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TEXTRON AVIATION



EASA
European Aviation Safety Agency

European Aviation Safety Agency

Master Minimum Equipment List (MMEL)

Revision: 00
Date: 17/12/2015

Cessna Skylane 182S/182T/T182T

This Master Minimum Equipment List (MMEL) is approved by the European Aviation Safety Agency (EASA) at the hereafter revision under the type certificate (EASA TC EASA.IM.A. 052) as part of the Operational Suitability Data (OSD) as per Regulation (EU) 748/2012 as amended by Regulation (EU) No 69/2014.

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182MMELEU-ORIGINAL

**OPERATIONAL SUITABILITY DATA (OSD)
APPROVAL**

10056092

This Operational Suitability Data (OSD) Approval is issued by EASA, acting in accordance with Commission Regulation (EC) No. 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of the Regulation to

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and certifies that the Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate **EASA.IM.A.052** as part of the Operational suitability Data (OSD) as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

OSD element(s): Initial Issue of MMEL.

OSD Certification Basis:
CS-GEN-MMEL

Associated Technical Documentation:
Textron Aviation Inc. Master Minimum Equipment List, Doc. No. 182MMELEU, Initial Issue, EASA approved 24 November 2015
or later revisions of the above listed documents approved by EASA.

For the European Aviation Safety Agency,
Date of issue: 17 December 2015



Yves Morier
Head of General Aviation and
Remotely Piloted Aircraft Systems (RPAS)

182MMELEU-ORIGINAL

TEXTRON AVIATION		
MASTER MINIMUM EQUIPMENT LIST		
AIRCRAFT: CESSNA 182S / 182T / T182T	REVISION NO. Original DATE: 17/12/2015	PAGE NO. X

TABLE OF CONTENTS / CONTROL PAGE			
SYSTEM	PAGES	REVISION	DATE
-- Cover Page	-	Original	17/12/2015
-- Signature Page	-	Original	17/12/2015
-- Table of Contents / Control Page	I	Original	17/12/2015
-- Highlights of Change	II	Original	17/12/2015
-- Definitions	III thru VII	Original	17/12/2015
-- Preamble	VIII thru IX	Original	17/12/2015
-- Guidelines for (M) & (O) Procedures	X	Original	17/12/2015
21 Environmental Control	21-1	Original	17/12/2015

22 AUTO FLIGHT	22-1	Original	17/12/2015
23 COMMUNICATIONS	23-1 thru 23-2	Original	17/12/2015
24 ELECTRICAL POWER	24-1	Original	17/12/2015
25 EQUIPMENT/FURNISHINGS	25-1 thru 25-5	Original	17/12/2015
26 FIRE PROTECTION	26-1	Original	17/12/2015
27 FLIGHT CONTROLS	27-1	Original	17/12/2015
28 FUEL	28-1	Original	17/12/2015
30 ICE AND RAIN PROTECTION	30-1	Original	17/12/2015
31 INDICATING / RECORDING SYSTEMS	31-1	Original	17/12/2015
32 LANDING GEAR	32-1	Original	17/12/2015
33 LIGHTS	33-1 thru 33-2	Original	17/12/2015
34 NAVIGATION	34-1 thru 34-3	Original	17/12/2015
35 OXYGEN	35-1	Original	17/12/2015
46 INFORMATION SYSTEMS	46-1	Original	17/12/2015
52 DOORS	52-1	Original	17/12/2015

182MMELEU-ORIGINAL

TEXTRON AVIATION		
MASTER MINIMUM EQUIPMENT LIST		
AIRCRAFT: CESSNA 182S / 182T / T182T	REVISION NO. Original DATE: 17/12/2015	PAGE NO. X

HIGHLIGHTS OF CHANGE

NOTE This document is an Original EASA 182 MMEL based on CS-GEN-MMEL Dated 31 January 2014.

182MMELEU-ORIGINAL

TEXTRON AVIATION		
MASTER MINIMUM EQUIPMENT LIST		
AIRCRAFT: CESSNA 182S / 182T / T182T	REVISION NO. Original DATE: 17/12/2015	PAGE NO. X

