# Section 2
## Limitations

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*September 2011*
Introduction

• Note •

Limitations associated with optional equipment are not described in this section. For optional equipment limitations, refer to Section 9, Supplements.

The limitations included in this Section of the Pilot’s Operating Handbook (POH) are approved by the Federal Aviation Administration. This section provides operating limitations, instrument markings and basic placards required by regulation and necessary for the safe operation of the SR20 and its standard systems and equipment. Refer to Section 9 of this handbook for amended operating limitations for airplanes equipped with optional equipment. Compliance with the operating limitations in this section and in Section 9 is required by Federal Aviation Regulations.

Certification Status

The Cirrus SR20 is certificated under the requirements of Federal Aviation Regulations (FAR) Part 23 as documented by FAA Type Certificate TC A00009CH.
Airspeed Limitations

The indicated airspeeds in the following table are based upon Section 5 Airspeed Calibrations using the normal static source. When using the alternate static source, allow for the airspeed calibration variations between the normal and alternate static sources.

<table>
<thead>
<tr>
<th>Speed</th>
<th>KIAS</th>
<th>KCAS</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>V&lt;sub&gt;NE&lt;/sub&gt;</td>
<td>200</td>
<td>200</td>
<td>Never Exceed Speed is the speed limit that may not be exceeded at any time.</td>
</tr>
<tr>
<td>V&lt;sub&gt;NO&lt;/sub&gt;</td>
<td>165</td>
<td>165</td>
<td>Maximum Structural Cruising Speed is the speed that should not be exceeded except in smooth air, and then only with caution.</td>
</tr>
<tr>
<td>V&lt;sub&gt;O&lt;/sub&gt;</td>
<td></td>
<td></td>
<td>Operating Maneuvering Speed is the maximum speed at which full control travel may be used. Below this speed the airplane stalls before limit loads are reached. Above this speed, full control movements can damage the airplane.</td>
</tr>
<tr>
<td>3000 Lb</td>
<td>131</td>
<td>131</td>
<td></td>
</tr>
<tr>
<td>2600 Lb</td>
<td>122</td>
<td>123</td>
<td></td>
</tr>
<tr>
<td>2300 Lb</td>
<td>114</td>
<td>115</td>
<td></td>
</tr>
<tr>
<td>V&lt;sub&gt;FE&lt;/sub&gt;</td>
<td></td>
<td></td>
<td>Maximum Flap Extended Speed is the highest speed permissible with wing flaps extended.</td>
</tr>
<tr>
<td>50% Flaps</td>
<td>120</td>
<td>120</td>
<td></td>
</tr>
<tr>
<td>100% Flaps</td>
<td>100</td>
<td>101</td>
<td></td>
</tr>
<tr>
<td>V&lt;sub&gt;PD&lt;/sub&gt;</td>
<td>135</td>
<td>135</td>
<td>Maximum Demonstrated Parachute Deployment Speed is the maximum speed at which parachute deployment has been demonstrated.</td>
</tr>
</tbody>
</table>
Airspeed Indicator Markings

The airspeed indicator markings are based upon Section 5 Airspeed Calibrations using the normal static source. When using the alternate static source, allow for the airspeed calibration variations between the normal and alternate static sources.

<table>
<thead>
<tr>
<th>Marking</th>
<th>Value (KIAS)</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>White Arc</td>
<td>56 - 100</td>
<td>Full Flap Operating Range. Lower limit is the most adverse stall speed in the landing configuration. Upper limit is the maximum speed permissible with flaps extended.</td>
</tr>
<tr>
<td>Green Arc</td>
<td>65 - 165</td>
<td>Normal Operating Range. Lower limit is the maximum weight stall at most forward C.G. with flaps retracted. Upper limit is the maximum structural cruising speed.</td>
</tr>
<tr>
<td>Yellow Arc</td>
<td>165 - 200</td>
<td>Caution Range. Operations must be conducted with caution and only in smooth air.</td>
</tr>
<tr>
<td>Red Line</td>
<td>200</td>
<td>Never exceed speed. Maximum speed for all operations.</td>
</tr>
</tbody>
</table>

Figure 2-2
Airspeed Indicator Markings
## Power Plant Limitations

### Engine

Teledyne Continental ................................................................. IO-360-ES

Power Rating ............................................................... 200 hp @ 2700 rpm

Maximum RPM ........................................................................... 2700 rpm

**Oil:**

- **Oil Temperature**: 240° F (115° C) maximum
- **Oil Pressure**:
  - Minimum: 10 psi
  - Maximum: 100 psi

**Approved Oils:**

- **Engine Break-In**: For first 25 hours of operation or until oil consumption stabilizes use straight mineral oil conforming to MIL-L-6082. If engine oil must be added to the factory installed oil, add only MIL-L-6082 straight mineral oil.

