

**SUPPLEMENT
ORIGINAL ISSUE**

**CESSNA MODEL 182T
NAV III AVIONICS OPTION - KAP 140 AUTOPILOT**

Serials

**18281318 thru 18281868
and
18281870 thru 18281875**

**PILOTS OPERATING HANDBOOK
AND FAA APPROVED
AIRPLANE FLIGHT MANUAL**

**ORIGINAL ISSUE
16 NOVEMBER 2006**

**PART NUMBER:
182TPHAUS-S11-00**

**INSERT THE FOLLOWING PAGES INTO
THE SUPPLEMENT SECTION OF THE PILOT'S
OPERATING HANDBOOK**

Pilot's Operating Handbook And FAA Approved Airplane Flight Manual **SKYLANE**

**CESSNA MODEL 182T
NAV III AVIONICS OPTION - KAP 140 AUTOPILOT**

**Serials 18281318 thru 18281868
and
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**SUPPLEMENT 11
JAR-OPS OPERATIONAL ELIGIBILITY**

SERIAL NO. _____

REGISTRATION NO. _____

This supplement must be inserted into Section 9 of the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual for JAR-OPS Operational Eligibility.

APPROVED BY

FAA APPROVED UNDER 14 CFR PART 21 SUBPART J
Cessna Aircraft Co.
Delegation Option Authorization DOA-230564-CE

Bob Schick Administrative AR
RLS



Member of GAMA

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WICHITA, KANSAS, USA

SUPPLEMENT 11

JAR-OPS OPERATIONAL ELIGIBILITY

Use the Log of Effective Pages to determine the current status of this supplement.

Pages affected by the current revision are indicated by an asterisk (*) preceding the page number.

Supplement Status

Original Issue

Date

16 November 2006

LOG OF EFFECTIVE PAGES

Page Number	Page Status	Revision Number
S11-1 thru S11-5/S11-6	Original	0

SERVICE BULLETIN CONFIGURATION LIST

The following is a list of Service Bulletins that are applicable to the operation of the airplane, and have been incorporated into this supplement. This list contains only those Service Bulletins that are currently active.

<u>Number</u>	<u>Title</u>	<u>Airplane Serial</u> <u>Effectivity</u>	<u>Revision</u> <u>Incorporated</u>	<u>Incorporated</u> <u>in Airplane</u>
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JAR-OPS OPERATIONAL ELIGIBILITY

GENERAL

OPERATIONAL ELIGIBILITY

The JAA TGLs noted below specify that Operational Eligibility information be included in the airplane POH/AFM or POH/AFM Supplement for convenience in the JAR-OPS approval process. This Supplement provides a consistent location for the requested information. This information does not address the operation of the airplane or equipment by the pilot.

NAVIGATION OPERATIONAL ELIGIBILITY

The GPS/GNSS receivers in the G1000 System are certified to TSO C129a Class A1 and ETSO C129a Class A1 or TSO C145a and ETSO 2C145a.

The installed performance of the G1000 System has been tested and approved for IFR enroute, terminal and non-precision (RNAV or GPS) approach operations per AC 20-138A when using GPS/GNSS with the correct navigation database.

The G1000 System meets the requirements for GPS/GNSS as a Primary Means of Navigation for Oceanic/Remote Operations (RNP-10) per AC 20-138A, FAA Notice N8110.60, FAA Order 8400-12A and FAA Order 8700-1. Both GPS/GNSS receivers are required to be operating and receiving usable signals except for routes requiring only one Long Range Navigation sensor.

The G1000 System has been shown to be eligible for BRNAV (RNP-5) and PRNAV (RNP-1) Enroute and Terminal navigation per JAA TGL-2 (ACJ20X4), JAA TGL-10 and AC 90-96A provided that the G1000 is receiving usable navigation information from at least one GPS receiver. Eligibility does not constitute Operational Approval.

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GENERAL (Continued)

SSR MODE S ENHANCED SURVEILLANCE OPERATIONAL ELIGIBILITY

The GTX 33 Transponder is certified to TSO C112a and ETSO 2C112a. The installed performance of the GTX 33 has been tested and approved per AC 20-131A, Draft AC-131B and AC 23-8B.

The GTX 33 is able to respond to interrogations in Modes A, C and is fully compliant with the requirements of Mode S Elementary Surveillance per TGL 13 Rev 1 and Draft TGL 13 Rev 2. Extended Squitter functionality is supported by the GTX 33. This does not constitute airworthiness or operational approval for Extended Squitter functionality.

OPERATING LIMITATIONS

There is no change to the airplane operating limitations for JAR-OPS Operational Eligibility. JAR-OPS may require separate airspace operating limitations.

EMERGENCY PROCEDURES

There is no change to the airplane emergency procedures for JAR-OPS Operational Eligibility.

NORMAL PROCEDURES

There is no change to the airplane normal procedures for JAR-OPS Operational Eligibility.

PERFORMANCE

There is no change to the airplane performance for JAR-OPS Operational Eligibility.

