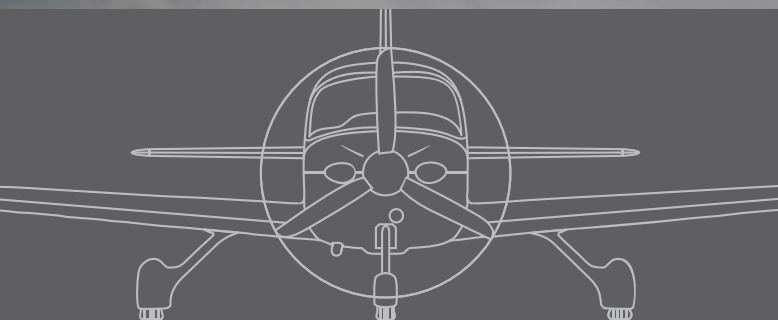


13728-004

PILOT'S CHECKLIST

# CIRRUS SR22 G3 TURBO



PLANE GENIUS™

# Quick Reference Checklist

for

SR22 G3 Aircraft Serials 2334, 2420, 2438 and Subsequent  
with Turbonormalizing System.



The procedures in this publication are abbreviated and derived from procedures in the FAA Approved Airplane Flight Manual and Pilot's Operating Handbook (POH) Revision A8. These procedures do not supersede the procedures in the basic POH. In the event of conflict, the basic POH shall take precedence.

*Cirrus Design*  
**Normal Checklist**



Airspeeds for Normal Operation ..... N-2

Preflight Inspection ..... N-3

Before Starting Engine ..... N-6

Starting Engine ..... N-7

Before Taxiing ..... N-7

Taxiing ..... N-7

Before Takeoff..... N-8

Normal Takeoff ..... N-9

Short Field Takeoff..... N-9

Climb ..... N-9

Cruise ..... N-10

Cruise Climb - Mixture Set at Lean Of Peak..... N-10

Cruise Leaning ..... N-10

Maximum Cruise Power..... N-10

Descent ..... N-11

Rapid Descent ..... N-11

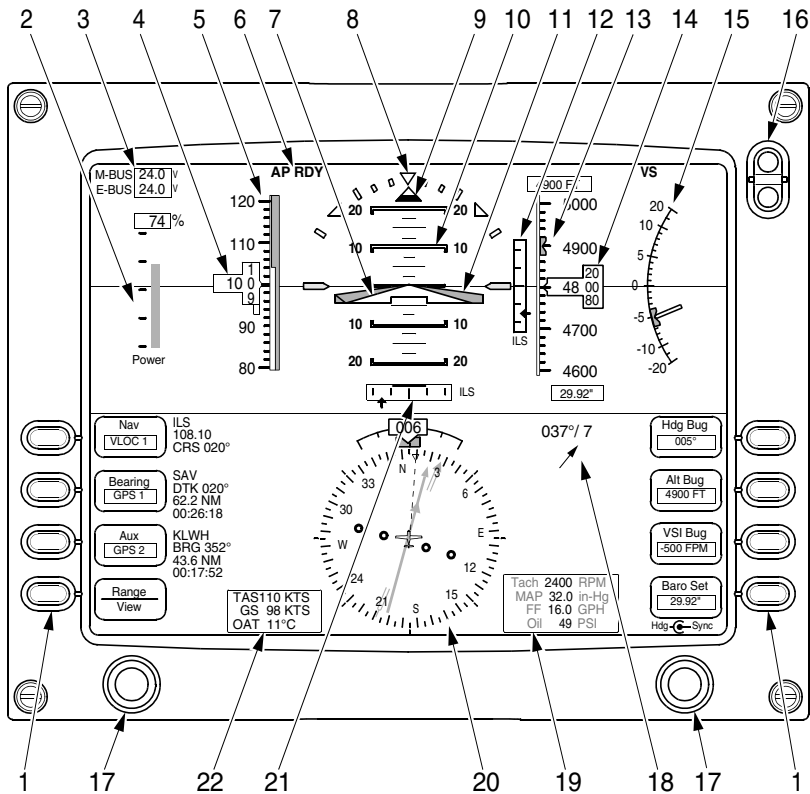
Before Landing ..... N-11

Balked Landing/Go-Around ..... N-11

After Landing ..... N-12

Shutdown..... N-12

Oxygen System Duration..... N-13



**LEGEND**

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>1. Navigation &amp; Avionics Configuration Buttons</li> <li>2. Percent Power</li> <li>3. Bus Voltages</li> <li>4. Airspeed Window</li> <li>5. Airspeed Tape</li> <li>6. Autopilot Annunciations</li> <li>7. Aircraft Reference Symbol</li> <li>8. Bank Angle Indicator</li> <li>9. Skid/Slip Indicator</li> <li>10. Pitch Ladder</li> <li>11. Flight Director Steering Command Bars</li> </ul> | <ul style="list-style-type: none"> <li>12. Vertical Deviation Indicator (VDI)</li> <li>13. Altitude Tape</li> <li>14. Altitude Window</li> <li>15. Vertical Speed Indicator (VSI)</li> <li>16. Brightness Control (BRT/DIM)</li> <li>17. Mode and Display Selection</li> <li>18. Wind Vector</li> <li>19. Engine Information Data Block</li> <li>20. Horizontal Situation Indicator (HSI)</li> <li>21. Horizontal Deviation Indicator (HDI)</li> <li>22. Air Data Block</li> </ul> |
|---|--|

SR22\_FM07\_2221A

**AIRSPEEDS FOR NORMAL OPERATION**

**Takeoff Rotation:**

- Normal, Flaps 50% ..... 70 KIAS
- Obstacle Clearance, Flaps 50% ..... 78 KIAS

**Enroute Climb, Flaps Up:**

- Normal, Full Power, Full Rich Climb ..... 120 KIAS
- Best Rate of Climb, SL ..... 101 KIAS
- Best Rate of Climb, 10,000' ..... 95 KIAS
- Best Angle of Climb, SL ..... 78 KIAS
- Best Angle of Climb, 10,000' ..... 82 KIAS

**Landing Approach:**

- Normal Approach, Flaps Up ..... 90-95 KIAS
- Normal Approach, Flaps 50% ..... 85-90 KIAS
- Normal Approach, Flaps 100% ..... 80-85 KIAS
- Short Field, Flaps 100% ( $V_{REF}$ ) ..... 77 KIAS

**Go-Around, Flaps 50%:**

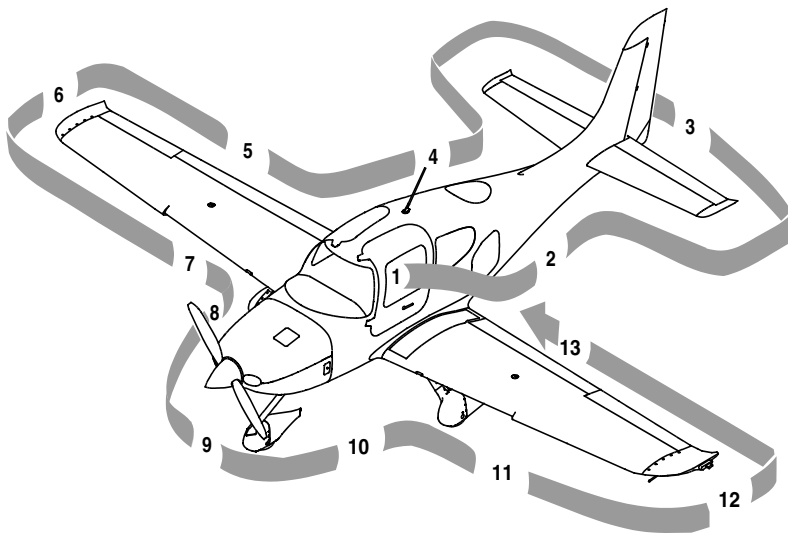
- Full Power ..... 80 KIAS

**Maximum Recommended Turbulent Air Penetration:**

- 3400 Lb ..... 133 KIAS
- 2900 Lb ..... 123 KIAS

**Maximum Demonstrated Crosswind**

- Takeoff or Landing ..... 20 Knots



SR20\_FM04\_1001

## PREFLIGHT INSPECTION

1. Cabin
  - a. Required Documents ..... On Board
  - b. Avionics Power Switch ..... OFF
  - c. Bat 2 Master Switch ..... ON
  - d. PFD - *Serials 0435 and subsequent with PFD*..... Verify On
  - e. Avionics Cooling Fan..... Audible
  - f. Voltmeter ..... 23-25 Volts
  - g. Flap Position Light ..... OUT
  - h. Bat 1 Master Switch ..... ON
  - i. Lights..... Check Operation
  - j. Stall Warning ..... Test
  - k. Fuel Quantity ..... Check
  - l. Fuel Selector..... Select Fullest Tank
  - m. Flaps ..... 100%, Check Light ON
  - n. Oil Annunciator..... On
  - o. Bat 1 and 2 Master Switches ..... OFF

