DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

TYPE CERTIFICATE DATA SHEET NO. A00009CH

This data sheet, which is part of Type Certificate No. A00009CH, prescribes conditions and limitations under which the product for which type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder: Cirrus Design Corporation
4515 Taylor Circle
Duluth, MN 55811

I - Model SR20, (Normal Category), Approved October 23, 1998

Engine
Teledyne Continental IO-360-ES, Type Certificate Data Sheet (TCDS) E1CE

Fuel
100/100LL minimum grade aviation gasoline

Engine Limits
Maximum Take-off 2700 RPM (200 hp)
Maximum Continuous Power 2700 RPM (200 hp)

Propeller and Propeller limits
1. Hartzell Propeller Inc. P/N BHC-J2YF-1BF/F7694
TCDS P37EA
Maximum Diameter: 76 inches
Minimum Diameter: 73 inches
Number of Blades: 2
Low Pitch: 14.6°+/-0.5°
High Pitch: 35.0°+/-1.0°
Not to be operated above 24 inches of manifold pressure between 1900 and 2200 RPM.
Spinner: Hartzell P/N A-2295(P) NOTE: Spinner may be painted or polished.

2. Hartzell Propeller Inc. P/N PHC-J3YF-1MF/F7392-1
TCDS P36EA
Maximum Diameter: 74 inches
Minimum Diameter: 72 inches
Number of Blades: 3
Low Pitch: 14.1°+/-0.5°
High Pitch: 35.0°+/-1.0°
No operating limitations to 2800 RPM
Spinner: Hartzell P/N A-2295-1P

3. Hartzell Propeller Inc. P/N PHC-J3YF-1RF/F7392-1
TCDS P36EA
Maximum Diameter: 74 inches
Minimum Diameter: 72 inches
Number of Blades: 3
Low Pitch: 13.9°+/-0.5°
High Pitch: 35.0°+/-1.0°
No operating limitations to 2800 RPM
Spinner: Hartzell P/N A-2295-1(P) NOTE: Spinner may be painted or polished.
Airspeed Limits

S/N 1005 thru 1147:

- $V_{ne}$ Never Exceed Speed: 200 KIAS
- $V_{no}$ Maximum Structural Cruising Speed: 165 KIAS
- $V_o$ (2900 lbs) Operating Maneuvering Speed: 135 KIAS
- $V_o$ (2600 lbs) Operating Maneuvering Speed: 126 KIAS
- $V_o$ (2200 lbs) Operating Maneuvering Speed: 116 KIAS
- $V_{fe}$ Maximum Flap Extension Speed: 100 KIAS
- $V_{pd}$ Maximum Parachute Deployment Speed: 135 KIAS

S/N 1148 thru 1877, 1879 thru 1885, and S/N 1005 thru 1147 if Cirrus Service Bulletin SB 20-01-00 is complied with:

- $V_{ne}$ Never Exceed Speed: 200 KIAS
- $V_{no}$ Maximum Structural Cruising Speed: 165 KIAS
- $V_o$ (3000 lbs) Operating Maneuvering Speed: 131 KIAS
- $V_o$ (2600 lbs) Operating Maneuvering Speed: 122 KIAS
- $V_o$ (2300 lbs) Operating Maneuvering Speed: 114 KIAS
- $V_{fe}$ Maximum Flap Extension Speed: 100 KIAS
- $V_{pd}$ Maximum Parachute Deployment Speed: 135 KIAS

S/N 1878, 1886 and subsequent:

- $V_{ne}$ Never Exceed Speed: 200 KIAS
- $V_{no}$ Maximum Structural Cruising Speed: 163 KIAS
- $V_o$ (3050 lbs) Operating Maneuvering Speed: 130 KIAS
- $V_{fe}$ Maximum Flap Extension Speed: 104 KIAS
- $V_{pd}$ Maximum Parachute Deployment Speed: 133 KIAS

C.G. Range

S/N 1005 thru 1147:
- Forward Limits: 138.7 inches at 2110 lbs with a straight line taper to 141.0 inches at 2694 lbs, and 143.0 inches at 2900 lbs.
- Aft Limits: 144.6 inches at 2110 lbs, with straight line taper to 147.4 inches at 2570 lbs, and to 147.9 inches at 2745 lbs, and to 148.2 inches at 2900 lbs.