- **After Engine Break-In**: Use only oils conforming to Teledyne Continental Specification MHS-24 (Ashless Dispersant Lubrication Oil) or MHS-25 (Synthetic Lubrication Oil). Refer to Section 8 - Oil Servicing. Oil viscosity range as follows:

  - **All Temperatures**: 15W-50 or 20W-50
  - **Above 40 °F (4° C)**: SAE 50 or 20W50
  - **Below 40 °F (4° C)**: SAE 30, 10W-30, 15W50, or 20W50

**Fuel Grade** .............. Aviation Grade 100 LL (Blue) or 100 (green)

**Note**

Refer to General Limitations – Fuel Limits in this section for operational limitations regarding fuel and fuel storage.
Propeller

• Note •

Two-blade propellers are not EASA approved for use on this airplane. Airplanes registered in the European Union should ignore all references to the two-blade propeller in this POH.

**Hartzell**

Propeller Type ............................................................. Constant Speed

Two-Blade Propeller:

Model Number................................................... BHC-J2YF-1BF/F7694
Diameter....................................................................... 76.0” (73.0” Minimum)

Three-Blade Propeller:

Model Number............................................... PHC-J3YF-1MF/F7392-1
Diameter....................................................................... 74.0” (72.0” Minimum)
Model Number............................................... PHC-J3YF-1RF/F7392-1
Diameter....................................................................... 74.0” (72.0” Minimum)

**Weight Limits**

Maximum Takeoff Weight ........................................... 3000 lb. (1361 kg)

• Note •

All weights in excess of 2900 pounds (1315 kg) must consist of wing fuel.

Maximum Landing Weight ........................................... 2900 lb. (1315 kg)
Maximum Weight in Baggage Compartment............... 130 lb. (59 kg)
## Instrument Markings

<table>
<thead>
<tr>
<th>Instrument (Range)</th>
<th>Red Line</th>
<th>Green Arc</th>
<th>Yellow Arc</th>
<th>Red Line</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Minimum</td>
<td>Normal</td>
<td>Caution</td>
<td>Maximum</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Power Plant Instrumentation

<table>
<thead>
<tr>
<th>Instrument</th>
<th>Red Line</th>
<th>Green Arc</th>
<th>Yellow Arc</th>
<th>Red Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tachometer/Engine Speed (0 - 3500 RPM)</td>
<td>—</td>
<td>500 - 2700</td>
<td>—</td>
<td>2700</td>
</tr>
<tr>
<td>Cylinder Head Temperature (200°F - 500°F)</td>
<td>—</td>
<td>240° - 420° F</td>
<td>420° - 460° F</td>
<td>460° F</td>
</tr>
<tr>
<td>Exhaust Gas Temp. (1250°F - 1650°F)</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>Cylinder Head Temperature (200°F - 500°F)</td>
<td>—</td>
<td>15 - 29.5 in. Hg</td>
<td>29.5 – 35 in. Hg</td>
<td>—</td>
</tr>
<tr>
<td>Fuel Flow (0 – 18 U.S. Gal./Hr.)</td>
<td>—</td>
<td>7 – 13 GPH</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>Oil Temperature (50°F - 240°F)</td>
<td>—</td>
<td>100° - 240° F</td>
<td>—</td>
<td>240° F</td>
</tr>
<tr>
<td>Oil Pressure (0 - 100 PSI)</td>
<td>10 psi (Idle)</td>
<td>30 - 60 psi</td>
<td>10 - 30 psi</td>
<td>100 psi (Cold)</td>
</tr>
<tr>
<td>Fuel Quantity (0 – 28 U.S. Gallon)</td>
<td>0 gal.</td>
<td>—</td>
<td>0 - 8.2 gal.</td>
<td>—</td>
</tr>
</tbody>
</table>