(Continued on following page)

**PREFLIGHT INSPECTION (Continued)**

- p. Alternate Static Source ..... NORMAL
- q. Circuit Breakers..... IN
- r. Fire Extinguisher ..... Charged and Available
- s. Emergency Egress Hammer ..... Available
- t. CAPS Handle ..... Pin Removed
- 2. Left Fuselage
  - a. Door Lock..... Unlock
  - b. COM 1 Antenna (top)..... Condition and Attachment
  - c. Wing/Fuselage Fairing ..... Check
  - d. COM 2 Antenna (underside) ..... Condition and Attachment
  - e. Baggage Door..... Closed and Secure
  - f. Static Button..... Check for Blockage
  - g. Parachute Cover ..... Sealed and Secure
- 3. Empennage
  - a. Tiedown Rope ..... Remove
  - b. Horizontal and Vertical Stabilizers..... Condition
  - c. Elevator and Tab ..... Condition and Movement
  - d. Rudder ..... Freedom of Movement
  - e. Rudder Trim Tab..... Condition and Security
  - f. Attachment hinges, bolts and cotter pins ..... Secure
- 4. Right Fuselage
  - a. Static Button..... Check for Blockage
  - b. Wing/Fuselage Fairings ..... Check
  - c. Door Lock..... Unlock
- 5. Right Wing Trailing Edge
  - a. Flap and Rub Strips (if installed) ..... Condition and Security
  - b. Aileron and Tab ..... Condition and Movement
  - c. Aileron Gap Seal..... Security
  - d. Hinges, actuation arm, bolts, and cotter pins ..... Secure

*(Continued on following page)*

**PREFLIGHT INSPECTION (Continued)**

- 6. Right Wing Tip
  - a. Tip ..... Attachment
  - b. Strobe, Nav Light and Lens..... Condition and Security
  - c. Fuel Vent (underside)..... Unobstructed
- 7. Right Wing Forward and Main Gear
  - a. Leading Edge and Stall Strips..... Condition
  - b. Fuel Cap..... Check Quantity and Secure
  - c. Fuel Drains (2 underside)..... Drain and Sample
  - d. Wheel Fairings ..... Security, Accumulation of Debris
  - e. Tire ..... Condition, Inflation, and Wear
  - f. Wheel and Brakes ..... Fluid Leaks, Evidence of Overheating, General Condition, and Security
  - g. Chocks and Tiedown Ropes ..... Remove
  - h. Cabin Air Vent ..... Unobstructed
- 8. Nose, Right Side
  - a. Vortex Generator ..... Condition
  - b. Cowling ..... Attachments Secure
  - c. Exhaust Pipe ..... Condition, Security, and Clearance
  - d. Transponder Antenna (underside)... Condition and Attachment
  - e. Gascolator (underside)..... Drain for 3 seconds, Sample
- 9. Nose gear, Propeller, and Spinner
  - a. Tow Bar ..... Remove and Stow
  - b. Strut..... Condition
  - c. Wheel Fairing ..... Security, Accumulation of Debris
  - d. Wheel and Tire..... Condition, Inflation, and Wear
  - e. Propeller..... Condition (indentations, nicks, etc.)
  - f. Spinner..... Condition, Security, and Oil Leaks
  - g. Air Inlets ..... Unobstructed
  - h. Alternator ..... Condition
- 10. Nose, Left Side
  - a. Landing Light..... Condition

*(Continued on following page)*

**PREFLIGHT INSPECTION (Continued)**

- b. Engine Oil..... Check 6-8 quarts, Leaks, Cap & Door Secure
  - c. Cowling ..... Attachments Secure
  - d. External Power ..... Door Secure
  - e. Vortex Generator ..... Condition
  - f. Exhaust Pipe(s)..... Condition, Security, and Clearance
11. Left Main Gear and Forward Wing
- a. Wheel fairings ..... Security, Accumulation of Debris
  - b. Tire ..... Condition, Inflation, and Wear
  - c. Wheel and Brakes..... Fluid Leaks, Evidence of Overheating, General Condition, and Security
  - d. Chocks and Tiedown Ropes ..... Remove
  - e. Fuel Drains (2 underside)..... Drain and Sample
  - f. Cabin Air Vent ..... Unobstructed
  - g. Fuel Cap..... Check Quantity and Secure
  - h. Leading Edge and Stall Strips..... Condition
12. Left Wing Tip
- a. Fuel Vent (underside) ..... Unobstructed
  - b. Pitot Mast (underside) ..... Cover Removed, Tube Clear
  - c. Strobe, Nav Light and Lens ..... Condition and Security
  - d. Tip ..... Attachment
13. Left Wing Trailing Edge
- a. Flap And Rub Strips (If installed) ..... Condition and Security
  - b. Aileron ..... Freedom of movement
  - c. Aileron Gap Seal ..... Security
  - d. Hinges, actuation arm, bolts, and cotter pins ..... Secure

**BEFORE STARTING ENGINE**

- 1. Preflight Inspection ..... COMPLETED
- 2. Emergency Equipment ..... ON BOARD
- 3. Passengers ..... BRIEFED
- 4. Seats, Seat Belts, and Harnesses ..... ADJUST & SECURE

**BEFORE STARTING**

**STARTING ENGINE**

1. External Power (If applicable) .....CONNECT
2. Brakes ..... HOLD
3. Bat Master Switches .....ON (Check Volts)
4. Strobe Lights ..... ON
5. Mixture .....FULL RICH
6. Power Lever ..... FULL FORWARD
7. Fuel Pump ..... LOW BOOST
8. Fuel Pump ..... PRIME, then BOOST
9. Propeller Area ..... CLEAR
10. Power Lever ..... OPEN ¼ INCH
11. Ignition Switch .....START (Release after engine starts)
12. Power Lever ..... RETARD (to maintain 1000 RPM)

*After engine starts:*

13. Mixture ..... LEAN  
until RPM rises to maximum value.
14. Oil Pressure .....CHECK
15. Alt Master Switches ..... ON
16. Avionics Power Switch ..... ON
17. Engine Parameters ..... MONITOR
18. External Power (If applicable) .....DISCONNECT
19. Amp Meter/Indication ..... CHECK

**BEFORE TAXIING**

1. Flaps ..... UP (0%)
2. Radios/Avionics .....AS REQUIRED
3. Cabin Heat/Defrost ..... AS REQUIRED
4. Fuel Selector ..... SWITCH TANK

**TAXIING**

1. Parking Brake ..... DISENGAGE
2. Brakes ..... CHECK
3. HSI Orientation .....CHECK
4. Attitude Gyro ..... CHECK
5. Turn Coordinator ..... CHECK

**BEFORE TAKEOFF**

- 1. Doors ..... LATCHED
- 2. CAPS Handle ..... Verify Pin Removed
- 3. Seat Belts and Shoulder Harness ..... SECURE
- 4. Fuel Quantity ..... CONFIRM
- 5. Fuel Selector ..... FULLEST TANK
- 6. Fuel Pump ..... LOW BOOST
- 7. Mixture ..... AS REQUIRED
- 8. Flaps ..... SET 50% & CHECK
- 9. Transponder ..... SET
- 10. Autopilot ..... CHECK
- 11. Navigation Radios/GPS ..... SET for Takeoff
- 12. Cabin Heat/Defrost ..... AS REQUIRED
- 13. Brakes ..... HOLD
- 14. Power Lever ..... 1700 RPM
- 15. Alternator ..... CHECK
  - a. Pitot Heat ..... ON
  - b. Navigation Lights ..... ON
  - c. Landing Light ..... ON
  - d. Annunciator Lights ..... CHECK
- 16. Voltage ..... CHECK
- 17. Pitot Heat ..... AS REQUIRED
- 18. Navigation Lights ..... AS REQUIRED
- 19. Landing Light ..... AS REQUIRED
- 20. Magnetos ..... CHECK Left and Right
  - a. RPM drop  $\leq 150$ , difference between mags  $\leq 75$  RPM.
- 21. Engine Parameters ..... CHECK
- 22. Power Lever ..... 1000 RPM
- 23. Flight Instruments, HSI, and Altimeter ..... CHECK & SET
- 24. Flight Controls ..... FREE & CORRECT
- 25. Trim ..... SET Takeoff
- 26. Autopilot ..... DISCONNECT

