

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A00009CH
Revision 12
Cirrus Design Corporation
SR20
SR22
December 4, 2007

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 the 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	<p>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.</p> <p>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</p> <p>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.</p>

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Airspeed Limits	<p><u>S/N 1005 thru 1147:</u></p> <table border="0"> <tr> <td>V_{ne}</td> <td>Never Exceed Speed</td> <td>200 KIAS</td> </tr> <tr> <td>V_{no}</td> <td>Maximum Structural Cruising Speed</td> <td>165 KIAS</td> </tr> <tr> <td>V_o</td> <td>(2900 lbs) Operating Maneuvering Speed</td> <td>135 KIAS</td> </tr> <tr> <td>V_o</td> <td>(2600 lbs) Operating Maneuvering Speed</td> <td>126 KIAS</td> </tr> <tr> <td>V_o</td> <td>(2200 lbs) Operating Maneuvering Speed</td> <td>116 KIAS</td> </tr> <tr> <td>V_{fe}</td> <td>Maximum Flap Extension Speed</td> <td>100 KIAS</td> </tr> <tr> <td>V_{pd}</td> <td>Maximum Parachute Deployment Speed</td> <td>135 KIAS</td> </tr> </table> <p><u>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:</u></p> <table border="0"> <tr> <td>V_{ne}</td> <td>Never Exceed Speed</td> <td>200 KIAS</td> </tr> <tr> <td>V_{no}</td> <td>Maximum Structural Cruising Speed</td> <td>165 KIAS</td> </tr> <tr> <td>V_o</td> <td>(3000 lbs) Operating Maneuvering Speed</td> <td>131 KIAS</td> </tr> <tr> <td>V_o</td> <td>(2600 lbs) Operating Maneuvering Speed</td> <td>122 KIAS</td> </tr> <tr> <td>V_o</td> <td>(2300 lbs) Operating Maneuvering Speed</td> <td>114 KIAS</td> </tr> <tr> <td>V_{fe}</td> <td>Maximum Flap Extension Speed</td> <td>100 KIAS</td> </tr> <tr> <td>V_{pd}</td> <td>Maximum Parachute Deployment Speed</td> <td>135 KIAS</td> </tr> </table> <p><u>S/N 1878, 1886 and subsequent:</u></p> <table border="0"> <tr> <td>V_{ne}</td> <td>Never Exceed Speed</td> <td>200 KIAS</td> </tr> <tr> <td>V_{no}</td> <td>Maximum Structural Cruising Speed</td> <td>163 KIAS</td> </tr> <tr> <td>V_o</td> <td>(3050 lbs) Operating Maneuvering Speed</td> <td>130 KIAS</td> </tr> <tr> <td>V_{fe}</td> <td>Maximum Flap Extension Speed</td> <td>104 KIAS</td> </tr> <tr> <td>V_{pd}</td> <td>Maximum Parachute Deployment Speed</td> <td>133 KIAS</td> </tr> </table>	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	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	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
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Minimum Crew	One (1) Pilot																				
Number of Seats	4 (2 at 143.5 inches aft of datum, 2 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)																				
	<u>S/N 1878, 1886 and subsequent:</u> 58.5 gal at 154.9 inches Usable: 56 gal (See Note 1)																				
Oil Capacity	8 quarts at 76.2 inches																				
Maximum Operating Altitude	With a portable oxygen system, the aircraft is limited to 17,500 ft MSL. Oxygen must be provided as required by the operating rules. Only portable oxygen systems listed in the FAA Approved Airplane Flight Manual, document number 11934-002, or later FAA approved revisions, are allowed.																				
Control Surface Movements	<table border="0"> <tr> <td>Wing Flaps:</td> <td>Up $0^{\circ} \pm 0.5^{\circ}$</td> <td>Down 50% $16^{\circ} \pm 0.5^{\circ}$</td> <td>Down 100% $32^{\circ} \pm 0.5^{\circ}$</td> </tr> <tr> <td>Aileron:</td> <td>Up $12.5^{\circ} \pm 1.0^{\circ}$</td> <td>Down $12.5^{\circ} \pm 1.0^{\circ}$</td> <td></td> </tr> <tr> <td>Elevator:</td> <td>Up $25.0^{\circ} +0^{\circ}/-1.0^{\circ}$</td> <td>Down $15^{\circ} \pm 1.0^{\circ}$</td> <td></td> </tr> <tr> <td>Elevator Trim:</td> <td>Up 17.0° Minimum</td> <td>Down $10.5^{\circ} \pm 1.0^{\circ}$</td> <td></td> </tr> <tr> <td>Rudder:</td> <td>Right $20.0^{\circ} \pm 1.0^{\circ}$</td> <td>Left $20.0^{\circ} \pm 1.0^{\circ}$</td> <td></td> </tr> </table>	Wing Flaps:	Up $0^{\circ} \pm 0.5^{\circ}$	Down 50% $16^{\circ} \pm 0.5^{\circ}$	Down 100% $32^{\circ} \pm 0.5^{\circ}$	Aileron:	Up $12.5^{\circ} \pm 1.0^{\circ}$	Down $12.5^{\circ} \pm 1.0^{\circ}$		Elevator:	Up $25.0^{\circ} +0^{\circ}/-1.0^{\circ}$	Down $15^{\circ} \pm 1.0^{\circ}$		Elevator Trim:	Up 17.0° Minimum	Down $10.5^{\circ} \pm 1.0^{\circ}$		Rudder:	Right $20.0^{\circ} \pm 1.0^{\circ}$	Left $20.0^{\circ} \pm 1.0^{\circ}$	
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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	<p>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: $14.1^{\circ} \pm 0.5^{\circ}$ High Pitch: $35.0^{\circ} \pm 1.0^{\circ}$ No operating limitations to 2700 RPM Spinner: Hartzell P/N A-2295-1(P) NOTE: Spinner may be painted or polished.</p> <p>2. McCauley Propeller Systems P/N D3A34C443/78CYA-0 TCDS P47GL McCauley Maximum Diameter: 78 inches Minimum Diameter: 76 inches Number of Blades: 3</p>

