

SR22

WITH 3600 POUND TAKEOFF WEIGHT AND FLIGHT INTO KNOWN ICE SYSTEM



Quick Reference Checklist

for

SR22 Aircraft Serials 3915 and Subsequent with 3600 Pound Takeoff
Weight and Flight Into Known Ice System



CIRRUS
A I R C R A F T

The procedures in this publication are abbreviated and derived from procedures in the FAA Approved Airplane Flight Manual and Pilot's Operating Handbook (POH) P/N 13772-004 Original Issue. These procedures do not supersede the procedures in the basic POH. In the event of conflict, the basic POH shall take precedence.

CIRRUS PILOT'S CHECKLIST MODEL SR22

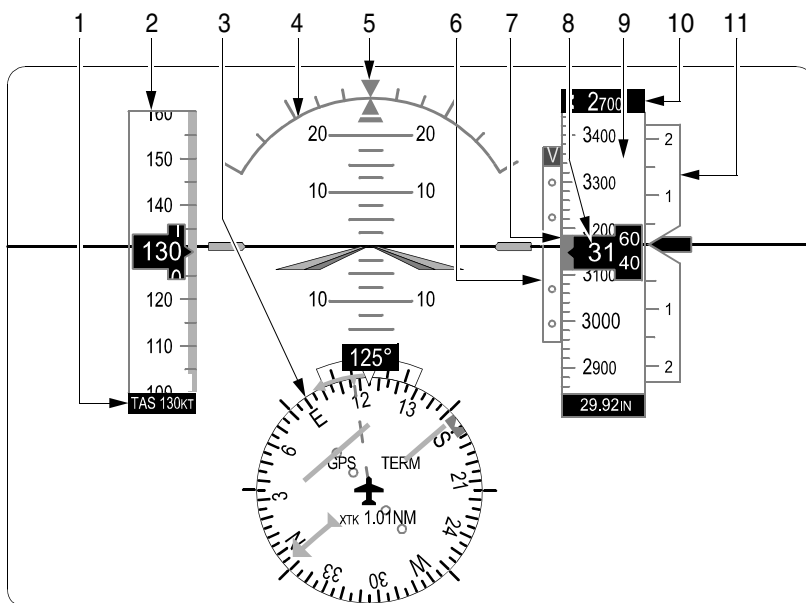
**Normal Procedures
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CIRRUS PILOT CHECKLIST

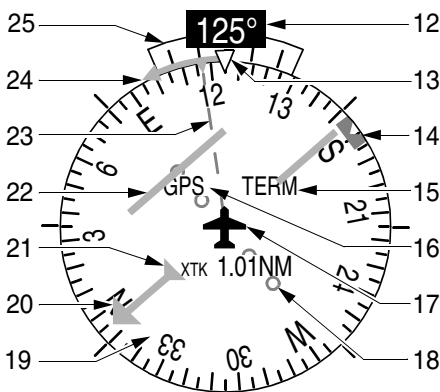
MODEL SR22

Primary Flight Display



LEGEND

1. True Airspeed
2. Airspeed Indicator
3. Horizontal Situation Indicator (HSI)
4. Attitude Indicator
5. Slip/Skid Indicator
6. Vertical Deviation Indicator (VDI)
7. Selected Altitude Bug
8. Current Altitude
9. Altimeter
10. Selected Altitude
11. Vertical Speed Indicator (VSI)



HSI DETAIL

21. To/From Indicator
22. Course Deviation Indicator
23. Current Track Indicator
24. Turn Rate/Heading Trend Vector
25. Turn Rate Indicator

SR22_FM07_2790

Airspeeds for Normal Operation

Takeoff Rotation:

- Normal, Flaps 50%..... 73 KIAS
- Obstacle Clearance, Flaps 50%..... 84 KIAS

Enroute Climb, Flaps Up:

- Normal 110-120 KIAS
- Best Rate of Climb, SL 108 KIAS
- Best Rate of Climb, 10,000..... 99 KIAS
- Best Angle of Climb, SL..... 88 KIAS
- Best Angle of Climb, 10,000 88 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}) 79 KIAS

Go-Around, Flaps 50%:

- Full Power..... 80 KIAS

Maximum Recommended Turbulent Air Penetration:

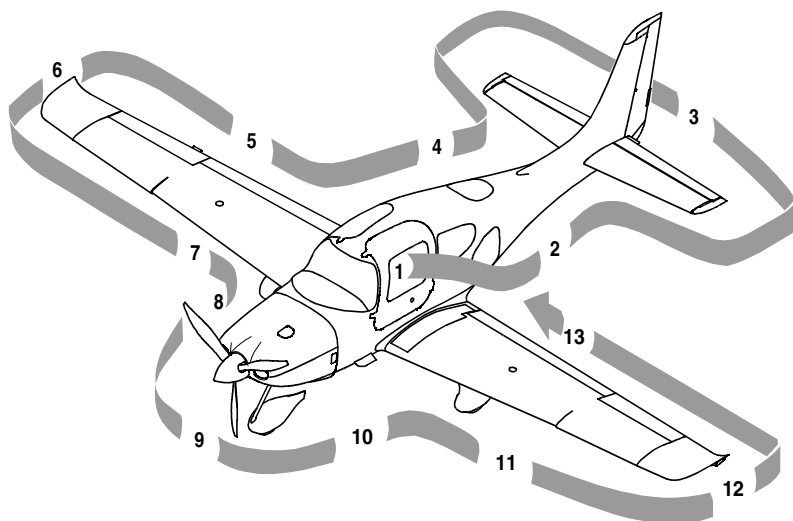
- 3600 lb..... 140 KIAS
- 2900 lb..... 123 KIAS

Maximum Demonstrated Crosswind Velocity:

- Takeoff or Landing 21 Knots

Anti-Ice System:

- Minimum Airspeed For FIKI Conditions.....95 KIAS*
**Includes all phases of flight, including approach, except as required for takeoff and landing.*
- Max Airspeed Anti-Ice System Ops..... 177 KIAS and 204 KTAS
- Recommended Holding Airspeed..... 120 KIAS



SR22_FM04_1454

Preflight Inspection

1. Cabin
 - a. Required Documents On Board
 - b. Avionics Power Switch OFF
 - c. Bat 2 Master Switch ON
 - d. PFD Verify On
 - e. Essential Bus Voltage 23-25 Volts
 - f. Flap Position Light OUT
 - g. Battery 1 Master Switch ON
 - h. Avionics Cooling Fan Audible
 - 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. Bat 1 and 2 Master Switch OFF

(Continued on following page)

CIRRUS PILOT CHECKLIST

MODEL SR22

- o. Alternate Static Source NORMAL
- p. Circuit Breakers..... IN
- q. Avionics Master Switch ON
- r. Cabin Speaker ON
- s. Cabin Doors Close
- t. WIND SHLD Push-Button Press
 - (1) Verify evidence of deicing fluid from spray nozzles.
- u. PUMP BKUP Switch ON
 - (1) Metering Pump Duty Cycle..... Verify Continuously ON
 - (2) Deicing Fluid and Endurance Indications Check
- v. PUMP BKUP Switch OFF
- w. ICE PROTECT System Switch..... ON
- x. ICE PROTECT Mode Switch..... NORM
 - (1) Metering Pump Duty Cycle..... Verify 30s ON, 90s OFF
 - (2) Deicing Fluid and Endurance Indications Check
- y. ICE PROTECT Mode Switch..... HIGH
 - (1) Metering Pump Duty Cycle..... Verify Continuously ON
 - (2) Deicing Fluid and Endurance Indications Check
- z. ICE Inspection Lights Switch..... ON
 - (1) Verify LH and RH Operation.
- aa. PITOT HEAT Switch ON 45 seconds, then OFF
- ab. Fire Extinguisher Charged and Available
- ac. Emergency Egress Hammer Available
- ad. CAPS Handle Pin Removed

(Continued on following page)

CIRRUS PILOT CHECKLIST MODEL SR22

- PREFLIGHT**
2. Left Fuselage
 - a. Door Lock..... Unlock
 - b. COM 1 Antenna (top)..... Condition and Attachment
 - c. Transponder Antenna (underside)... Condition and Attachment
 - d. Wing/Fuselage Fairing Check
 - e. COM 2 Antenna (underside) Condition and Attachment
 - f. Baggage Door Closed and Secure
 - g. Static Button..... Check for Blockage
 - h. Parachute Cover Sealed and Secure
 3. Empennage
 - a. Tiedown Rope Remove
 - b. Horizontal and Vertical Stabilizers..... Condition
 - c. Stabilizers Porous Panels..... Condition / Security
 - (1) Verify Evidence of Deicing Fluid Along Length of Panels and Elevator Horns.
 - d. Elevator and Tab Condition and Movement
 - e. Rudder Freedom of Movement
 - f. Rudder Trim Tab..... Condition and Security
 - g. 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
 6. Right Wing Tip
 - a. Tip Attachment
 - b. Strobe, Nav Light and Lens..... Condition and Security
 - c. Fuel Vent (underside)..... Unobstructed

(Continued on following page)

7. Right Wing Forward and Main Gear
 - a. Leading Edge and Stall Strips..... Condition
 - b. Fuel Cap..... Check Quantity and Secure
 - c. Fluid Tank..... Verify Desired Quantity
 - (1) Filler Cap Condition and Security
 - (2) Fluid Vent (underside)..... Unobstructed
 - d. Porous Panels Condition and Security
 - (1) Check Evidence of Deicing Fluid Along Length of Panels.
 - e. Lift Transducer Faceplate Perceptibly Hot
 - f. Lift Transducer Vane Very Hot
 - (1) Verify Stall Warning System audio annunciation within 4 seconds after lifting stall vane with wooden tooth pick or tongue depressor.
 - g. Fuel Drains (2 underside)..... Drain and Sample
 - h. Wheel Fairings Security, Accumulation of Debris
 - i. Tire Condition, Inflation, and Wear
 - j. Wheel and Brakes Fluid Leaks, Evidence of Overheating, General Condition, and Security.
 - k. Chocks and Tiedown Ropes Remove
 - l. Cabin Air Vent Unobstructed
8. Nose, Right Side
 - a. Vortex Generator Condition
 - b. Ice-Inspection Light Condition / Security
 - c. Cowling Attachments Secure
 - d. Exhaust Pipe Condition, Security, and Clearance
 - 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..... Check adequate Ground Clearance