### Miscellaneous Instrumentation

<table>
<thead>
<tr>
<th>Instrument</th>
<th>Red Line</th>
<th>Green Arc</th>
<th>Yellow Arc</th>
<th>Red Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>Voltmeter (16 - 32 Volts)</td>
<td>—</td>
<td>24 - 30 Volts</td>
<td>—</td>
<td>32 Volts</td>
</tr>
</tbody>
</table>

---

**Figure 2-3**
Instrumentation Markings
Center of Gravity Limits

Reference Datum ........................................ 100 inches forward of firewall
Forward ....................................................... Refer to Figure 2-4
Aft ............................................................... Refer to Figure 2-4

FORWARD LIMIT - The forward limit is FS 138.7 (12.0% MAC) at 2110 lb., with straight line taper to FS 141.0 (16.7% MAC) at 2694 lb., and to FS 144.1 (23.1% MAC) at 3000 lb.
AFT LIMIT - The aft limit is FS 144.6 (24.1% MAC) at 2110 lb., with straight line taper to FS 147.4 (30.0% MAC) at 2570 lb., to FS 148.1 (31.5% MAC) at 2900 lb., and to FS 148.0 (31.3% MAC) at 3000 lb.

Figure 2-4
C.G. Envelope
Maneuver Limits

Aerobatic maneuvers, including spins, are prohibited.

• Note •

Because the SR20 has not been certified for spin recovery, the Cirrus Airframe Parachute System (CAPS) must be deployed if the airplane departs controlled flight. Refer to Section 3 – Emergency Procedures, Inadvertent Spiral/Spin Entry.

This airplane is certified in the normal category and is not designed for aerobatic operations. Only those operations incidental to normal flight are approved. These operations include normal stalls, chandelles, lazy eights, and turns in which the angle of bank is limited to 60°.

Flight Load Factor Limits

Flaps UP (0%), 3000 lb.................................................................+3.8g, -1.9g
Flaps 50%, 3000 lb.................................................................+1.9g, -0g
Flaps 100% (Down), 3000 lb. ..............................................+1.9g, -0g

Minimum Flight Crew

The minimum flight crew is one pilot.
Kinds of Operation

The SR20 is equipped and approved for the following type operations:

- VFR day and night.
- IFR day and night.

*Serials 1337 and subsequent with SRV configuration:* The airplane is equipped and approved for the following type operations:

- VFR day and night.

Kinds of Operation Equipment List

The following listing summarizes the equipment required under Federal Aviation Regulations (FAR) Part 23 for airworthiness under the listed kind of operation. Those minimum items of equipment necessary under the operating rules are defined in FAR Part 91 and FAR Part 135 as applicable.

• Note •

All references to types of flight operations on the operating limitations placards are based upon equipment installed at the time of Airworthiness Certificate issuance.

<table>
<thead>
<tr>
<th>System, Instrument, and/or Equipment</th>
<th>Kinds of Operation</th>
<th>Remarks, Notes, and/or Exceptions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>VFR Day</td>
<td>VFR Nt.</td>
</tr>
<tr>
<td>Communications</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VHF COM</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>Electrical Power</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Battery 1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Battery 2</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>Alternator 1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>
| Alternator 2                         | —       | —       | 1       | 1       | *Serials 1337 & subs w/ SRV standard configuration: ALT 2 not applicable.*
## Section 2

### Cirrus Design

### Limitations

#### SR20

<table>
<thead>
<tr>
<th>System, Instrument, and/or Equipment</th>
<th>Kinds of Operation</th>
<th>Remarks, Notes, and/or Exceptions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>VFR Day</td>
<td>VFR Nt.</td>
</tr>
<tr>
<td>Amp Meter/Indication</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Low Volts Annunciator</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>ALT 1 Annunciator</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>ALT 2 Annunciator</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

**Serials 1337 and subsequent with SRV standard configuration:** ALT 2 Annunciator not applicable.

<table>
<thead>
<tr>
<th>Circuit Breakers</th>
<th>A/R</th>
<th>A/R</th>
<th>A/R</th>
<th>A/R</th>
<th></th>
</tr>
</thead>
</table>

