

SR22 G6 V-SPEEDS

3600 LB

CIRRUS SR22 · IO-550-N · POH P/N 13772-006 (Serials 4433 & subs, Perspective+) · KIAS unless noted

AIRSPEED LIMITATIONS			POH SECTION 2
V _{NE}	NEVER EXCEED	205	208 CAS
V _{NO}	MAX STRUCTURAL CRUISING	176	179 CAS
V _O	OPERATING MANEUVERING — at 3600 lb	140	142 CAS
V _{FE}	MAX FLAP EXTENDED — 50%	150	152 CAS
V _{FE}	MAX FLAP EXTENDED — 100%	110	111 CAS
V _{PD}	MAX DEMO CAPS DEPLOYMENT	140	142 CAS

AIRSPEED INDICATOR MARKINGS			
			
64-110	74-176	176-205	205
WHITE — FULL FLAP	GREEN — NORMAL	YELLOW — SMOOTH AIR	RED LINE — VNE
V _{S0}	STALL — LANDING CONFIG, 100% FLAPS		64
V _{S1}	STALL — CLEAN, 3600 lb, FWD CG		74

EMERGENCY AIRSPEEDS			POH SECTION 3
V _G	BEST GLIDE — ALL WEIGHTS (8.8:1)	92	
	ENGINE-OUT LANDING — FLAPS UP	90	
	ENGINE-OUT LANDING — FLAPS 50%	85	
	ENGINE-OUT LANDING — FLAPS 100%	80	
	EMERG DESCENT — 176 if turbulent	205	
	PROP OVERSPEED — REDUCE TO	90	
	NO ELEVATOR — TRIM, FLAPS 50%	80	

TAKEOFF — 3600 LB, FLAPS 50%			POH SECTION 5
	SPEED AT LIFTOFF	76	
	SPEED OVER 50 FT OBSTACLE	84	

NORMAL OPERATION — 3600 LB			POH SECTION 4
V _R	ROTATION — NORMAL, FLAPS 50%	73	
	ROTATION — OBSTACLE CLR, FLAPS 50%	84	
V _Y	BEST RATE OF CLIMB — SEA LEVEL	108	99 @ 10K
V _X	BEST ANGLE OF CLIMB — SEA LEVEL	88	88 @ 10K
	ENROUTE CLIMB — NORMAL, FLAPS UP	110-120	
	APPROACH — FLAPS UP	90-95	
	APPROACH — FLAPS 50%	85-90	
	APPROACH — FLAPS 100%	80-85	
V _{REF}	SHORT FIELD — FLAPS 100%	79	
	GO-AROUND — FLAPS 50%, FULL POWER	80	

TURBULENT AIR PENETRATION: 140 @ 3600 lb; 123 @ 2900 lb. **MAX DEMO XWIND:** 21 kt. **NO VLE/VLO** — fixed gear. **FLAPS:** takeoff UP or 50%; landing 0/50/100%. **LOAD:** +3.8/−1.9 g flaps up; +1.9/0 g flaps extended. **MAX ALT:** 17,500 MSL (takeoff 10,000). **Known icing prohibited. Spins prohibited — deploy CAPS on departure from controlled flight.**
Transcribed from Cirrus SR22 POH/AFM P/N 13772-006, Sections 2, 3, 4, 5 (Sec. 4 per TPOH 17-02, 27 Jul 2018). Reference aid only; does not supersede the FAA-approved AFM.