(Continued on following page)

CIRRUS PILOT CHECKLIST MODEL SR22

- f. Spinner..... Condition, Security, and Oil Leaks
 - g. Slinger Ring..... Evidence Of Deicing Fluid
 - h. Air Inlets Unobstructed
 - i. Alternator Condition
10. Nose, Left Side
- a. Landing Light..... Condition
 - 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. Ice-Inspection Light Condition / Security
 - g. Windshield Spray Nozzles..... Condition / Security
 - h. Exhaust Pipe(s)..... Condition, Security, and Clearance
11. Left Wing Forward and Main Gear
- a. Wheel fairingsSecurity, Accumulation of Debris
 - b. Tire Condition, Inflation, and Wear
 - c. Wheel and BrakesFluid 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. Fluid Tank.....Verify Desired Quantity
 - (1) Filler Cap Condition and Security
 - (2) Fluid Vent (underside)..... Unobstructed
 - i. Leading Edge and Stall Strips..... Condition
 - j. Porous Panels Condition / Security
 - (1) Check Evidence of Deicing Fluid Along Length of Panels.
12. Left Wing Tip
- a. Fuel Vent (underside)..... Unobstructed
 - b. Pitot Mast (underside) Cover Removed, Tube Clear
 - c. Pitot Probe (underside) Unobstructed

(Continued on following page)

CIRRUS PILOT CHECKLIST

MODEL SR22

- d. Pitot Probe Very Hot
 - e. Strobe, Nav Light and Lens Condition and Security
 - f. 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
14. Cabin
- a. Fluid Quantity Verify 5 Gallon Minimum
 - b. ICE PROTECT System Switch OFF
 - c. Flaps 0%
 - d. Battery 1 Master Switch OFF
 - e. Avionics Master Switch OFF
 - f. Cabin Speaker OFF

PREFLIGHT

CIRRUS PILOT CHECKLIST MODEL SR22

Before Starting Engine

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

Starting Engine

- 1. External Power (If applicable)CONNECT
- 2. Brakes HOLD
- 3. Bat Master SwitchesON (Check Volts)
- 4. Strobe Lights ON
- 5. MixtureFULL RICH
- 6. Power Lever FULL FORWARD
- 7. Fuel PumpBOOST
- 8. Propeller Area..... CLEAR
- 9. Power Lever OPEN ¼ INCH
- 10. Ignition SwitchSTART (Release after engine starts)
- 11. Mixture LEAN
until RPM rises to a maximum value. Leave the mixture in this
position during taxi and until run-up.
- 12. Power Lever RETARD (to maintain 1000 RPM)
- 13. Oil PressureCHECK
- 14. Alt Master Switches ON
- 15. Avionics Power Switch ON
- 16. Engine Parameters MONITOR
- 17. External Power (If applicable)DISCONNECT
- 18. Amp Meter/Indication..... CHECK

STARTING
ENGINE

Cold Weather Operation: Starting

1. Ignition Switch OFF
2. PropellerHand TURN several rotations
3. External Power (If applicable)CONNECT
4. Brakes HOLD
5. Bat Master SwitchesON (check voltage)
6. MixtureFULL RICH
7. Power lever FULL FORWARD
8. Fuel PumpHIGH BOOST/PRIME, then BOOST
9. Propeller Area..... CLEAR
10. Power Lever OPEN ¼ INCH
11. Ignition SwitchSTART (Release after engine starts)
12. Power Lever RETARD (to maintain 1000 RPM)
13. Oil Pressure CHECK
14. Alt Master Switches ON
15. Avionics Power Switch ON
16. Engine ParametersMONITOR
17. External Power (If applicable)DISCONNECT
18. Amp Meter/Indication..... CHECK
19. Strobe Lights ON

STARTING/
TAXI

Before Taxiing

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

Taxiing

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

CIRRUS PILOT CHECKLIST MODEL SR22

Before Takeoff

1. Doors LATCHED
2. CAPS Handle Verify Pin Removed
3. Seat Belts and Shoulder Harness SECURE
4. Air Conditioner AS DESIRED

• Caution •

Use of RECIRC mode prohibited in flight.

5. Fuel Quantity CONFIRM
6. Fuel Selector FULLEST TANK
7. Fuel Pump BOOST
8. Mixture AS REQUIRED
9. Flaps SET 50% & CHECK
10. Transponder SET
11. Autopilot CHECK
12. Navigation Radios/GPS SET for Takeoff
13. Cabin Heat/Defrost AS REQUIRED
14. Brakes HOLD
15. Power Lever 1700 RPM
16. Alternator CHECK
 - a. Pitot Heat ON
 - b. Navigation Lights ON
 - c. Landing Light ON
 - d. Annunciator Lights CHECK
Verify both ALT 1 and ALT 2 caution lights out and positive amps indication for each alternator.
17. Voltage CHECK
18. Pitot Heat AS REQUIRED
19. Navigation Lights AS REQUIRED
20. Landing Light AS REQUIRED

(Continued on following page)

CIRRUS PILOT CHECKLIST MODEL SR22

- 21. Magnetos CHECK Left and Right RPM drop must not exceed 150 RPM for either magneto. RPM differential must not exceed 75 RPM between magnetos
 - a. Ignition Switch R, note RPM, then BOTH
 - b. Ignition SwitchL, note RPM, then BOTH
- 22. Engine Parameters CHECK
- 23. Power Lever 1000 RPM
- 24. Flight Instruments, HSI, and Altimeter CHECK & SET
- 25. Flight ControlsFREE & CORRECT
- 26. TrimSET Takeoff
- 27. Autopilot.....DISCONNECT
If Icing Conditions are Anticipated Immediately After Takeoff:
- 28. ICE PROTECT System Switch ON
- 29. ICE PROTECT Mode Switch NORM / HIGH
- 30. PITOT HEAT Switch..... ON
- 31. Cabin Heat.....HOT
- 32. Windshield Defrost ON
- 33. Ice-Inspection Lights.....AS REQUIRED
- 34. Verify airframe is free of contamination immediately before takeoff.
- 35. Flaps.....RETRACT as soon as practical

BEFORE TAKEOFF

CIRRUS PILOT CHECKLIST MODEL SR22

Normal Takeoff

1. Brakes..... RELEASE (Steer with Rudder Only)
2. Power Lever FULL FORWARD
3. Engine Parameters CHECK
4. Elevator Control ROTATE Smoothly at 73-76 KIAS
5. At 90 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 73 KIAS
8. Airspeed at Obstacle 84 KIAS

Climb

1. Climb Power..... SET
2. Flaps Verify UP
3. Mixture LEAN as required for altitude
4. Engine Parameters CHECK
5. Fuel Pump BOOST

TAKEOFF/
CLIMB

Icing Conditions: In Flight

If Icing Conditions Exist:

1. PITOT HEAT Switch..... Verify ON
2. ICE PROTECT System Switch ON
3. ICE PROTECT Mode Switch NORM / HIGH
4. WIND SHLD Push-Button..... PRESS AS REQUIRED
5. Monitor ice accumulation.

If ice accumulation occurs:

- a. ICE PROTECT Mode HIGH

If ice continues accumulating:

- b. ICE PROTECT Mode Push-ButtonMAX

If ice accretions do not shed:

- c. PUMP BKUP Switch ON
- d. Perform Deicing System Failure checklist.

Inadvertent Icing Encounter:

1. PITOT HEAT Switch..... Verify ON
2. ICE PROTECT System Switch ON
 - a. ICE PROTECT Mode Push-ButtonMAX
to initially dissipate ice accumulation, then
 - b. ICE PROTECT Mode Switch..... HIGH / NORM
If excess ice accumulation occurs, then:
 - c. ICE PROTECT Mode Push-ButtonMAX
If ice does not shed perform Deicing System Failure checklist.
3. WIND SHLD Push-Button..... PRESS AS REQUIRED
4. Airspeed MAINTAIN 95-177 KIAS
or less than 204 KTAS

(Continued on following page)

Icing Conditions: In Flight

While in Icing Conditions:

1. FLAPS UP
2. Ice-Inspection Lights.....AS REQUIRED
3. Cabin Heat.....HOT
4. Windshield Defrost ON
5. Deicing Fluid Quantity MONITOR
 - a. Ensure adequate quantity to complete flight.

After Leaving Icing Conditions:

1. Deicing System..... OFF
2. Airspeedas flight CONDITIONS DICTATE
3. Ice-Inspection Lights.....AS REQUIRED
4. Cabin Heat.....AS REQUIRED
5. Windshield DefrostAS REQUIRED
6. WIND SHLD Push-Button..... PRESS AS REQUIRED

Cruise

1. Oxygen AS REQUIRED
2. Cruise Altitude ESTABLISHED
3. Power Lever REDUCE to 30.5 in.Hg or less
4. Fuel PumpAS REQUIRED
5. Mixture ADJUST
6. Engine Parameters MONITOR
7. Fuel Flow and Balance MONITOR

If any CHT's exceed 420°F:

8. Mixture LEAN 0.5 GPH and MONITOR

If Icing Conditions are Encountered During Cruise:

9. Perform Checklist..... Icing Conditions - In Flight
10. Engine Power..... INCREASE to maintain cruise speed.
11. Autopilot.....As Required
 Disconnect every 30 minutes to detect any out-of-trim conditions.
 When disconnecting the autopilot with ice accretions on the airplane, the pilot should be alert for out-of-trim forces.