BEFORE TAKEOFF

**NORMAL TAKEOFF**

1. Brakes..... RELEASE (Steer with Rudder Only)
2. Power Lever..... FULL FORWARD
3. Engine Power..... CHECK
  - a. Verify full-throttle engine operation early in takeoff run.
    - The engine should run smoothly and turn approximately 2700 RPM.
4. Engine Parameters..... CHECK
5. Elevator Control ..... ROTATE Smoothly at 70-73 KIAS
6. At 80 KIAS, Flaps ..... UP

**SHORT FIELD TAKEOFF**

1. Flaps..... 50%
2. Brakes ..... HOLD
3. Power Lever..... FULL FORWARD
4. Mixture..... SET
5. Engine Parameters..... CHECK
6. Brakes..... RELEASE (Steer with Rudder Only)
7. Elevator Control ..... ROTATE Smoothly at 70 KIAS
8. Airspeed at Obstacle ..... 78 KIAS

**CLIMB**

1. Oxygen ..... AS REQUIRED
2. Power Lever ..... FULL FORWARD
3. Mixture..... FULL RICH
4. Airspeed .....  $V_y$
5. Electric Fuel Pump ..... LOW BOOST
6. Fuel Flow ..... MONITOR
7. Engine Parameters..... MONITOR

**CRUISE**

1. Oxygen ..... AS REQUIRED
2. Fuel Pump ..... OFF
3. Cruise Power ..... SET
4. Mixture ..... LEAN as required
5. Engine Parameters ..... MONITOR
6. Fuel Flow and Balance ..... MONITOR

**CRUISE CLIMB - MIXTURE SET AT LEAN OF PEAK**

1. Oxygen ..... AS REQUIRED
2. Power Lever ..... FULL FORWARD
3. Mixture ..... 17.0 to 17.6 GPH
4. Minimum Airspeed ..... 130 KIAS
5. Electric Fuel Pump ..... LOW BOOST

**CRUISE LEANING**

Desired Cruise Setting	Configuration
Maximum Cruise Power	<ul style="list-style-type: none"> <li>• Power Lever - Max available MAP at 2500 RPM</li> <li>• Mixture - 17.6 GPH (~85% Power)</li> <li>• High CHT reads below 380°F</li> </ul>
Economy Cruise Power	<ul style="list-style-type: none"> <li>• Power Lever - 24" MAP at 2500 RPM</li> <li>• Mixture - 13.0 to 14.5 GPH (~63% to 69% Power)</li> <li>• High CHT reads below 380°F</li> </ul>

**MAXIMUM CRUISE POWER**

1. Cruise Altitude ..... ESTABLISHED
2. Power Lever ..... 2700 RPM
3. Mixture ..... FULL RICH for 1 to 2 minutes
4. Highest CHT ..... VERIFY LESS THAN 380°F
5. Power Lever ..... 2500 RPM at max available MAP (29.0" to 29.6")
6. Electric Fuel Pump ..... LOW BOOST
7. Mixture ..... FULL RICH
8. Engine Parameters ..... MONITOR
9. Electric Fuel Pump ..... AS REQUIRED

**DESCENT**

1. Altimeter ..... SET
2. Cabin Heat/Defrost .....AS REQUIRED
3. Landing Light ..... ON
4. Fuel System..... CHECK
5. Power.....AS REQUIRED
6. Mixture .....AS REQUIRED
7. Brake Pressure ..... CHECK
8. Oxygen .....AS REQUIRED

**RAPID DESCENT**

1. Altimeter ..... SET
2. Power Lever ..... Smoothly REDUCE MAP 17 to 20 in.Hg
3. Mixture ..... Maintain CHTs above 240°F
4. Airspeed .....AS REQUIRED
5. Oxygen .....AS REQUIRED

**BEFORE LANDING**

1. Seat Belt and Shoulder Harness ..... SECURE
2. Fuel Selector Valve ..... SELECT FULLEST TANK
3. Electric Fuel Pump .....LOW BOOST
4. Mixture .....FULL RICH
5. Flaps .....AS REQUIRED
6. Autopilot.....AS REQUIRED

**BALKED LANDING/GO-AROUND**

1. Autopilot..... DISENGAGE
2. Power Lever ..... FULL FORWARD
3. Mixture .....FULL RICH
4. Flaps ..... 50%
5. Airspeed ..... 75-80 KIAS  
*After clear of obstacles:*
6. Flaps ..... UP

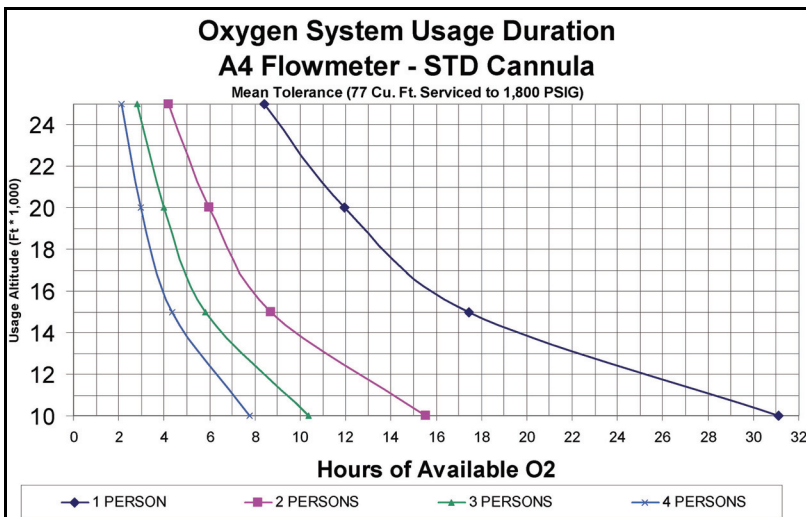
**AFTER LANDING**

- 1. Power Lever ..... 1000 RPM
- 2. Electric Fuel Pump ..... OFF
- 3. Flaps ..... UP
- 4. Transponder ..... STBY
- 5. Lights ..... AS REQUIRED
- 6. Pitot Heat ..... OFF
- 7. Mixture ..... LEAN to obtain maximum idle RPM

**SHUTDOWN**

- 1. Fuel Pump (if used) ..... OFF
- 2. Throttle ..... IDLE
- 3. Ignition Switch ..... CYCLE - MAG GROUNDING CHECK
- 4. Mixture ..... CUTOFF
- 5. All Switches ..... OFF
- 6. Magnetos ..... OFF
- 7. ELT ..... TRANSMIT LIGHT OUT
- 8. Chocks, Tie-downs, Pitot Covers ..... AS REQUIRED

OXYGEN SYSTEM DURATION



*Cirrus Design*   
**Performance Data**

Takeoff Distance ..... P-1  
Takeoff Distance ..... P-2  
Cruise Performance..... P-3  
Cruise Performance (Continued) ..... P-4  
Cruise Performance (Continued) ..... P-5  
Landing Distance ..... P-6  
Weight and Balance..... P-7  
Wind Components ..... P-9



## Performance Data

### TAKEOFF DISTANCE

#### Maximum Weight 2900 Pounds

PRESS ALT FT		DISTANCE FT	TEMPERATURE ~ °C					ISA
			0	10	20	30	40	
SL	Grnd Roll	610	659	710	763	818	684	
	50 ft	971	1043	1118	1195	1275	1080	
1000	Grnd Roll	673	727	783	841	902	743	
	50 ft	1066	1146	1228	1313	1401	1170	
2000	Grnd Roll	743	802	864	929	995	809	
	50 ft	1173	1260	1351	1444	1541	1269	
3000	Grnd Roll	821	887	955	1026	1100	880	
	50 ft	1292	1388	1487	1590	1697	1378	
4000	Grnd Roll	908	981	1057	1135	1217	959	
	50 ft	1424	1530	1639	1753	1871	1498	
5000	Grnd Roll	1006	1086	1170	1257	1348	1046	
	50 ft	1571	1688	1809	1935	2065	1630	
6000	Grnd Roll	1116	1205	1298	1394	1494	1143	
	50 ft	1736	1865	1999	2138	2281	1775	
7000	Grnd Roll	1238	1337	1440	1547	1659	1249	
	50 ft	1920	2063	2211	2365	2523	1936	
8000	Grnd Roll	1376	1486	1601	1720	1843	1367	
	50 ft	2127	2285	2449	2619	2795	2113	
9000	Grnd Roll	1532	1654	1781	1914	2051	1498	
	50 ft	2359	2534	2716	2904	3099	2309	
10000	Grnd Roll	1707	1843	1985	2132	2285	1643	
	50 ft	2619	2814	3016	3225	3441	2527	