DEFINITIONS

1. **'Airplane/Rotorcraft Flight Manual'** (AFM/RFM) means the document required for type certification and approved by the Agency. The AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.
2. **'Alternate procedures are established and used'** or similar statement, means that alternate procedures (if applicable), to the affected process, must be drawn up by the operator as part of the MEL approval process, so that they have been established before the MEL document has been approved. Such alternate procedures are normally included in the associated operations (O) procedure.
3. **'Any in excess of those required by regulations'** means that the listed item is required by applicable legislation (e.g. Part OPS, Single European Sky legislation or the applicable airspace requirements) must be operative and only excess items may be inoperative. When the item is not required, it may be inoperative for the time specified by its rectification interval category. Whenever this condition is used in the MMEL, the applicable regulations for the intended flight routes and the resulting dispatch restrictions need to be clarified at the operator's MEL level.
4. **'As required by (operational) regulations'** means that the listed item of equipment is subject to certain provisions (restrictive or permissive) expressed in the applicable legislation (e.g. regulation Air Operations, Single European Sky legislation or the applicable airspace requirements). When the equipment is not required, it may be inoperative for the time specified by its rectification interval category.
5. **'Calendar Day'** means a 24-hour period from midnight to midnight based on either UTC or local time, as selected by the operator. All calendar days are considered to run consecutively.
6. **'Combustible Material'** means the material which is capable of catching fire and burning. In

particular: if a MEL item prohibits loading of combustible (or flammable or inflammable) material, no material may be loaded except the following:

- 1) Cargo handling equipment (unloaded, empty or with ballast);
 - 2) Fly away kits (excluding e.g. cans of hydraulic fluid, cleaning solvents, batteries, capacitors, chemical generators, etc.); Note: If serviceable tires are included, they should only be inflated to a minimum pressure that preserves their serviceability; and
 - 3) Inflight service material (return catering — only closed catering trolleys/boxes, no newspapers, no alcohol or duty free goods).
7. **'Commencement of flight'** is the point when an aircraft begins to move under its own power for the purpose of preparing for take-off.
8. **'Considered Inoperative'** as used in the dispatch conditions, means that item must be treated for dispatch, taxiing and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the rectification interval.
9. **'Daylight'** means the period between the beginning of morning civil twilight and the end of evening civil twilight relevant to the local aeronautical airspace; or such other period, as may be prescribed by the appropriate authority.
10. **'Day of discovery'** means the calendar day that a malfunction was recorded in the aircraft maintenance record/log book.
11. **'Flight'** for the purposes of this MMEL, means the period of time between the moment when an aircraft begins to move under its own power, for the purpose of preparing for take-off, until the moment the aircraft comes to a complete stop on its parking area, after the first landing.
12. **'Flight Day'**, a 24-hour period from midnight to midnight based on either UTC or local time, as selected by the operator, during which at least one flight is initiated for the affected aircraft.
13. **'Icing Conditions'** means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s) as defined in the AFM/RFM.
14. **'If installed'** means that the item is either optional or is not required to be installed on all aircraft covered by the MMEL.
15. **'Inoperative'** means that the item does not accomplish its intended purpose or is not consistently functioning within its approved operating limits or tolerances.
16. **'Is not used'** in the provisions, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL 'is not used'. In such cases, crew members should not activate, actuate, or otherwise utilize that item under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operations-related provisions, (O) procedures must be complied with. An additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crew members that an item is not to be used under normal operations.
17. **'Intended flight route'** corresponds to any point on the route including diversions to reach alternate aerodromes required to be selected by the operational rules.
18. **'Item'** means component, instrument, equipment, system or function.
19. **'(M)'** indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the Operator's Manual or MEL.
20. **'Master Minimum Equipment List'** means a document approved by the Agency that establishes the aircraft equipment allowed to be inoperative under conditions specified therein

for a specific type of aircraft.

