

**PILOT'S OPERATING HANDBOOK
AND FAA APPROVED
AIRPLANE FLIGHT MANUAL
for the
CIRRUS DESIGN SR22**

**Aircraft Serials 0002 thru 2978, 2980 thru 2991, 2993
thru 3001, 3003 thru 3025, 3027 and subs with
Analog or Avidyne Avionics System**



FAA Approved in Normal Category based on FAR 23. This document must be carried in the airplane at all times and be kept within the reach of the pilot during all flight operations.

THIS HANDBOOK INCLUDES THE MATERIAL REQUIRED TO BE FURNISHED TO THE PILOT BY FAR PART 23 AND ADDITIONAL INFORMATION PROVIDED BY CIRRUS DESIGN AND CONSTITUTES THE FAA APPROVED AIRPLANE FLIGHT MANUAL.

Model - Serial Num. SR22-_____ Registration Num. _____

FAA Approved _____ Date **Oct 10 2003**
Royace H. Prather, Manager
Chicago Aircraft Certification Office, ACE-115C
Federal Aviation Administration

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Fuel Quantity Indicator

A dual reading 2¼" fuel quantity indicator is installed on the console immediately forward of the fuel selector valve. The LEFT pointer indicates left tank fuel quantity and sweeps a scale marked from 0 to 41 U.S. gallons in 5-gallon increments. The RIGHT pointer sweeps an identical scale for the right tank. Each scale is marked with a yellow arc from 0 to 14 U.S. gallons. The indicators are calibrated to read '0' when no usable fuel remains. Each indicator also provides an output signal to illuminate the FUEL caution light when the fuel quantity goes below approximately 14 gallons in each tank. The fuel quantity indications are derived from float-type fuel-level sensors installed in each main tank and each collector tank. The indicator is internally lighted. *Serials 0002 through 1601, 1603 through 1643 and 1645 through 1662:* 28 VDC for fuel quantity system operation is supplied through the 5-amp ENGINE INST circuit breaker on Main Bus 1. *Serials 1602, 1644, 1663 and subsequent:* 28 VDC for fuel quantity system operation is supplied through the 5-amp FUEL QTY / HOBBS circuit breaker on Main Bus 1.

· Note ·

When the fuel tanks are 1/4 full or less, prolonged uncoordinated flight such as slips or skids can uncover the fuel tank outlets. Therefore, if operating with one fuel tank dry or if operating on LEFT or RIGHT tank when 1/4 full or less, do not allow the airplane to remain in uncoordinated flight for periods in excess of 30 seconds.

Before Takeoff

During cold weather operations, the engine should be properly warmed up before takeoff. In most cases this is accomplished when the oil temperature has reached at least 100° F (38° C). In warm or hot weather, precautions should be taken to avoid overheating during prolonged ground engine operation. Additionally, long periods of idling may cause fouled spark plugs.

• WARNING •

Do not takeoff with frost, ice, snow, or other contamination on the fuselage, wing, stabilizers, and control surfaces.

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

• Note •

If Air Conditioner is ON for takeoff roll, see Section 5, Performance for takeoff distance change. No takeoff distance change is necessary if system remains OFF for takeoff roll.

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

Fuel Flow Indication

Serials 0002 through 1601, 1603 through 1643 and 1645 through 1662: Fuel flow indication is integral to the combination Fuel Flow/Manifold Pressure Gage. Refer to preceding discussion on Fuel Flow and Manifold Pressure Gage for complete description of fuel flow indication.