Low Pitch: $11.8^{\circ} \pm 0.5^{\circ}$ 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: $13.9^{\circ} \pm 0.5^{\circ}$
 High Pitch: $40.0^{\circ} \pm 1.0^{\circ}$
 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: $12.2^{\circ} \pm 0.5^{\circ}$
 High Pitch: $35.0^{\circ} \pm 1.0^{\circ}$
 No operating limitations to 2700 RPM
 Spinner: Hartzell P/N A-2295-11(P) NOTE: Spinner may be painted or polished.

5. 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: $12.5^{\circ} \pm 0.2^{\circ}$
 High Pitch: $38.0^{\circ} \pm 1.0^{\circ}$
 No operating limitations to 2700 RPM
 Spinner: MT-Propeller P/N P-187 NOTE: Spinner may be painted or polished.

Airspeed Limits	Vne	Never Exceed Speed	204 KCAS
	Vno	Maximum Structural Cruising Speed	180 KCAS
	Vo	(3400 lbs) Operating Maneuvering	133 KIAS
	Vo	(2900 lbs) Operating Maneuvering	124 KIAS
	Vo	(2400 lbs) Operating Maneuvering	112 KIAS
	Vfe	Maximum Flap Extension Speed	104 KIAS
	Vpd	Maximum Parachute Deployment Speed	133 KIAS
C.G. Range	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.		
Empty C.G. Range	None		
Maximum Weight	3400 lbs		
Minimum Crew	One (1) Pilot		
Number of Seats	4 (2 at 143.5 inches aft of datum, 2 at 180 inches aft of datum)		
Maximum Baggage	130 Lbs. at 208 inches		
Fuel Capacity Total:	<u>S/N 0002 thru 2333, 2335 thru 2419, and 2421 thru 2437</u>		
	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 With a portable oxygen system, the aircraft is limited to 17,500 ft MSL. Oxygen must be provided as required by the operating rules. Only portable oxygen systems listed in the FAA Approved Airplane Flight Manual, document number 13772-001, or later FAA approved revisions, are allowed.

