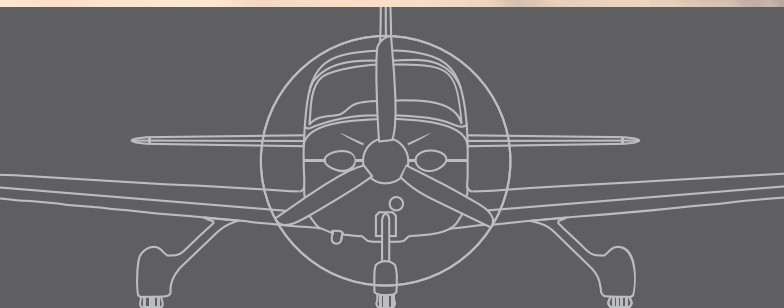


PILOT'S CHECKLIST

CIRRUS SR22 TURBO

G3



#13728-004

Quick Reference Checklist

for

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



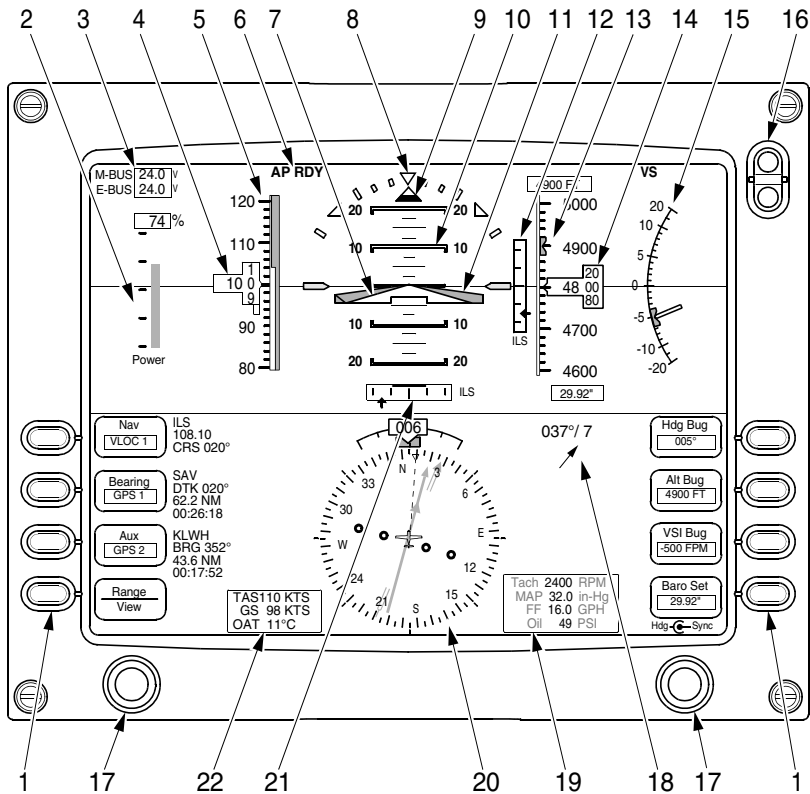
The procedures in this publication are abbreviated and derived from procedures in the FAA Approved Airplane Flight Manual and Pilot's Operating Handbook (POH) Revision A5. These procedures do not supersede the procedures in the basic POH. In the event of conflict, the basic POH shall take precedence.

Cirrus Design
Normal Checklist



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Normal Checklist



LEGEND

- | | |
|--|--|
| 1. Navigation & Avionics Configuration Buttons | 12. Vertical Deviation Indicator (VDI) |
| 2. Percent Power | 13. Altitude Tape |
| 3. Bus Voltages | 14. Altitude Window |
| 4. Airspeed Window | 15. Vertical Speed Indicator (VSI) |
| 5. Airspeed Tape | 16. Brightness Control (BRT/DIM) |
| 6. Autopilot Annunciations | 17. Mode and Display Selection |
| 7. Aircraft Reference Symbol | 18. Wind Vector |
| 8. Bank Angle Indicator | 19. Engine Information Data Block |
| 9. Skid/Slip Indicator | 20. Horizontal Situation Indicator (HSI) |
| 10. Pitch Ladder | 21. Horizontal Deviation Indicator (HDI) |
| 11. Flight Director Steering Command Bars | 22. Air Data Block |