Descent

- 1. Altimeter SET
- 2. Cabin Heat/DefrostAS REQUIRED
- 3. Landing Light ON
- 4. Fuel System..... CHECK
- 5. MixtureAS REQUIRED
- 6. Brake Pressure CHECK

If Icing Conditions Exist:

- 1. ICE PROTECT System Switch ON
- 2. ICE PROTECT Mode Switch HIGH
- 3. Monitor ice accumulation.
If ice continues to accumulate:
 - a. ICE PROTECT Mode Push-ButtonMAX*If ice does not shed:*
 - b. PUMP BKUP Switch ON
 - c. Perform Deicing System Failure checklist.
- 4. WIND SHLD Push-Button..... PRESS AS REQUIRED
- 5. Ice-Inspection Lights.....AS REQUIRED
- 6. Flaps 50%
- 7. AirspeedMinimum of 95 KIAS
- 8. Airspeed on Short Final 88 KIAS

Before Landing

- 1. Seat Belt and Shoulder Harness SECURE
- 2. Fuel PumpBOOST
- 3. MixtureAS REQUIRED
- 4. FlapsAS REQUIRED
- 5. AutopilotAS REQUIRED

Normal Landing

- 1. Flaps 100%
- 2. Airspeed 80-85 KIAS
If Icing Conditions Exist:
 - a. Airspeed on Short Final 88 KIAS
- 3. Power LeverAS REQUIRED
After touchdown:
- 4. BrakesAS REQUIRED

Short Field Landing

- 1. Flaps 100%
- 2. Airspeed 79 KIAS
- 3. Power LeverAS REQUIRED
After clear of obstacles:
- 4. Power Lever REDUCE TO IDLE
After touchdown:
- 5. Brakes MAXIMUM

Balked Landing/Go-Around

- 1. Autopilot DISENGAGE
- 2. Power Lever FULL FORWARD
- 3. Flaps 50%
- 4. Airspeed 80-85 KIAS
After clear of obstacles:
- 5. Flaps UP

After Landing

- 1. Power Lever 1000 RPM
- 2. Fuel Pump OFF
- 3. Flaps UP
- 4. Transponder STBY
- 5. Lights AS REQUIRED
- 6. Pitot Heat OFF
- 7. ICE PROTECT System Switch OFF
- 8. PUMP BKUP Switch OFF
- 9. Ice-Inspection Lights OFF

Shutdown

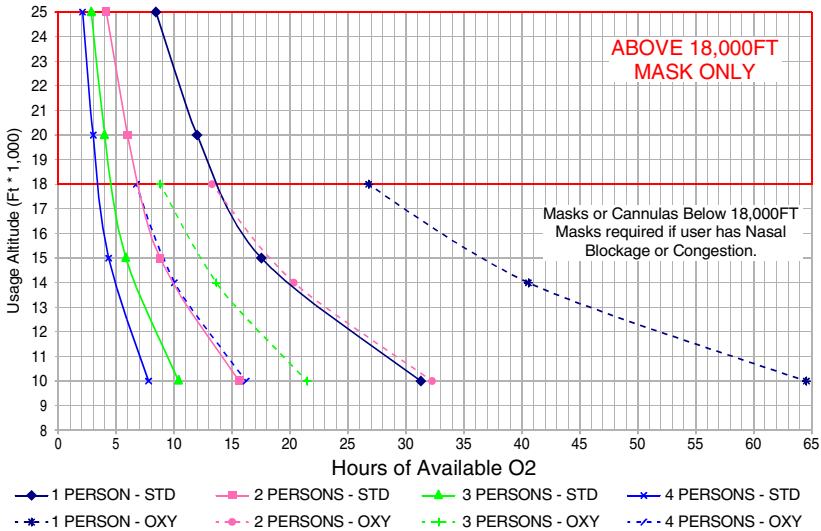
- 1. Fuel Pump (if used) OFF
- 2. Throttle IDLE
- 3. Ignition Switch CYCLE
- 4. Mixture CUTOFF
- 5. All Switches OFF
- 6. Magnetos OFF
- 7. ELT TRANSMIT LIGHT OUT
- 8. Chocks, Tie-downs, Pitot Covers AS REQUIRED

Oxygen Duration (Precise Flight System)

Oxygen System Usage Duration - A4 Flowmeter

(STD) Standard Cannula/Mask - (OXY) Oxymiser Annual
 Tested Values at Altitude for flow rates STPD

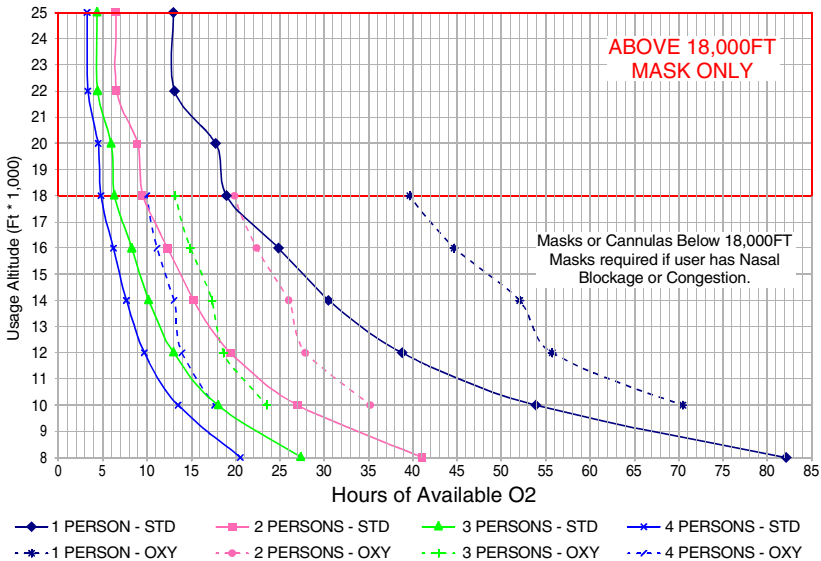
(77 Cu. Ft. Serviced to 1,800 PSIG -5%), Flow Rates are For Reference Only



Oxygen System Usage Duration - A5 Flowmeter

(STD) Standard Cannula/Mask - (OXY) Oxymiser Annual
 Tested Values at Altitude for flow rates STPD

(77 Cu. Ft. Serviced to 1,800 PSIG -5%), Flow Rates are For Reference Only



O₂
DURATION

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CIRRUS PILOT'S CHECKLIST MODEL SR22

Performance

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• Note •

Aircraft with optional Air Conditioning System; Brake Horsepower is reduced by approximately 6 BHP.

CIRRUS PILOT CHECKLIST

MODEL SR22

Takeoff Distance: 3600 LB

Weight: 3600 LB Speed at Liftoff: 76 KIAS Speed over 50 Ft. Obstacle: 84 KIAS Flaps: 50% Power: Takeoff Runway: Dry, Paved, Level	Headwind: Subtract 10% for each 12 knots headwind. Tailwind: Add 10% for each 2 knots tailwind up to 10 knots. Runway Slope: Reference Notes. Dry Grass: Add 20% to Ground Roll. Wet Grass: Add 30% to Ground Roll. Air Conditioner: Add 100' to ground roll and 150' to distance over 50' obstacle if Air Conditioner if ON during takeoff.
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PRESS ALT FT	DISTANCE FT	TEMPERATURE ~°C						
		0	10	20	30	40	50	ISA
SL	Grnd Roll	965	1042	1123	1207	1294	1384	1082
	50 ft	1680	1804	1933	2066	2203	2345	1868
1000	Grnd Roll	1063	1148	1237	1330	1426	1526	1175
	50 ft	1844	1980	2121	2267	2418	2573	2022
2000	Grnd Roll	1172	1267	1365	1467	1573	1683	1277
	50 ft	2025	2174	2329	2490	2656	2827	2190
3000	Grnd Roll	1295	1399	1507	1620	1737	1858	1389
	50 ft	2226	2391	2561	2738	2920	3109	2375
4000	Grnd Roll	1431	1546	1666	1791	1920	2054	1512
	50 ft	2451	2632	2820	3014	3215	3422	2578
5000	Grnd Roll	1584	1711	1844	1982	2125	2273	1648
	50 ft	2701	2900	3107	3322	3543	3772	2801
6000	Grnd Roll	1755	1896	2043	2195	2354	2519	1798
	50 ft	2979	3200	3428	3665	3910	4162	3047
7000	Grnd Roll	1946	2103	2266	2435	2611	2794	1963
	50 ft	3291	3535	3787	4049	4319	4598	3317
8000	Grnd Roll	2161	2335	2516	2704	2900	3102	2146
	50 ft	3640	3909	4189	4478	4777	5086	3616
9000	Grnd Roll	2403	2596	2798	3007	3224	3449	2349
	50 ft	4030	4329	4639	4959	5291	5633	3946
10000	Grnd Roll	2675	2890	3114	3347	3589	3840	2574
	50 ft	4469	4800	5144	5499	5867	6247	4312

CIRRUS PILOT CHECKLIST

MODEL SR22

Takeoff Distance: 2900 LB

Weight: 2900 LB Speed at Liftoff: 70 KIAS Speed over 50 Ft. Obstacle: 74 KIAS Flaps: 50% Power: Takeoff Runway: Dry, Paved, Level	Headwind: Subtract 10% for each 12 knots headwind. Tailwind: Add 10% for each 2 knots tailwind up to 10 knots. Runway Slope: Reference Notes. Dry Grass: Add 20% to Ground Roll. Wet Grass: Add 30% to Ground Roll. Air Conditioner: Add 100' to ground roll and 150' to distance over 50' obstacle if Air Conditioner if ON during takeoff.
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PRESS ALT FT	DISTANCE FT	TEMPERATURE ~°C						
		0	10	20	30	40	50	ISA
SL	Grnd Roll	610	659	710	763	818	875	684
	50 ft	971	1043	1118	1195	1275	1358	1080
1000	Grnd Roll	673	727	783	841	902	965	743
	50 ft	1066	1146	1228	1313	1401	1492	1170
2000	Grnd Roll	743	802	864	929	995	1064	809
	50 ft	1173	1260	1351	1444	1541	1641	1269
3000	Grnd Roll	821	887	955	1026	1100	1177	880
	50 ft	1292	1388	1487	1590	1697	1807	1378
4000	Grnd Roll	908	981	1057	1135	1217	1302	959
	50 ft	1424	1530	1639	1753	1871	1992	1498
5000	Grnd Roll	1006	1086	1170	1257	1348	1442	1046
	50 ft	1571	1688	1809	1935	2065	2199	1630
6000	Grnd Roll	1116	1205	1298	1394	1494	1598	1143
	50 ft	1736	1865	1999	2138	2281	2429	1775
7000	Grnd Roll	1238	1337	1440	1547	1659	1774	1249
	50 ft	1920	2063	2211	2365	2523	2687	1936
8000	Grnd Roll	1376	1486	1601	1720	1843	1971	1367
	50 ft	2127	2285	2449	2619	2795	2977	2113
9000	Grnd Roll	1532	1654	1781	1914	2051	2194	1498
	50 ft	2359	2534	2716	2904	3099	3300	2309
10000	Grnd Roll	1707	1843	1985	2132	2285	2444	1643
	50 ft	2619	2814	3016	3225	3441	3665	2527

TAKEOFF

CIRRUS PILOT CHECKLIST

MODEL SR22

Cruise Performance

Conditions:

- Weight..... 3400 LB
- Winds..... Zero

• Note •

Subtract 10 KTAS if nose wheel pant and fairing removed. Lower KTAS by 10% if nose and main wheel pants & fairings are removed.