S/N 1148 thru 1877, 1879 thru 1885, and S/N 1005 thru 1147 if Cirrus Service Bulletin SB 20-01-00 is complied with:
- Forward Limits: 138.7 inches at 2110 lbs with a straight line taper to 141.0 inches at 2694 lbs, and 144.1 inches at 3000 lbs.
- Aft Limits: 144.6 inches at 2110 lbs, with straight line taper to 147.4 inches at 2570 lbs, and to 148.1 inches at 2900 lbs, and to 148.0 inches at 3000 lbs.

S/N 1878, 1886 and subsequent:
- Forward Limits: 137.8 inches at 2100 lbs with a straight line taper to 139.1 inches at 2700 lbs, and to 140.7 inches at 3050 lbs
- Aft Limits: 148.1 inches at 2100 lbs, with straight line to 148.1 inches at 3050 lbs.

Empty Weight
- C.G. Range: None

Maximum Weight

S/N 1005 thru 1147:
- Takeoff and Landing: 2900 lbs.

S/N 1148 thru 1877, 1879 thru 1885, and S/N 1005 thru 1147 if Cirrus Service Bulletin SB 20-01-00 is complied with:
- Takeoff: 3000 lbs.
- Landing: 2900 lbs.
- Zero Fuel: 2900 lbs.

S/N 1878, 1886 and subsequent:
- Takeoff and Landing: 3050 lbs.
Minimum Crew: One (1) Pilot

Number of Seats:

S/N 1005 thru 2126:
4 (2 at 143.5 inches aft of datum, 2 at 180 inches aft of datum)

S/N 2127 and subsequent:
4+1 (2 at 143.5 inches aft of datum, 2+1 at 180 inches aft of datum)

Maximum Baggage: 130 Lbs. at 208 inches

Fuel Capacity Total:

S/N 1005 thru 1877, 1879 thru 1885:
60.5 gal at 153.75 inches
Usable: 56 gal (See Note 1)

S/N 1878, 1886 and subsequent:
58.5 gal at 154.9 inches
Usable: 56 gal (See Note 1)

Oil Capacity: 8 quarts at 76.2 inches

Maximum Operating Altitude: The aircraft is limited to 17,500 ft MSL.

Control Surface Movements:

Wing Flaps: Up 0°± 0.5° Down 50% 16°± 0.5° Down 100% 32°± 0.5°
Aileron: Up 12.5° ± 1.0° Down 12.5° ±1.0°
Elevator: Up 25.0° +0°/-1.0° Down 15° ± 1.0°
Elevator Trim: Up 17.0° Minimum Down 10.5° ± 1.0°
Rudder: Right 20.0° ± 1.0° Left 20.0° ± 1.0°

Additional Limitations: Airframe life limit: 12,000 flight hours

Design Data: The airplane shall be manufactured in accordance with the latest FAA approved revision of “Master Drawing List”, Document No. 13750, or other FAA approved data. NOTE: Document No. 12609 is the predecessor document to Document No. 13750.

Serial Nos. Eligible: 1005 and on

II - Model SR22, Normal Category, Approved November 30, 2000

Engine: Teledyne Continental IO-550-N, Type Certificate Data Sheet E3SO

Engine Limits:
Maximum Take-off: 2700 RPM (310 hp)
Maximum Continuous Power: 2700 RPM (310 hp)

Propeller and Propeller Limits:
1. Hartzell Propeller Inc. P/N PHC-J3YF-1RF/F7694 or F7694B
TCDS P36EA Hartzell
Maximum Diameter: 78 inches
Minimum Diameter: 76 inches
Number of Blades: 3
Low Pitch: 14.1°+/−0.5°
High Pitch: 35.0°+/−1.0°
No operating limitations to 2700 RPM
Spinner: Hartzell P/N A-2295-1(P) NOTE: Spinner may be painted or polished.