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

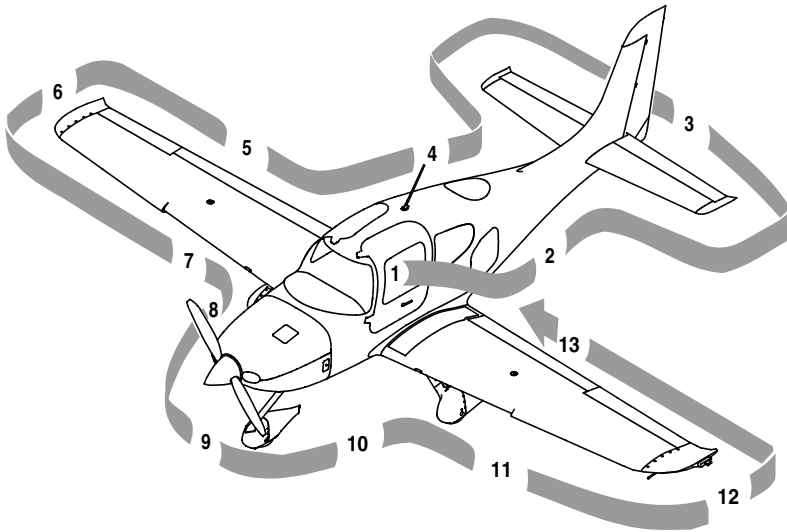
Maximum Recommended Turbulent Air Penetration:

- 3400 Lb 133 KIAS
- 2900 Lb 123 KIAS

Maximum Demonstrated Crosswind

- Takeoff or Landing 20 Knots

PREFLIGHT



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 LightOUT
 - 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. COM 1 Antenna (top) Condition and Attachment
 - b. Wing/Fuselage Fairing Check
 - c. COM 2 Antenna (underside) Condition and Attachment
 - d. Baggage Door Closed and Secure
 - e. Static Button..... Check for Blockage
 - f. 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
- 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

(Continued on following page)

PREFLIGHT INSPECTION (Continued)

- 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
 - b. Engine Oil..... Check 6-8 quarts, Leaks, Cap & Door Secure
 - c. Cowling Attachments Secure
 - d. External Power Door Secure

(Continued on following page)

PREFLIGHT INSPECTION (Continued)

- 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

ENGINE START

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 Pump LOW BOOST
8. Fuel Pump 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)

After engine starts:

13. Mixture LEAN
until RPM rises to maximum value.
14. Oil PressureCHECK
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/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

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 ≤ 150 , difference between mags ≤ 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

TAKEOFF / CRUISE



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

ENGINE START

CRUISE

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

CRUISE CLIMB - MIXTURE SET AT LEAN OF PEAK

1. Oxygen AS REQUIRED
2. Power Lever FULL FORWARD
3. Mixture17.0 to 17.6 GPH
4. Minimum Airspeed 130 KIAS
5. Electric Fuel PumpLOW BOOST

CRUISE LEANING

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

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 Lever2500 RPM at max available MAP (29.0" to 29.6")
6. Electric Fuel PumpLOW BOOST
7. MixtureFULL RICH
8. Engine ParametersMONITOR
9. Electric Fuel PumpAS REQUIRED

DESCENT

1. Altimeter SET
2. Cabin Heat/DefrostAS REQUIRED
3. Landing Light ON
4. Fuel System..... CHECK
5. Power.....AS REQUIRED
6. MixtureAS REQUIRED
7. Brake Pressure CHECK
8. OxygenAS 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. AirspeedAS REQUIRED
5. OxygenAS REQUIRED

BEFORE LANDING

1. Seat Belt and Shoulder Harness SECURE
2. Fuel Selector Valve SELECT FULLEST TANK
3. Electric Fuel PumpLOW BOOST
4. MixtureFULL RICH
5. FlapsAS REQUIRED
6. Autopilot.....AS REQUIRED

