECT
 -- Flaps.....FULL DOWN
 -- Fuel Shutoff Valve.....CLOSED
 -- Ignition Switches.....OFF
 -- Master.....OFF
 -- Land.....MIN AIRSPEED
 -- Tech: 180° MIN ALT / Dir o Turn
 TOLD ROT.....70% Spd NLT 50% Rwy

BEFORE TAKEOFF

BOS DEPT: 125.05

Pre-Takeoff Brief.....COMPLETE
 Mixture.....RICH
 Elevator Trim.....TAKEOFF
 Rudder Trim.....NEUTRAL
 Cowl Flaps.....Open
 Oil Pressure.....< **115 PSI**



T-182T CHECKLIST (SEPT 2021)

BEFORE TAKEOFF (CONT)

Flaps.....0°-20° (10° Rec'd)
 A/P.....OFF
 Cabin Power (12V).....OFF
 Annunciators.....NONE SHOWN
 Doors/Windows....CLOSED+LOCKED
 XPDR.....SET
 CDI Key.....SELECT NAV SOURCE
 FMS/GPS FLT Plan.....A/R

NOTE:

Check GPS Availability on MFD-AUX-GPS-Status Page. No annunciation for loss of GPS 2
 Strobes.....ON (entering the RWY)
 Land Lt.....ON (cleared for T/O)

NORMAL TAKEOFF

Throttle.....FULL (**32 in.hg**)
 Prop.....FWD (**2350-2,400 RPM**)
 Mixture.....ADJ to **24 GPH**
 Rotate.....**50 - 60 KIAS**
 Climb.....**70 (Flaps 20°) / 80 (Up)**
 Flaps.....UP @ 500' AGL

SHORT FIELD TAKEOFF

Flaps.....20°
 Brakes.....HOLD
 Throttle.....FULL (**32 in.hg**)
 Prop.....FULL FWD (**2,400 RPM**)
 Mixture.....ADJ to **24 GPH**
 Brakes.....RELEASE
 Elevator Control.....SLGHT TAIL LOW
 Rotate.....**50 - 60 KIAS**
 Climb.....**60 KIAS Until OBS Clear**
 Flaps.....RETRACT SLOW > **70 KIAS**

SOFT FIELD TAKEOFF

Flaps.....20°
 Elevator Control.....TAIL LOW
 After Lift Off.....LEVEL FLIGHT
 -- Attain Vx or Vy as Req'd
 Flaps.....RETRACT SLOW > **70 KIAS**

ENROUTE CLIMB (> 1000' AGL)

Airspeed.....**90 - 100 KIAS**
 Throttle.....**25 in.hg** (tick mark)
 Prop.....**2,400 RPM**
 Mixture.....**16 GPH** (tick mark)
 Fuel Selector.....BOTH
 Cowl Flaps.....OPEN
 (MAX=84kts/32in/2400rpm/24gph)

CRUISE

Level Off.....ACCELERATE
 Flaps.....CHECK UP
 Throttle.....**15 - 28 in.hg**
 Prop.....**2,000 - 2,400 RPM**
(Normal Cruise 55% - 88%, SL-15K)
 Mixture.....LEAN
 -- Rec'd: 50°F rich of peak T.I.T.
 -- Pwr: 125°F rich of peak T.I.T.

CAUTION: no Lean of Peak ops

Cowl Flaps...CLSD (CHT 2/3 grn arc)
 Elevator Trim.....A/R
 Rudder Trim.....A/R
 FMS / GPS.....SET A/R
 PFD CDI.....PRESENT
 Engine Instruments.....CHECK
 Exterior Lights.....A/R
 Cabin Power (12V).....A/R
 Fuel.....MONITOR
 M BAT Amps.....< 5+
SEE POH 5.22 - 5.28 for Cruise Charts



T-182T CHECKLIST (SEPT 2021)

