

SR20 Airplane Flight Manual (AFM)

Temporary Change

Information in this Temporary Change adds to, supersedes, or deletes information in the basic Pilot's Operating Handbook.

Affected Publications:	SR20 Basic Airplane Flight Manual: • PN 11934-003 Rev A10 (FAA Approved) • PN 11934-003AR Rev A10 (FAA Approved on behalf of ANAC-DA of Argentina) • PN 11934-003E Rev A10 (FAA Approved on behalf of EASA) • PN 21399-003 Rev 6 (FAA Approved on behalf of ANAC of Brazil)
Filing Instructions:	Insert the following revised pages and retain until further notice. Remove and discard the superseded pages. Insert this TPOH cover page adjacent to the last page of the List of Effective Pages and retain until further notice.
Purpose:	This POH Temporary Change revises the Fuel Annunciation description.

Affected Sections:

- Section 7 - Airplane and Systems Description
 - Pages 7-59 through 7-62

FAA Approved



Manager, Southwest Flight Test Section, AIR-713
Federal Aviation Administration
Ft. Worth, TX

May 11, 2018
Date

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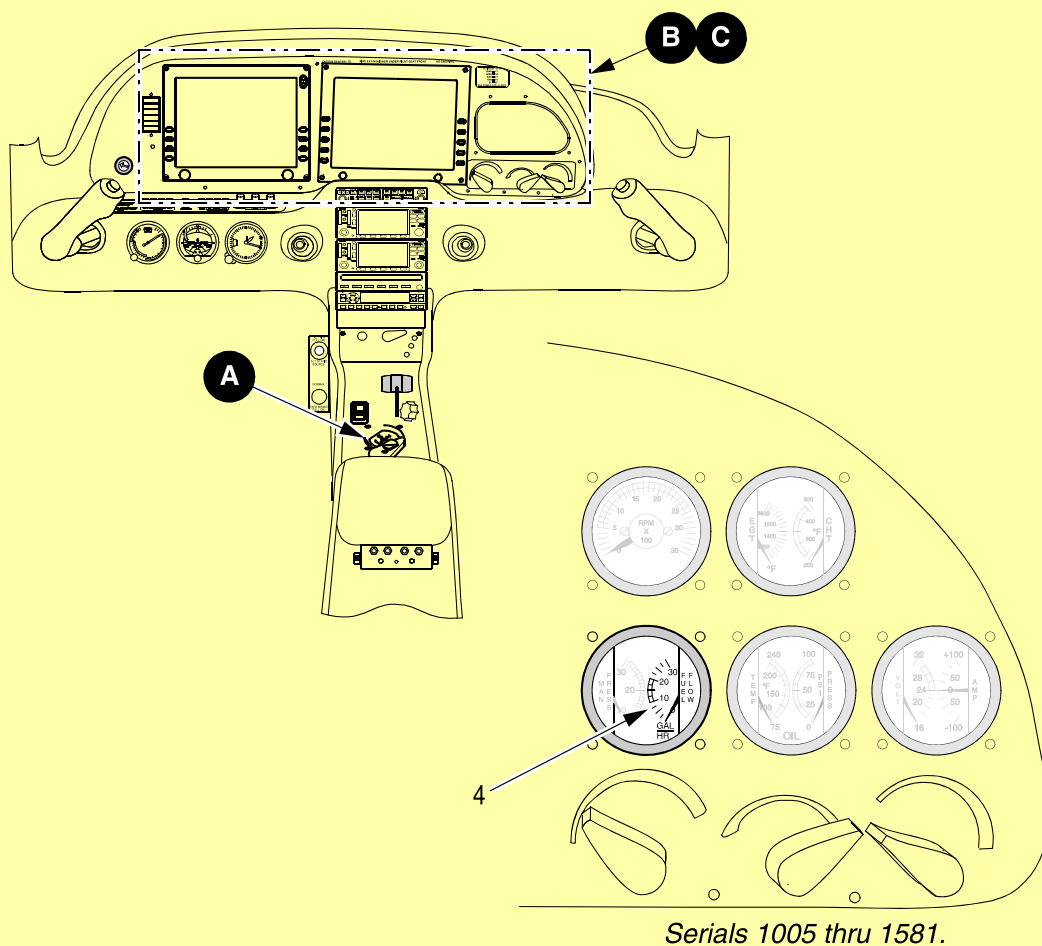
Fuel Quantity Indicator

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 28 U.S. gallons in 2½-gallon increments. The RIGHT pointer sweeps an identical scale for the right tank. Each scale is marked with a yellow arc from 0 to 8.2 gallon. The indicators are calibrated to read '0' when no usable fuel remains. The FUEL annunciator also provides an output signal to illuminate the FUEL caution light when the fuel quantity is low. The indicator is internally lighted.