21. **'Maximum distance from an adequate aerodrome for two-engine aeroplanes'** as defined in SPA.ETOPS and CAT.OP.AH.140.
22. **'Minimum Equipment List'** means a document established as specified under 8.a.3. of Annex IV to Regulation (EC) No 216/2008 and approved by the competent authority, in accordance with ORO.MLR.105, that authorizes an operator to dispatch an aircraft with aircraft equipment inoperative as per CAT.IDE.A/H.105 or NCC.IDE.A/H.105 under the conditions specified therein.
23. **'Night'** means the period between the end of evening civil twilight and the beginning of morning civil twilight relevant to the local aeronautical airspace; or such other period, as may be prescribed by the appropriate authority. Opposite of 'Daylight'.
24. **'Notes'** provide additional information for flight crew or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the dispatch conditions.
25. **'Number Installed'** is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g. passenger cabin items), or not applicable, a number is not required; a '-' is then inserted. Note: Where the MMEL shows a variable number installed, the MEL should reflect the actual number installed, as far as practical.
26. **'Number required for dispatch'** is the minimum number (quantity) of items required for operation provided the conditions specified are met. Should the number be a variable (e.g. passenger cabin items) or not applicable, a number is not required; a '-' is then inserted. Note: Where the MMEL shows a variable number required for dispatch, the MEL should reflect the actual number required for dispatch, as far as practical, or an alternate means of configuration control approved by the competent authority.
27. '-' in the Number Installed Column (respectively Number Required for Dispatch Column) indicates a variable number (quantity) of the item installed (respectively item required) or not applicable. Note: Where the MMEL shows a variable number installed, the MEL should reflect the actual number installed, as far as practical.
28. **'(O)'** indicates a requirement for a specific operational procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL. Note: The (M) and (O) symbols are required in the operator's MEL.
29. **'Operating minima'** means the set of requirements associated to operations requiring a specific approval (refer to Part-SPA).
30. **'Pilot Operating Handbook/Airplane Flight Manual (POH/AFM)'** The Pilot Operating Handbook/Airplane Flight Manual (POH/AFM) is issued to a specific aircraft model/serial number. This is listed on the title page of the POH/AFM. The POH/AFM is required to be carried onboard the aircraft. It is the responsibility of the owner to maintain the POH/AFM in a current status.
31. **'Placarding'** Each inoperative item must be placarded, as applicable, to inform and remind the crew members and maintenance personnel of the item's condition. Note: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.
32. **'Rectification intervals'** Inoperative items or components, deferred in accordance with the MEL, must be rectified at or prior to the rectification intervals established by the following letter designators:

Category A

No standard interval is specified. However, items in this category shall be rectified in accordance with the conditions stated in the MMEL.

(i) Where a time period is specified in calendar days or flight days, the interval excludes the day of discovery.

(ii) Where a time period is specified other than in calendar days or flight days, it shall start at the point when the defect is deferred in accordance with the operator's approved MEL.

Category B

Items in this category shall be rectified within three (3) calendar days, excluding the day of discovery.

Category C

Items in this category shall be rectified within ten (10) calendar days, excluding the day of discovery.

Category D

Items in this category shall be rectified within one hundred and twenty (120) calendar days, excluding the day of discovery.

33. **'Remarks or Exceptions'** include statements either prohibiting or allowing operation with a specific number of items inoperative, provisos (conditions and limitations), notes, (M) and/or (O) symbols, as appropriate for such operation.
34. **'Required Cabin Crew Seat'** is a seat in the aircraft cabin which meets the following conditions:
- 1) Where the certification of the cabin requires this seat to be occupied by a qualified cabin crew member as specified in the Operations Manual;
 - 2) This seat is a part of the station to which a qualified cabin crew member is assigned for the flight; and
 - 3) The qualified cabin crew member assigned to the station is a member of the minimum cabin crew designated for the flight.
35. **'Visible Moisture'** means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, mist, rain, sleet, hail, or snow.

182MMELEU-ORIGINAL

TEXTRON AVIATION		
MASTER MINIMUM EQUIPMENT LIST		
AIRCRAFT:	REVISION NO. Original	PAGE NO.
CESSNA 182S / 182T / T182T	DATE: 17/12/2015	X

PREAMBLE

Introduction

The following is applicable for operators under European air operations regulations (Regulation Air Operations). Paragraph 1.c.2 of Annex I to Article 5 (essential requirements for airworthiness) of Regulation (EC) No 216/2008 (the 'Basic Regulation') requires that all equipment installed on an aircraft required for type certification or by operating rules shall be operative. However, paragraph 2.a.3 of Annex IV to Article 8 (essential requirements for air operations) of the Basic Regulation also allows the use of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed items may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

Purpose and limitations

This Master Minimum Equipment List (MMEL) is developed by the applicant and holders of (Supplemental) Type Certificate and approved by the European Aviation Safety Agency to improve aircraft use and thereby providing more convenient and economic air transportation for the public. This MMEL includes those items related to airworthiness, air operations, airspace requirements and other items the Agency finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings,

flaps, and rudders. In order to maintain an acceptable level of safety, the MMEL establishes limitations on the duration of and conditions for operation with inoperative items. Unless specifically allowed by this MMEL, an inoperative item may not be removed from the aircraft.

Utilization

The MMEL is the basis for the development of individual operator's MEL which takes into consideration the operator's particular aircraft equipment configuration and operational conditions. An operator's MEL may differ in format from the MMEL, but shall not be less restrictive than the MMEL. The individual operator's MEL, when approved, allows operation of the aircraft with inoperative items of equipment for a certain period of time until rectification can be accomplished.