Control Surface Movements	Wing Flaps:	Up $0^{\circ} \pm 0.5^{\circ}$	Down 50% $16^{\circ} \pm 0.5^{\circ}$ Down 100% $32^{\circ} \pm 0.5^{\circ}$
	Aileron:	Up $12.5^{\circ} \pm 1.0^{\circ}$	Down $12.5^{\circ} \pm 1.0^{\circ}$
	Aileron Trim:	Up $6 \pm 1.0^{\circ}$	Down $6 \pm 1.0^{\circ}$
	Elevator:	Up $25.0^{\circ} +0^{\circ}/-1.0^{\circ}$	Down $15^{\circ} \pm 1.0^{\circ}$
	Elevator Trim:	Up 17.0° Minimum	Down $10.5^{\circ} \pm 1.0^{\circ}$
	Rudder:	Right $20.0^{\circ} \pm 1.0^{\circ}$	Left $20.0^{\circ} \pm 1.0^{\circ}$

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: Part 23 of the Federal Aviation Regulations effective February 1, 1965, as amended by 23-1 through 23-47, except as follows:

FAR 23.573, 23.575, 23.611, 23.657, 23.673 through Amendment 23-48;

FAR 23.783, 23.785, 23.867, 23.1303, 23.1307, 23.1309, 23.1311, 23.1321, 23.1323, 23.1329, 23.1361, 23.1383, 23.1401, 23.1431, 23.1435 through Amendment 23-49;

FAR 23.3, 23.25, 23.143, 23.145, 23.155, 23.1325, 23.1521, 23.1543, 23.1555, 23.1559, 23.1567, 23.1583, 23.1585, 23.1589 through Amendment 23-50;

FAR 23.777, 23.779, 23.901, 23.907, 23.955, 23.959, 23.963, 23.965, 23.973, 23.975, 23.1041, 23.1091, 23.1093, 23.1107, 23.1121, 23.1141, 23.1143, 23.1181, 23.1191, 23.1337 through Amendment 23-51;

FAR 23.1305 through Amendment 23-52

Model SR22: Part 23 of the Federal Aviation Regulations effective February 1, 1965, as amended by 23-1 through 23-53, except as follows:

23.301 through Amendment 47

23.855, 23.1326, 23.1359, not applicable

FAR 36 dated December 1, 1969, as amended by current amendment as of the date of type Certification.

- Equivalent Safety Items Equivalent Levels Of Safety finding (ACE-96-5) made per the provisions of 14 CFR Part 23.221; Refer to FAA ELOS letter dated June 10, 1998 for models SR20, SR22.
- Equivalent Levels Of Safety finding (ACE-00-09) made per the provisions of 14 CFR Part 23.1143(g) and 23.1147(b); Refer to FAA ELOS letter dated September 11, 2000 for model SR22.
- Equivalent Levels Of Safety finding (ACE-01-01) made per the provisions of 14 CFR Part 23.1143(g) and 23.1147(b); Refer to FAA ELOS letter dated February 14, 2001 for model SR20.
- Special Conditions 23-ACE-88 for ballistic parachute.
23-134-SC for protection of systems for High Intensity Radiated Fields (HIRF).
23-163-SC for inflatable restraint system.
- 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 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 DESIGN 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, or Document No. 11934-003 for aircraft serials 1268 and on.
 - The latest FAA approved Revision of the "PILOT'S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL for the CIRRUS DESIGN SR22", Document No. 13772-001.
- 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; unusable fuel of 18 lb at (+154.9 inches) for model SR22 S/N 0002 thru 2333, 2335 thru 2419, and 2421 thru 2437; and unusable fuel of 15 lb at (+154.9 inches) for models SR22 S/N 2334, 2420, 2438 and subsequent, and SR20 S/N 1878, 1886 and subsequent.
- Note 2. All placards specified in the latest FAA approved revisions of the "PILOT'S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL FOR THE CIRRUS SR20", document number 11934-002 and the latest FAA approved revisions of the "PILOT'S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL FOR THE CIRRUS SR22" document number 13772-001 must be displayed in the airplane in the appropriate locations. Exterior colors are to be limited to those specified in the latest FAA approved revisions of the "PILOT'S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL FOR THE CIRRUS SR20" Document 11934-002 and latest FAA approved revisions of the "PILOT'S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL FOR THE CIRRUS SR22" document number 13772-001.
- Note 3. FAA approved Airworthiness Limitations for inspection time limits and maintenance checks are included in Section 4 and 5 of the Airplane Maintenance Manual (AMM) Document No. 12137-001 for model SR20, and 13773-001 for model SR22.
- Note 4. Exterior colors are limited to those specified in the latest FAA approved revision of the Airplane Maintenance Manual (AMM) Document No. 12137-001 for model SR20, and 13773-001; for model SR22.
- 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.