**Equipment & Furnishings**

| Emergency Locator Transmitter | 1 | 1 | 1 | 1 |                   |

**Fire Protection**

| Fire Extinguisher | 1 | 1 | 1 | 1 |                   |

**Flight Controls**

| Flap Position Lights | 3 | 3 | 3 | 3 |                   |
| Flap System          | 1 | 1 | 1 | 1 |                   |
| Pitch Trim Indicator | 1 | 1 | 1 | 1 |                   |
| Pitch Trim System    | 1 | 1 | 1 | 1 |                   |
| Roll Trim Indicator  | 1 | 1 | 1 | 1 |                   |
| Roll Trim System     | 1 | 1 | 1 | 1 |                   |
| Stall Warning System | 1 | 1 | 1 | 1 |                   |

**Fuel**

---

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## System, Instrument, and/or Equipment

<table>
<thead>
<tr>
<th></th>
<th>Kinds of Operation</th>
<th>Remarks, Notes, and/or Exceptions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>VFR Day</td>
<td>VFR Nt.</td>
</tr>
<tr>
<td>Auxiliary Boost Pump</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Fuel Quantity Indicator</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Fuel Selector Valve</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td><strong>Ice &amp; Rain Protection</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alternate Engine Air Induction System</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Alternate Static Air Source</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Pitot Heater</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td><strong>Landing Gear</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wheel Pants</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td><strong>Lights</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Anticollision Lights</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Instrument Lights</td>
<td>—</td>
<td>❖</td>
</tr>
<tr>
<td>Navigation Lights</td>
<td>—</td>
<td>4</td>
</tr>
<tr>
<td>Landing Light</td>
<td>—</td>
<td>1</td>
</tr>
<tr>
<td><strong>Navigation &amp; Pitot Static</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Airspeed Indicator</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Altimeter</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Magnetic Compass</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Pitot System</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Static System, Normal</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Attitude Indicator</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>Clock</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>System, Instrument, and/or Equipment</td>
<td>Kinds of Operation</td>
<td>Remarks, Notes, and/or Exceptions</td>
</tr>
<tr>
<td>-------------------------------------</td>
<td>--------------------</td>
<td>----------------------------------</td>
</tr>
<tr>
<td>Nav Radio</td>
<td>VFR Day VFR Nt.</td>
<td>1 1</td>
</tr>
<tr>
<td>Gyroscopic Directional Indication (HSI)</td>
<td>VFR Day VFR Nt.</td>
<td>1 1</td>
</tr>
<tr>
<td>Turn Coordinator</td>
<td>VFR Day VFR Nt.</td>
<td>1 1</td>
</tr>
<tr>
<td>PFD Attitude Indication</td>
<td>VFR Day VFR Nt.</td>
<td>1 1</td>
</tr>
<tr>
<td>PFD Airspeed Indication</td>
<td>VFR Day VFR Nt.</td>
<td>1 1</td>
</tr>
<tr>
<td>PFD Altitude Indication</td>
<td>VFR Day VFR Nt.</td>
<td>1 1</td>
</tr>
<tr>
<td>PFD Heading Indication</td>
<td>VFR Day VFR Nt.</td>
<td>1 1</td>
</tr>
<tr>
<td>PFD Slip/Skid Indication</td>
<td>VFR Day VFR Nt.</td>
<td>1 1</td>
</tr>
<tr>
<td>Magnetometer</td>
<td>VFR Day VFR Nt.</td>
<td>1 1</td>
</tr>
<tr>
<td>Vertical Speed Indicator</td>
<td>VFR Day VFR Nt.</td>
<td>1 1</td>
</tr>
<tr>
<td>Multi-Function Display</td>
<td>VFR Day VFR Nt.</td>
<td>1 1</td>
</tr>
</tbody>
</table>
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## Icing

Flight into known icing conditions is prohibited.

## Runway Surface

This airplane may be operated on any smooth runway surface.

- **Caution**

  Operation on unimproved runway surfaces will cause additional wear and may require additional maintenance or inspection. Refer to the Airplane Maintenance Manual.