## TAKEOFF DISTANCE

### Maximum Weight 3400 Pounds

<b>WEIGHT = 3400 LB</b> <b>Speed at Liftoff = 73 KIAS</b> <b>Speed over 50 Ft. Obstacle = 78 KIAS</b> Flaps - 50% · Takeoff Pwr · Dry Paved		<b>Headwind:</b> Subtract 10% for each 12 knots headwind. <b>Tailwind:</b> Add 10% for each 2 knots tailwind up to 10 knots. <b>Runway Slope:</b> Ref. Factors. <b>Dry Grass:</b> Add 20% to Ground Roll. <b>Wet Grass:</b> Add 30% to Ground Roll.					
PRESS ALT FT	DISTANCE FT	TEMPERATURE ~ °C					ISA
		0	10	20	30	40	
SL	Grnd Roll	917	990	1067	1146	1229	1028
	50 ft	1432	1539	1650	1764	1883	1594
1000	Grnd Roll	1011	1092	1176	1264	1355	1117
	50 ft	1574	1691	1813	1939	2069	1728
2000	Grnd Roll	1116	1206	1299	1395	1496	1215
	50 ft	1732	1861	1995	2133	2276	1874
3000	Grnd Roll	1234	1332	1435	1542	1653	1323
	50 ft	1907	2049	2196	2349	2507	2035
4000	Grnd Roll	1365	1474	1588	1706	1829	1441
	50 ft	2102	2259	2422	2590	2764	2212
5000	Grnd Roll	1512	1633	1758	1889	2025	1572
	50 ft	2320	2493	2673	2858	3051	2407
6000	Grnd Roll	1676	1810	1950	2095	2245	1717
	50 ft	2564	2755	2953	3159	3371	2622
7000	Grnd Roll	1861	2009	2164	2325	2492	1877
	50 ft	2837	3048	3267	3494	3729	2859
8000	Grnd Roll	2068	2233	2405	2584	2770	2054
	50 ft	3142	3376	3619	3871	4131	3122
9000	Grnd Roll	2302	2485	2677	2875	3082	2250
	50 ft	3485	3744	4014	4293	4581	3412
10000	Grnd Roll	2564	2769	2982	3204	3434	2468
	50 ft	3870	4158	4457	4767	5088	3733



### CRUISE PERFORMANCE

**Conditions:**

- Power ..... As Noted
- Mixture ..... As Noted
- Cruise Weight ..... 3200 LB
- Winds ..... Zero

**Example:**

Outside Air Temp ..... -9° C  
 Cruise Press Alt ..... 12000 FT  
 Manifold Pressure ..... 29.5"  
 Fuel Flow ..... 176 GPH

% Power ..... 85%  
 True Airspeed ..... 186 Knots

**2000 Feet Pressure Altitude**

Manifold Pressure	Engine Speed	Fuel Flow	Percent Power	ISA - 30° C (-19° C)	ISA (11° C)	ISA + 30° C (41° C)
MAP	RPM	GPH	PWR	KTAS	KTAS	KTAS
29.0-29.5	2500	17.6	85%	162	168	174
26.0-28.0	2500	16.0	75%	155	161	166
22.0-25.0	2500	14.0	65%	147	153	158

**4000 Feet Pressure Altitude**

Manifold Pressure	Engine Speed	Fuel Flow	Percent Power	ISA - 30° C (-23° C)	ISA (7° C)	ISA + 30° C (37° C)
MAP	RPM	GPH	PWR	KTAS	KTAS	KTAS
29.0-29.5	2500	17.6	85%	165	171	177
26.0-28.0	2500	16.0	75%	158	164	169
22.0-25.0	2500	14.0	65%	150	156	161

**6000 Feet Pressure Altitude**

Manifold Pressure	Engine Speed	Fuel Flow	Percent Power	ISA - 30° C (-27° C)	ISA (3° C)	ISA + 30° C (33° C)
MAP	RPM	GPH	PWR	KTAS	KTAS	KTAS
29.0-29.5	2500	17.6	85%	168	175	181
26.0-28.0	2500	16.0	75%	161	167	173
22.0-25.0	2500	14.0	65%	153	159	164

**8000 Feet Pressure Altitude**

Manifold Pressure	Engine Speed	Fuel Flow	Percent Power	ISA - 30° C (-31° C)	ISA (-1° C)	ISA + 30° C (29° C)
MAP	RPM	GPH	PWR	KTAS	KTAS	KTAS
29.0-29.5	2500	17.6	85%	172	178	184
26.0-28.0	2500	16.0	75%	164	170	176
22.0-25.0	2500	14.0	65%	156	162	167

**CRUISE PERFORMANCE (Continued)**

10000 Feet Pressure Altitude						
Manifold Pressure	Engine Speed	Fuel Flow	Percent Power	ISA - 30° C (-35° C)	ISA (-5° C)	ISA + 30° C (25° C)
MAP	RPM	GPH	PWR	KTAS	KTAS	KTAS
29.0-29.5	2500	17.6	85%	175	182	188
26.0-28.0	2500	16.0	75%	167	174	180
22.0-25.0	2500	14.0	65%	159	165	171

12000 Feet Pressure Altitude						
Manifold Pressure	Engine Speed	Fuel Flow	Percent Power	ISA - 30° C (-39° C)	ISA (-9° C)	ISA + 30° C (21° C)
MAP	RPM	GPH	PWR	KTAS	KTAS	KTAS
29.0-29.5	2500	17.6	85%	178	186	194
26.0-28.0	2500	16.0	75%	171	177	184
22.0-25.0	2500	14.0	65%	162	168	174

14000 Feet Pressure Altitude						
Manifold Pressure	Engine Speed	Fuel Flow	Percent Power	ISA - 30° C (-43° C)	ISA (-13° C)	ISA + 30° C (17° C)
MAP	RPM	GPH	PWR	KTAS	KTAS	KTAS
29.0-29.5	2500	17.6	85%	182	189	196
26.0-28.0	2500	16.0	75%	174	181	187
22.0-25.0	2500	14.0	65%	165	172	178

16000 Feet Pressure Altitude						
Manifold Pressure	Engine Speed	Fuel Flow	Percent Power	ISA - 30° C (-47° C)	ISA (-17° C)	ISA + 30° C (13° C)
MAP	RPM	GPH	PWR	KTAS	KTAS	KTAS
29.0-29.5	2500	17.6	85%	186	193	200
26.0-28.0	2500	16.0	75%	178	185	191
22.0-25.0	2500	14.0	65%	169	175	182

18000 Feet Pressure Altitude						
Manifold Pressure	Engine Speed	Fuel Flow	Percent Power	ISA - 30° C (-51° C)	ISA (-21° C)	ISA + 30° C (9° C)
MAP	RPM	GPH	PWR	KTAS	KTAS	KTAS
29.0-29.5	2500	17.6	85%	190	198	205
26.0-28.0	2500	16.0	75%	181	189	196
22.0-25.0	2500	14.0	65%	172	179	185



**CRUISE PERFORMANCE (Continued)**

20000 Feet Pressure Altitude						
Manifold Pressure MAP	Engine Speed RPM	Fuel Flow GPH	Percent Power PWR	ISA - 30° C (-55° C) KTAS	ISA (-25° C) KTAS	ISA + 30° C (5° C) KTAS
29.0-29.5	2500	17.6	85%	193	201	209
29.0-29.5	2500	16.8	80%	189	197	204
26.0-28.0	2500	16.0	75%	185	192	199
22.0-25.0	2500	14.0	65%	175	182	189

22000 Feet Pressure Altitude						
Manifold Pressure MAP	Engine Speed RPM	Fuel Flow GPH	Percent Power PWR	ISA - 30° C (-59° C) KTAS	ISA (-29° C) KTAS	ISA + 30° C (1° C) KTAS
29.0-29.5	2500	17.6	85%	197	205	213
29.0-29.5	2500	16.8	80%	193	201	208
26.0-28.0	2500	16.0	75%	188	196	203
22.0-25.0	2500	14.0	65%	178	186	193

24000 Feet Pressure Altitude						
Manifold Pressure MAP	Engine Speed RPM	Fuel Flow GPH	Percent Power PWR	ISA - 30° C (-63° C) KTAS	ISA (-33° C) KTAS	ISA + 30° C (-3° C) KTAS
29.0-29.5	2500	17.6	85%	201	209	217
29.0-29.5	2500	16.8	80%	196	205	212
26.0-28.0	2500	16.0	75%	192	200	207
22.0-25.0	2500	14.0	65%	182	189	196