AUTOPILOT LIMITATIONS

- Pre-flight test must be successful prior to A/P, F/D or Elec trim use
- Pilot in left seat with seatbelt on
- A/P must be OFF for T/O and LND
- Max engage speed = 165 KIAS
- Min engage speed = 70 KIAS
- Elec Trim Max Speed = 175 KIAS
- Max Fuel Imbal = 90 lbs (15 gal)
- A/P must be disengaged:
 - < 200 ft AGL during approaches
 - < 800 ft AGL all other operation
- A/P and F/D limited to CAT I only
- Prohibited w/audio panel inop
- Missed Aprch: confirm Alt's met

IN RANGE / DESCENT

PSM ATIS: 132.05

- ATIS/AWOS.....CHECK
- STAR / Approach.....LOAD + VERIFY
- STAR / Approach.....BRIEF
 - Descend Via Alt / Approach / Mins / Config / Aim Point / Field Elev / Rwy Length / Turnoff Side / Taxi Route / Park Mixture.....ADJUST

NOTE: Avoid Full Rich Descents

- Prop.....A/R
- Throttle.....A/R
- Cowl Flaps.....CLOSED
- Altimeters.....SET X 2
 - PFD BARO & STBY ALT
- G1000 ALT Select.....SET
- Fuel Selector.....BOTH
- Approach Mins.....SET (A/R)
- CDI Key.....SELECT NAV SOURCE
- FMS/GPS FLT Plan.....A/R

APPROACH (APPROX 15 NM)

TWR: 128.4

- Approach.....BRIEFED / ACTIVATED
- Confirm Freqs / In-bound Crs / Mins are set
- Altimeters.....SET X 2
 - PFD BARO & STBY ALT
- Fuel Selector.....BOTH
- Exterior Lights.....ON
 - all except landing light
- Flt / Nav Instruments.....SET
- Engine Instruments.....MONITOR
- Cabin Power (12V).....OFF
- Go-Around Proc.....REVIEW

BEFORE LANDING

- Fuel Selector.....BOTH
- Mixture.....RICH
- Prop.....HIGH RPM
- Seat Backs.....FULL UPRIGHT
- Seat + Belts.....CHECK SECURE
- Land Light.....ON (cleared to Land)
- A/P.....OFF

BALKED LANDING / GO AROUND

- Throttle.....FULL (**32 in.hg**)
- Prop.....FULL FWD (**2,400 RPM**)
- Flaps.....RETRACT TO 20°
- Airspeed.....**55 KIAS**
- Flaps.....RETRACT SLOW > **70 KIAS**
- Cowl Flaps.....Open

CROSSWIND ROT'S

30° = 50% / 45° = 75% / 60° = 100%



T-182T CHECKLIST (SEPT 2021)

LANDING

NORMAL LANDING

- Airspeed.....**70 – 80 KIAS** (Flaps UP)
- Flaps.....A/R
 - UP – 10°< **140 KIAS**
 - 10° – 20°< **120 KIAS**
 - 20° – Full.....< **100 KIAS**
- Airspeed...**60 – 70 KIAS** (Flaps FULL)
- Touchdown.....MAINS FIRST
- Landing Roll.....LOWER NOSE gently
- Braking.....MINIMUM REQ'D

SHORT FIELD LANDING

- Airspeed.....**70 – 80 KIAS** (Flaps UP)
- Wing Flaps.....FULL < **100 KIAS**
- Airspeed.....**60 KIAS** until flare
- Power.....IDLE as OBST is cleared
- Touchdown.....MAINS FIRST
- Wing Flaps.....UP
- Control Yoke.....FULL BACK
- Braking.....MAX (don't skid tires)

SOFT FIELD LANDING

- Airspeed.....**70 – 80 KIAS** (Flaps UP)
- Wing Flaps.....FULL < **100 KIAS**
- Airspeed.....**60 KIAS** until flare
- Power.....As Red'd, control descent
- Control Yoke.....AFT (Hold nose off)
- Braking.....NONE / MINIMUM
- When Nose touch....YOKE FULL AFT
- Power.....AS REQ'D (keep rolling)