### System, Instrument, and/or Equipment

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<td>Included w/ POH.</td>
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Instrument Procedures

Due to the possibility of CDI needle oscillation, in aircraft configured with a 2 blade propeller, while conducting instrument procedures that use a localizer or Simplified Directional Facility (SDF) navaid, engine speed above 2600 rpm is prohibited.

Taxi Power

Maximum continuous engine speed for taxiing is 1000 RPM on flat, smooth, hard surfaces. Power settings slightly above 1000 RPM are permissible to start motion, for turf, soft surfaces, and on inclines. Use minimum power to maintain taxi speed.

Fuel Limits

The maximum allowable fuel imbalance is 7.5 U.S. gallons (¼ tank).  
Approved Fuel .................... Aviation Grade 100 LL (Blue) or 100 (Green)  
Total Fuel Capacity .............................................. 60.5 U.S. gallons (229.0 L)  
Total Fuel Each Tank .......................... 30.3 U.S. gallons (114.5 L)  
Total Usable Fuel (all flight conditions) ...... 56.0 U.S. gallons (212.0 L)

Altitude Limits

Maximum Takeoff Altitude.......................... 10,000 Feet MSL  
Maximum Operating Altitude .......................... 17,500 ft. MSL

The operating rules (FAR Part 91 and FAR Part 135) require the use of supplemental oxygen at specified altitudes below the maximum operating altitude. Refer to Oxygen System Limitations in this Section.

Environmental Conditions

For operation of the airplane below an outside air temperature of -10°F (-23° C), use of cowl inlet covers approved by Cirrus Design and listed in the Winterization Kit AFM Supplement P/N 11934-S25 is required.

Maximum Occupancy

Occupancy of this airplane is limited to four persons (the pilot and three passengers).
Systems and Equipment Limits

Cirrus Airframe Parachute System (CAPS)

$V_{PD}$ Maximum Demonstrated Deployment Speed ...................... 135 KIAS

- Note -

Refer to Section 10 – Safety Information, for additional CAPS guidance.

Primary Flight Display

1. The PFD integrates with separately approved sensor installations. Adherence to limitations in appropriate installation POH supplements is mandatory.

2. The Avidyne FlightMax Entegra-Series PFD Pilot's Guide, P/N 600-00142-000, Revision 03, or latest revision, must be available to the pilot during all flight operations.

3. Flight under Instrument Flight Rules (IFR) is not permitted with the PFD or any standby indicator (attitude indicator or magnetic compass) inoperative. Refer to Kinds of Operation Equipment List.

- Note -

The Avidyne PFD software version is displayed on the PFD during system startup.

4. Serials 1337 and subsequent before installation of PFD software version 530-00123-XXX-REV05 (where X can be any digit from 0 to 9): Backcourse approaches are prohibited.

When the PFD is coupled with Autopilot System, the following Limitations apply:

5. Autopilot operation is prohibited above:
   a. 185 KIAS for airplanes equipped with System 55 autopilots.
   b. 180 KIAS for airplanes equipped with System 55SR autopilots.

6. The autopilot must not be engaged for takeoff or landing.

7. The autopilot must be disengaged for missed approach, go-around, and balked landing.
8. Flaps must be set to 50% for autopilot operation in Altitude Hold at airspeeds below 95 KIAS.

9. Flap deflection is limited to 50% during autopilot operations.

10. The autopilot must be disconnected in moderate or severe turbulence.

11. Minimum engage height for the autopilot is 400 ft AGL.

**WARNING**

Autopilot may not be able to maintain all selectable vertical speeds. Selecting a vertical speed that exceeds the aircraft’s available performance may cause the aircraft to stall.

12. Minimum speed with the autopilot engaged is 1.2\(V_s\) for the given configuration.

13. For VOR/GPS and ILS glideslope and localizer intercept, capture, and tracking, the following limitations apply:
   a. The autopilot must be disengaged no later than 100 feet below the Minimum Descent Altitude.
   b. The autopilot must be disconnected during approach if course deviation exceeds 50%. The approach should only be continued by “hand-flying” the airplane.
   c. The autopilot must be disengaged at the Decision Height.
   d. 12 knot maximum crosswind component between the missed approach point and outer marker.
   e. The intercept of the localizer shall occur at least 5 miles outside of the outer marker.
   f. If the crosswind component is greater than 12 knots and less than 17 knots, the intercept shall occur at least 10 miles outside of the outer marker.
   g. The intercept angle shall be no greater than a 45-degree intercept.
   h. The ILS is flown at normal approach speeds, and within any STC or TC speed constraints and as defined in this flight manual.
i. The flaps should be extended in the approach configuration prior to the Outer Marker. No further changes in the flap configuration should be made throughout the autopilot-coupled approach.

j. The glideslope is approached in such a manner to allow automatic arming of the glideslope, or if the glideslope is manually armed no more than 15% above the glideslope.