25000 Feet Pressure Altitude						
Manifold Pressure MAP	Engine Speed RPM	Fuel Flow GPH	Percent Power PWR	ISA - 30° C (-65° C) KTAS	ISA (-35° C) KTAS	ISA + 30° C (-5° C) KTAS
29.0-29.5	2500	17.6	85%	203	211	219
29.0-29.5	2500	16.8	80%	198	207	215
26.0-28.0	2500	16.0	75%	193	202	209
22.0-25.0	2500	14.0	65%	183	191	198

## LANDING DISTANCE

<p><b>WEIGHT = 3400 LB</b>  <b>Speed over 50 Ft Obstacle = 77 KIAS</b>                  Flaps - 100% · Idle · Dry, Level Paved Surface</p>	<p><b>Headwind:</b> Subtract 10% for each 13 knots headwind.  <b>Tailwind:</b> Add 10% for each 2 knots tailwind up to 10 knots.  <b>Runway Slope:</b> Ref. Factors.  <b>Dry Grass:</b> Add 20% to Ground Roll  <b>Wet Grass:</b> Add 60% to Ground Roll</p>
--	--

PRESS ALT FT	DISTANCE FT	TEMPERATURE ~ °C					ISA
		0	10	20	30	40	
<b>SL</b>	<b>Grnd Roll</b>	1082	1121	1161	1200	1240	1141
	<b>Total</b>	2262	2316	2372	2428	2485	2344
<b>1000</b>	<b>Grnd Roll</b>	1122	1163	1204	1245	1286	1175
	<b>Total</b>	2317	2374	2433	2492	2551	2391
<b>2000</b>	<b>Grnd Roll</b>	1163	1206	1248	1291	1334	1210
	<b>Total</b>	2375	2436	2497	2559	2621	2441
<b>3000</b>	<b>Grnd Roll</b>	1207	1251	1295	1339	1384	1247
	<b>Total</b>	2437	2501	2565	2630	2696	2493
<b>4000</b>	<b>Grnd Roll</b>	1252	1298	1344	1390	1436	1285
	<b>Total</b>	2503	2569	2637	2705	2774	2548
<b>5000</b>	<b>Grnd Roll</b>	1300	1348	1395	1443	1490	1324
	<b>Total</b>	2572	2642	2713	2785	2857	2605
<b>6000</b>	<b>Grnd Roll</b>	1350	1399	1449	1498	1547	1365
	<b>Total</b>	2645	2719	2794	2869	2945	2665
<b>7000</b>	<b>Grnd Roll</b>	1402	1453	1504	1556	1607	1408
	<b>Total</b>	2723	2800	2879	2958	3038	2728
<b>8000</b>	<b>Grnd Roll</b>	1456	1509	1563	1616	1669	1452
	<b>Total</b>	2805	2887	2969	3052	3136	2794
<b>9000</b>	<b>Grnd Roll</b>	1513	1569	1624	1679	1735	1497
	<b>Total</b>	2892	2978	3064	3152	3240	2863
<b>10000</b>	<b>Grnd Roll</b>	1573	1630	1688	1746	1803	1545
	<b>Total</b>	2984	3074	3165	3257	3350	2936

LANDING

## WEIGHT AND BALANCE

### Loading Calculations

For Moment/1000, refer to Loading Data table on following page.

	Description	Weight	Moment/1000
1.	Empty Weight <i>Includes unusable fuel and full oil</i>		
2.	Front Seats Occupants <i>Pilot and Passenger</i>		
3.	Rear Seats Occupants		
4.	Baggage <i>130 lb maximum</i>		
5.	<b>Zero Fuel Condition</b> <i>Subtotal items 1 thru 4</i>		
6.	Fuel Load <i>92 Gallon @6.0 lb/gal. maximum</i>		
7.	<b>Ramp Weight</b> <i>Subtotal items 5 and 6</i>		
8.	Fuel for start, taxi, and runup <i>Normally 9 lb at avg. mmnt of 1394</i>	-	-
9.	<b>Takeoff Weight</b> <i>Subtract Item 8 from item 7</i>		

### Calculation Instructions

- Enter the current basic empty weight and moment from the aircraft's Weight and Balance Record.
- Enter the total weight and moment/1000 for the front seat occupants from the adjacent Loading Data Table.
- Enter the total weight and moment/1000 for the rear seat occupants from the adjacent Loading Data Table.
- Enter the total weight and moment/1000 for the baggage from the adjacent Loading Data Table.
- If desired, subtotal the weight and moment/1000 entries from steps 1 - 4.
- Enter the weight and moment/1000 of usable fuel loaded on the airplane.
- Subtotal the weight and moment/1000.
- Enter values for typical start, taxi, and run-up operations of 9 pounds at an average moment/1000 of 1.39.
- Subtract step 8 weight and moment/1000 from the Ramp Weight to determine the Takeoff Weight and moment/1000.
  - Verify Takeoff Weight does not exceed the 3400 pounds.
  - Verify Moment/1000 does falls between the interpolated minimum and maximum values listed on the adjacent Moment Limits Table.



## WEIGHT AND BALANCE (Continued)

### Loading Data

To complete Loading Calculations, use this table to determine the Moment/1000.

Weight LB	Fwd Pass FS 143.5	Aft Pass FS 180.0	Baggage FS 208.0	Fuel FS 154.9	Weight LB	Fwd Pass FS 143.5	Aft Pass FS 180.0	Fuel FS 154.9
20	2.87	3.6	4.16	3.098	300	43.05	54	46.47
40	5.74	7.2	8.32	6.196	320	45.92	57.6	49.568
60	8.61	10.8	12.48	9.294	340	48.79	61.2	52.666
80	11.48	14.4	16.64	12.392	360	51.66	64.8	55.764
100	14.35	18	20.8	15.49	380	54.53	68.4	58.862
120	17.22	21.6	24.96	18.588	400	57.4	72	61.96
140	20.09	25.2	27.04*	21.686	420	60.27	75.6	65.058
160	22.96	28.8		24.784	440	63.14	79.2	68.156
180	25.83	32.4		27.882	460			71.254
200	28.7	36		30.98	480			74.352
220	31.57	39.6		34.078	500			77.45
240	34.44	43.2		37.176	520			80.548
260	37.31	46.8		40.274	552**			85.5048
280	40.18	50.4		43.372				

\*130 lb Maximum

\*\*92 U.S. Gallons Usable

### Moment Limits

Use this table to determine if Loading Calculations are within limits.

Weight LB	Moment/1000		Weight LB	Moment/1000	
	Minimum	Maximum		Minimum	Maximum
2200	304	326	2850	398	422
2250	311	333	2900	406	430
2300	318	341	2950	414	437
2350	326	348	3000	421	444
2400	333	355	3050	429	452
2450	340	363	3100	437	459
2500	347	370	3150	444	467
2550	354	378	3200	452	474
2600	362	385	3250	460	481
2650	369	392	3300	467	489
2700	375	400	3350	475	496
2750	383	407	3400	483	504
2800	390	415			

### WIND COMPONENTS

**Conditions:**

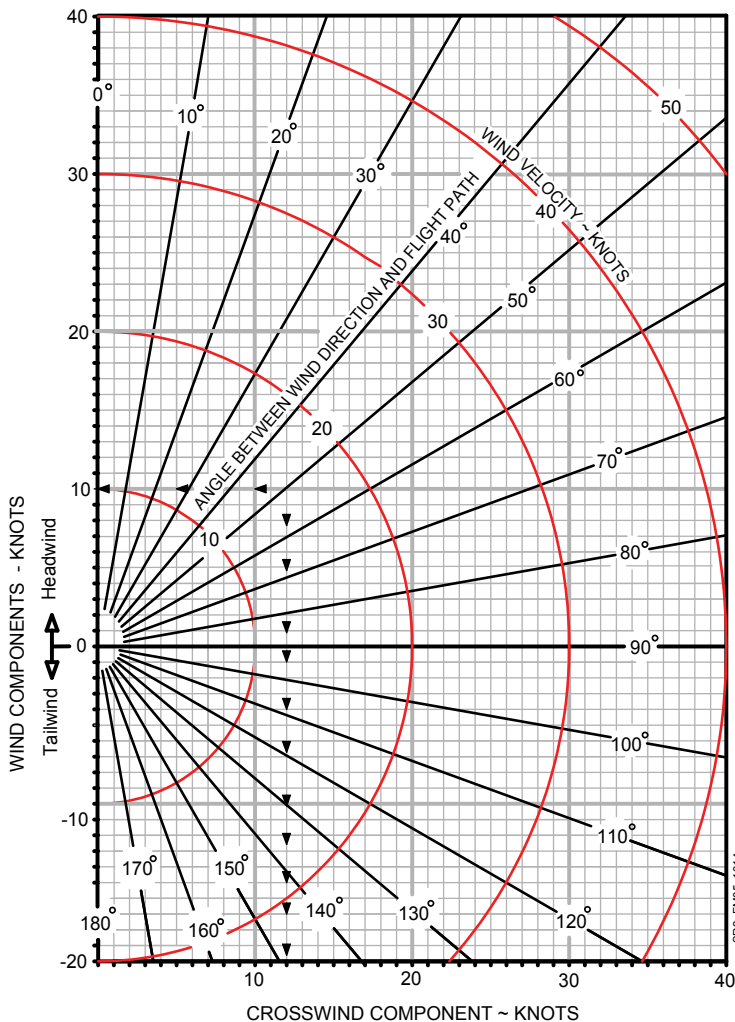
- Runway Heading..... 10°
- Wind Direction..... 60°
- Wind Velocity..... 15 Knots

**Example: (See Chart ► ► ►)**

- Wind/Flight Path Angle..... 50°
- Crosswind Component..... 12 Knots
- Headwind Component..... 10 Knots

• Note •

- The maximum demonstrated crosswind is 20 knots. Value not considered limiting.