AFTER LANDING

PSM GRND: 120.95

- Throttle.....800 – 1,000 RPM
- Cowl Flaps.....OPEN
- Flaps.....UP
- Landing Light.....OFF
- Strobes.....OFF
- Pitot Heat.....OFF
- XPDR.....CHECK
- Airport Diagram.....OUT/AVAIL
- Flt Controls.....Turn Into/Dive Away

SHUTDOWN / SECURE AIRPLANE

- Parking Brake.....A/R
- Throttle.....IDLE
- Electrical Equip.....OFF
- Autopilot.....OFF
- Avionics Bus 1 and Bus 2.....OFF
- Mixture.....IDLE CUT OFF

AFTER PROPELLER STOPS

- Magnetos.....OFF
- Key.....REMOVE
- TACH Time (ENG/SYS).....RECORD
- Master (ALT + BAT).....OFF
- STBY BATT.....OFF
- Fuel Selector.....LEFT or RIGHT
- Aileron + Rudder Trim.....TAKEOFF
- HOBBS Time.....RECORD
- FLT Control Lock.....SECURE
- Chocks.....INSTALL
- Parking Brake.....RELEASE
- Pitot Cover.....INSTALL
- Cowl Plugs.....INSTALL
- Oil Heater.....PLUG IN (Winter)
- Post-Flt Walkaround.....COMPLETE



T-182T CHECKLIST (SEPT 2021)

FIRES

ENGINE FIRE DURING START

Magnetos Switch.....START
IF ENGINE STARTS

Power.....1800 RPM (few mins)
Engine.....SHUTDOWN (Inspect)

IF ENGINE FAILS TO START

Throttle.....FULL IN
Mixture.....IDLE CUTOFF
Magnetos Switch.....START
Fuel Shutoff...DOWN, ROTATE OFF
Fuel Pump.....OFF
Magnetos Switch.....OFF
STBY Battery.....OFF
Master Switch (ATL + BATT)...OFF
Engine.....SECURE
Parking Brake.....RELEASE
Fire Extinguisher.....OBTAIN
Airplane.....EVACUATE
Fire.....EXTINGUISH
Airplane.....INSPECT

ENGINE FIRE – IN FLIGHT

Mixture.....IDLE CUTOFF
Fuel Shutoff...DOWN, ROTATE OFF
Fuel Pump.....OFF
Master Switch (ATL + BATT)...OFF
Air Vents.....OPEN (if needed)
Cabin Heat + Air.....OFF
Airspeed.....100 KIAS (INCREASE)
-- Do not exceed Vne (175 KIAS)
Landing....EMER LAND NO POWER
Radio.....MAYDAY on 121.5
XPDR.....7700

WARNING:

DO NOT ATTEMPT RESTART

ELECTRICAL FIRE – IN FLIGHT

STBY Battery.....OFF
Master Switch (ATL + BATT).....OFF
Cabin Vents.....CLOSED
Cabin Heat + Air.....OFF (Push IN)
Fire Extinguisher.....ACTIVATE
Avionics Bus 1 and Bus 2.....OFF
All Switches EXCEPT MAGS.....OFF

WARNING

After Fire Extinguisher use, ensure fire is extinguished before exterior air used to vent the cabin

Cabin Air Vents.....OPEN
Cabin Heat+ Air.....ON (Pull Out)

If Fire out and Electrics are needed

Circuit Breakers....CHECK FOR OPEN
- Do not reset
Master Switch (ATL + BATT).....ON
STBY Battery.....ARM
Avionics Bus 1.....ON
Avionics Bus 2.....ON

CABIN FIRE

STBY Battery.....OFF
Master Switch (ATL + BATT).....OFF
Cabin Vents.....CLOSED
Cabin Heat+ Air.....OFF (Push IN)
Fire Extinguisher.....ACTIVATE

WARNING

After Fire Extinguisher use, ensure fire is extinguished before exterior air used to vent the cabin

Cabin Air Vents.....OPEN
Cabin Heat + Air.....ON (Pull Out)
Land.....AS SOON AS POSSIBLE



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FIRES (CONT)

WING FIRE

LAND + TAXI Lights.....OFF
NAV Lights.....OFF
Strobes.....OFF
Pitot Heat.....OFF

NOTE

Perform sideslip to keep flames away from tank and cabin. Land as soon as POSSIBLE, using flaps only as required for final approach and touchdown.

