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**Civil Aviation Administration of China (CAAC)**

**Aircraft Evaluation Group (AEG)**

# **Aircraft Evaluation Report**

**For**

**Cessna Model 182T**

**Revision 0**

**Date: 23/12/2013**

**Manufacturer: Cessna Aircraft Company**

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## Revision Record & Approval

Revision No.	Section	Highlight	Date
Rev. 0	All	Initial issue (Conversion format of CAAC AEG evaluation determination)	December 23, 2013

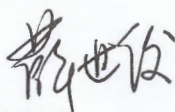
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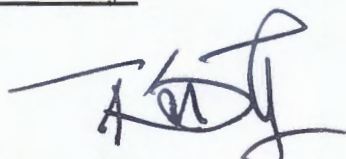


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## **Foreword**

The Cessna Model 182T aircraft was initially type certificated by Federal Aviation Administration (FAA) on August 21, 2007, and the validated Type Certificate was issued by CAAC airworthiness department on July, 2002.

Cessna 182T was first evaluated by the CAAC AEG on February 2010.

This report was first composed in November 2013 to cover all the previous AEG evaluation determinations for Cessna Model 182T which were issued in February 22, 2010, and since this report is formally issued, the individual CAAC AEG validation and approval letters for Cessna model 182T (AEG-CE182T-2010001 and 2010002) are cancelled.

## **Section 1: Pilot Type Rating and Qualification Specification**

### **1.1 Statement and Explanation**

This section is the formal notification that CAAC AEG has conducted a Flight Standardization Board (FSB) evaluation for Cessna 182T airplane.

Hereby, the provisions in this section can be used, as the basis, by Chinese operators to develop their pilot qualification and training program for above airplane.

Alternate means of compliance to the requirements of CCAR 61, other than as specified in the provisions of this section, must be approved by Flight Standards Department of CAAC. If alternate compliance is sought, operators will be required to establish that proposed alternate means provide an equivalent level of safety to the provisions of this section, and analysis, demonstrations, proof of concept testing, differences documentation, or other evidence may be required.

## **1.2 Pilot Type Rating and Licence Endorsement**

Upon the FSB evaluation, there is no Pilot Type Rating requirement for Cessna 182T.

## **1.3 ODR and MDR**

Not applicable.

## **1.4 Specification for Training**

Even no specific training for Cessna 182T is mandatory according to CCAR Part 61, CAAC AEG still suggests the pilots who fly Cessna 182T meets the following requirements at least:

- (a) Holding a current pilot license of airplane category.
- (b) Having completed G1000 Familiarization Course
- (c) With High Performance Endorsement

CAAC AEG also recommends operators involved in commercial operations should develop their appropriate pilot training program for Cessna 182T with reference to the appropriate POH/AFM or it's supplemental.

## **1.5 Specification for Checking**

As required by CCAR Part 61.

## **1.6 Specification for Currency**

As required by CCAR Part 61.

## **1.7 Specification for Flight Simulation Training Devices**

Since this report finalized, there is no specific training devices available for Cessna 182T airplanes.

## **Section 2: Master Minimum Equipment List**

### **2.1 Statement and Explanation:**

Since this report finalized, there is no Master Minimum Equipment List (MMEL) available for Cessna 182T airplanes.

### **2.2 CAAC Supplement**

Not applicable.

## Section 3: Schedule Maintenance Requirements

### 3.1 Statement and Explanation:

There is no Maintenance Review Board Report for Cessna 182T airplane.

Airworthiness Limitation approved by type certification process included in the following documents:

- Model 182T Maintenance Manual, Chapter 4

Maintenance tasks of above mentioned Airworthiness Limitation will not be allowed to be escalated without approval of type certification authority.

Schedule maintenance requirements recommended by Cessna included in the following documents:

- Model 182T Maintenance Manual, Chapter 5

Maintenance tasks of above mentioned schedule maintenance requirements may be escalated with the supporting data by operator's reliability program.