The MEL cannot deviate from Airworthiness Directives, or any other additional mandatory requirements. It is important to remember that all items related to the airworthiness and the operational regulations of the aircraft not listed on the MMEL shall be operative. Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as prescribed in this MMEL shall be specified in the MEL to ensure that an acceptable level of safety is maintained. It is important that rectifications be accomplished at the earliest opportunity.

When an item is discovered to be inoperative, it is reported by making an entry in the continuing airworthiness record system or the operator's technical log, as applicable. Following sufficient fault identification, the item is then either rectified or deferred following the MEL or other approved means of compliance acceptable to the competent authority and the Agency prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in a condition for safe operation with items inoperative.

Prior to operation with any item inoperative acceptance by the crew is required in accordance with the continuing airworthiness management procedures.

Operators shall establish a controlled and sound rectification program including the parts, personnel, facilities, procedures and schedules to ensure timely rectification.

Operators should include guidance in the MEL to deal with any failures which occur between the commencement of the flight and the start of the take-off.

When developing the MEL, compliance with the stated intent of the preamble, definitions and the conditions and limitations specified in this MMEL is required.

Multiple inoperative items

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. The exposure to additional failures during continued operation with inoperative items shall also be considered. Wherever possible, account has been taken in this MMEL of multiple inoperative items. However, it is unlikely that all possible combinations of this nature have been accounted for. Therefore, when operating with multiple inoperative items, the inter-relationships between those items and the effect on aircraft operation and crew workload shall be considered.

Rectification interval extension

The operator may be permitted, by its competent authority, to extend the rectification intervals of the MEL.

This MMEL has been evaluated taking into account a one-time extension of the rectification intervals of category B, C and D.

182MMELEU-ORIGINAL

TEXTRON AVIATION		
MASTER MINIMUM EQUIPMENT LIST		
AIRCRAFT:	REVISION NO. Original	PAGE NO.
CESSNA 182S / 182T / T182T	DATE: 17/12/2015	X

GUIDELINES FOR (M) & (O) PROCEDURES

The OEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer’s recommended procedures, Supplemental Type Certificate modifier’s recommended procedures, or equivalent operator procedures. When recommended procedures are published the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures.

Cessna has developed recommended (M) maintenance and (O) operational procedures for the Cessna 182S Master Minimum Equipment List (P/N 182COMPEU-00-00, or later revision). Operator’s MEL procedures should be based on the Cessna procedures.

182MMELEU-ORIGINAL

TEXTRON AVIATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: CESSNA 182S / 182T / T182T REVISION NO. Original PAGE NO. DATE: 17/12/2015 21-1

1. REPAIR CATEGORY

SYSTEM,
SEQUENCE NUMBERS & ITEM

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21	ENVIRONMENTAL CONTROL				
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-20-01 Fresh Air Ventilation Outlets	C	-	1	Any in excess of one may be inoperative.
-40-01 Heating System				
-1A CAT	C	-	0	May be inoperative.
-1B NCO/SPO	D	-	0	May be inoperative.

182MMELEU-ORIGINAL

TEXTRON AVIATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: CESSNA 182S / 182T / T182T REVISION NO. Original PAGE NO. DATE: 17/12/2015 22-1

1. REPAIR CATEGORY

SYSTEM,
SEQUENCE NUMBERS & ITEM

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22	AUTO FLIGHT				
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-10-01 Autopilot				
-00A NCO/SPO	D	-	0	(M)(O) May be inoperative provide: a) Autopilot is deactivated, b) AFM/POH Limitations are observed, and c) Operations do not require its use.
-00B CAT	B	-	0	(M)(O) May be inoperative provided:

-10-02 Autopilot Disconnect				<ul style="list-style-type: none"> a) Autopilot is deactivated, b) Flight is conducted VFR for single pilot operations, and c) Operations do not require its use.
-00A	C	-	1	(O) Any in excess of one may be inoperative provided: <ul style="list-style-type: none"> a) Operative system is on the pilot flying side, and b) Approach and Landing minimums do not require use of autopilot.
-00B	B	-	0	May be inoperative provided autopilot is considered inoperative.

182MMELEU-ORIGINAL

TEXTRON AVIATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

REVISION NO. Original PAGE NO.