ENGINE

ENGINE FAILURE – REJECT

Throttle.....IDLE
Brakes.....APPLY
Flaps.....RETRACT
Mixture.....IDLE CUTOFF
Magnetos Switch.....OFF
STBY Battery.....OFF
Master Switch (ATL + BATT).....OFF
TOLD ROT: 70% spd / 50 % Rwy

ENGINE FAILURE - AFTER TAKEOFF

Airspeed.....75 KIAS (Flaps Up)
- 70 KIAS (Flaps 10-Full)
Mixture.....IDLE CUTOFF
Fuel Shutoff.....DOWN, ROTATE OFF
Magnetos Switch.....OFF
Flaps.....A/R (Rec FULL)
STBY Battery.....OFF
Master Switch (ATL + BATT).....OFF
Cabin Doors.....UNLATCH
Landing.....STRAIGHT AHEAD
Tech: 180° MIN ALT / Dir o Turn

ENGINE FAILURE - RESTART

Airspeed.....75 KIAS (best glide)
Fuel Selector.....BOTH
Fuel Pump.....ON
Mixture.....RICH (if no restart)
Magnetos Switch.....BOTH (START)

NOTE

If prop windmill, engine will restart. If stopped, Mags to START, advance throttle slowly from IDLE, lean MIXTURE for smooth ops
Fuel Pump.....OFF

NOTE

If FLOW drops to zero (fuel pump fai), return Fuel Pump to ON.

OIL MALFUNCTIONS

“OIL PRESSURE” Annunciator

Oil Temp + Pressure.....CHECK
If Oil Pressure Low (< 20 PSI)
Throttle.....MIN REQ'D
Land.....AS SOON AS POSSIBLE
If Oil Pressure or Temp High
Climb Rate.....REDUCE
Airspeed.....100 KIAS
Mixture.....ENRICHEN
If Oil Annunciator on after 1 min
Throttle.....MIN REQ'D
Land.....AS SOON AS POSSIBLE

PROPELLER

OVERSPEED

Throttle.....REDUCE
Oil Pressure.....CHECK
Propeller....FULL REDUCE, then SET
Airspeed.....REDUCE
Throttle.....< 2,400 RPM
Divert.....Nearest ALTERNATE
Emer Land Checklist.....PERFORM



T-182T CHECKLIST (SEPT 2021)

ELECTRICAL

HIGH VOLTAGE (> 15V)

ANNUN ON or M BATT > 40

- Master (ALT Only).....OFF
- Electrical Load.....REDUCE
- Avionics BUS 1.....OFF
- Prop Heat.....OFF
- Pitot Heat.....OFF
- Beacon.....OFF
- Land Light.....OFF
- Taxi Light.....OFF
- Nav Light.....OFF
- Strobes.....OFF
- Cabin 12V.....OFF

NOTE

- Main Battery supplies electrical power to Main and Essential Bus until M BUS VOLTS decreases below 20V. When M BUS VOLTS below 20V, STBY Battery automatically supplies power to Essential Buss for at least 30 min.

NOTE

- Select COM 1 MIC and NAV 1 on audio panel and tune to active frequency before setting AV BUS 2 to OFF. If COM 2 and NAV 2 are selected when AV BUS 2 is set to OFF, the COM and NAV radios cannot be tuned.