### 3.2 CAAC Supplemental

Not applicable.



## **Section 4: Operational and Continued Airworthiness Instructions**

### **4.1 Statement and Explanation:**

This section is the formal notification that the CAAC AEG has conducted evaluation of the operational and continued airworthiness instructions for Cessna Model 182T Aircraft based on the relevant policies and procedures of Cessna.

This section is the formal notification that the CAAC AEG has conducted evaluation of the operational and continued airworthiness instructions for Cessna Model 182T Aircraft based on the relevant policies and procedures of Cessna.

Hereby, the Operational & Continued Airworthiness Instructions listed in the attachment was found acceptable by CAAC AEG, and will gives the necessary guidance for properly operating and maintaining Cessna 182T Aircraft within the approved operating conditions and limitations.

This acceptance may not assure the accuracy and applicability of the content in each document, it is the aircraft owner's or operator's responsibility to report any defect or discrepancy in the documents to the aircraft manufacturer, or report to CAAC AEG through website: <http://aeg.caac.gov.cn/>.

### **Operational & Continued Airworthiness Instructions distribution:**

By Cessna either in hardcopy, CD/DVD or website, except engine manuals are distributed by engine manufacturer directly to operators.

## **4.2 List of Operational and Continued Airworthiness Instructions**

<b>Manual</b>	<b>Reference No.</b>	<b>Description</b>	<b>Revision/Date</b>
MM	Not available	Model 182T Maintenance Manual	Rev.16 and as revised
IPC	Not available	Model 182T Illustrated Parts Catalog	Rev.18 and as revised
WDM	Not available	Model 182T Wiring Diagram Manual	Rev.6 and as revised
SRM	Not available	Model 172, 182, 206 Structural Repair Manual	Rev 4 and as revised
POH	182TPHBUS-XX	Model 182T Pilot's Operating Handbook and FAA approved Airplane Flight Manual (POH )	Rev.2 and as revised
CL	182TCLBUS-XX	Model 182T Pilots Checklist	Rev.2 and as revised

*Note 1: The above technical publication will be not customized by Cessna, the operator should carefully check the applicability before reference to some contents of the manual.*

*Note 2: For optional equipment installation developed by Cessna, the operation document as defined in Flight Manual Supplemental, and maintenance instructions included in the general technical publications as above.*

*Note 3: Cessna issue Service Document only for instructions of modification and separate ICA provide related maintenance instructions. ICA also provides temporary manual amendment no related to modifications.*

*Note 4: Amendment to Flight Manual, Structural Repair Manual and chapter 4 of Maintenance Manual should be approved by FAA.*

## **Section 5: CCARs Compliance Checklist**

### **5.1 Statement and Explanation:**

This section is the formal notification that CAAC AEG has developed the compliance checklist for Cessna Model 182T Aircraft for operating under CCAR-91R2 and CCAR-135, which is based on the following aircraft configuration:

- FAA Type Certificate Data Sheet No. 3A13, Revision 69.
- Pilot's Operating Handbook and FAA Approved Airplane Flight Manual (Rev.2, Dec.15, 2008) (Part Number: 182TPHBUS-02);

This checklist is provided as an aid to identify those specific requirements of rules for which compliance has already been demonstrated for the type design. The checklist also notes the requirements of rules which remain to be demonstrated compliance PI by operators.

When the aircraft configuration differs from the above stated aircraft configuration, it is the responsibility of the Operator and its CAAC PI to evaluate those differences and develop the compliance to the relevant requirements of rules.

It also remains the responsibility of the Operator and its CAAC PI to evaluate the corrective actions for those items not satisfactorily addressing compliance in the checklist prior to approve the appropriate operation.