***Cirrus Design***  
**Abnormal Checklist**

Brake Failure During Taxi ..... A-1  
 Aborted Takeoff ..... A-1  
 Engine Failure In Flight  
 \* Inadvertently Retarding Power Lever To Idle \* ..... A-2  
 Inadvertent Icing Encounter..... A-2  
 Inadvertent IMC Encounter..... A-2  
 Door Open In Flight ..... A-2  
 Landing With Failed Brakes ..... A-3  
 Landing With Flat Tire ..... A-3  
 Alternator Failure ..... A-4  
 Engine Indicating System Failure ..... A-5  
 LOW VOLTS Warning Light Illuminated..... A-5  
 Communications Failure ..... A-5  
 Pitot Static Malfunction ..... A-5  
 Electric Trim/Autopilot Failure ..... A-5



**Abnormal Checklist**

GROUND

**GROUND PROCEDURES**

**BRAKE FAILURE DURING TAXI**

- 1. Engine Power.....AS REQUIRED
  - 2. Directional Control ..... MAINTAIN WITH RUDDER
  - 3. Brake Pedal(s) ..... PUMP
- If directional control can not be maintained:*
- 4. Mixture .....CUTOFF

**ABORTED TAKEOFF**

- 1. Power Lever ..... IDLE
- 2. Brakes.....AS REQUIRED

**IN-FLIGHT PROCEDURES**

**ENGINE FAILURE IN FLIGHT**

**\* INADVERTENTLY RETARDING POWER LEVER TO IDLE \***

***Below 18,000 Feet***

Retarding power lever to idle at or near a full rich mixture setting may cause engine combustion to cease. Advancing the throttle should cause resumption of normal engine operation.

Retarding power lever to idle at or near a very lean mixture setting may cause engine combustion to cease. Using the boost pump in the LOW BOOST position during approach and landing will prevent this condition.

***Above 18,000 Feet***

If manifold pressure is reduced below 15" Hg and Power Lever positioned close to or at idle, engine may cease combustion. Upon advancing Power Lever, if wind milling engine does not immediately regain power, perform the following:

1. Electric Fuel Pump .....LOW BOOST
2. Power Lever ..... ½ OPEN
3. Mixture Control ..... FULL RICH, then LEAN until engine starts  
then slowly advance to FULL RICH
4. Power Lever .....AS REQUIRED
5. Mixture .....AS REQUIRED
6. Electric Fuel Pump .....AS REQUIRED

**INADVERTENT ICING ENCOUNTER**

1. Pitot Heat ..... ON
2. Exit icing conditions ..... Turn back or change altitude.
3. Cabin Heat ..... MAXIMUM
4. Windshield Defrost ..... FULL OPEN

**INADVERTENT IMC ENCOUNTER**

1. Airplane Control ..... Establish Straight and Level Flight
2. Autopilot ..... Engage to hold Heading and Altitude
3. Heading ..... Reset to initiate 180° turn

**DOOR OPEN IN FLIGHT**

1. Airspeed ..... REDUCE TO 80 – 90 KIAS
2. Land as soon as practical.

**LANDING PROCEDURES****LANDING WITH FAILED BRAKES*****One brake inoperative***

1. Land on the side of runway corresponding to the inoperative brake.
2. Maintain directional control using rudder and working brake.

***Both brakes inoperative***

1. Divert to the longest, widest runway with the most direct headwind.
2. Land on downwind side of the runway.
3. Use the rudder for obstacle avoidance.
4. Perform *Emergency Engine Shutdown on Ground* checklist.

**LANDING WITH FLAT TIRE*****Main Gear***

1. Land on the side of the runway corresponding to the good tire.
2. Maintain directional control with the brakes and rudder.
3. Do not taxi. Stop the airplane and perform a normal engine shutdown.

***Nose Gear***

1. Land in the center of the runway.
2. Hold the nosewheel off the ground as long as possible.
3. Do not taxi. Stop the airplane and perform a normal engine shutdown.

**SYSTEM MALFUNCTIONS**

**ALTERNATOR FAILURE**

***ALT 1 Light Steady***

- 1. ALT 1 Master Switch..... OFF
- 2. Alternator 1 Circuit Breaker .....CHECK and RESET
- 3. ALT 1 Master Switch..... ON

*If alternator does not reset:*

- 4. Switch off unnecessary equipment on Main Bus 1, Main Bus 2, and the Non-Essential Buses to reduce loads. Monitor voltage.
- 5. ALT 1 Master Switch..... OFF
- 6. Land as soon as practical.

***ALT 1 Light Flashing***

*Serials 0002 thru 1643 and 1645 thru 1666:*

- 1. Ammeter Switch .....BATT
- 2. If charging rate is greater than 30 amps, reduce load on Main Bus 1, Main Bus 2, and Non-Essential buses.
- 3. Monitor ammeter until battery charge rate is less than 15 amps.
- 4. When battery charge rate is within limits, add loads as necessary for flight conditions.

***ALT 2 Light Steady***

- 1. ALT 2 Master Switch..... OFF
- 2. Alternator 2 Circuit Breaker .....CHECK and RESET
- 3. ALT 2 Master Switch..... ON

*If alternator does not reset:*

- 4. Switch off unnecessary equipment on Main Bus 1, Main Bus 2, and Non-Essential Buses to reduce loads.
- 5. ALT 2 Master Switch..... OFF
- 6. Land as soon as practical.



**ENGINE INDICATING SYSTEM FAILURE**

*Serials 1644, 1663 and Subsequent:*

1. ANNUN / ENGINE INST Circuit Breaker ..... CYCLE
2. Land as soon as practical.

**LOW VOLTS WARNING LIGHT ILLUMINATED**

1. Land as soon as practical.

**COMMUNICATIONS FAILURE**

1. Switches, Controls .....CHECK
2. Frequency ..... CHANGE
3. Circuit Breakers ..... CHECK
4. Headset ..... CHANGE
5. Hand Held Microphone .....CONNECT

**PITOT STATIC MALFUNCTION**

***Static Source Blocked***

1. Pitot Heat ..... ON
2. Alternate Static Source ..... OPEN

***Pitot Tube Blocked***

1. Pitot Heat ..... ON

**ELECTRIC TRIM/AUTOPILOT FAILURE**

1. Airplane Control ..... MAINTAIN MANUALLY
2. Autopilot (if engaged) ..... DISENGAGE

*If Problem Is Not Corrected:*

3. Circuit Breakers .....PULL AS REQUIRED
  - PITCH TRIM
  - ROLL TRIM
  - AUTOPILOT
4. Power Lever .....AS REQUIRED
5. Control Yoke .....MANUALLY HOLD PRESSURE
6. Land as soon as practical.