CESSNA 182S / 182T / T182T

DATE: 17/12/2015

23-2

1. REPAIR CATEGORY

SYSTEM,

SEQUENCE NUMBERS & ITEM

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

23	COMMUNICATIONS			
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-10-03 Headsets				
-00A NCO	D	-	0	May be missing or inoperative provided operations do not require its use.
-00B	D	-	-	Any in excess of one for each flight crew member may be missing or inoperative.
				<u>Note:</u> A headset consists of a communication device which includes two earphones to receive and a microphone to transmit audio signals to the aeroplane's communication system.
-10-04 Audio Selector Panels				
-00A	D	-	-	Any in excess of one for each flight crew member may be inoperative or missing.
-00B	D	-	0	(O) May be missing or inoperative provided: <ul style="list-style-type: none"> a) Flight is conducted VFR, and b) Alternate procedures are established and used for required communications.
-01 Aux Audio Panel	D	-	0	May be inoperative.

-10-05 Flight Crew Compartment Speakers				
-00A SPO/NCO	C	-	0	(O) May be inoperative provided alternate means are available and used for required communication.
-00B CAT	C	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) One headset is operative and used by each flight crew member, and b) A spare operative headset is readily available in the flight crew compartment.

-10-06 Handheld Microphone -00A SPO/NCO	C	-	0	May be inoperative provided alternate means are available and used for required communication.
-00B CAT	C	-	0	May be inoperative provided: a) A headset is operative and used by each flight crew member, and b) A spare operative headset is readily available in the flight crew compartment.
-10-07 Yoke Mounted Push-to-talk switch -00A NCO	D	2	0	May be inoperative provided: a) Flight is conducted VFR, and b) Associated handheld microphone is operative.
-00B SPO/CAT	D	2	0	May be inoperative provided associated handheld microphone is operative.
-11-00 Long Range Communications System	D	-	-	Any in excess of those required may be inoperative.
-12-00 VHF Communications System	D	-	-	Any in excess of those required may be inoperative.
-20-00 Data link	D	-	0	May be inoperative provided procedures do not require its use.
-30-01 Flight Crew Interphone System	D	-	-	Any in excess of those required may be inoperative.

182MMELEU-ORIGINAL

TEXTRON AVIATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: CESSNA 182S / 182T / T182T
 REVISION NO. Original PAGE NO. 24-1
 DATE: 17/12/2015

SYSTEM,
 SEQUENCE NUMBERS & ITEM

2. NUMBER INSTALLED
 3. NUMBER REQUIRED FOR DISPATCH
 4. REMARKS OR EXCEPTIONS

24	ELECTRICAL POWER				
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-40-00 External Power System	D	1	0	May be inoperative.
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182MMELEU-ORIGINAL

TEXTRON AVIATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: CESSNA 182S / 182T / T182T
 REVISION NO. Original PAGE NO. 25-5
 DATE: 17/12/2015

SYSTEM,
 SEQUENCE NUMBERS & ITEM

2. NUMBER INSTALLED
 3. NUMBER REQUIRED FOR DISPATCH
 4. REMARKS OR EXCEPTIONS

25	EQUIPMENT / FURNISHINGS				
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-00-01 Required Documents Holder (Airworthiness Certificate, Registration, etc)	D	1	0	(O) May be inoperative or missing provided an alternate means of securing and displaying documents is used.
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-11-01 Flight Crew Compartment Seats				
-01 Power Adjustments	D	-	0	May be inoperative
-11-02 Crew Seat Manual Adjustments				
-01 Horizontal	C	1	0	(M) May be inoperative provided: a) Affected seat is secured and locked in the current position, b) Seat position is acceptable to the affected crew member, and c) Affected seat position allows full travel of the flight controls.
-02 Vertical				
-02A	C	-	0	May be inoperative provided the associated power adjustment of the affected seat is operative.
-02B	C	-	0	(M) May be inoperative provided: a) Affected seat is secured and locked in the current position, b) Seat position is acceptable to the affected crew member, and c) Affected seat position allows full travel of the flight controls.
(Continued)				

-11-00 Flight Crew Compartment Seats (Continued)				
-03 Other Adjustments Except Horizontal and Vertical	C	-	0	(M) May be inoperative provided: a) Affected seat is secured and locked in the current position, b) Seat position is acceptable to the affected crew member, and c) Affected seat position allows full travel of the flight controls.
-04 Safety Harness	C	-	1	Any in excess of one may be missing or inoperative provided: a) Flight is conducted in single pilot operations, and b) Affected seat is not occupied.
-05 Crew Seat Armrest				
-05A	C	-	0	(M) May be inoperative provided affected armrest: a) Does not hinder emergency egress, b) Allows full flight control movement, and c) Armrest removed if it interferes with any flight control or crew member function.
-05B	D	-	0	May be missing.