Multi-Function Display

1. The moving map display must not be used as the primary navigation instrument. The moving map display provides visual advisory of the airplane’s GPS position against a moving map. The information supplements CDI course deviation and information provided on the GPS navigator.

2. Use of Map page during IFR flight requires an IFR approved GPS receiver installation operated in accordance with applicable limitations.

3. Under no circumstances should the Map page terrain representations be used as a basis for terrain avoidance.

4. The electronic checklists display supplements the Pilot Operating Handbook checklists and is advisory only. The electronic checklists must not be used as the primary set of on-board airplane checklists.

5. The MFD interfaces with separately approved sensor installations. Adherence to limitations in the appropriate sensor installation POH Supplements is mandatory.

6. Traffic information shown on the Map page display is provided to the pilot as an aid to visually acquire traffic. Pilots should maneuver their aircraft based only on ATC guidance or positive visual acquisition of the conflicting traffic. Maneuver should be consistent with ATC instructions. No maneuvers should be made based solely on a traffic advisory.

7. Serials with ARNAV MFD installed; The ARNAV ICDS 2000 Pilot’s Operation Handbook, P/N 572-0550 dated May 1998 or later revision, must be available to the pilot during all flight operations.
8. **Serials with Avidyne MFD installed:** The Avidyne FlightMax EX5000C Pilot's Guide, P/N 600-00108-000, Revision 03 or later, must be available to the pilot during all flight operations.

**Oxygen System**

Whenever the operating rules require the use of supplemental oxygen, the pilot must:

- Use an oxygen system approved by Cirrus Design and listed in the Oxygen System AFM Supplement Part Number 11934-S09.
- Secure the oxygen bottle in the right front seat as described in the AFM Supplement noted above.

**Inflatable Restraint System**

*Serials 1268 thru 1540 after SB 2X-25-14 and serials 1541 and subsequent;* Use of a child safety seat with the inflatable restraint system is prohibited.

**Flap Limitations**

Approved Takeoff Settings ........................................... UP (0%) or 50%
Approved Landing Settings ................................. Up (0%), 50%, or 100%

**Paint**

To ensure that the temperature of the composite structure does not exceed 150° F (66° C), the outer surface of the airplane must be painted in accordance with the paint colors and schemes as specified in the Airplane Maintenance Manual. *Refer to Airplane Maintenance Manual (AMM), Chapter 51,* for specific paint requirements.

**Other Limitations**

**Smoking**

Smoking is prohibited in this airplane.
Placards

Engine compartment, inside oil filler access:

ENGINE OIL GRADE
ABOVE 40° F SAE 50 OR 20W50
BELOW 40° F SAE 30 OR 10W30, 15W50, OR 20W50
REFER TO AFM FOR APPROVED OILS

Wing, adjacent to fuel filler caps:

AVGAS MIN GRADE 100LL OR 100
28 U.S. GALS. TOTAL USABLE CAP
13 U.S. GALS. USABLE TO TAB

Serials 1005 thru 1099.

AVGAS MIN GRADE 100LL OR 100
28 U.S. GALS. (106 LITERS) TOTAL USABLE CAP
13 U.S. GALS. (49 LITERS) USABLE TO TAB

Serials 1100 thru 1326.

Serials 1327 & subs.

Figure 2-5
Placards (Sheet 1 of 7)
Upper fuselage, either side of CAPS rocket cover:

WARNING!
ROCKET FOR PARACHUTE DEPLOYMENT INSIDE
STAY CLEAR WHEN AIRPLANE IS OCCUPIED

Left fuselage, on external power supply door:

EXTERNAL POWER
28 V DC

Rudder, and elevator, both sides:

NO PUSH

Doors, above and below latch:

CLOSE

OPEN

Serials 1005 thru 1316.