Aircraft with optional Air Conditioning System - Cruise performance is reduced by 2 knots. For maximum performance, turn air-conditioner off.

Aircraft with optional Enhanced Vision System; Cruise performance is reduced by up to 1 knot.

Press Alt			ISA - 30°C			ISA			ISA + 30°C		
	RPM	MAP	PWR	KTAS	GPH	PWR	KTAS	GPH	PWR	KTAS	GPH
2000	2700	27.4	103%	186	24.6	98%	186	23.3	93%	181	22.0
	2600	27.4	99%	183	23.5	94%	183	22.2	89%	178	21.5
	2500	27.4	93%	179	22.1	88%	179	20.9	84%	174	20.8
	2500	26.4	89%	176	21.1	84%	176	19.9	80%	171	20.2
	2500	25.4	84%	173	20.0	80%	173	19.0	76%	168	19.5
	2500	24.4	80%	170	19.0	76%	170	18.0	72%	165	18.8
	2500	23.4	76%	167	18.0	72%	167	17.0	68%	162	18.1
4000	2700	25.4	96%	185	22.9	91%	185	21.6	87%	180	20.8
	2600	25.4	92%	182	21.9	87%	182	20.7	83%	177	20.6
	2500	25.4	87%	178	20.6	82%	178	19.5	78%	173	19.9
	2500	24.4	82%	175	19.5	78%	175	18.5	74%	170	19.2
	2500	23.4	78%	172	18.5	74%	172	17.5	70%	167	18.5
	2500	22.4	73%	169	17.4	69%	169	16.5	66%	163	17.7
	2500	21.4	69%	165	16.4	65%	165	15.5	62%	159	16.9
6000	2700	23.5	89%	184	21.2	85%	184	20.1	81%	179	19.6
	2600	23.5	85%	181	20.3	81%	181	19.2	77%	176	19.1
	2500	23.5	80%	177	19.1	76%	177	18.1	72%	172	18.3
	2500	22.5	76%	174	18.1	72%	174	17.1	68%	169	17.6
	2500	21.5	72%	170	17.0	68%	170	16.1	64%	165	16.9
	2500	20.5	67%	166	15.9	64%	166	15.1	60%	161	16.1
	2500	19.5	63%	162	14.9	59%	162	14.1	56%	157	15.3

CIRRUS PILOT CHECKLIST

MODEL SR22

Press Alt			ISA - 30°C			ISA			ISA + 30°C		
	RPM	MAP	PWR	KTAS	GPH	PWR	KTAS	GPH	PWR	KTAS	GPH
8000	2700	21.7	83%	183	19.7	78%	183	18.6	75%	178	17.7
	2600	21.7	79%	180	18.8	75%	180	17.8	71%	175	17.0
	2500	21.7	75%	176	17.7	71%	176	16.8	67%	171	16.0
	2500	20.7	70%	172	16.7	66%	172	15.8	63%	167	15.0
	2500	19.7	66%	168	15.6	62%	168	14.8	59%	163	14.0
	2500	18.7	61%	163	14.5	58%	163	13.8	55%	158	13.1
	2500	17.7	57%	159	13.5	54%	159	12.8	51%	153	12.1
10000	2700	20.0	77%	182	18.2	73%	182	17.3	69%	176	16.4
	2600	20.0	71%	177	17.0	68%	177	16.1	64%	172	15.3
	2500	20.0	67%	173	16.0	64%	173	15.1	61%	167	14.4
	2500	19.0	63%	168	14.9	59%	168	14.1	56%	163	13.4
	2500	18.0	58%	163	13.8	55%	163	13.1	52%	158	12.5
	2500	17.0	54%	158	12.8	51%	158	12.1	48%	153	11.5
12000	2700	18.5	71%	180	16.9	67%	180	16.0	64%	175	15.2
	2600	18.5	68%	177	16.2	64%	177	15.3	61%	172	14.5
	2500	18.5	64%	173	15.2	60%	173	14.4	58%	167	13.7
	2500	17.5	59%	168	14.1	56%	168	13.4	53%	162	12.7
	2500	16.5	55%	162	13.0	52%	162	12.3	49%	157	11.7
	2500	15.5	50%	156	12.0	48%	156	11.3	45%	151	10.8
14000	2700	17.1	66%	178	15.6	62%	178	14.8	59%	173	14.1
	2600	17.1	63%	175	14.9	60%	175	14.1	57%	170	13.5
	2500	17.1	59%	171	14.1	56%	171	13.3	53%	165	12.7
	2500	16.1	55%	165	13.0	52%	165	12.3	49%	159	11.7
	2500	15.1	50%	159	11.9	47%	159	11.2	45%	153	10.7
16000	2700	15.8	61%	176	14.5	58%	176	13.7	55%	171	13.0
	2600	15.8	58%	173	13.8	55%	173	13.1	52%	167	12.5
	2500	15.8	55%	168	13.0	52%	168	12.3	49%	163	11.7
	2500	14.8	50%	162	11.9	47%	162	11.3	45%	156	10.7
17000	2700	15.2	59%	175	13.9	55%	175	13.2	53%	169	12.5
	2600	15.2	56%	171	13.3	53%	171	12.6	50%	166	12.0
	2500	15.2	53%	167	12.5	50%	167	11.9	47%	162	11.3
	2500	14.2	48%	160	11.4	45%	160	10.8	43%	155	10.3

CRUISE

CIRRUS PILOT CHECKLIST

MODEL SR22

Landing Distance

WEIGHT: 3600 LB Speed over 50 Ft Obstacle: 79 KIAS Flaps: 100% Power: Idle Runway: Dry, Paved, Level		Headwind: Subtract 10% for each 13 knots headwind. Tailwind: Add 10% for each 2 knots tailwind up to 10 knots. Runway Slope: Reference Notes Dry Grass: Add 20% to Ground Roll Wet Grass: Add 60% to Ground Roll						
PRESS ALT FT	DISTANCE FT	TEMPERATURE ~°C						
		0	10	20	30	40	50	ISA
SL	Grnd Roll	1117	1158	1198	1239	1280	1321	1178
	Total	2447	2505	2565	2625	2685	2747	2535
1000	Grnd Roll	1158	1200	1243	1285	1327	1370	1213
	Total	2506	2567	2630	2693	2757	2821	2585
2000	Grnd Roll	1201	1245	1289	1333	1377	1421	1250
	Total	2568	2633	2699	2765	2832	2900	2636
3000	Grnd Roll	1246	1292	1337	1383	1428	1474	1287
	Total	2635	2702	2771	2841	2911	2983	2691
4000	Grnd Roll	1293	1340	1388	1435	1482	1530	1326
	Total	2705	2776	2848	2922	2996	3070	2748
5000	Grnd Roll	1342	1391	1440	1489	1539	1588	1367
	Total	2779	2854	2930	3007	3085	3163	2808
6000	Grnd Roll	1393	1444	1495	1546	1598	1649	1409
	Total	2857	2936	3016	3097	3179	3261	2871
7000	Grnd Roll	1447	1500	1553	1606	1659	1712	1453
	Total	2941	3024	3108	3193	3279	3365	2937
8000	Grnd Roll	1503	1558	1613	1668	1724	1779	1499
	Total	3029	3116	3205	3294	3384	3475	3006
9000	Grnd Roll	1562	1619	1677	1734	1791	1848	1546
	Total	3122	3214	3307	3401	3496	3592	3079
10000	Grnd Roll	1624	1683	1743	1802	1862	1921	1595
	Total	3221	3318	3416	3515	3614	3715	3155

LANDING

Stall Speeds with Ice Accumulation

Conditions:

- Weight 3600 LB
- CG Noted
- Power Idle
- Bank Angle Noted

• Note •

Altitude loss during wings level stall may be 600 feet or more.

KIAS values may not be accurate at stall.

ICE PERF
STALL

Weight LB	Bank Angle Deg	STALL SPEEDS			
		Flaps 0% Full Up		Flaps 50%	
		KIAS	KCAS	KIAS	KCAS
3600 Most FWD CG	0	77	76	72	69
	15	79	77	73	70
	30	83	82	75	74
	45	91	90	82	82
	60	107	107	95	98
3600 Most AFT CG	0	77	76	72	69
	15	79	77	73	70
	30	83	82	75	74
	45	91	90	82	82
	60	107	107	95	98

Cruise Performance with Ice Accumulation

Conditions:

- Cruise Weight 3400 LB
- Winds Zero

• Note •

Aircraft with optional Air Conditioning System - Cruise performance is reduced by 2 knots. For maximum performance, the air-conditioner should be off.