  
**Cirrus Design**  
**Emergency Checklist**

<b>AIRSPEDS FOR EMERGENCY OPERATIONS.....</b>	<b>E-1</b>
Maneuvering Speed: .....	E-1
Best Glide: .....	E-1
Emergency Landing (Engine-Out): .....	E-1
Maximum Glide.....	E-1
<b>GROUND EMERGENCIES .....</b>	<b>E-2</b>
Engine Fire During Start.....	E-2
Emergency Engine Shutdown On Ground .....	E-2
Emergency Ground Egress .....	E-2
<b>IN-FLIGHT EMERGENCIES.....</b>	<b>E-3</b>
Engine Failure On Takeoff (Low Altitude) .....	E-3
Engine Failure In Flight.....	E-3
Engine Airstart.....	E-3
Unexpected Loss Of Manifold Pressure .....	E-4
Engine Partial Power Loss.....	E-4
Low Oil Pressure .....	E-4
Propeller Governor Failure .....	E-4
Smoke and Fume elimination .....	E-5
Engine Fire In Flight .....	E-5
Wing Fire In Flight .....	E-5
Cabin Fire In Flight .....	E-5
Emergency Descent .....	E-6
Inadvertent Spiral Dive During IMC Flight .....	E-6
Inadvertent Spin Entry.....	E-7
CAPS Deployment.....	E-7
<b>LANDING EMERGENCIES .....</b>	<b>E-8</b>
Emergency Landing Without Engine Power .....	E-8
Ditching.....	E-8
Landing Without Elevator Control .....	E-8
<b>SYSTEM MALFUNCTIONS.....</b>	<b>E-9</b>
PFD - Loss of Air Data.....	E-9
PFD - Loss of Attitude Data.....	E-9
Power Lever Linkage Failure .....	E-9
Annunciator Panel/Optional MFD EMAX Messages.....	E-10
Circuit Breaker Panel.....	E-11



# Emergency Checklist

## AIR SPEEDS FOR EMERGENCY OPERATIONS

### MANEUVERING SPEED:

3400 lb..... 133 KIAS

### BEST GLIDE:

3400 lb..... 88 KIAS

2900 lb..... 87 KIAS

### EMERGENCY LANDING (ENGINE-OUT):

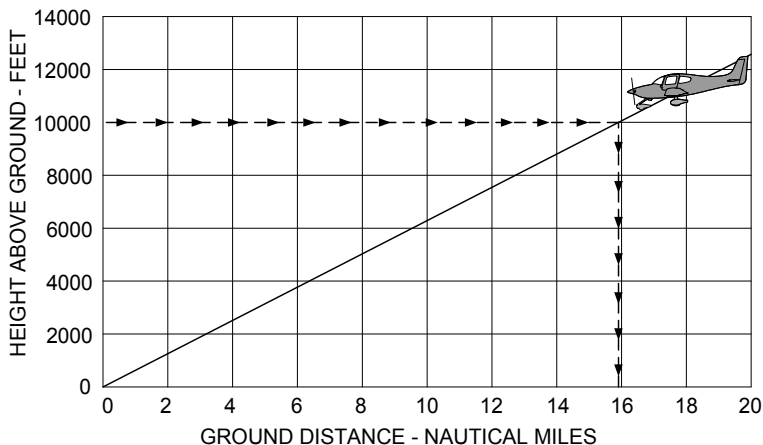
Flaps Up ..... 90 KIAS

Flaps 50%..... 85 KIAS

Flaps 100%..... 80 KIAS

### MAXIMUM GLIDE

Glide Ratio  $\approx$  9.6 : 1



SR2\_FM03\_1391

#### Note:

Checklist steps emphasized by underlining such as this:

1. Best Glide Speed ..... ESTABLISH

should be memorized for accomplishment without reference to the procedure.

**GROUND EMERGENCIES**

**ENGINE FIRE DURING START**

1. Mixture ..... CUTOFF
2. Fuel Pump ..... OFF
3. Fuel Selector ..... OFF
4. Power Lever ..... FORWARD
5. Starter ..... CRANK
6. If flames persist, perform *Emergency Engine Shutdown on Ground* and *Emergency Ground Egress* checklists.

**EMERGENCY ENGINE SHUTDOWN ON GROUND**

1. Power Lever ..... IDLE
2. Fuel Pump (if used) ..... OFF
3. Mixture ..... CUTOFF
4. Fuel Selector ..... OFF
5. Ignition Switch ..... OFF
6. Bat-Alt Master Switches ..... OFF

**EMERGENCY GROUND EGRESS**

1. Engine ..... SHUTDOWN
2. Seat belts ..... RELEASE
3. Airplane ..... EXIT

GROUND

**IN-FLIGHT EMERGENCIES**

**ENGINE FAILURE ON TAKEOFF (LOW ALTITUDE)**

1. Best Glide or Landing Speed (as appropriate) ..... ESTABLISH
2. Mixture ..... CUTOFF
3. Fuel Selector ..... OFF
4. Ignition Switch ..... OFF
5. Flaps ..... AS REQUIRED

*If time permits:*

6. Power Lever ..... IDLE
7. Fuel Pump ..... OFF
8. Bat-Alt Master Switches ..... OFF
9. Seat Belts ..... ENSURE SECURED

**ENGINE FAILURE IN FLIGHT**

1. Best Glide Speed ..... ESTABLISH
2. Mixture ..... AS REQUIRED
3. Fuel Selector ..... SWITCH TANKS
4. Fuel Pump ..... BOOST
5. Alternate Induction Air ..... ON
6. Ignition Switch ..... CHECK, BOTH
7. If no start, perform *Engine Airstart* or *Forced Landing* checklist.

**ENGINE AIRSTART**

1. Bat Master Switches ..... ON
2. Power Lever ..... 1/2" OPEN
3. Mixture ..... RICH, AS REQ'D
4. Fuel Selector ..... SWITCH TANKS
5. Ignition Switch ..... BOTH
6. Fuel Pump ..... BOOST
7. Alternate Induction Air ..... ON
8. Alt Master Switches ..... OFF
9. Starter (Propeller not Windmilling) ..... ENGAGE

*(Continued on following page)*

**ENGINE AIRSTART (Continued)**

- 10. Power Lever ..... slowly INCREASE
- 11. Alt Master Switches ..... ON
- 12. If no start, perform *Forced Landing* checklist.

**UNEXPECTED LOSS OF MANIFOLD PRESSURE**

- 1. Power Lever ..... REDUCE  
to minimum setting required for continued flight.
- 2. Engine ..... MONITOR  
Remain alert for the possibility of a fire in the engine compartment.  
In the event of a fire in the engine compartment, shut off the fuel at the fuel valve. Perform *Engine Fire in Flight* checklist.
- 3. Altitude ..... DESCEND  
to the minimum safe altitude from which a landing may be most safely and expeditiously accomplished.
- 4. Declare an emergency.

**ENGINE PARTIAL POWER LOSS**

- 1. Fuel Pump ..... BOOST
- 2. Fuel Selector ..... SWITCH TANKS
- 3. Mixture ..... CHECK appropriate for flight conditions
- 4. Power Lever ..... SWEEP
- 5. Alternate Induction Air ..... ON
- 6. Ignition Switch ..... BOTH, L, then R
- 7. Land as soon as practical.

**LOW OIL PRESSURE**

- 1. Power Lever ..... MINIMUM REQUIRED
- 2. Land as soon as possible.

**PROPELLER GOVERNOR FAILURE**

*Propeller Rpm Will Not Increase*

- 1. Oil Pressure ..... CHECK
- 2. Land as soon as practical.

*Propeller Overspeeds Or Will Not Decrease*

- 3. Power Lever ..... ADJUST (to keep RPM in limits)
- 4. Airspeed ..... REDUCE to 90 KIAS
- 5. Land as soon as practical.

AIRSTART



**SMOKE AND FUME ELIMINATION**

1. Temperature Selector ..... COLD
2. Vent Selector ..... FEET/PANEL/DEFROST POSITION
3. Airflow Selector.....SET FAN SPEED TO FULL ON (3) POSITION  
*If source of smoke and fume is firewall forward:*
  - a. Airflow Selector ..... OFF
4. Panel Eyeball Outlets ..... OPEN
5. Prepare to land as soon as possible.  
*If airflow is not sufficient to clear smoke or fumes from cabin:*
6. Cabin Doors.....PARTIALLY OPEN

**ENGINE FIRE IN FLIGHT**

1. Mixture.....CUTOFF
2. Fuel Pump ..... OFF
3. Fuel Selector ..... OFF
4. Airflow Selector..... OFF
5. Power Lever ..... IDLE
6. Ignition Switch ..... OFF
7. Cabin Doors.....PARTIALLY OPEN
8. Land as soon as possible.

**WING FIRE IN FLIGHT**

1. Pitot Heat Switch ..... OFF
2. Navigation Light Switch ..... OFF
3. Strobe Light Switch..... OFF
4. If possible, side slip to keep flames away from fuel tank and cabin.
5. Land as soon as possible.