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**5.2 CCAR-91R2 Compliance Checklist**

Articles/Subject	Compliance	Remark/Limitation
§91.401 Civil aircraft: Certifications required	91.401 (d) is not applicable	Other requirements should be checked by PI.
§91.403 Instrument and Equipment for VFR operation	Complies	
§91.405 Instrument and Equipment for IFR operation	Comply with the requirement of two Barometric resources but the three-pointer encoding standby altimeter is not comply with the requirement of counter drum-pointer or equivalent presentation as CCAR 91.405(a) (3).	It is the responsibility of PI for acceptance of the deviation or exemption.
§91.407 Instruments and Equipments for night and over-the-top operation	Complies except Flashlight required by 91.407 a (5) is not standard equipment.	Requirements in operation should be checked by PI.
§91.409 Mach number indicator	Not applicable	Maximum Cruise Speed is 278 km/h
§91.411 Radio communication equipment	Complies	Requirements in operation should be checked by PI.
§91.413 Navigation equipment	Complies	Requirements in operation should be checked by PI.
§91.415 Emergency and life-saving equipment	Complies except First aid kits required by 91.415 (a) is not a standard equipment and requirements as 91.415 (d) ~ (h) are not applicable.	No break-in points for the type design.
§91.417 Additional emergency and Life equipments for over water operation	Does not comply	Should be checked by PI in accordance with actual operating condition.
§91.419 Additional emergency and Life-saving equipment for rotorcraft over water flights	Not applicable	
§91.421 Additional emergency and Life-saving equipment for flights over designated land areas	Does not comply	Should be checked by PI in accordance with actual operating condition.

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Articles/Subject	Compliance	Remark/Limitation
§91.423 Oxygen equipment-operation at high altitude	Does not comply	Should be checked by PI in accordance with actual operating condition.
§91.425 Equipment for operation in icing conditions	Not applicable	Flight into known icing is prohibited.
§91.427 ATC transponder and altitude reporting equipment	Complies	Requirements in operation should be checked by PI.
§91.429 Altitude alerting system or device: Turbojet-powered civil airplanes.	Not applicable	Cessna 182T is not a Turbo-jet airplane.
§91.431 Weather radar	Does not comply	Should be checked by PI in accordance with actual operating condition.
§91.433 Flight recorder	Not applicable	Maximum certified takeoff weight is less than 5700kg.
§91.435 Emergency locator transmitter	Complies with one ELT	Requirements in operation should be checked by PI.
§91.437 Terrain awareness and warning system.	Not applicable	Maximum certified takeoff weight is less than 5700kg.
§91.439 Traffic Alert and Collision Avoidance equipment and use	Not applicable	Maximum certified takeoff weight is less than 5700kg.
§91.441 Radiation indicator	Not applicable	The AFM limited maximum altitude 18,100 ft.
Appendix B Category II Operations: Manual, Instruments, Equipment, and Maintenance	Not applicable	It is not approved for category II operations.
Appendix C Operations within airspace designated as Minimum Navigation Performance Specification Airspace.	Not applicable	It is not approved for MNPS operations.
Appendix D Operations in Reduced Vertical Separation Minimum(RVSM)	Not applicable	The AFM limited maximum altitude 18,100 ft.

**5.3 CCAR-121R4 Compliance Checklist**

Not Applicable.

**5.4 CCAR-135 Compliance Checklist**

Not Applicable

## **Section 6: Other Evaluation Items**

**Not Applicable**

## Appendix A: CAAC AEG Team and Point of Contact

### A.1: CAAC AEG Team

<u>Mr. Zhang Ling Zhi</u>	Deputy Chief, Aircraft Evaluation Division, Flight Standards Department
<u>Mr. Wang Jin</u>	Engineer, AEG Office of Civil Aviation Safety and Technology Center
<u>Mr. Tan Yun Feng</u>	Director, AEG Office of Shenyang Aircraft Airworthiness Certification Center
<u>Mr. Tong Yu</u>	Operation Inspector, Heilongjiang Safety Surveillance Bureau

### A.2: Cessna Point of Contact

Mr. Travis Tyler	Airworthiness Engineer
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