2. McCauley Propeller Systems P/N D3A34C443/78CYA-0
TCDS P47GL McCauley
Maximum Diameter: 78 inches
Minimum Diameter: 76 inches
Number of Blades: 3
Low Pitch: 11.8° +/- 0.5° at 30" station
High Pitch: 31.5° at 30" station
No operating limitations to 2700 RPM
Spinner: McCauley D-7779-1 (Polished) or D-7779-2 (Satin)

3. Hartzell Propeller Inc. P/N PHC-J3YF-1RF/F7693DF or F7693DFB
TCDS P36EA Hartzell
Maximum Diameter: 78 inches
Minimum Diameter: 76 inches
Number of Blades: 3
Low Pitch: 13.9° +/- 0.5°
High Pitch: 40.0° +/- 1.0°
No operating limitations to 2700 RPM
Spinner: Hartzell P/N A-2295-1(P) NOTE: Spinner may be painted or polished.

4. Hartzell Propeller Inc. P/N PHC-J3YF-1N/N7605 or N7605B
TCDS P36EA Hartzell
Maximum Diameter: 78 inches
Minimum Diameter: 78 inches
Number of Blades: 3
Low Pitch: 12.2° +/- 0.5°
High Pitch: 35.0° +/- 1.0°
No operating limitations to 2700 RPM
Spinner: Hartzell P/N A-2295-11(P) NOTE: Spinner may be painted or polished.

5. Hartzell Propeller Inc. P/N PHC-J3Y1F-1N/N7605, N7605B, N7605C or N7605CB
TCDS P36EA Hartzell
Maximum Diameter: 78 inches
Minimum Diameter: 78 inches
Number of Blades: 3
Low Pitch: 12.2° +/- 0.5°
High Pitch: 35.0° +/- 1.0°
No operating limitations to 2700 RPM when using type design throttle-propeller controls
Spinner: Hartzell P/N 102870() or A-2295-11() NOTE: () indicates various finish options.

6. MT-Propeller Entwicklung GmbH P/N MTV-9-D/198-52
TCDS P24NE MT-Propeller
Maximum Diameter: 78 inches
Minimum Diameter: 76 inches
Number of Blades: 3
Low Pitch: 12.5° +/- 0.2°
High Pitch: 38.0° +/- 1.0°
No operating limitations to 2700 RPM
Spinner: MT-Propeller P/N P-187 NOTE: Spinner may be painted or polished.

Airspeed Limits

<table>
<thead>
<tr>
<th>S/N 0002 thru 3914:</th>
<th>Vne</th>
<th>204 KCAS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vno</td>
<td>180 KCAS</td>
<td></td>
</tr>
<tr>
<td>(3400 lbs) Operating Maneuvering</td>
<td>133 KIAS</td>
<td></td>
</tr>
<tr>
<td>(2900 lbs) Operating Maneuvering</td>
<td>124 KIAS</td>
<td></td>
</tr>
<tr>
<td>(2400 lbs) Operating Maneuvering</td>
<td>112 KIAS</td>
<td></td>
</tr>
<tr>
<td>Vfe</td>
<td>119 KIAS</td>
<td></td>
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<tr>
<td>Maximum Flap Extension Speed (50%)</td>
<td>104 KIAS</td>
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</tr>
<tr>
<td>Vpd</td>
<td>133 KIAS</td>
<td></td>
</tr>
<tr>
<td>Maximum Parachute Deployment Speed</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>S/N 3915 and subsequent:</th>
<th>Vne</th>
<th>208 KCAS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vno</td>
<td>179 KCAS</td>
<td></td>
</tr>
<tr>
<td>(3600 lbs) Operating Maneuvering</td>
<td>140 KIAS</td>
<td></td>
</tr>
<tr>
<td>(3400 lbs) Operating Maneuvering</td>
<td>133 KIAS</td>
<td></td>
</tr>
<tr>
<td>Vo (2900 lbs) Operating Maneuvering</td>
<td>124 KIAS</td>
<td></td>
</tr>
<tr>
<td>Vo (2400 lbs) Operating Maneuvering</td>
<td>112 KIAS</td>
<td></td>
</tr>
<tr>
<td>Vfe Maximum Flap Extension Speed (50%)</td>
<td>150 KIAS</td>
<td></td>
</tr>
<tr>
<td>Vfe Maximum Flap Extension Speed (100%)</td>
<td>110 KIAS</td>
<td></td>
</tr>
<tr>
<td>Vpd Maximum Parachute Deployment Speed</td>
<td>140 KIAS</td>
<td></td>
</tr>
</tbody>
</table>