-20-01 Passengers Seat	D	-	0	May be inoperative provided: a) Seat does not block an emergency exit, and b) Affected seat(s) are blocked and placarded "DO NOT OCCUPY".
-01 Armrest	D	-	0	NOTE: Affected seat(s) may include seats near the inoperative seat(s). (M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an emergency exit, and b) If armrest is missing, seat is secured in

			full upright position.
-02	Seat Controls (includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel and other positioning controls)		
-10		C - 0	(M) May be inoperative and seat occupied provided seat is secured in placarded taxi, takeoff and landing position.
-20		D - 0	May be inoperative and seat occupied provided control is failed in placarded taxi, takeoff and landing position.
			(Continued)

-20-01	Passengers Seat (Including Side Facing Seat) (Continued)		
-03	Seat Belt Air Bag Restraint Systems If Installed		
-20	Seat Belt Air Bags Not Required by operating rule	D - -	May be inoperative or disconnected provided seat belt operates normally.
-20-02	Observer Seat ***	D 1 0	May be inoperative provided seat is placarded "DO NOT OCCUPY".
-60-01	Emergency Locator Transmitter (ELT)		
-01	Survival Type ELTs If Installed	D - -	Any in excess of those required by operating rule may be missing, or inoperative provided: a) Inoperative ELT is placarded "INOPERATIVE", removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Location placarding is removed or obscured.
-02	Fixed ELTs		
-10		A - 0	(M) May be inoperative provided: a) System is deactivated or removed, and b) Repairs are made within six flights or 25 flight hours, whichever occurs first.
-20		D - -	(M) Any in excess of those required by operating rule may be inoperative provided system is deactivated.
			(Continued)

-60-01	Emergency Locator Transmitter (ELT) (Continued)		
-02	Fixed ELTs		
-30		D - -	Any in excess of those required by operating rule may be missing.
-03	Remote ELT Switch	C 1 0	(M) May be inoperative provided system is deactivated.
-60-02	Emergency Medical Equipment If Installed		
-03	First Aid Kit (FAK) and/or Associated Equipment	D - -	Any in excess of those required by operating rule may be incomplete, missing or inoperative.
-61-01	Life Preserver (Crew And Passenger)	D - -	Any in excess of those required by operating rule may be missing, or inoperative

If Installed				provided:
				a) Inoperative preserver is placarded "INOPERATIVE", removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and
				b) Location placarding is removed or obscured.
-64-01 Life Raft If Installed	D	-	-	Any in excess of those required by operating rule may be missing or inoperative provided affected raft is placarded "INOPERATIVE" or removed.

182MMELEU-ORIGINAL

TEXTRON AVIATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: REVISION NO. Original PAGE NO.
CESSNA 182S / 182T / T182T DATE: 17/12/2015 26-1

1. REPAIR CATEGORY

SYSTEM,
SEQUENCE NUMBERS & ITEM

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

26	FIRE PROTECTION			
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-22-01 Portable Fire Extinguisher	D	-	-	Any in excess of those required by operating rule may be inoperative or missing provided:
				a) Inoperative fire extinguisher is placarded "INOPERATIVE", removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and
				b) Required distribution is maintained.

182MMELEU-ORIGINAL

TEXTRON AVIATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: REVISION NO. Original PAGE NO.
CESSNA 182S / 182T / T182T DATE: 17/12/2015 27-1

1. REPAIR CATEGORY

SYSTEM,
SEQUENCE NUMBERS & ITEM

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

27	FLIGHT CONTROLS			
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-00-01 Trim Position Indicators (Aileron, Rudder & Elevator)	C	3	0	(M) (O) May be inoperative provided:
				a) Trim is checked for full range of travel,
				b) Trim operation is not affected, and
				c) Trim is positioned to neutral prior to each departure.
-31-01 Electric Elevator Trim	C	1	0	(M) May be inoperative provided:
				a) System is deactivated,
				b) Manual trim is operative, and
				c) Autopilot is considered inoperative.
-50-01 Flap Position Indicator	C	1	0	May be inoperative provided:
				a) Primary flap system is operative, and
				b) Flap position is visually monitored.

182MMELEU-ORIGINAL

TEXTRON AVIATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: REVISION NO. Original PAGE NO.
 CESSNA 182S / 182T / T182T DATE: 17/12/2015 28-1
 1. REPAIR CATEGORY

SYSTEM,
 SEQUENCE NUMBERS & ITEM

		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS	
28	FUEL						

-41-01 Fuel Quantity Indicating System	A	2	1	One may be inoperative provided: a) Fuel Low Level Annunciation is operative, b) Fuel Flow Indicating must be operative, c) Both fuel tanks are fueled to a known, balanced quantity, d) Flight is restricted to a maximum of three hours, e) If autopilot is used it must be disconnected every twenty minutes to detect any possible fuel imbalance, f) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions with any ice protection component inoperative, and g) Repairs are made within three flight days.
-41-02 Fuel Low Level Indicating System	B	2	1	(O) One may be inoperative provided: a) Alternate procedures for fuel level monitoring are established and used, and b) Fuel quantity indicating system is operative.