SR22 G6 QUICK REFERENCE

SIDE 2

DESCENT & GLIDEPATH		
60-TO-1	1° ≈ 100 ft per NM → 3° = 300 ft/NM (everything below)	
TOP OF DESCENT	(ft to lose ÷ 1000) × 3 = NM add 1-2 NM to slow	
3° DESCENT RATE	GS × 5 = fpm 150 kt → 750 · 120 kt → 600 · uses GROUND speed	
CLIMB GRADIENT	ft/NM × GS ÷ 60 = fpm 200 ft/NM @ 120 kt = 400 Faster GS or tailwind = MORE fpm required	
VDP (unpublished)	HAT ÷ 300 = NM before threshold At MDA, past VDP, no runway → GO MISSED	
ENGINE LIMITS — CONTINENTAL IO-550-N		
POH SECTION 2		
CHT	240-420 °F green · 420-460 caution · >460 warning	
OIL TEMP	100-240 °F green · >240 warning · 75 °F min for takeoff	
OIL PRESSURE	30-60 psi green · 60-100 caution · 10 min / 100 max	
RPM · MAP · EGT	2700 max · 15-29.5" green · 1000-1600 °F	
FUEL	Flow green 0-25 gph (top of arc varies w/ alt) · totalizer FUEL QTY warn <9 gal · max imbalance 10 gal · 92 gal usable / 94.5 total	
MAX PWR FUEL FLOW	SL 27.1 · 4K 23.6 · 8K 20.5 · 12K 18.4 · 16K 16.7 gph	
BOOST PUMP	ON for takeoff, climb, landing, tank switching	
IMC FAILURE TRIAGE — PERSPECTIVE+		
POH SECTION 3 / 3A		
ATTITUDE FAIL (AHRS)	Verify auto-switch to good AHRS · ADAHRS CB SET (one reset only) · be ready for standby	
RED X ON ASI/ALT (ADC)	ADAHRS CB SET · revert to standby · land as soon as practicable (loses TAS & wind)	
PFD BLANK	DISPLAY BACKUP — ACTIVATE · land as soon as practicable	
STATIC BLOCKED	Pitot heat ON · ALT STATIC OPEN (console, right ankle) · apply Sec 5 correction	
PITOT BLOCKED	Pitot heat ON · descend to warmer air · fly pitch + power, cross-check GPS GS	
ALT 1 / ALT 2 FAIL	CB check & set · cycle ALT switch · if no reset: switch OFF, SHED LOADS (A/C, landing light, yaw servo)	
ELEC FIRE / SMOKE	Masters OFF · in IMC turn ALT1, ALT2, BAT1 OFF — BAT 2 holds PFD ≈ 30 min · land as soon as possible	
IFR REGULATIONS		
ALTERNATE 1-2-3	§91.169(b) — ETA ±1 hr: ceiling <2000 above arpt elev or vis <3 SM → alternate	
ALTERNATE MINS	§91.169(c) — 600-2 precision · 800-2 nonprecision (planning mins at ETA; unless otherwise published)	
FUEL	§91.167 — destination + alternate + 45 min at normal cruise	
BELOW DA/MDA	§91.175(c) — normal descent rate · flight vis at/above mins · 1 of 10 visual references	
IFR CURRENCY	§61.57(c) — 6 approaches + holding + intercept/track, 6 cal mo · 6 mo grace · then IPC	
VOR CHECK	§91.171 — 30 days: ground ±4 · air ±6 · dual ±4 · VOT ±4	
INSPECTIONS	§91.411 / .413 — altimeter, static, transponder: 24 cal months	
OXYGEN	§91.211 — 12,500-14,000 crew after 30 min · >14,000 crew · >15,000 pax offered	
LOST COMM	§91.185 — Route A V E F · Altitude M E A (highest of)	
LIGHT GUN SIGNALS		
§91.125 · AIM 4-3-13		
SIGNAL	IN FLIGHT	ON GROUND
■ STEADY GRN	Cleared to land	Cleared for takeoff
■ FLASHING GRN	Return for landing	Cleared to taxi
■ STEADY RED	Give way, keep circling	STOP
■ FLASHING RED	Airport unsafe — do not land	Taxi clear of runway
■ FLASHING WHT	—	Return to starting point
■ ALT RED/GRN	Extreme caution	Extreme caution

SQUAWK 7500 hijack · 7600 lost comm · 7700 emergency · **121.5** — hold COM transfer 2 sec to tune.
Engine limits and failure procedures from Cirrus SR22 POH/AFM P/N 13772-006, Sections 2, 3, 3A. Regulatory and light gun items summarized from 14 CFR Part 91 and the AIM — paraphrased for recall, not regulatory text. Reference aid only; does not supersede the FAA-approved AFM or current regulations.