| C.G. Range | S/N 0002 thru 3914: |
| Forward: 137.8 inches at 2100 lbs with a straight line taper to 139.1 inches at 2700 lbs, and to 142.3 inches at 3400 lbs. (See Note 6) |
| Aft: 148.1 inches at 2100 lbs, with straight line to 148.1 inches at 3400 lbs. |

| S/N 3915 and subsequent: |
| Forward: 137.8 inches at 2100 lbs with a straight line taper to 139.1 inches at 2700 lbs, and to 143.2 inches at 3600 lbs. |
| Aft: 148.1 inches at 2100 lbs, with straight line to 148.1 inches at 3600 lbs |

| Empty C.G. Range | None |

| Maximum Weight | S/N 0002 thru 3914: |
| 3400 lbs |

| S/N 3915 and subsequent: |
| Takeoff and Landing: 3600 lbs |
| Zero Fuel: 3400 lbs |

| Minimum Crew | One (1) Pilot |

| Number of Seats | S/N 0002 thru 3827: |
| 4 (2 at 143.5 inches aft of datum, 2 at 180 inches aft of datum) |

| S/N 3828 and subsequent: |
| 4+1 (2 at 143.5 inches aft of datum, 2+1 at 180 inches aft of datum) |

| Maximum Baggage | 130 Lbs. at 208 inches |

| Fuel Capacity Total: |
| S/N 0002 thru 2333, 2335 thru 2419, and 2421 thru 2437: |
| 84 gallon at 154.9 inches |
| Usable: 81 gallon (See Note 1) |

| S/N 2334, 2420, 2438 and subsequent: |
| 94.5 gallon at 154.9 inches |
| Usable: 92.0 gallon (See Note 1) |

| Oil Capacity | 8 quarts at 77.1 inches |

| Maximum Operating Altitude | The aircraft is limited to 17,500 ft MSL. |

| Control Surface Movements | S/N 0002 thru 3914: |
| Wing Flaps: | Up 0°±0.5° Down 50% 16° ± 0.5° Down 100% 32° ±0.5° |
| Aileron: | Up 12.5° ± 1.0° Down 12.5° ± 1.0° |
| Elevator: | Up 25.0° +0°/-1.0° Down 15° ± 1.0° |
| Elevator Trim: | Up 17.0° Minimum Down 10.5° ± 1.0° |
| Rudder: | Right 20.0° ± 1.0° Left 20.0° ± 1.0° |
S/N 3915 and subsequent:

<table>
<thead>
<tr>
<th>Component</th>
<th>Minimum</th>
<th>Maximum</th>
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</thead>
<tbody>
<tr>
<td>Wing Flaps</td>
<td>Up 0°±0.5°</td>
<td>Down 50% 16° ± 0.5° Down 100% 35.5° ±0.5°</td>
</tr>
<tr>
<td>Aileron</td>
<td>Up 12.5° ± 1.0°</td>
<td>Down 12.5° ± 1.0°</td>
</tr>
<tr>
<td>Elevator</td>
<td>Up 25.0° ± 1.0°</td>
<td>Down 15° ± 1.0°</td>
</tr>
<tr>
<td>Elevator Trim</td>
<td>Up 17.0° Minimum</td>
<td>Down 10.5° ± 1.0°</td>
</tr>
<tr>
<td>Rudder</td>
<td>Right 20.0° ± 1.0°</td>
<td>Left 20.0° ± 1.0°</td>
</tr>
</tbody>
</table>

Additional Limitations: Airframe life limit: 12,000 flight hours

Design Data: The airplane shall be manufactured in accordance with the latest FAA approved revision of “Master Drawing List”, Document No. 13750, or other FAA approved data.

Serial Nos. Eligible 0001 and on.