182MMELEU-ORIGINAL

TEXTRON AVIATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: REVISION NO. Original PAGE NO.
 CESSNA 182S / 182T / T182T DATE: 17/12/2015 30-1
 1. REPAIR CATEGORY

SYSTEM,
 SEQUENCE NUMBERS & ITEM

		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS	
30	ICE AND RAIN PROTECTION						

-30-01 Pitot Heat	A	1	0	(M) May be inoperative provided: a) System is deactivated, b) Heater is not required by operating rule, c) Operations are conducted under day VFR d) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions, and e) Repairs are made within 3 flight days.
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-30-02 Static Port System -00A CAT	B	1	0	May be inoperative provided: a) Aircraft is not operated in Instrument Meteorological Conditions (IMC), b) Aircraft is not operated at night, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-00B NCO/SPO	C	-	0	May be inoperative provided: a) Aircraft is not operated in Instrument Meteorological Conditions (IMC), b) Aircraft is not operated at night, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-30-04 Windshield De-Fog System	C	-	0	May be inoperative provided: a) Aircraft is not operated in known, forecast, or POH/AFM defined icing conditions, and b) Crew must have a means to clear the windshield of moisture.

182MMELEU-ORIGINAL

TEXTRON AVIATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: CESSNA 182S / 182T / T182T
 REVISION NO. Original PAGE NO. 31-1
 DATE: 17/12/2015
 1. REPAIR CATEGORY

SYSTEM,
 SEQUENCE NUMBERS & ITEM

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

31	INDICATING / RECORDING SYSTEMS			
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-20-01 Clock	C	-	-	Any in excess of those required by operating rule may be inoperative.
-20-02 Flight Hour Meter	C	1	0	(O) May be inoperative provided flight time is tracked by alternate means.

182MMELEU-ORIGINAL

TEXTRON AVIATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: CESSNA 182S / 182T / T182T
 REVISION NO. Original PAGE NO. 32-1
 DATE: 17/12/2015
 1. REPAIR CATEGORY

SYSTEM,
 SEQUENCE NUMBERS & ITEM

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

32	LANDING GEAR			
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-42-01 Parking Brake System	C	1	0	May be inoperative provided wheel chocks are installed when the aircraft is not in use.
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182MMELEU-ORIGINAL

TEXTRON AVIATION

MASTER MINIMUM EQUIPMENT LIST

1. REPAIR CATEGORY

SYSTEM,
SEQUENCE NUMBERS & ITEM

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

33	LIGHTS				
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-10-01 Cockpit and Instrument Lighting (Excluding button lights standby flight instrument lighting and internally lighted annunciators)	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, c) Lighting configuration and intensity is acceptable to the flight crew, and d) Flight deck emergency lighting is operative.
-10-02 Wing Courtesy Light *** If Installed	D	-	0	
-10-03 Pilots Map Light	D	1	0	
-20-01 Cabin Interior Lighting System				
-01A Passenger Configuration	C	-	0	May be inoperative provided aircraft is not operated at night.
-01B Passenger Configuration	D	-	0	May be inoperative provided no cabin occupants are carried.
-40-03 Anti-Collision Strobe Light System	C	1	0	
-00A CAT	C	-	1	May be inoperative provided not required by operating rule.
-00B NCO/SPO	C	-	0	May be inoperative provided aircraft is not operated at night.
-40-04 Landing Light System				
-01	C	-	0	May be inoperative provided it is not required by operating rule.
-02	C	-	1	One may be inoperative for night operations provided one taxi light is operative.
-03 (LED)	C	-	1	One may be inoperative for night operations provided one taxi light is operative.

-40-05 Position (Navigation) Light	C	-	0	May be inoperative provided the aircraft is not operated at night.
-01 (LED)	C	-	0	May be inoperative provided it is not required by operating rule.
-40-06 Taxi/Recognition Light	C	-	0	May be inoperative provided it is not required by operating rule.
-01 (LED)	C	-	0	May be inoperative provided it is not required by operating rule.