Serials 1317 thru 1422.

PUSH TO OPEN

Serials 1423 & subs.

Figure 2-5
Placards (Sheet 2 of 7)
Engine control panel:

- FLAPS
- 50% 120 KIAS
- 100% 100 KIAS

Crew seats must be locked in position and control handles fully down before flight.

Figure 2-5
Placards (Sheet 3 of 7)
Wing, flap aft edge:

![NO STEP](image)

Cabin Door Window, lower edge, centered, applied upside down:

![RESCUE: FRACTURE AND REMOVE WINDOW](image)

Bolster Switch Panel, left edge:

```
THIS AIRCRAFT IS CERTIFIED FOR THE FOLLOWING FLIGHT OPERATIONS:
DAY - NIGHT - VFR - IFR
(WITH REQUIRED EQUIPMENT)

FLIGHT INTO KNOWN ICING IS PROHIBITED

OPERATE PER AIRPLANE FLIGHT MANUAL
```

Serials 1005 & subs w/o SRV option.

```
THIS AIRCRAFT IS CERTIFIED FOR THE FOLLOWING FLIGHT OPERATIONS:
DAY - NIGHT - VFR
(WITH REQUIRED EQUIPMENT)

FLIGHT INTO KNOWN ICING IS PROHIBITED

OPERATE PER AIRPLANE FLIGHT MANUAL
```

Serials 1337 & subs with SRV option.

Instrument Panel Upper left:

![Diagram of Maneuvering Speed: Vo 131 KIAS, Normal Category Airplane, No Acrobatic Maneuvers, Including Spins, Approved](image)
Bolster Panel, both sides:

![Grab Here]

Serials 1351 & subs.

Instrument Panel:

- NO SMOKING
- FASTEN SEATBELTS
- FIRE EXTINGUISHER
- UNDER PILOT SEAT FRONT

Serials 1005 thru 1638.

- FASTEN SEAT BELT • NO SMOKING
- FIRE EXTINGUISHER FORWARD LEFT OF PILOT SEAT

Serials 1639 & subs.

Cabin Window, above door latch:

- EMERGENCY EXIT
- REMOVE EGRESS HAMMER FROM ARMREST LID
- STRIKE CORNER OF WINDOW,
- KICK OR PUSH OUT AFTER FRACTURING

Serials 1005 thru 1178.

- EMERGENCY EXIT
- REMOVE EGRESS HAMMER FROM WITHIN
- CENTER ARMREST LID. STRIKE CORNER OF
- WINDOW. KICK OR PUSH OUT AFTER FRACTURING

Serials 1179 & subs.
Baggage Compartment, aft edge:

ELT LOCATED BEHIND BULKHEAD
REMOVE CARPET AND ACCESS PANEL

Baggage Compartment Door, inside:

DISTRIBUTED FLOOR LIMIT 130 LBS

BAGGAGE STRAP CAPACITY IS 35 LBS EACH MAXIMUM

SEE AIRPLANE FLIGHT MANUAL FOR BAGGAGE TIE-DOWN
AND WEIGHT AND BALANCE INFORMATION

12378-001 REV A
CAPS Deployment Handle Cover, above pilot's right shoulder:

**WARNING**

USE FOR EXTREME EMERGENCIES ONLY

SEAT BELT AND SHOULDER HARNESS MUST BE WORN AT ALL TIMES

USE OF THIS DEVICE COULD RESULT IN INJURY OR DEATH

MAXIMUM DEMONSTRATED DEPLOYMENT SPEED

135 KIAS

CIRRUS AIRFRAME PARACHUTE SYSTEM ACTIVATION PROCEDURE

1. FUEL MIXTURE...............................CUT-OFF
2. THIS COVER................................REMOVE
3. ACTIVATION HANDLE........PULL STRAIGHT DOWN
   BOTH HANDS, MAXIMUM FORCE, STEADY PULL
   DO NOT JERK HANDLE
4. FUEL SELECTOR HANDLE........OFF
5. MASTER SWITCH.........................OFF
6. RESTRAINT SYSTEM...............SECURE

Figure 2-5
Placards (Sheet 7 of 7)

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September 2011
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