- COM 1 and NAV 1.....TUNE
- COM 1 MIC and NAV 1.....SELECT

NOTE

- When AV BUS 2 OFF, the following will not operate: A/P, Audio Panel, COMM 2, NAV 2, Transponder, MFD AV Bus 2.....OFF (ON if in clouds)
Land.....AS SOON AS PRACTICAL

NOTE

- Make sure successful landing is possible before extengind flaps. The flap motor is large electrical load.

LOW VOLT ANNUN < 1000 RPM

- Throttle.....1000 RPM
- Low Volts Annun.....CHECK OFF

If Annun remains on at 1000 RPM MX.....PERFORM before next flight

LOW VOLT ANNUN @ HIGH RPM

- Master (ALT Only).....OFF
- ALT Field Circuit Breaker.....CHK IN
- Master (ALT + BATT).....ON
- Low Volts Annun.....CHECK OFF
- M Bus Volts.....CHECK 27.5V min
- M Batt Amps.....CHK CHARGING (+)

If Annunciator remains On

- Master (ALT Only).....OFF
- Electrical Load.....REDUCE
- Avionics BUS 1.....OFF
- Prop Heat.....OFF
- Pitot Heat.....OFF
- Beacon.....OFF
- Land Light.....OFF
- Taxi Light.....OFF
- Nav Light.....OFF
- Strobes.....OFF
- Cabin 12V.....OFF



T-182T CHECKLIST (SEPT 2021)

ELECTRICAL (CONT)

NOTE

- Main Battery supplies electrical power to Main and Essential Bus until M BUS VOLTS decrease < 20V. When M BUS VOLTS < 20V, STBY BATT automatically supplies power to Essential Buss for at least 30 min.

NOTE

- Select COM 1 MIC and NAV 1 on audio panel and tune to active frequency before setting AV BUS 2 to OFF. If COM 2 and NAV 2 are selected when AV BUS 2 is set to OFF, the COM and NAV radios cannot be tuned.

- COM 1 and NAV 1.....TUNE
- COM 1 MIC and NAV 1.....SELECT

NOTE

- When AV BUS 2 OFF, the following will not operate: A/P, Audio Panel, COMM 2, NAV 2, Transponder, MFD AV Bus 2.....OFF (ON if in clouds)
Land.....AS SOON AS PRACTICAL

NOTE

- Make sure successful landing is possible before extengind flaps. The flap motor is large electrical load.

STATIC SOURCE

- ERRONEOUS INSTRUMENT READING**
- ALT Static Air Valve.....ON (Pull)
- Cabin Vents.....CLOSED
- Cabin Heat + Air.....ON (Pull OUT)
- Airspeed.....Ref POH Figure 5-1
- Altitude.....Ref POH Figure 5-2

FUEL

FUEL FLOW FLUCTUATE > 1 GPH

- Fuel Pump.....ON
- Mixture.....ADJUST for smooth Ops
- Fuel Selector.....OPPOSITE TANK
- After fuel flow stabilized, then
- Fuel Pump.....OFF

AIR DATA SYSTEM FAILURE

RED X- PFD AIRSPEED

- ADC / AHRS Cir Brk.....CHECK IN
- ESS BUS and AVN BUS 1
- If popped, reset CB
- STBY Airspeed Indicator.....USE

RED X- PFD ALTITUDE

- ADC / AHRS Cir Brk.....CHECK IN
- ESS BUS and AVN BUS 1
- If popped, reset CB
- STBY Altimeter.....USE

AHRS SYSTEM FAILURE

RED X- PFD ATTITUDE

- ADC / AHRS Cir Brk.....CHECK IN
- ESS BUS and AVN BUS 1
- If popped, reset CB
- STBY Attitude Indicator.....USE

RED X- PFD HSI

- ADC / AHRS Cir Brk.....CHECK IN
- ESS BUS and AVN BUS 1
- If popped, reset CB
- Mag Compass.....USE



T-182T CHECKLIST (SEPT 2021)

AUTOPILOT / ELEC TRIM FAILURE

A/P or PTRM ANNUNCIATOR

Yoke.....GRASP FIRMLY
 A/P Trim Disc But.....PRESS+HOLD
 Elev + Rudder Trim...ADJUST MAN
 A/P Circuit Breaker.....PULL OUT
 A/P Trim Disc But.....RELEASE

WARNING

Following A/P, Auto Trim, or Manual Elec Trim Malf, DO NOT Re-engage A/P until cause of malfunction has been corrected.