182MMELEU-ORIGINAL

TEXTRON AVIATION

MASTER MINIMUM EQUIPMENT LIST

1. REPAIR CATEGORY

SYSTEM,
SEQUENCE NUMBERS & ITEM

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34	NAVIGATION				
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-00-01 VHF Navigation Systems					
-01A VOR CAT	C	-	-	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by operating rule.	
-01B NCO/SPO	D	-	-	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by operating rule.	
-02 ILS					
-10A Localizer System CAT	C	-	-	May be inoperative provided: a) Associated glideslope is considered Inoperative, and b) Aircraft is not operated under Instrument Flight Rules (IFR).	
-10B NCO/SPO	D	-	-	May be inoperative provided: a) Associated glideslope is considered Inoperative, and b) Aircraft is not operated under Instrument Flight Rules (IFR).	
-20A Glideslope System CAT	C	-	-	May be inoperative provided aircraft is not operated under Instrument Flight Rules (IFR).	
-20B NCO/SPO	D	-	-	May be inoperative provided aircraft is not operated under Instrument Flight Rules (IFR).	

-14-01 Co-pilot Analog Airspeed Indicator If Installed					
-00A CAT	C	-	0	May be inoperative provided operations do not require a second in command.	
-00B NCO/SPO	D	-	0	May be inoperative provided operations do not require a second in command.	
-14-02 Co-pilot Analog Vertical Speed Indicator If Installed					
-00A CAT	C	-	0	May be inoperative provided operations do not require a second in command.	
-00B NCO/SPO	D	-	0	May be inoperative provided operations do not require a second in command.	
-16-01 Altitude Alerting System If Installed	D	-	0	(O) May be inoperative provided enroute operations do not require its use.	
-16-02 Copilot Analog Altimeter If Installed					
-00A CAT	C	-	0	May be inoperative provided: a) Operations do not require a second in command, and b) A non-electric altimeter is installed and operative on the pilot side.	
-00B NCO/SPO	D	-	0	May be inoperative provided: a) Operations do not require a second in command, and b) A non-electric altimeter is installed and operative on the pilot side.	
-16-03 Encoding Altimeter If Installed	D	-	-	Any in excess of those required by operating rule may be inoperative.	

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-21-01	Copilot Side Gyroscopic Attitude Indicator System If Installed				
-00A	CAT	C	-	0	May be inoperative provided operations do not require a second in command.
-00B	NCO/SPO	D	-	0	May be inoperative provided operations do not require a second in command.
-24-02	Analog Slip Skid Indicator				
-01	Pilot	A	1	0	May be inoperative provided: a) Aircraft is not operated in IMC, and b) Repairs are made within three flight days.
-02	Copilot If Installed				
-10	VFR or IFR	A	1	0	May be inoperative provided: a) Pilot side must be operative, and b) Repairs made within three flight days.
-20	VFR Only	A	1	0	May be inoperative provided: a) Aircraft is not operated in IMC, and b) Repairs are made within three flight days.
-25-01	Radio Magnetic Indicator (RMI) If Installed	C	-	0	

182MMELEU-ORIGINAL

TEXTRON AVIATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: CESSNA 182S / 182T / T182T
 REVISION NO. Original PAGE NO. DATE: 17/12/2015 35-1

1. REPAIR CATEGORY

SYSTEM,
 SEQUENCE NUMBERS & ITEM

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

35	OXYGEN				
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-00-01	Supplemental Oxygen System				
-1A	Non-Pressurized Aeroplanes (ALL)	D	-	-	Any in excess of those required may be inoperative.

182MMELEU-ORIGINAL

TEXTRON AVIATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: CESSNA 182S / 182T / T182T
 REVISION NO. Original PAGE NO. DATE: 17/12/2015 46-1

1. REPAIR CATEGORY

SYSTEM,
 SEQUENCE NUMBERS & ITEM

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

46	INFORMATION SYSTEMS				
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-00-01	Electronic Flight Bag (EFB) System (Includes IFIS) If Installed	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program, or document which operates normally may be used.
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182MMELEU-ORIGINAL

TEXTRON AVIATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

CESSNA 182S / 182T / T182T

REVISION NO. Original PAGE NO.

DATE: 17/12/2015

52-1

1. REPAIR CATEGORY

SYSTEM,

SEQUENCE NUMBERS & ITEM

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

52	DOORS				
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-10-01 Cockpit Door Key Lock If Installed	C	2	0	May be inoperative in the unlocked position.
-10-03 Baggage Door Key Lock If Installed	C	-	0	May be inoperative in the unlocked position.

182MMELEU-ORIGINAL