III - Model SR22T, Normal Category, Approved February 10, 2010

Engine Teledyne Continental TSIO-550-K, Type Certificate Data Sheet E5SO

Engine Limits Maximum Take-off 2500 RPM (315 hp)
                         Maximum Continuous Power 2500 RPM (315 hp)

Propeller and
Propeller limits Hartzell Propeller Inc. P/N PHC-J3Y1F-1N/N7605, N7605B, N7605C or N7605CB
                  TCDS P36EA. Hartzell
                  Maximum Diameter: 78 inches
                  Minimum Diameter: 78 inches
                  Number of Blades: 3
                  Low Pitch: 12.2° ± 0.5°
                  High Pitch: 35.0° ± 1.0°
                  No operating limitations to 2700 RPM
                  Spinner: Hartzell P/N 102870() or A-2295-11() NOTE: () indicates various finish options.

Airspeed Limits S/N 0001 thru 0441:

<table>
<thead>
<tr>
<th>Speed</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vne</td>
<td>204 KCAS from S/L to 17,500 ft MSL</td>
</tr>
<tr>
<td></td>
<td>Linearly reducing from 204 KCAS @ 17,500 ft to 173 KCAS @ 25,000 ft</td>
</tr>
<tr>
<td>Vno</td>
<td>180 KCAS from S/L to 17,500 ft MSL</td>
</tr>
<tr>
<td></td>
<td>Linearly reducing from 180 KCAS @ 17,500 ft to 153 KCAS @ 25,000 ft</td>
</tr>
<tr>
<td>Vo (3400 lbs)</td>
<td>133 KIAS</td>
</tr>
<tr>
<td>Vo (2900 lbs)</td>
<td>124 KIAS</td>
</tr>
<tr>
<td>Vo (2400 lbs)</td>
<td>112 KIAS</td>
</tr>
<tr>
<td>Vfe (50%)</td>
<td>119 KIAS</td>
</tr>
<tr>
<td>Vfe (100%)</td>
<td>104 KIAS</td>
</tr>
<tr>
<td>Vpd</td>
<td>133 KIAS</td>
</tr>
</tbody>
</table>

S/N 0442 and subsequent:

<table>
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<tr>
<th>Speed</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vne</td>
<td>208 KCAS from S/L to 17,500 ft MSL</td>
</tr>
<tr>
<td></td>
<td>Linearly reducing from 208 KCAS @ 17,500 ft to 178 KCAS @ 25,000 ft</td>
</tr>
<tr>
<td>Vno</td>
<td>179 KCAS from S/L to 17,500 ft MSL</td>
</tr>
<tr>
<td></td>
<td>Linearly reducing from 179 KCAS @ 17,500 ft to 152 KCAS @ 25,000 ft</td>
</tr>
<tr>
<td>Vo (3600 lbs)</td>
<td>140 KIAS</td>
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<tr>
<td>Vo (3400 lbs)</td>
<td>133 KIAS</td>
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<tr>
<td>Vo (2900 lbs)</td>
<td>124 KIAS</td>
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<tr>
<td>Vo (2400 lbs)</td>
<td>112 KIAS</td>
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<tr>
<td>Vfe (50%)</td>
<td>150 KIAS</td>
</tr>
<tr>
<td>Vfe (100%)</td>
<td>110 KIAS</td>
</tr>
<tr>
<td>Vpd</td>
<td>140 KIAS</td>
</tr>
</tbody>
</table>
| C.G. Range       | S/N 0001 thru 0441:
                   | Forward: 137.8 inches at 2100 lbs with a straight line taper to 139.1 inches at 2700 lbs, and to 142.3 inches at 3400 lbs. (See Note 6)
                   | Aft: 148.1 inches at 2100 lbs, with straight line to 148.1 inches at 3400 lbs.
                   | S/N 0442 and subsequent:
                   | Forward: 137.8 inches at 2100 lbs with a straight line taper to 139.1 inches at 2700 lbs, and to 143.2 inches at 3600 lbs.
                   | Aft: 148.1 inches at 2100 lbs, with straight line to 148.1 inches at 3600 lbs.
| Empty C.G. Range | None |
| Maximum Weight   | S/N 0001 thru 0441:
                   | 3400 lbs
                   | S/N 0442 and subsequent:
                   | Takeoff and Landing: 3600 lbs
                   | Zero Fuel: 3400 lbs
| Minimum Crew     | One (1) Pilot |
| Number of Seats  | S/N 0001 thru 0250, and 0252 thru 0267:
                   | 4 (2 at 143.5 inches aft of datum, 2 at 180 inches aft of datum)
                   | S/N 0251, 0268 and subsequent:
                   | 4+1 (2 at 143.5 inches aft of datum, 2+1 at 180 inches aft of datum)
| Maximum Baggage  | 130 Lbs. at 208 inches |
| Fuel Capacity    | 94.5 gallon at 154.9 inches
                   | Usable: 92.0 gallon (See Note 1) |
| Oil Capacity     | 8 quarts at 77.1 inches |
| Maximum Operating Altitude | The aircraft is limited to 25,000 ft MSL. |
| Control Surface Movements | S/N 0001 thru 0441:
                   | Wing Flaps: Up 0°±0.5° Down 50% 16° ± 0.5° Down 100% 32° ±0.5°
                   | Aileron: Up 12.5° ± 1.0° Down 12.5° ± 1.0°
                   | Elevator: Up 25.0° +0°/-1.0° Down 15° ± 1.0°
                   | Elevator Trim: Up 17.0° Minimum Down 10.5° ± 1.0°
                   | Rudder: Right 20.0° ± 1.0° Left 20.0° ± 1.0°
                   | S/N 0442 and subsequent:
                   | Wing Flaps: Up 0°±0.5° Down 50% 16° ± 0.5° Down 100% 35.5° ±0.5°
                   | Aileron: Up 12.5° ± 1.0° Down 12.5° ± 1.0°
                   | Elevator: Up 25.0° +0°/-1.0° Down 15° ± 1.0°
                   | Elevator Trim: Up 17.0° Minimum Down 10.5° ± 1.0°
                   | Rudder: Right 20.0° ± 1.0° Left 20.0° ± 1.0°
| Additional Limitations: | Airframe life limit: 12,000 flight hours |
| Design Data:     | The airplane shall be manufactured in accordance with the latest FAA approved revision of “Master Drawing List”, Document No. 13750, or other FAA approved data. |
| Serial Nos. Eligible | 0001 and on |
Data Pertinent to All Models

Reference Datum 100 inches in front of the forward face of firewall bulkhead

Leveling Means Door sill and leveling points as defined in AFM

Certification Basis Model SR20: 14 CFR Part 23 of the Federal Aviation Regulations effective February 1, 1965, as amended by 23-1 through 23-47, except as follows:
- 14 CFR 23.573, 23.575, 23.611, 23.657, 23.673 through Amendment 23-48;
- 14 CFR 23.1305 through Amendment 23-52


In addition to the certification basis stated above, for SR20 S/N 1423 through 1877 and SR20 serials 1879 and subsequent the certification basis is amended to include the following regulations at the amendment levels stated for the SR20 Fuselage Redesign (G2 marketing designation):
- 14 CFR 23.853 through Amendment 23-49.
- 14 CFR 23.901 through Amendment 23-53.

In addition to the certification basis stated in the paragraphs above, for SR20 S/N 1878, 1886 and subsequent the certification basis is amended to include the following regulations at the amendment levels stated for SR20 Wing Redesign (G3 marketing designation):

For aircraft equipped with optional Garmin G1000 avionics or Garmin G1000 avionics with Garmin GFC-700 autopilot system, the certification basis, for installation specific items only, is amended to include the following regulation at the amendment level stated: (Effective S/N 2016 and subsequent),
- 14 CFR 23.1308 through Amendment 23-57.

Model SR22: 14 CFR Part 23 of the Federal Aviation Regulations effective February 1, 1965, as amended by 23-1 through 23-53, except as follows:
- 14 CFR 23.301 through Amendment 42.
- 14 CFR 23.855, 23.1326, 23.1359, not applicable.