NAVIGATION

GPS / RAIM WARNING

Enroute or Terminal

GPS Nav.....MONITOR
 Non-GPS Nav.....SET + MONITOR

On GPS Approach

Missed Approach.....PERFORM
 Approach.....SELECT NON-GPS

VACUUM SYSTEM FAIL

LOW VACUUM ANNUNCIATOR

Vac Indi (VAC).....CHECK EIS SYS

CAUTION

If Vacuum pointer out of the green arc during flight or gyro flag is shown on Stby Attitude, then the STBY Attitude must not be used.

DISPLAY COOLING

PFD-1 or MFD-1 COOLING

Cabin Heat.....REDUCE (Push IN)
 FWD Avionics Fan.....CHECK
 - Feel for air on glareshield
If Annunciator remains On
 STBY Batt Switch.....OFF
 - Unless needed for Emer Pwr
If PFD-1 or MFD-1 Annun does not go off within 3 minutes, or both PFD-1 and MFD-1 annun come on
 STBY Batt Switch.....OFF
 Land.....AS SOON AS PRACTICAL

HIGH CARBON MONOXIDE LEVEL

CO LVL HIGH ANNUNCIATOR

Cabin Heat.....OFF (PUSH IN)
 Cabin Air.....ON (PULL OUT)
 Cabin Vents.....OPEN
 Windows.....OPEN (175 KIAS max)
If CO LVL remains On
 Land.....AS SOON AS PRACTICAL

FLIGHT CONTROLS

SPIN RECOVERY

Power.....IDLE
 Ailerons.....NEUTRAL
 Rudder.....FULL OPPOSITE
 After rudder reaches full stop
 Elevator.....BRISKLY FORWARD
 Hold inputs until spin stops, then
 Rudder.....NEUTRALIZE
 Dive.....RECOVER



T-182T CHECKLIST (SEPT 2021)

WEATHER

INADVERTENT FLT INTO ICING

Pitot Heat.....ON
 Prop Heat.....ON
 Turn Around / Chge Altitude ASAP
 Cabin Heat.....ON (Pull OUT)
 Defrost.....ON (Clockwise)
 Engine Speed.....INCREASE
 - If vibrate: 2200RPM, rapid FWD

NOTE

Cycling RPM flexes prop blades and causes high RPM, causing ice to shed more rapidly. If amber PROP HEAT comes on, cycle switch OFF, then back ON. If comes on again, turn off and use RPM cycle tech.

Engine.....MONITOR
 Land.....NEAREST SUITABLE
 Power.....HIGHER REQ'D
 Flaps.....LEAVE RETRACTED
 Left Window.....OPEN if Req'd to see
 FWD Slip.....If Req'd to see
 Airspeed.....80-90 KIAS
 Landing.....LEVEL ATTITUDE
 Missed Approach.....AVOID
 Prop Heat.....OFF

CAUTION

Do not operate Prop Heat more than 15 seconds on the ground without engine power

NOTE

Ice increases stall speed. Carry extra speed on final. Stall warning horn may not function.