BALKED LANDING/GO-AROUND

1. Autopilot..... DISENGAGE
2. Power Lever FULL FORWARD
3. MixtureFULL RICH
4. Flaps 50%
5. Airspeed 75-80 KIAS

After clear of obstacles:

6. Flaps UP

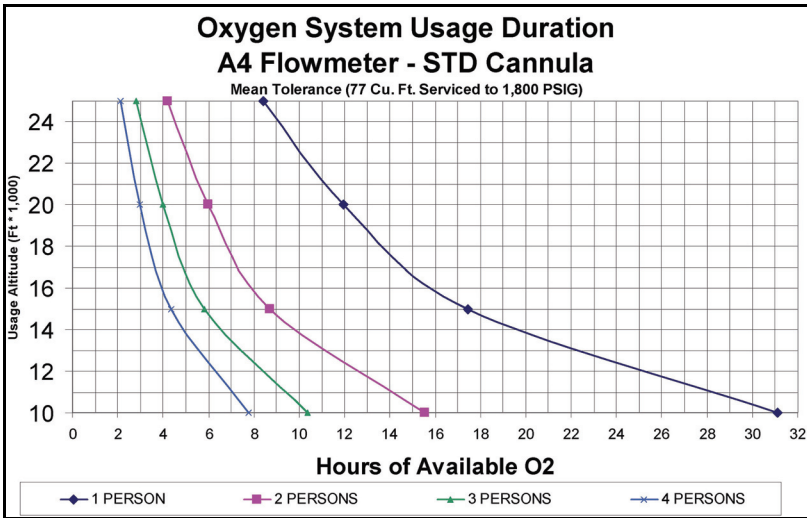
AFTER LANDING

- 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

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Takeoff Distance P-2
Maximum Weight 3400 Pounds P-2
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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

WEIGHT = 2900 LB
Speed at Liftoff = 70 KIAS
Speed over 50 Ft Obstacle = 74 KIAS
 Flaps - 50% · Takeoff Pwr · Dry Paved

Headwind: Subtract 10% for each 12 knots headwind.
Tailwind: Add 10% for each 2 knots tailwind up to 10 knots.
Runway Slope: Ref. Factors.
Dry Grass: Add 15% to Ground Roll

PRESS ALT FT	DISTANCE FT	TEMPERATURE ~ °C					ISA
		0	10	20	30	40	
SL	Grnd Roll	605	654	704	757	811	679
	50 ft	958	1029	1103	1180	1259	1066
1000	Grnd Roll	668	721	777	835	895	738
	50 ft	1053	1131	1212	1297	1383	1155
2000	Grnd Roll	737	796	857	921	989	802
	50 ft	1158	1244	1334	1426	1522	1253
3000	Grnd Roll	815	880	948	1018	1092	873
	50 ft	1275	1370	1469	1570	1676	1361
4000	Grnd Roll	901	973	1048	1126	1207	952
	50 ft	1408	1510	1619	1731	1847	1479
5000	Grnd Roll	998	1078	1161	1248	1337	1088
	50 ft	1552	1667	1787	1911	2039	1610
6000	Grnd Roll	1107	1195	1287	1383	1483	1134
	50 ft	1714	1842	1974	2111	2253	1753
7000	Grnd Roll	1229	1327	1429	1535	1646	1239
	50 ft	1896	2037	2184	2335	2492	1912
8000	Grnd Roll	1366	1475	1588	1706	1829	1356
	50 ft	2100	2257	2419	2587	2760	2087
9000	Grnd Roll	1520	1641	1767	1899	2035	1486
	50 ft	2329	2503	2682	2868	3061	2281
10000	Grnd Roll	1683	1828	1969	2115	2267	1630
	50 ft	2586	2779	2978	3185	3399	2495