**CABIN FIRE IN FLIGHT**

1. Bat-Alt Master Switches .....OFF, AS REQ'D
2. Fire Extinguisher.....ACTIVATE  
*If airflow is not sufficient to clear smoke or fumes from cabin:*
3. Cabin Doors.....PARTIALLY OPEN

*(Continued on following page)*

FIRES / SMOKE

**CABIN FIRE IN FLIGHT (CONTINUED)**

4. Avionics Power Switch..... OFF
5. All other switches..... OFF
6. Land as soon as possible.  
*If setting master switches off eliminated source of fire or fumes and airplane is in night, weather, or IFR conditions:*
7. Airflow Selector..... OFF
8. Bat-Alt Master Switches ..... ON
9. Avionics Power Switch..... ON
10. Activate required systems one at a time. Pause several seconds between activating each system to isolate malfunctioning system. Continue flight to earliest possible landing with malfunctioning system off. Activate only the minimum amount of equipment necessary to complete a safe landing.
11. Temperature Selector ..... COLD
12. Vent Selector ..... FEET/PANEL/DEFROST POSITION
13. Airflow Selector.....SET FAN SPEED TO FULL ON (3) POSITION
14. Panel Eyeball Outlets ..... OPEN

**EMERGENCY DESCENT**

1. Power Lever..... IDLE
2. Mixture.....AS REQUIRED
3. Airspeed ..... V<sub>NE</sub> (201 KIAS)

**INADVERTENT SPIRAL DIVE DURING IMC FLIGHT**

1. Power Lever..... IDLE
2. Stop the spiral dive by using coordinated aileron and rudder control while referring to the attitude indicator and turn coordinator to level the wings.
3. Cautiously apply elevator back pressure to bring airplane to level flight attitude.
4. Trim for level flight.
5. Set power as required.
6. Use autopilot if functional otherwise keep hands off control yoke, use rudder to hold constant heading.
7. Exit IMC conditions as soon as possible.



**INADVERTENT SPIN ENTRY**

1. CAPS .....ACTIVATE

**CAPS DEPLOYMENT**

As altitudes increase, true air speed of CAPS deployment increases. Higher true air speeds increase the parachute inflation loads. Slow to the minimum possible airspeed prior to deploying the CAPS.

1. Airspeed ..... MINIMUM POSSIBLE  
*The maximum demonstrated deployment speed is 133 KIAS.*
2. Mixture (If time and altitude permit) .....CUTOFF
3. Activation Handle Cover ..... REMOVE
4. Activation Handle.....PULL STRAIGHT DOWN

*Pull activation T-handle from its holder. Clasp both hands around the handle and pull straight down in a strong, steady, and continuous motion. Maintain maximum pull force until the rocket activates. Pull forces up to, or exceeding, 45 pounds may be required. Bending of the handle-housing mount is to be expected.*

**Warning:** Jerking or rapidly pulling on the activation T-handle will greatly increase the pull forces required to activate rocket. Use a firm and steady pulling motion - a “chin-up” type pull enhances successful activation.

*After deployment:*

5. Mixture ..... CHECK, CUTOFF
6. Fuel Selector ..... OFF
7. Bat-Alt Master Switches ..... OFF
8. Ignition Switch ..... OFF
9. Fuel Pump ..... OFF
10. ELT ..... ON
11. Seat Belts and Harnesses .....TIGHTEN
12. Loose Items ..... SECURE
13. Assume emergency landing body position.
14. After airplane comes to a complete stop, evacuate quickly and move upwind.

CAPS DEPLOY

**LANDING EMERGENCIES**

**EMERGENCY LANDING WITHOUT ENGINE POWER**

1. Best Glide Speed..... ESTABLISH
2. Radio .....Transmit (121.5 MHz) MAYDAY
3. Transponder.....SQUAWK 7700
4. If off airport, ELT .....ACTIVATE
5. Power Lever ..... IDLE
6. Mixture ..... CUTOFF
7. Fuel Selector ..... OFF
8. Ignition Switch ..... OFF
9. Fuel Pump ..... OFF
10. Flaps (when landing is assured) ..... 100%
11. Master Switches ..... OFF
12. Seat Belt(s)..... SECURED

**DITCHING**

1. Radio .....Transmit (121.5 MHz) MAYDAY  
giving location and intentions
2. Transponder.....SQUAWK 7700
3. CAPS.....ACTIVATE

*If available, life preservers should be donned and life raft should be prepared for immediate evacuation upon touchdown.*

*Consider unlatching a door prior to assuming the emergency landing body position in order to provide a ready escape path.*

4. Airplane .....EVACUATE  
*It may be necessary to allow some cabin flooding to equalize pressure on the doors. If the doors cannot be opened, break out the windows with the egress hammer and crawl through the opening.*
5. Flotation Devices .....INFLATE WHEN CLEAR OF AIRPLAN

**LANDING WITHOUT ELEVATOR CONTROL**

1. Flaps..... SET 50%
2. Trim..... SET 80 KIAS
3. Power..... AS REQUIRED FOR GLIDE ANGLE



**SYSTEM MALFUNCTIONS**

**PFD - LOSS OF AIR DATA**

1. Land as soon as practical.
2. Standby Instruments (altitude, airspeed)..... MONITOR  
If failure occurs while flying in IMC:
3. Exit IMC.

**PFD - LOSS OF ATTITUDE DATA**

1. Standby Instruments (attitude, heading)..... MONITOR  
*If failure occurs while flying in IMC:*
2. Autopilot GPSS Mode.....ACTIVATE
3. Autopilot Altitude Hold .....ACTIVATE
4. Exit IMC.

**POWER LEVER LINKAGE FAILURE**

1. Power Lever Movement ..... VERIFY
2. Power..... SET if able
3. Flaps.....SET if needed
4. Mixture.....AS REQUIRED (full rich to cut-off)
5. Land as soon as possible.

SYSTEMS

ANNUNCIATOR PANEL/OPTIONAL MFD EMAX MESSAGES

Engine Speed > 2710 RPM for 5s:

Check RPM A  
C  
K

Oil Temperature ≥ 240°F:

Check Oil Temp A  
C  
K

Oil Pressure < 10 psi OR > 99 psi:

Check Oil Press A  
C  
K

Cylinder Head Temperature > 460°F:

Check CHT A  
C  
K

Main Bus Volts < 24.5v OR > 32.0v:

Check Main Bus A  
C  
K

Essential Bus Volts < 24.5v OR > 32.0v:

Check Essential Bus A  
C  
K

Fuel Flow > 30.0 gallons per hour:

Check Fuel Flow A  
C  
K

Fuel Remaining < 9.9 gallons:

Check Fuel Remaining A  
C  
K

Oil Temperature ≥ 235°F:

Monitor Oil Temp A  
C  
K

Oil Pressure < 30 psi OR > 75 psi:

Check Oil Press A  
C  
K

Cylinder Head Temperature > 420°F:

Check CHT A  
C  
K

Alternator 1 < 2 A for 20 s or more:

Check Alt 1 A  
C  
K

Alternator 2 < 2 A for 20 s or more:

Check Alt 2 A  
C  
K

Battery 1 < -4 A for 30 s or more:

Check Batt 1 A  
C  
K

Fuel Flow > 26.7 gallons per hour:

Check Fuel Flow A  
C  
K

Fuel Remaining < 28.0 gallons:

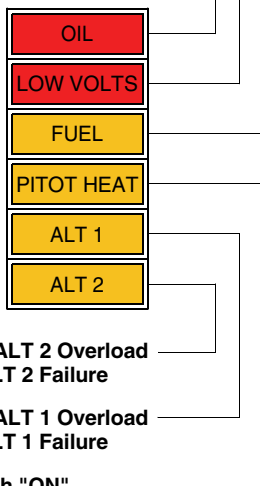
Check Fuel Remaing A  
C  
K

Low Fuel Condition

Each tank below approx. 14 gallons.

System Voltage Below 24.5v

High Oil Temperature  
OR Low Oil Pressure











































Flashing: ALT 2 Overload  
Steady: ALT 2 Failure

Flashing: ALT 1 Overload  
Steady: ALT 1 Failure

Pitot Switch "ON"  
No Power to Pitot Mast

SR22\_CLE\_2275

**CIRCUIT BREAKER PANEL**

	18530-001		18530-011		18530-021
	SKYWATCH / TAWS		FUEL PUMP		ANNUN / ENGINE INST
	GPS 2		TURN COORD #2		TURN COORD #1
	COM 2		ATTITUDE #2		ATTITUDE #1
	ENCODER / XPONDER		HSI / PFD #2		HSI / PFD #1
	WEATHER / STORMSCOPE		ALT 1		STALL WARNING
	MFD		CABIN LIGHTS		BATTERY 2
	AUDIO PANEL		STARTER RELAY		ALT 2
	AVIONICS		PITOT HEAT / COOLING FAN		ESSENTIAL POWER
	FUEL QUANTITY		12VDC OUTLET		AUTOPILOT
	REC/ INST LTS		STROBE LIGHTS		AVIONICS
	PITCH TRIM		NAV LIGHTS		COM 1
	ROLL TRIM		FLAPS		GPS 1
	ICE PROTECTION		CONDENSER		
	FAN				
	COMPRESSOR / CONTROL				