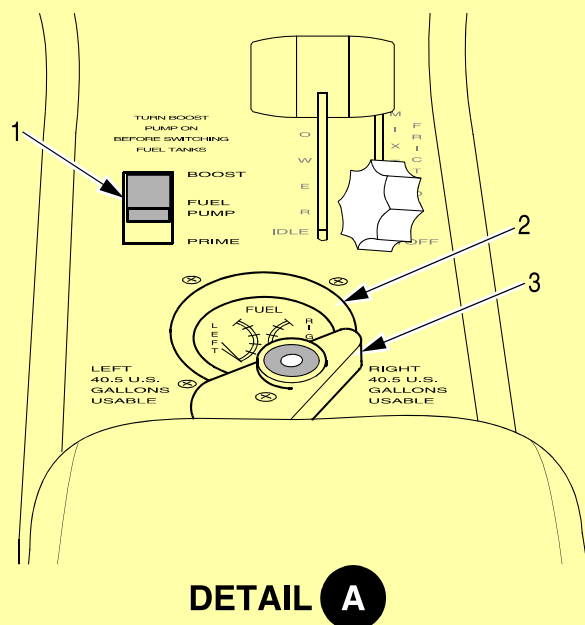
Serials 1268 through 1581: 28 VDC for fuel quantity system operation is supplied through the 5-amp ENGINE INST circuit breaker on Main Bus 1. *Serials 1582 and subsequent:* 28 VDC for fuel quantity system operation is supplied through the 5-amp FUEL QTY / HOBBS circuit breaker on Main Bus 1.

• 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.

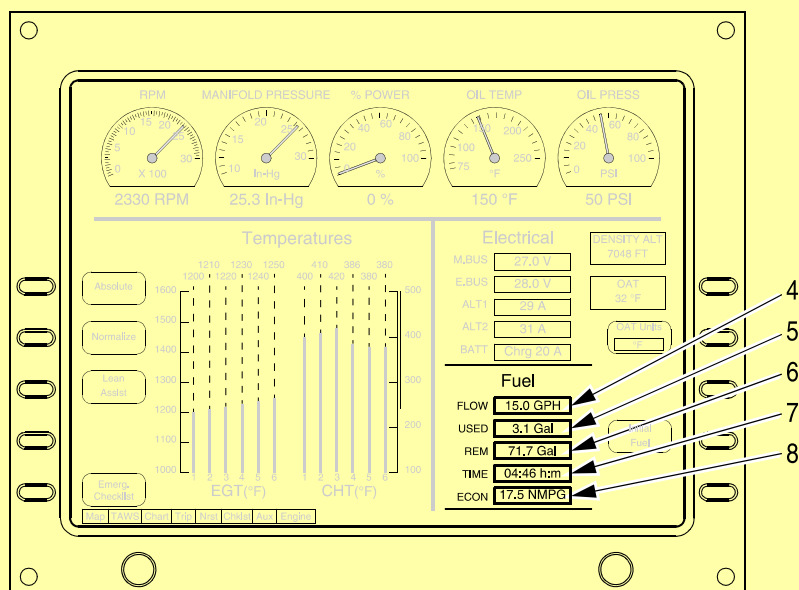
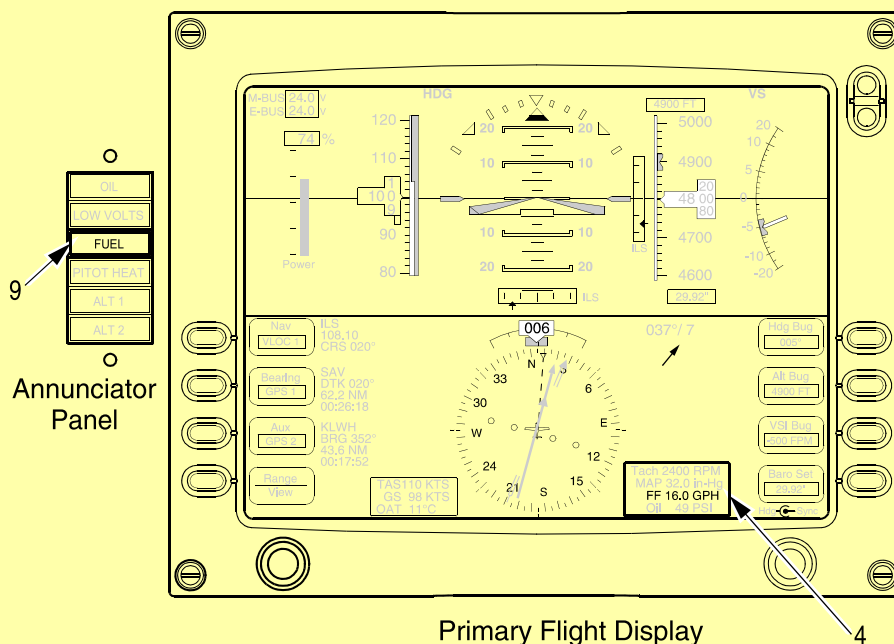


DETAIL B



SR20_FM07_2225

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



LEGEND

4. Fuel Flow
5. Fuel Used (EMax only)
6. Fuel Remaining (EMax only)
7. Time Remaining (EMax only)
8. Fuel Economy (EMax only)
9. Fuel Caution Light

Multifunction Display

DETAIL C

Serials 1582 & subs.

SR20_FM07_2227

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

Fuel Flow Indication

Serials 1268 through 1581: 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 1582 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 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 18.0 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.

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.