TAKEOFF DISTANCE

Maximum Weight 3400 Pounds

WEIGHT = 3400 LB Speed at Liftoff = 73 KIAS Speed over 50 Ft. Obstacle = 78 KIAS Flaps - 50% · Takeoff Pwr · Dry Paved		Headwind: Subtract 10% for each 12 knots headwind. Tailwind: Add 10% for each 2 knots tailwind up to 10 knots. Runway Slope: Ref. Factors. Dry Grass: Add 15% to Ground Roll.					
PRESS ALT FT	DISTANCE FT	TEMPERATURE ~ °C					ISA
		0	10	20	30	40	
SL	Grnd Roll	910	982	1058	1137	1219	1020
	50 ft	1414	1520	1629	1742	1860	1574
1000	Grnd Roll	1003	1084	1167	1254	1344	1108
	50 ft	1554	1670	1790	1915	2044	1706
2000	Grnd Roll	1108	1196	1289	1385	1484	1206
	50 ft	1710	1837	1970	2107	2248	1851
3000	Grnd Roll	1224	1322	1424	1530	1640	1312
	50 ft	1883	2024	2169	2320	2476	2010
4000	Grnd Roll	1354	1463	1575	1693	1814	1430
	50 ft	2076	2231	2392	2558	2730	2185
5000	Grnd Roll	1500	1620	1746	1875	2009	1560
	50 ft	2291	2462	2640	2823	3013	2377
6000	Grnd Roll	1663	1796	1935	2078	2228	1704
	50 ft	2532	2721	2917	3120	3330	2590
7000	Grnd Roll	1846	1994	2147	2307	2473	1862
	50 ft	2801	3010	3227	3452	3684	2824
8000	Grnd Roll	2052	2216	2387	2564	2748	2038
	50 ft	3103	3335	3575	3823	4080	3083
9000	Grnd Roll	2284	2466	2656	2853	3058	2233
	50 ft	3442	3698	3965	4240	4526	3370
10000	Grnd Roll	2544	2748	2959	3179	3407	2449
	50 ft	3822	4107	4403	4709	5026	3687



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 MAP	Engine Speed RPM	Fuel Flow GPH	Percent Power PWR	ISA - 30° C (-19° C) KTAS	ISA (11° C) KTAS	ISA + 30° C (41° C) 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 MAP	Engine Speed RPM	Fuel Flow GPH	Percent Power PWR	ISA - 30° C (-23° C) KTAS	ISA (7° C) KTAS	ISA + 30° C (37° C) 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 MAP	Engine Speed RPM	Fuel Flow GPH	Percent Power PWR	ISA - 30° C (-27° C) KTAS	ISA (3° C) KTAS	ISA + 30° C (33° C) 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 MAP	Engine Speed RPM	Fuel Flow GPH	Percent Power PWR	ISA - 30° C (-31° C) KTAS	ISA (-1° C) KTAS	ISA + 30° C (29° C) 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

WEIGHT = 3400 LB
Speed over 50 Ft Obstacle = 77 KIAS
 Flaps - 100% · Idle · Dry, Level Paved Surface

Headwind: Subtract 10% per each 13 knots headwind.
Tailwind: Add 10% for each 2 knots tailwind up to 10 knots.
Runway Slope: Ref. Factors.
Dry Grass: Add 40% to Ground Roll

PRESS ALT FT	DISTANCE FT	TEMPERATURE ~ °C					ISA
		0	10	20	30	40	
SL	Grnd Roll	1082	1121	1161	1200	1240	1141
	50 ft	2244	2298	2352	2408	2464	2325
1000	Grnd Roll	1122	1163	1204	1245	1286	1175
	50 ft	2298	2355	2412	2470	2529	2372
2000	Grnd Roll	1163	1206	1248	1291	1334	1210
	50 ft	2356	2415	2476	2537	2598	2422
3000	Grnd Roll	1207	1251	1295	1339	1384	1247
	50 ft	2417	2479	2543	2607	2672	2473
4000	Grnd Roll	1252	1298	1344	1390	1436	1285
	50 ft	2481	2547	2614	2681	2749	2528
5000	Grnd Roll	1300	1348	1395	1443	1490	1324
	50 ft	2550	2619	2689	2759	2831	2585
6000	Grnd Roll	1350	1399	1449	1498	1547	1365
	50 ft	2622	2694	2768	2842	2917	2644
7000	Grnd Roll	1402	1453	1504	1556	1607	1408
	50 ft	2698	2775	2852	2930	3008	2707
8000	Grnd Roll	1456	1509	1563	1616	1669	1452
	50 ft	2779	2860	2941	3022	3105	2773
9000	Grnd Roll	1513	1569	1624	1679	1735	1497
	50 ft	2865	2949	3035	3121	3207	2841
10000	Grnd Roll	1573	1630	1688	1746	1803	1545
	50 ft	2956	3045	3134	3225	3316	2914