2000 Feet Pressure Altitude										
RPM	MAP	ISA -30°C (-19°C)			ISA (11°C)			ISA + 30°C (41°C)		
		PWR	KTAS	GPH	PWR	KTAS	GPH	PWR	KTAS	GPH
2700	27.4	103%	160	24.6						
2600	27.4	99%	157	23.5						
2500	27.4	93%	153	22.1						
2500	26.4	89%	150	21.1						
2500	25.4	84%	146	20.0						
2500	24.4	80%	142	19.0						
2500	23.4	76%	137	18.0						

4000 Feet Pressure Altitude										
RPM	MAP	ISA -30°C (-23°C)			ISA (7°C)			ISA + 30°C (37°C)		
		PWR	KTAS	GPH	PWR	KTAS	GPH	PWR	KTAS	GPH
2700	25.4	96%	158	22.9						
2600	25.4	92%	155	21.9						
2500	25.4	87%	150	20.6						
2500	24.4	82%	146	19.5						
2500	23.4	78%	141	18.5						
2500	22.4	73%	136	17.4						
2500	21.4	69%	130	16.4						

6000 Feet Pressure Altitude										
RPM	MAP	ISA -30°C (-27°C)			ISA (3°C)			ISA + 30°C (33°C)		
		PWR	KTAS	GPH	PWR	KTAS	GPH	PWR	KTAS	GPH
2700	23.5	89%	155	21.2	85%	155	20.1			
2600	23.5	85%	151	20.3	81%	151	19.2			
2500	23.5	80%	146	19.1	76%	146	18.1			
2500	22.5	76%	140	18.1	72%	140	17.1			
2500	21.5	72%	134	17.0	68%	134	16.1			
2500	20.5	67%	128	15.9	64%	128	15.1			
2500	19.5	63%	120	14.9	59%	120	14.1			

CIRRUS PILOT CHECKLIST

MODEL SR22

Cruise Performance with Ice Accumulation

8000 Feet Pressure Altitude										
RPM	MAP	ISA -30°C (-31°C)			ISA (-1°C)			ISA + 30°C (29°C)		
		PWR	KTAS	GPH	PWR	KTAS	GPH	PWR	KTAS	GPH
2700	21.7	83%	150	19.7	78%	150	18.6			
2600	21.7	79%	146	18.8	75%	146	17.8			
2500	21.7	75%	140	17.7	71%	140	16.8			
2500	20.7	70%	133	16.7	66%	133	15.8			
2500	19.7	66%	126	15.6	62%	126	14.8			
2500	18.7	61%	117	14.5	58%	117	13.8			
2500	17.7	57%	108	13.5	54%	108	12.8			

10,000 Feet Pressure Altitude										
RPM	MAP	ISA -30°C (-35°C)			ISA (-5°C)			ISA + 30°C (25°C)		
		PWR	KTAS	GPH	PWR	KTAS	GPH	PWR	KTAS	GPH
2700	20.0	77%	144	18.2	73%	144	17.3			
2600	20.0	71%	136	17.0	68%	136	16.1			
2500	20.0	67%	129	16.0	64%	129	15.1			
2500	19.0	63%	120	14.9	59%	120	14.1			
2500	18.0	58%	111	13.8	55%	111	13.1			
2500	17.0	54%	100	12.8	51%	100	12.1			

ICE PERF
CRUISE

CIRRUS

PILOT CHECKLIST

MODEL SR22

Landing Distance with Ice Accumulation

• Note •

Sloped Runway - Increase distances by 27% of ground roll distance for each 1% downslope. Decrease distances by 9% of ground roll distance for each 1% upslope.

Associated balked landing climb gradient less than 3.3% shown in heavier table borders.

		WEIGHT: 3600 LB Speed over 50 Ft Obstacle: 88 KIAS Flaps: 50%		Headwind: Subtract 10% for each 13 knots headwind. Tailwind: Add 10% for each 2 knots tailwind up to 10 knots. Runway Slope: Reference Notes Dry Grass: Add 20% to Ground Roll Wet Grass: Add 60% to Ground Roll		
PRESS ALT FT	DISTANCE FT	TEMPERATURE -°C				
		-20	-10	0	5	ISA
SL	Grnd Roll	1356	1409	1463	1489	
	Total	2833	2908	2984	3022	
1000	Grnd Roll	1406	1461	1517	1544	
	Total	2903	2981	3061	3101	
2000	Grnd Roll	1458	1516	1573	1602	
	Total	2977	3059	3143	3185	
3000	Grnd Roll	1513	1572	1632	1662	
	Total	3055	3142	3229	3274	
4000	Grnd Roll	1570	1632	1694	1725	
	Total	3138	3229	3321	3367	
5000	Grnd Roll	1629	1694	1758	1790	
	Total	3225	3321	3418	3466	
6000	Grnd Roll	1692	1758	1825	1859	
	Total	3318	3418	3520	3571	
7000	Grnd Roll	1757	1826	1896	1930	
	Total	3416	3522	3628	3682	
8000	Grnd Roll	1825	1897	1969	2005	1963
	Total	3520	3631	3743	3800	3583
9000	Grnd Roll	1896	1971	2046	2084	2025
	Total	3630	3746	3864	3924	3656
10000	Grnd Roll	1971	2049	2127	2166	2089
	Total	3746	3869	3993	4055	3733

ICE PERF LANDING

Wind Components

Conditions:

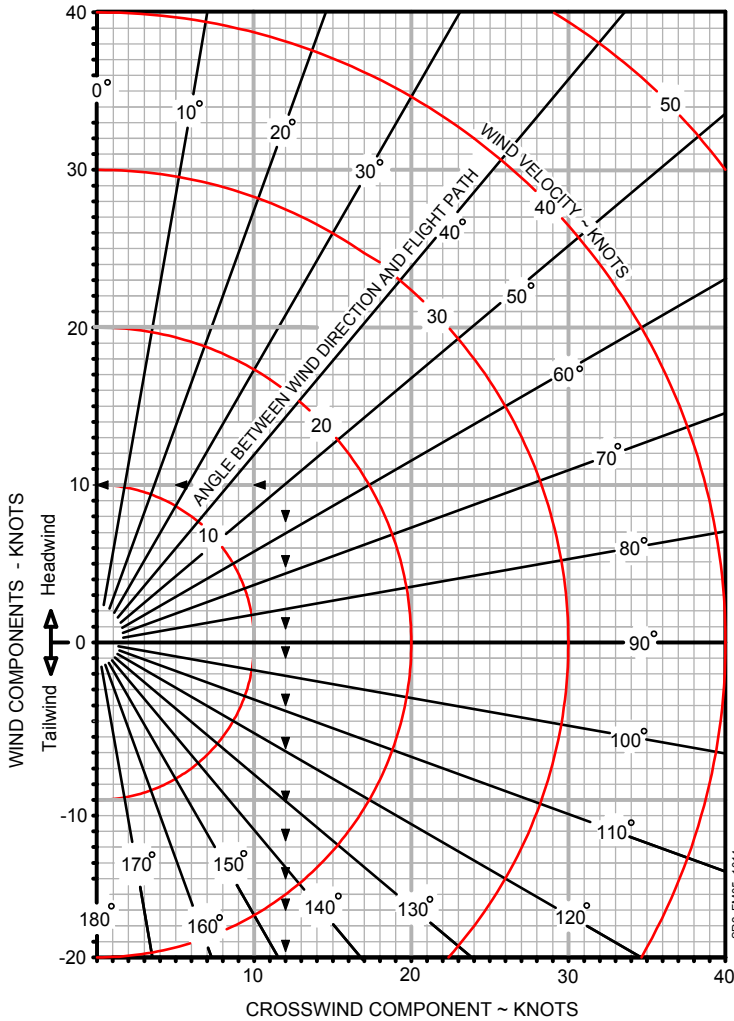
- Runway Heading 10°
- Wind Direction 60°
- Wind Velocity 15 Knots

Example: (See Chart ▶ ▶ ▶)

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

• Note •

The maximum demonstrated crosswind is 21 knots. Value not considered limiting.



WIND
CMPNNTS

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. Zero Fuel Condition <i>Subtotal items 1 thru 4 3400 lb maximum</i>		
6. Fuel Load <i>92 Gallon @6.0 lb/gal. maximum</i>		
7. Ramp Weight <i>Subtotal items 5 and 6</i>		
8. Fuel for start, taxi, and runup <i>Normally 9 lb at avg. mmnt of 1394.1</i>	-	-
9. Takeoff Weight <i>Subtract Item 8 from item 7</i>		

Calculation Instructions

1. Enter the current basic empty weight and moment from the aircraft's Weight and Balance Record.
2. Enter the total weight and moment/1000 for the front seat occupants from the adjacent Loading Data Table.
3. Enter the total weight and moment/1000 for the rear seat occupants from the adjacent Loading Data Table.
4. Enter the total weight and moment/1000 for the baggage from the adjacent Loading Data Table.
5. If desired, subtotal the weight and moment/1000 entries from steps 1 - 4.
6. Enter the weight and moment/1000 of usable fuel loaded on the airplane.
7. Subtotal the weight and moment/1000.
8. Enter values for typical start, taxi, and run-up operations of 9 pounds at an average moment\1000 of 1.394.
9. Subtract step 8 weight and moment/1000 from the Ramp Weight to determine the Takeoff Weight and moment/1000.
 - a. Verify Takeoff Weight does not exceed the 3600 pounds.
 - b. Verify Moment/1000 does falls between the interpolated minimum and maximum values listed on the adjacent Moment Limits Table.

CIRRUS PILOT CHECKLIST

MODEL SR22

Loading Data

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	2.9	3.6	4.2	3.1	300	43.1	54.0	46.5
40	5.7	7.2	8.3	6.2	320	45.9	57.6	49.6
60	8.6	10.8	12.5	9.3	340	48.8	61.2	52.7
80	11.5	14.4	16.6	12.4	360	51.7	64.8	55.8
100	14.4	18.0	20.8	15.5	380	54.5	68.4	58.9
120	17.2	21.6	25.0	18.6	400	57.4	72.0	62.0
140	20.1	25.2	27.04*	21.7	420	60.3	75.6	65.1
160	23.0	28.8		24.8	440	63.1	79.2	68.2
180	25.8	32.4		27.9	460		82.8	71.3
200	28.7	36.0		31.0	480		86.4	74.4
220	31.6	39.6		34.1	500		90.0	77.5
240	34.4	43.2		37.2	520			80.5
260	37.3	46.8		40.3	552**			85.5
280	40.2	50.4		43.4				
*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	2950	414	437
2250	311	333	3000	422	444
2300	318	341	3050	430	452
2350	326	348	3100	438	459
2400	333	355	3150	445	467
2450	340	363	3200	453	474
2500	347	370	3250	461	481
2550	354	378	3300	469	489
2600	362	385	3350	477	496
2650	369	392	*3400	484	504
2700	375	400	3450	494	511
2750	383	407	3500	501	519
2800	390	415	3550	508	526
2850	398	422	3600	515	533
2900	406	430			
*NOTE: Maximum zero fuel weight.					