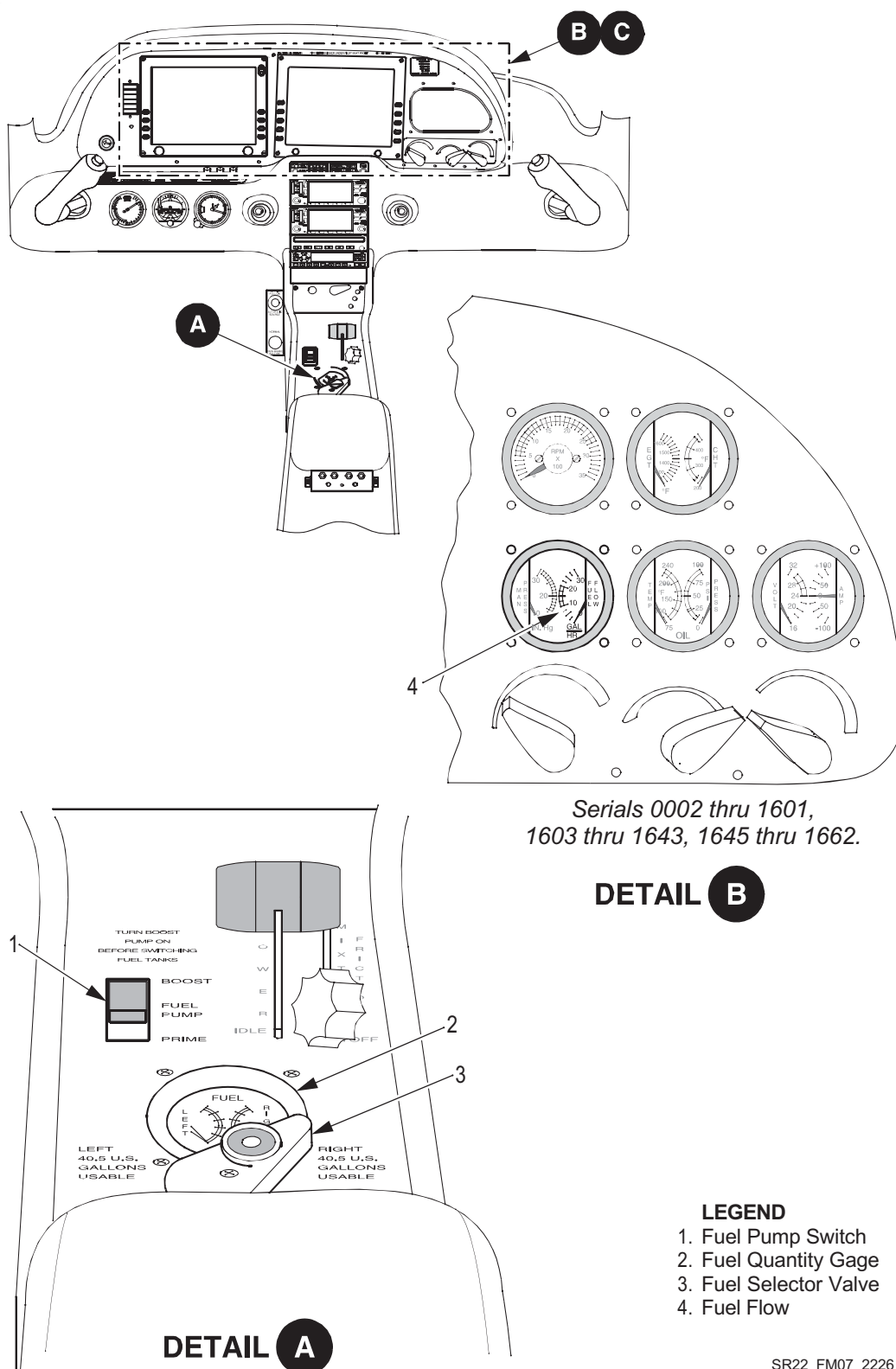
Serials 1602, 1644, 1663 and subsequent: Fuel flow is shown as text in the fuel data block located in the lower right section of the MFD and is also continuously displayed in the engine data block located in the lower right corner of the PFD. The MFD and PFD receives a fuel-flow rate signal via the DAU from a fuel-flow transducer on the right side of the engine in the fuel line between the engine driven fuel pump and throttle body metering valve.

In the event fuel flow exceeds 30.0 gallons per hour, the MFD will display "Check Fuel Flow" in a red advisory box in the lower right corner of the MFD.

28 VDC for the digital instrument operation is supplied through the 2-amp ANNUN / ENGINE INST circuit breaker on the Essential Bus.

Fuel Caution Light

The amber FUEL caution light in the annunciator panel comes on to indicate a low fuel condition. The light is illuminated by switches in the fuel quantity indicator if the fuel quantity in both tanks drops below approximately 14 gallons (28 gallons total with tanks balanced in level flight). Since both tanks must be below 14 gallons to illuminate the light, the light could illuminate with as little as 14 gallons in one tank during level flight if the other tank is allowed to run dry. If the FUEL caution light comes on in flight, refer to the Fuel Quantity gages to determine fuel quantity. The light is powered by 28 VDC through the 2-amp ANNUN / ENGINE INST circuit breaker on the Essential Bus.



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Figure 7-11
Fuel System Controls and Indicating (Sheet 1 of 2)