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</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</i>	-	-
9.	Takeoff Weight <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:

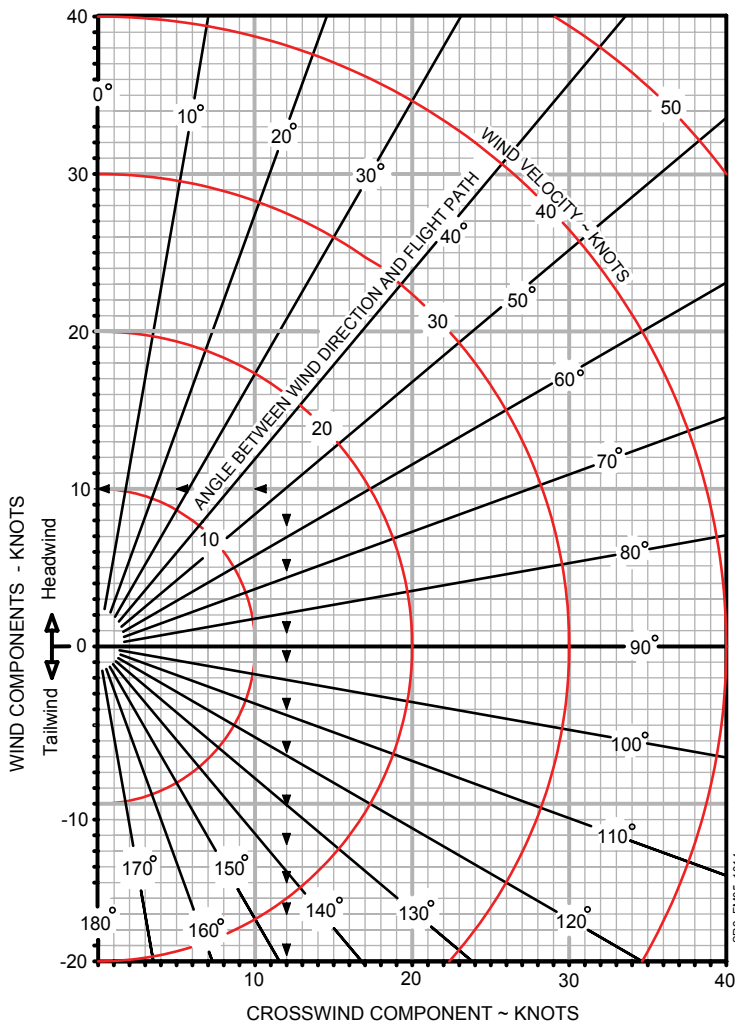
- Runway Heading..... 10°
- Wind Direction..... 60°
- Wind Velocity..... 15 Knots

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
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 Landing With Failed Brakes A-3
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 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

ABNORMAL

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. MixtureCUTOFF

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 PumpLOW BOOST
2. Power Lever ½ OPEN
3. Mixture Control FULL RICH, then LEAN until engine starts
then slowly advance to FULL RICH
4. Power LeverAS REQUIRED
5. MixtureAS REQUIRED
6. Electric Fuel PumpAS 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 BreakerCHECK 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 SwitchBATT
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 BreakerCHECK 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, ControlsCHECK
2. Frequency CHANGE
3. Circuit Breakers CHECK
4. Headset CHANGE
5. Hand Held MicrophoneCONNECT

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 BreakersPULL AS REQUIRED
 - PITCH TRIM
 - ROLL TRIM
 - AUTOPILOT
4. Power LeverAS REQUIRED
5. Control YokeMANUALLY HOLD PRESSURE
6. Land as soon as practical.