W&B

Temperature Conversion

To convert from Celsius (°C) to Fahrenheit (°F), find, in the shaded columns, the number representing the temperature value (°C) to be converted. The equivalent Fahrenheit temperature is read to the right.

▶ EXAMPLE: 38°C = 100°F.

To convert from Fahrenheit (°F) to Celsius (°C), find in the shaded columns area, the number representing the temperature value (°F) to be converted. The equivalent Celsius temperature is read to the left.

▶ EXAMPLE: 38°F = 3°C.

Temp to Convert °C or °F			Temp to Convert °C or °F			Temp to Convert °C or °F		
°C	◀ ▶	°F	°C	◀ ▶	°F	°C	◀ ▶	°F
-50	-58	-72	-17	2	36	17	62	144
-49	-56	-69	-16	4	39	18	64	147
-48	-54	-65	-14	6	43	19	66	151
-47	-52	-62	-13	8	46	20	68	154
-46	-50	-58	-12	10	50	21	70	158
-44	-48	-54	-11	12	54	22	72	162
-43	-46	-51	-10	14	57	23	74	165
-42	-44	-47	-9	16	61	24	76	169
-41	-42	-44	-8	18	64	26	78	172
-40	-40	-40	-7	20	68	27	80	176
-39	-38	-36	-6	22	72	28	82	180
-38	-36	-33	-4	24	75	29	84	183
-37	-34	-29	-3	26	79	30	86	187
-36	-32	-26	-2	28	82	31	88	190
-34	-30	-22	-1	30	86	32	90	194
-33	-28	-18	0	32	90	33	92	198
-32	-26	-15	1	34	93	34	94	201
-31	-24	-11	2	36	97	36	96	205
-30	-22	-8	3	38	100	37	98	208
-29	-20	-4	4	40	104	38	100	212
-28	-18	0	6	42	108	39	102	216
-27	-16	3	7	44	111	40	104	219
-26	-14	7	8	46	115	41	106	223
-24	-12	10	9	48	118	42	108	226
-23	-10	14	10	50	122	43	110	230
-22	-8	18	11	52	126	44	112	234
-21	-6	21	12	54	129	46	114	237
-20	-4	25	13	56	133	47	116	241
-19	-2	28	14	58	136	48	118	244
-18	0	32	16	60	140	49	120	248

TEMP
CONVERT

CIRRUS PILOT'S CHECKLIST MODEL SR22

**Abnormal Procedures
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Abnormal Procedures

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Flight Environment

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
- 5. Alternate Induction Air ON

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. Airplane Control..... MAINTAIN

IN FLIGHT

Abnormal Landings

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.

Engine System

Low Idle Oil Pressure

OIL PRESS

1. If In-Flight..... LAND AS SOON AS PRACTICAL

Manifold Pressure High

MAN PRESSURE

1. Power Lever.....REDUCE to less than 36.5"
2. Flight.....CONTINUE
If noticeable surging is present:
3. Complete Overboost / Pressure Relief Valve Emergency Checklist

Starter Engaged

START ENGAGE

On-Ground

1. Ignition SwitchDISENGAGE prior to 20 Seconds
2. Battery Switches..... Wait 20 seconds before next start attempt
If starter does not disengage (relay or solenoid failure):
3. BAT 1 Switch OFF
4. Engine SHUTDOWN
5. STARTER Circuit breaker PULL

In-Flight

1. Ignition SwitchEnsure not stuck in START
2. STARTER Circuit breaker PULL
3. Flight.....CONTINUE
Engine start will not be available at destination.

ENGINE

Fuel System

Low Fuel Quantity

FUEL QTY

1. Fuel Quantity Gages.....CHECK
If fuel quantity indicates less than or equal to 14 gallons:
 - a. Land as soon as practical.*If fuel quantity indicates more than 14 gallons:*
 - a. FlightCONTINUE, MONITOR

Left OR Right Fuel Tank Quantity

Conduct the following procedure if either of the annunciations listed below are displayed on the MFD.

L FUEL QTY	R FUEL QTY
-------------------	-------------------

1. Indicated (L or R) Fuel Quantity Gage.....CHECK
If fuel quantity indicates less than or equal to 14 gallons:
 - a. If On-Ground REFUEL PRIOR TO FLIGHT
 - b. If In-FlightCONTINUE, MONITOR*If fuel quantity indicates more than 14 gallons:*
 - a. If On-Ground CORRECT PRIOR TO FLIGHT
 - b. If In-FlightCONTINUE, MONITOR

Fuel Imbalance

FUEL IMBALANCE

1. Fuel Quantity Gages.....CHECK
2. Fuel PumpBOOST
If HIGH BOOST already in use for vapor suppression, pump should be left in this position for tank switch.
3. Fuel Selector SELECT FULLEST TANK
4. Fuel PumpAS REQUIRED
After switching tanks, message will remain until sensed imbalance is less than 10 gallons.

FUEL

Electrical System

Low Voltage on Main Bus 1

M BUS 1

1. Perform Alt 1 Caution (Failure) Checklist.

Low Voltage on Main Bus 2

M BUS 2

1. Perform Alt 1 and Alt 2 Caution (Failure) checklists.

Battery 1 Current Sensor

BATT 1

1. Main Bus 1, 2 and Non-Essential Bus Loads REDUCE
2. Main Bus 1, 2 and Essential Bus VoltagesMONITOR
3. Land as soon as practical.

ELECTRIC

Low Alternator 1 Output

ALT 1

1. ALT 1 Circuit Breaker..... CHECK & SET
2. ALT 1 Master Switch..... CYCLE
If alternator does not reset (low A1 Current and M1 voltage):
3. ALT 1 Master Switch..... OFF
4. Non-Essential Bus Loads REDUCE
 - a. If flight conditions permit, consider shedding the following to preserve Battery 1:
 - (1) Air Conditioning,
 - (2) Landing Light,
 - (3) Yaw Servo,
 - (4) Convenience Power (aux items plugged into armrest jack)
5. Continue Flight, avoiding IMC or night flight as able.

Low Alternator 2 Output

ALT 2

1. ALT 2 Circuit Breaker..... CHECK & SET
2. ALT 2 Master Switch..... CYCLE
If alternator does not reset (low A2 Current and M2 voltage less than M1 voltage):
3. ALT 2 Master Switch..... OFF
4. Continue Flight, avoiding IMC or night flight as able (reduced power redundancy).

Integrated Avionics System

Avionics Switch Off

AVIONICS OFF

- 1. AVIONICS Switch ON, AS REQUIRED

PFD Cooling Fan Failure

PFD FAN FAIL

- 1. AVIONICS FAN 2 Circuit Breaker CYCLE
If annunciation does not extinguish:
 - a. Hot cabin temperatures..... LAND AS SOON AS PRACTICAL
 - b. Cool cabin temperaturesCONTINUE, MONITOR

MFD Cooling Fan Failure

MFD FAN FAIL

- 1. AVIONICS FAN 1 Circuit Breaker CYCLE
If annunciation does not extinguish:
 - a. High cabin temperatures LAND AS SOON AS PRACTICAL
 - b. Low cabin temperaturesCONTINUE, MONITOR

Flight Displays Too Dim

- 1. INSTRUMENT dimmer knobOFF (full counter-clockwise)
If flight displays do not provide sufficient brightness:
- 2. Revert to standby instruments.

AVIONICS

CIRRUS

Pitot Static System

Pitot Static Malfunction

Static Source Blocked

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

Pitot Tube Blocked

- 1. Pitot Heat..... ON

Pitot Heat Current Sensor Annunciation

PITOT HEAT FAIL

- 1. Pitot Circuit Breaker..... CYCLE
- 2. Pitot Heat..... CYCLE OFF, ON

If inadvertent icing encountered, perform Inadvertent Icing Encounter Emergency Checklist and:

- a. Airspeed..... EXPECT NO RELIABLE INDICATION
- b. Exit icing conditions using attitude, altitude, and power instruments.

Pitot Heat Required Annunciation

PITOT HEAT REQD

- 1. Pitot Heat..... ON

PITOT-
STATIC

Flight Control System

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
 - YAW SERVO
 - AP SERVOS
4. Power Lever AS REQUIRED
5. Control Yoke MANUALLY HOLD PRESSURE
6. Land as soon as practical.

Flap System Exceedance

FLAPS

1. Airspeed REDUCE
or
1. Flaps..... RETRACT

Landing Gear System

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. Ignition Switch OFF

Left/Right Brake Over-Temperature

BRAKE TEMP

1. Stop aircraft and allow the brakes to cool.

FLT CNTRLS
LANDING
GEAR

Anti-Ice System

Windshield De-Ice System Malfunction

1. ICE PROTECT A Circuit Breaker..... CYCLE
2. Fluid Quantity SWITCH TO FULLEST TANK
3. WIND SHLD Push-Button..... PRESS AS REQUIRED
If the forward field of view is overly restricted during landing approach and taxiing:
 - a. Cabin HeatHOT
 - b. Windshield Defrost ON
 - c. Execute a forward slip as required for visibility.
 - d. Avoid taxiing without adequate forward visibility.