DESCENT / LANDING

EMER LANDING – NO POWER

Seat Backs.....FULL UPRIGHT
 Seats and Belts.....SECURE
 Airspeed.....75 KIAS (Flaps Up)
 - 70 KIAS (Flaps 10-Full)
 Mixture.....IDLE CUTOFF
 Fuel Shutoff...DOWN, ROTATE OFF
 Magnetos Switch.....OFF
 Flaps.....A/R (Rec FULL)
 Radio.....MAYDAY on 121.5
 XPDR.....7700
WHEN LANDING ASSURED
 ELT Switch.....ON
 STBY Battery.....OFF
 Master Switch (ATL + BATT).....OFF
 Cabin Doors.....UNLATCH
 Touchdown.....SLIGHT TAIL LOW
 Brakes.....APPLY HEAVILY

PRECAUTIONARY LANDING

Seat Backs.....FULL UPRIGHT
 Seats and Belts.....SECURE
 Airspeed.....75 KIAS
 Flaps.....20°
 Radio.....MAYDAY on 121.5
 XPDR.....7700
 Selected Field.....FLY OVER
 Flaps.....FULL (on final)
 Airspeed.....70 KIAS
WHEN LANDING ASSURED
 ELT Switch.....ON
 STBY Battery.....OFF
 Master Switch (ATL + BATT).....OFF
 Cabin Doors.....UNLATCH
 Touchdown.....SLIGHT TAIL LOW
 Mixture.....IDLE CUTOFF
 Magnetos Switch.....OFF
 Brakes.....APPLY HEAVILY



T-182T CHECKLIST (SEPT 2021)



T-182T CHECKLIST (SEPT 2021)

DESCENT / LANDING (CONT)

LANDING WITH FLAT MAIN

Approach.....NORMAL
 Flaps.....FULL
 Touchdown.....GOOD TIRE FIRST
 Control....MAINTAIN w/good brake

NOTE

Flat Tire (Drag) in the middle

LANDING WITH FLAT NOSE

Approach.....NORMAL
 Flaps.....A/R
 - UP – 10°< **140 KIAS**
 - 10° – 20°< **120 KIAS**
 - 20° – Full.....< **100 KIAS**
 Touchdown.....ON MAINS
 Nose Tire....HOLD OFF long as poss
 Elevator...FULL UP when nose drop

LANDING NO ELEVATOR CONTROL

Trim.....SET **80 KIAS**
NOTE: Do not change Trim
 Power.....A/R for descent angle

NOTE

When in flare, elevator trim should be adjusted toward full nose up at same time as power reduced.
Close throttle at touchdown

CAUTION

Airplane may touchdown on the nosewheel before main wheels

SULLY MANEUVER

DITCHING

Radio.....MAYDAY on **121.5**
 XPDR.....**7700**
 Heavy Items.....SECURE / JETTISON
 Seat Backs.....FULL UPRIGHT
 Seats and Belts.....SECURE
 Flaps.....20° to FULL
 Power.....Est 300 FT/MIN @ **65 KIAS**

NOTE

If no power, approach at **70 KIAS** +
 Flaps Up, or **65 KIAS** with Flaps 10°

Approach.....A/R
 - High Winds/Seas.....INTO WIND
 - Lt Winds.....PARRALLEL TO SWELL
 Cabin Doors.....UNLATCH
 Touchdown.....LEVEL ATTITUDE
 Face.....CUSHION (folded coat)
 ELT.....ACTIVATE
 Airplane.....EVACUATE via DOORS

NOTE

If needed, open window to flood cabin an equalize pressure so doors can be opened.

Life Vest/Raft.....INFLATE
 - When clear of the airplane

ANNUNCIATIONS

CO DET SVC.....CO Detector Service
 CO LVL HIGH.....CO level > 50 PPM
 HIGH VOLTS.....M Bus > 32V
 LOW FUEL L/R.....< 8 gal in tank
 LOW VACUUM...Vacuum < 3.5 in/hg
 LOW VOLTS.....M Bus < 24.5V
 MFD1 COOLING.....MFD Overheat
 OIL PRESSURE.....< 20psi or > 115psi
 PITCH TRIM.....Pitch Trim Fault
 PFD1 Cooling.....PFD Overheat
 PULL UP.....Terrain Warning
 RED "X"Individual Unit Failure
 STBY BATT.....STBY Battery < .5 amp
 TAWS FAIL.....Terrain Failure
 TAWS N/A.....Terrain not available
 TERRAIN.....Terrain Warning