For aircraft equipped with optional Garmin G1000 avionics or Garmin G1000 avionics with Garmin GFC-700 autopilot system, the certification basis, for installation specific items only, is amended to include the following regulation at the amendment level stated: (Effective S/N 2979, 2992, 3002 and subsequent),
- 14 CFR 23.1308 through Amendment 23-57.
For aircraft equipped for optional Flight Into Known Icing operation, the certification basis, for installation specific items only, is amended to include the following regulation at the amendment level stated: (Effective S/N 3003, 3310, 3326, 3403 and subsequent),

14 CFR 23.1326, 23.1359 through Amendment 23-49.
14 CFR 23.1308 through Amendment 23-57.

For aircraft with 3600 lb max takeoff and landing weight limitation, the certification basis, for installation specific items only, is amended to include the following regulation at the amendment level stated: (Effective S/N 3915 and subsequent)

14 CFR 23.1308 through Amendment 23-57.
14 CFR Part 36 through Amendment 36-28.

Model SR22T: 14 CFR Part 23 of the Federal Aviation Regulations effective February 1, 1965, as amended by 23-1 through 23-59, except as follows:

14 CFR 23.301 through Amendment 42
Noise: 14 CFR Part 36 dated December 1, 1969, as amended by 36-1 through 36-28

<table>
<thead>
<tr>
<th>Equivalent Level of Safety (ELOS) Findings</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACE-96-5 for 14 CFR Part 23.221 (Spinning); Refer to FAA Memorandum dated June 10, 1998 for models SR20, SR22.</td>
</tr>
<tr>
<td>ACE-96-5A for 14 CFR Part 23.221 (Spinning); Refer to FAA Memorandum dated February 02, 2010 for model SR22T.</td>
</tr>
<tr>
<td>ACE-01-01 for 14 CFR Part 23.1143(g) (Engine Controls) and 23.1147(b) (Mixture Controls); Refer to FAA Memorandum dated February 14, 2001 for model SR20.</td>
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<tr>
<td>ACE-00-09 for 14 CFR Part 23.1143(g) (Engine Controls) and 23.1147(b) (Mixture Controls); Refer to FAA Memorandum dated September 11, 2000 for model SR22.</td>
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<tr>
<td>ACE-00-09A for 14 CFR Part 23.1143(g) (Engine Controls) and 23.1147(b) (Mixture Controls); Refer to FAA Memorandum dated February 02, 2010 for model SR22T.</td>
</tr>
<tr>
<td>ACE-08-05 for 14 CFR Part 23.777(d) (Cockpit Controls) and 23.781(b) (Cockpit control knob shape); Refer to FAA Memorandum dated April 11, 2008 for models SR20, SR22. (effective with optional Garmin G1000 avionics installation, see certification basis above).</td>
</tr>
<tr>
<td>ACE-08-05A for 14 CFR Part 23.777(d) (Cockpit Controls) and 23.781(b) (Cockpit control knob shape); Refer to FAA Memorandum dated February 02, 2010 for model SR22T.</td>
</tr>
<tr>
<td>ACE-09-06 for 14 CFR Section 23.1326(b)(1) (Pitot heat indication systems); for Flight Into Known Icing equipped airplanes only (Effective S/N 3003, 3310, 3326, 3403 and subsequent); Refer to FAA Memorandum dated April 20, 2009 for model SR22.</td>
</tr>
<tr>
<td>ACE-09-06A for 14 CFR Section 23.1326(b)(1) (Pitot heat indication systems); Refer to FAA Memorandum dated February 02, 2010 for model SR22T (all serials).</td>
</tr>
<tr>
<td>ACE-10-08 for 14 CFR Section 23.1091(b)(4) (Alternate air door override means); Refer to FAA Memorandum dated February 02, 2010 for model SR22T (all serials).</td>
</tr>
</tbody>
</table>

Special Conditions

23-ACE-88 for ballistic parachute, for models SR20, SR22, SR22T.

23-134-SC for protection of systems for High Intensity Radiated Fields (HIRF), for models SR20, SR22.