Cirrus Design
Emergency Checklist

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Emergency Checklist

AIRSPEEDS FOR EMERGENCY OPERATIONS

MANEUVERING SPEED:

3400 lb..... 133 KIAS

BEST GLIDE:

3400 lb..... 88 KIAS

2900 lb..... 87 KIAS

EMERGENCY LANDING (ENGINE-OUT):

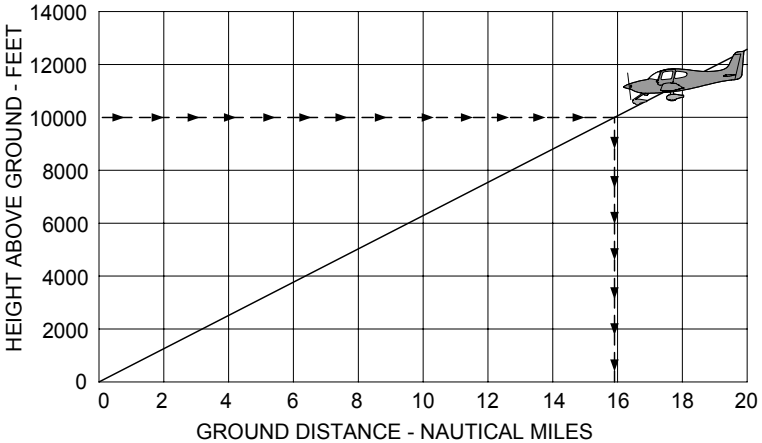
Flaps Up 90 KIAS

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

IN FLIGHT



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
10. Power Lever slowly INCREASE

AIR SPEEDS/GRND

ENGINE AIRSTART (Continued)

- 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.

FIRES / SPINS

SMOKE AND FUME ELIMINATION

1. Heater OFF
2. Air Vents OPEN, FULL COLD
3. Prepare to land as soon as possible.
If airflow is not sufficient to clear smoke or fumes from cabin:
4. Cabin Doors..... UNLATCH

ENGINE FIRE IN FLIGHT

1. Mixture CUTOFF
2. Fuel Pump OFF
3. Power Lever IDLE
4. Fuel Selector OFF
5. Ignition Switch OFF
6. Perform *Forced Landing* checklist.

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

Warning: *Serials 0435 and subsequent with PFD:* If in IMC conditions, turn ALT 1, ALT 2, and BAT 1 switches OFF. Power from battery 2 will keep the PFD operational for about 30 minutes.

1. Bat-Alt Master Switches OFF, AS REQ'D
2. Heater OFF
3. Air Vents CLOSED
4. Fire Extinguisher..... ACTIVATE
5. When fire extinguished, Air Vents..... OPEN, FULL COLD
6. Avionics Power Switch OFF
7. All other switches OFF
8. Land as soon as possible.

IN FLIGHT

CABIN FIRE IN FLIGHT (Continued)

If setting master switches off eliminated source of fire or fumes and airplane is in night, weather, or IFR conditions:

- 9. Bat-Alt Master Switches ON
- 10. Avionics Power Switch ON
- 11. Activate required systems one at a time. Pause several seconds between activating each system to isolate malfunctioning system. Activate only the minimum amount of equipment necessary to complete a safe landing.

EMERGENCY DESCENT

- 1. Power Lever IDLE
- 2. Mixture AS REQUIRED
- 3. Airspeed V_{NE} (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 / LANDING



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.

FIRES / SPINS

LANDING EMERGENCIES

FORCED LANDING (ENGINE OUT)

1. Best Glide Speed..... ESTABLISH
2. Radio Transmit (121.5 MHz) MAYDAY
3. Transponder..... SQUAWK 7700
4. If off airport, ELTACTIVATE
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

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 HoldACTIVATE
- 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.

CAPS / LANDING

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:

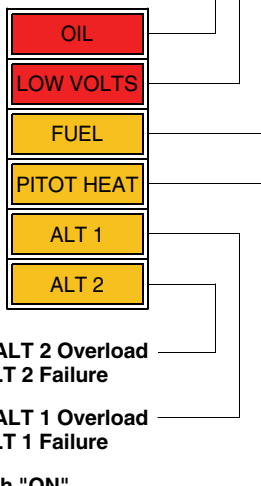
Check Fuel Remaing A
C
K

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				

SR22_CLE_2638