Heated Lift Transducer Malfunction

If ice forms on lift transducer:

1. STALL VANE HEAT Circuit Breaker..... CYCLE
2. PITOT HEAT Switch..... CYCLE OFF, ON

If ice remains on lift transducer:

1. Stall Warning System EXPECT NO RELIABLE INDICATION
This includes:
 - Impending stall warning.
 - Stall speed indication.
2. Airspeed MONITOR, DO NOT STALL
3. Fly published V_{REF} speeds..... Minimum 88 KIAS with 50% Flap

Low Fluid Quantity Caution

ANTI ICE QTY

1. Icing ConditionsAVOID / EXIT

Lift Transducer Overheat Caution

AOA OVERHEAT

1. PITOT HEAT Switch..... OFF
2. Icing ConditionsAVOID / EXIT

Persistent Low Pressure Caution

ANTI ICE PSI

- 1. ICE PROTECT A and B Circuit Breakers SET
- 2. Anti-Ice - TKS Quantity SWITCH TO FULLEST TANK
- 3. WIND SHLD Push-Button PRESS
 - a. Repeat operation of windshield pump to verify system is primed properly as evidenced by anti-ice fluid exiting windshield nozzles.
- 4. ICE PROTECT Mode Switch HIGH

If caution annunciation extinguishes:

 - a. Anti-Ice System MONITOR

If caution annunciation does not extinguishes or intermittent:

 - a. PUMP BKUP Switch ON
 - b. Icing Conditions AVOID / EXIT

High Pressure Caution

ANTI ICE PSI

- 1. Evidence of Anti-Ice Flow MONITOR / VERIFY
- 2. Icing Conditions AVOID / EXIT

Speed Caution

ANTI ICE SPD

- 1. Airspeed MAINTAIN 95-177 KIAS or less than 204 KTAS

ANTI-ICE

Left/Right Anti-Ice Fluid Level Caution

ANTI ICE LVL

- 1. Revert to manual control of the fluid source to control the fluid level quantity.

If ANTI ICE FLO or ANTI ICE PSI annunciates:

- a. Switch to opposite tank.
- b. WIND SHLD Push-Button PRESS
 - (1) Repeat operation of windshield pump to verify system is primed properly as evidenced by anti-ice fluid exiting windshield nozzles.

Stall Warning / AOA Heater Failure Caution

ANTI ICE HTR

- 1. STALL VANE HEAT Circuit Breaker..... CYCLE
- 2. PITOT HEAT Circuit Breaker CYCLE
- 3. Icing ConditionsAVOID / EXIT
- 4. Fly aircraft normally using airframe buffet as the stall warning. Ice accumulations on the stall warning vane may result in unreliable stall warning system operation.

ANTI-ICE

Other Conditions

Aborted Takeoff

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

Parking Brake Engaged Annunciation

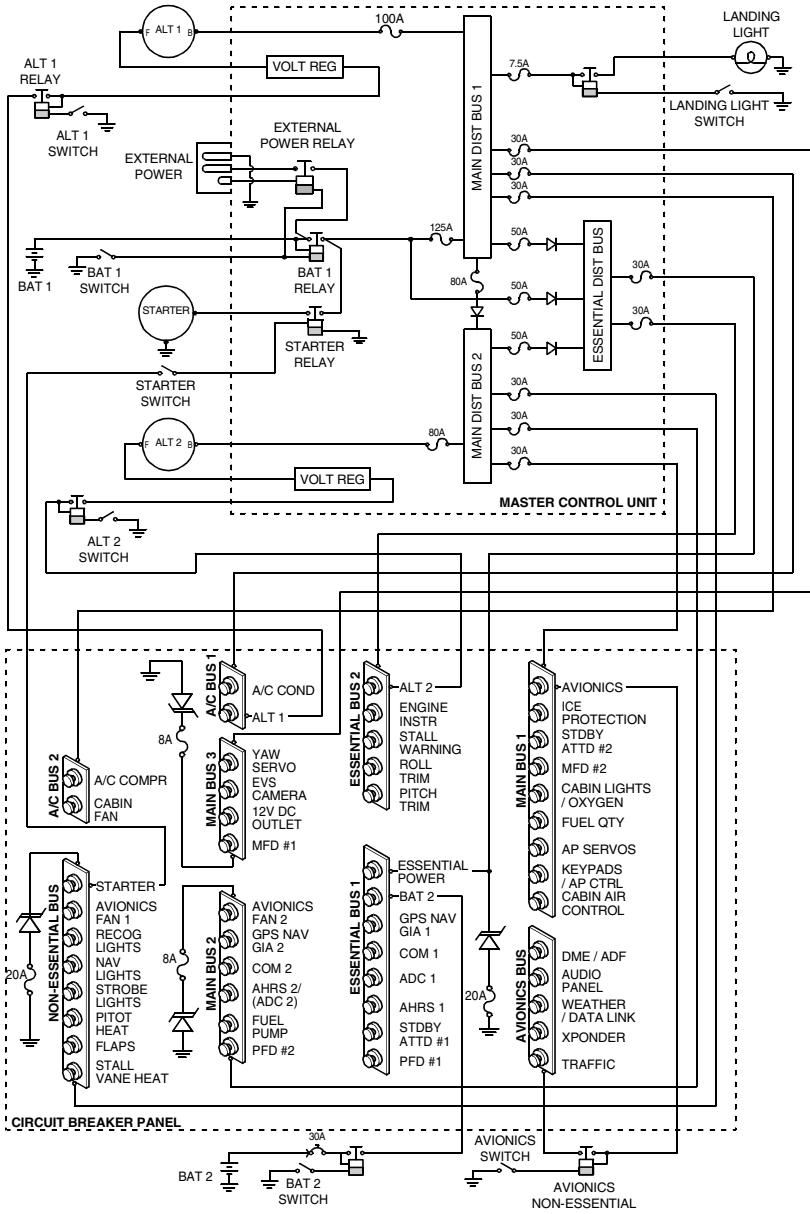


- 1. Parking BrakeRELEASE
- 2. Monitor CAS for BRAKE TEMP Caution. Stop aircraft and allow the brakes to cool if necessary.

Communications Failure

- 1. Switches, ControlsCHECK
- 2. Frequency CHANGE
- 3. Circuit Breakers SET
- 4. Headset CHANGE
- 5. Hand Held MicrophoneCONNECT

Electrical System Schematic



ELECSYS SCHEMATIC

SR22_FM07_2806B

CIRRUS PILOT'S CHECKLIST MODEL SR22

Emergency Procedures

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CIRRUS PILOT'S CHECKLIST MODEL SR22

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Airspeeds for Emergency Operations

Maneuvering Speed:

3600 lb 140 KIAS

Best Glide:

All Weights 92 KIAS

Emergency Landing (Engine-out):

Flaps Up..... 90 KIAS

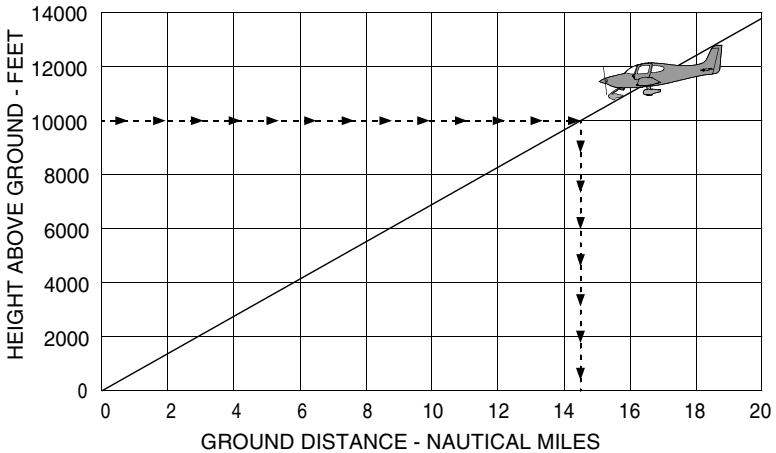
Flaps 50%..... 85 KIAS

Flaps 100%..... 80 KIAS

Maximum Glide

Best Glide Speed 92 KIAS at 3600 lb

Maximum Glide Ratio ~ 8.8 : 1



SR22_FM03_3563

• Note •

Maximum Glide Ratio with Ice Accumulation ~ 6.4: 1

Memory Items

Checklist steps emphasized by underlining such as the example below, should be memorized for accomplishment without reference to the procedure.

1. Best Glide Speed..... ESTABLISH

Engine Failures**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. Air Conditioner (if installed) OFF
7. Ignition Switch CHECK, BOTH
8. Power Lever ½ OPEN

If engine does not start:

9. Perform Engine Airstart or Forced Landing checklist, as required.

CIRRUS PILOT CHECKLIST

MODEL SR22

Airstart**Engine Airstart**

1. Bat Master Switches ON
2. Power Lever OPEN ½ INCH
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
10. Power Lever slowly INCREASE
11. Alt Master Switches ON
12. If engine will not start, perform *Forced Landing* checklist.

AIRSTART

Smoke and Fire**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

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. Required Systems ACTIVATE one at a time

11. Temperature Selector COLD

12. Vent Selector FEET/PANEL/DEFROST POSITION

13. Airflow Selector SET AIRFLOW TO MAXIMUM

14. Panel Eyeball Outlets OPEN

15. Land as soon as possible.

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.

CIRRUS PILOT CHECKLIST

MODEL SR22

Wing Fire In Flight

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

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.

Smoke and Fume Elimination

1. Oxygen Masks or Cannulas DON
2. Oxygen System ON
3. Oxygen Flow Rate MAXIMUM
4. Air Conditioner (if installed) OFF
5. Temperature Selector COLD
6. Vent Selector FEET/PANEL/DEFROST POSITION
7. Airflow Selector SET AIRFLOW TO MAXIMUM
If source of smoke and fume is firewall forward:
 - a. Airflow Selector OFF
8. Panel Eyeball Outlets OPEN
9. Prepare to land as soon as possible.

SMOKE
AND FIRE

CIRRUS PILOT CHECKLIST

MODEL SR22

Emergency Descent**Emergency Descent**

1. Power Lever IDLE
2. Mixture AS REQUIRED
3. Airspeed V_{NE} (205 KIAS)

Forced Landing**Emergency Landing Without Engine Power**

1. Best Glide Speed..... ESTABLISH
2. Radio Transmit (121.5 MHz) MAYDAY
giving location and intentions
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
4. Airplane EVACUATE
5. Flotation Devices INFLATE WHEN CLEAR OF AIRPLANE

Landing Without Elevator Control

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

Engine System

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. Ignition Switch BOTH, L, then R
6. Land as soon as practical.