23-163-SC for inflatable restraint system. Addition to the certification basis model SR20 effective S/N 1541 and subsequent; model SR22 S/N 1500, 1520 and subsequent; model SR22T (all serials).
Exemptions

Exemption No. 9849 to regulation 23.1419(a) for Flight Into Known Icing operations only on model SR22 (Effective S/N 3003, 3310, 3326, 3403 and subsequent). Exemption allows for a higher stall speed than that required by 23.49(c) & (d) when operating in icing conditions.

Exemption No. 9993 to regulation 23.1419(a) for Flight Into Known Icing operations only on model SR22T (Effective S/N 0001 and on). Exemption allows for a higher stall speed than that required by 23.49(c) & (d) when operating in icing conditions.

Production Basis

Production Certificate 338CE issued June 12, 2000

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (See Certification Basis) must be installed in the airplane for airworthiness certification.

In addition to the above required equipment, the following equipment are also required:

- The latest FAA approved Revision of the "PILOT’S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL for the CIRRUS SR20", Document No. 11934-001 for aircraft serials 1005 through 1147 with 2900 pound TOGW, Document No. 11934-002 for aircraft serials 1005 through 1147 with 3000 pound TOGW and for aircraft serials 1148 through 1267, Document No. 11934-003 for aircraft serials 1268 and subsequent, or Document No. 11934-004 for aircraft serials 2016 and subsequent. (See Note 7)

- The latest FAA approved Revision of the "PILOT’S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL for the CIRRUS SR22", Document No. 13772-001 for aircraft serials 0002 thru 3914, Document No. 13772-002 for aircraft serials 2979, 2992, 3002 thru 3914, or Document No. 13772-004 for aircraft serials 3915 and subsequent. (See Note 7)

- The latest FAA approved Revision of the "PILOT’S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL for the CIRRUS SR22", Document No. 13772-003 for aircraft serials 0001 thru 0441, or Document No. 13772-005 for aircraft serials 0442 and subsequent. (See Note 7)

Note 1.

A current weight and balance report including list of equipment included in the certificated empty weight, and loading instructions when necessary must be provided for each aircraft at the time of original certification. The certificated empty weight and loading corresponding center of gravity location must include unusable fuel of:

- 27 lb. at (+153.8 inches) for model SR20 S/N 1005 thru 1877, 1879 thru 1885.
- 18 lb at (+154.9 inches) for model SR22 S/N 0002 thru 2333, 2335 thru 2419, and 2421 thru 2437.
- 15 lb at (+154.9 inches) for models SR22 S/N 2334, 2420, 2438 and subsequent; SR20 S/N 1878, 1886 and subsequent; and SR22T for S/N 0001 and subsequent.

Note 2.

All placards specified in the latest FAA approved revisions of the following documents must be displayed in the airplane in the appropriate locations:

- "PILOT’S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL FOR THE CIRRUS SR20", document numbers 11934-001, 11934-002, 11934-003 or 11934-004
- "PILOT’S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL FOR THE CIRRUS SR22", document numbers 13772-001, 13772-002, or 13772-004.
- "PILOT’S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL FOR THE CIRRUS SR22T", document number 13772-003, or 13772-005.

Note 3.

FAA approved Airworthiness Limitations are included in Section 4 of the Airplane Maintenance Manual (AMM) Document No. 12137-001 for model SR20, and 13773-001 for models SR22 and SR22T.

Note 4.

Exterior colors are limited to those specified in the latest FAA accepted revision of the Airplane Maintenance Manual (AMM) Document No. 12137-001 for model SR20, and 13773-001 for models SR22 and SR22T.

Note 5.

Major structural repairs must be accomplished in accordance with FAA approved Cirrus Design repair methods or other methods approved by the FAA.

Note 6.

For Model SR22 S/N 0002 thru 2333, 2335 thru 2419, and 2421 thru 2437 a maximum landing weight exists along the line between 141.4 inches at 3210 lbs and 142.7 inches at 3400 lbs.
Note 7. The Pilot’s Operating Handbook and FAA Approved Airplane Flight Manual (POH) may be installed in the airplane in hardcopy format or on a portable device in electronic format in accordance with the limitations in the POH. The electronic format has the same base and dash number as the hardcopy format and includes “ePOH” after the dash number.

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