Oil Pressure Out of Range

OIL PRESS

1. Oil Pressure Gage CHECK
If pressure low/high:
 - a. Power REDUCE to minimum for sustained flight
 - b. Land as soon as possible.
(1) Prepare for potential engine failure.

Oil Temperature High

OIL TEMP

1. Power REDUCE
2. Airspeed INCREASE
3. Mixture ADJUST fuel flow to top of green arc
4. Oil Temperature Gage MONITOR
If temperature remains high:
5. Land as soon as possible.

High Cylinder Head Temperature

CHT

On-Ground

- 1. Power Lever REDUCE
- 2. Annunciations and Engine Temperatures MONITOR
If Caution or Warning annunciation is still illuminated:
- 3. Power Lever MINIMUM REQUIRED
- 4. Flight PROHIBITED

In-Flight

- 1. Power Lever REDUCE
- 2. Airspeed INCREASE
- 3. Annunciations and Engine Temperatures MONITOR
If Caution or Warning annunciation is still illuminated:
- 4. Power Lever MINIMUM REQUIRED
- 5. Engine Instruments MONITOR
If Caution annunciation only remains illuminated:
 - a. Land as soon as practical.*If Warning annunciation remains illuminated:*
 - a. Land as soon as possible.

ENGINE

Fuel System Emergencies**Low Fuel Quantity****FUEL QTY**

1. Fuel Quantity Gages.....CHECK
If fuel quantity indicates less than or equal to 9 gallons:
 - a. If On-Ground REFUEL PRIOR TO FLIGHT
 - b. If In-Flight LAND AS SOON AS PRACTICAL*If fuel quantity indicates more than 9 gallons:*
 - a. If On-GroundCORRECT PRIOR TO FLIGHT
 - b. If In-FlightCONTINUE, MONITOR

Fuel Imbalance**FUEL IMBALANCE**

1. Fuel Quantity Gages.....CHECK
2. Fuel PumpBOOST
If HIGH BOOST already in use for vapor suppression, pump should be left in this position for tank switch.
3. Fuel Selector SELECT FULLEST TANK
4. Fuel PumpAS REQUIRED
After switching tanks, message will remain until sensed imbalance is less than 12 gallons.

Propeller System Emergencies**Engine Speed High****RPM**

1. Power Lever REDUCE by 2 in.Hg Manifold Pressure
If governor is not in control (RPM reduces and remains lower after power adjustment):
2. Perform *Propeller Governor Failure* checklist
If governor is in control (RPM remains high, but stable after power reduction):
3. Power Lever REDUCE
below 34 in.Hg for climb, below 30.5in.Hg for cruise
If governed engine speed exceeds 2600 RPM:
4. Land as soon as practical.
If governed engine speed is 2600 RPM or less:
5. Flight.....CONTINUE

Propeller Governor Failure

1. Power LeverReduce to minimum necessary for sustained flight
2. AirspeedReduce to 85-90 KIAS
3. Oil Pressure MONITOR
4. Land as soon as able

Electrical System Emergencies**High Voltage on Main Bus 1****M BUS 1**

1. ALT 1 Master Switch..... CYCLE
2. M Bus 1 Voltage (M1)CHECK
If M Bus 1 Voltage is greater than 32 Volts:
3. ALT 1 Master Switch..... OFF
4. Perform Alt 1 Caution (Failure) Checklist (do not reset alternator)

High Voltage on Main Bus 2**M BUS 2**

1. Main Bus 1 Voltage (M1)CHECK
If M Bus 1 Voltage is greater than 32 Volts:
2. Perform M Bus 1 Warning Checklist
3. Main Bus 2 Voltage (M2)CHECK
If M Bus 2 Voltage is greater than 32 Volts:
4. ALT 2 Master Switch..... CYCLE
5. Main Bus 2 Voltage (M2)CHECK
If M Bus 2 Voltage remains greater than 32 Volts:
6. ALT 2 Master Switch..... OFF
7. Perform Alt 2 Caution (Failure) Checklist (do not reset alternator)

High or Low Voltage on Essential Bus

ESS BUS

- 1. Essential Bus Voltage (ESS)CHECK
If Essential Bus Voltage is greater than 32 Volts:
- 2. Main Bus 1 and Main Bus 2 Voltages (M1 and M2).....CHECK
- 3. Perform appropriate *Main Bus 1* or *Main Bus 2* Warning checklists
If Essential Bus Voltage is less than 24.5 Volts:
- 4. Perform Alt 1 and Alt 2 Caution (Failure) checklists
If unable to restore at least one alternator:
- 5. Non-Essential Loads REDUCE
 - a. If flight conditions permit, consider shedding:
Air Conditioning, Landing Light, Pitot Heat, Cabin Fan, Nav Lights, Strobe Lights, Audio Panel, COM 2
- 6. Land as soon as practical (Battery reserve only)

ELEC SYS

Environmental System Emergencies**Carbon Monoxide Level High****CO LVL HIGH**

1. Air Conditioner (if installed) NOT IN RECIRC MODE
2. Temperature Selector COLD
3. Vent Selector FEET/PANEL/DEFROST POSITION
4. Airflow Selector SET AIRFLOW TO MAXIMUM
5. Panel Eyeball Outlets OPEN
If CO LVL HIGH does not extinguish:
6. Supplemental Oxygen (if available)
 - a. Oxygen Masks or Cannulas DON
 - b. Oxygen System ON
 - c. Oxygen Flow Rate MAXIMUM
7. Land as soon as possible.

Anti-Ice System**Anti-Ice System Failure / Excessive Ice Accumulation**

1. ICE PROTECT A and B Circuit Breakers SET
2. Fluid Quantity SWITCH TO FULLEST TANK
3. WIND SHLD Push-Button..... PRESS
 - a. Repeat operation of windshield pump to verify metering pumps are primed properly as evidenced by deicing fluid exiting windshield nozzles.
4. ICE PROTECT Mode Switch VERIFY HIGH
5. PUMP BKUP Switch..... ON

If determined windshield pump is not priming:
6. Exit Icing Conditions Immediately.
7. Airspeed95 KIAS OR GREATER

Maintain a minimum airspeed of 95 KIAS or higher to stay above pre-stall buffet. If unable to maintain this airspeed, allow altitude to decrease in order to maintain 95 KIAS.
8. Minimum Approach Speed w/ Residual Ice (Flaps 50%)... 88KIAS

In severe icing conditions, it may not be possible to maintain altitude or proper glide path on approach; in this case, it is imperative that a safe airspeed be maintained, the stall warning system may not function and there may be little or no pre-stall buffet with heavy ice loads on the wing.
9. FLAPS MINIMUM REQUIRED

When landing is assured, select the minimum flap setting required, not to exceed 50%, and maintain extra airspeed consistent with available field length. Do not retract the flaps once they have been extended unless required for go-around.

Low Flow Rate Warning**ANTI ICE FLO**

1. ICE PROTECT A and B Circuit Breakers SET
2. Fluid Quantity SWITCH TO FULLEST TANK
3. WIND SHLD Push-Button..... PRESS
 - a. Repeat operation of windshield pump to verify metering pumps are primed properly as evidenced by deicing fluid exiting windshield nozzles.
4. ICE PROTECT Mode Switch HIGH

If warning annunciation extinguishes:

 - a. Anti-Ice SystemMONITOR

If warning annunciation does not extinguishes or intermittent:

 - a. PUMP BKUP SwitchON
 - b. Icing Conditions.....AVOID / EXIT

Tank Control Failure Warning**ANTI ICE CTL**

1. Icing ConditionsAVOID / EXIT

Low Fluid Quantity Warning**ANTI ICE QTY**

1. Icing ConditionsAVOID / EXIT

AOA Probe Overheat Warning**AOA OVERHEAT**

1. PITOT HEAT Switch..... OFF
2. Icing ConditionsAVOID / EXIT

Integrated Avionics System Emergencies

Attitude & Heading Reference System (AHRS) Failure

1. Verify Avionics System has switched to functioning AHRS.
If not, manually switch to functioning AHRS and attempt to bring failed AHRS back on-line:
2. Failed AHRS Circuit Breaker SET
If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
3. Be prepared to revert to Standby Instruments (Altitude, Heading).

Air Data Computer (ADC) Failure

1. ADC Circuit Breaker SET
If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Revert to Standby Instruments (Altitude, Airspeed).
3. Land as soon as practical.

PFD Display Failure

1. Display BackupACTIVATE
2. Land as soon as practical.

Unusual Attitude Emergencies

Inadvertent Spin Entry

1. CAPS.....ACTIVATE

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 maintain a constant heading through the coordinated aileron and rudder inputs.
7. Exit IMC conditions as soon as possible.

Other Emergencies

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.

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

Left/Right Brake Over-Temperature

BRAKE TEMP

1. Stop aircraft and allow the brakes to cool.

Starter Engaged

START ENGAGE

On-Ground

1. Ignition Switch DISENGAGE
2. Battery Switches.....Wait 1 minute before next start attempt
If starter does not disengage (relay or solenoid failure):
3. BAT 1 Switch OFF
4. Engine SHUTDOWN
5. STARTER Circuit breaker PULL

In-Flight

1. Ignition SwitchEnsure not stuck in START
2. STARTER Circuit breaker PULL
3. Flight.....CONTINUE
Engine start will not be available at destination.

Emergency Ground Egress

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

OTHER

CAPS Deployment

• **WARNING** •

The maximum demonstrated deployment speed is 140 KIAS.

1. Activation Handle Cover **REMOVE**
2. Activation Handle (Both Hands) **PULL STRAIGHT DOWN**

After Deployment as time permits:

3. Mixture **CUTOFF**
4. Fuel Selector **OFF**
5. Fuel Pump **OFF**
6. Bat-Alt Master Switches **OFF**

Turn the Bat-Alt Master Switches off after completing any necessary radio communications.

7. Ignition Switch **OFF**
8. ELT **ON**
9. Seat Belts and Harnesses **TIGHTEN**
10. Loose Items **SECURE**
11. Assume emergency landing body position.
12. After the airplane comes to a complete stop, evacuate quickly and move upwind.

Circuit Breaker Panel

