

**Pilot's Operating Handbook and
FAA Approved Airplane Flight Manual
Supplement
for**

**14 Code of Federal Regulations (CFR) Part 135
Commercial Operation of Small Aircraft
Electrical Loading Shedding Procedure**

This supplement provides the necessary guidance for load shed in the event of the primary electrical generating source in accordance with 14 CFR Section 135.163(f).

When the Cirrus Design SR22 aircraft is being operated under the provisions 14 CFR 135, this Supplement is applicable and must be inserted in the Supplements section (Section 9) of the Cirrus Design SR22 Pilot's Operating Handbook (Handbook). Information in this Supplement adds to, supersedes, or deletes information in the basic handbook.

FAA Approved Joseph C. Miess ^{26 March 2009} Date _____
for Charles Smalley, Manager
Chicago Aircraft Certification Office, ACE-115C
Federal Aviation Administration

Section 1 - General

No Change.

Section 2 - Limitations

Kinds of Operation Equipment List

Aircraft Serial Numbers 0002 thru 3416 before SB2X-33-03 Rev 1 or later, LED Position/Strobe Assembly Installation:

System, Instrument, and/or Equipment	Kinds of Operation			
	VFR Day	VFR Nt.	IFR Day	IFR Nt.
Lights				
LED Position/Strobe Assembly	1	1	1	1

Section 3 - Emergency Procedures

Aircraft Serials with Avidyne PFD/MFD Avionics

ALT 1 Failure (Alt 1 Light Steady)

Steady illumination indicates failure of alternator 1. Attempt to restore alternator. If alternator cannot be restored, it will be necessary to divert the flight to land within one hour.

Loads on Main Buses, Non-essential Buses, and Air-conditioning Buses must be reduced and available equipment on these buses managed as necessary for flight conditions. Equipment essential for continued safe flight and landing will be powered by Alternator 2 and Battery 2 through the Essential Buses. However, depending upon flight conditions, additional equipment is required.

For 14 CFR 135 Operations, the load shedding and equipment management in the following procedure will provide at least one-hour operating time on aircraft with a fully charged, 13.6 amp-hour battery (available from Cirrus Design Spare Parts Sales) in good condition for equipment required for emergency operation under 14 CFR 135.163(f) and meets the requirements of that paragraph.

• Note •

Circuit breakers that “PULL” should only be pulled and not reset.

1. ALT 1 Master SwitchOFF
2. Alternator 1 Circuit BreakerCheck and Reset
3. ALT 1 Master SwitchON
If alternator does not reset
4. ALT 1 Master SwitchOFF
5. Notify ATC of Alternator Failure and that transponder may be switched off depending upon flight conditions.
6. Autopilot.....ENGAGE
Use of autopilot will reduce work load and provide trim function. Expect a slight pitch change when autopilot is disengaged.
7. NAV LightsON

Continued on following page.

- 8. Reduce loads as required for flight conditions:
 - a. Air Conditioning and FanOFF
 - b. Convenience OutletDisconnect appliance
 - c. Audio PanelOFF
COM 1 will be supplied to pilot’s headset. Communication with passengers through audio panel will not be available.
 - d. GPS/COM 2.....OFF
 - e. Fuel PumpOFF
except for landing and switching tanks.
 - f. Panel and Overhead LightsOFF
 - g. Landing LightOFF

• WARNING •

Do not shed loads from Avionics Essential, Essential, or Essential 2 Bus row.

- h. Skywatch/TAWS Circuit Breaker.....PULL
 - i. Weather/Stmscpe Circuit BreakerPULL
 - j. MFD Circuit BreakerPULL
- 9. Assess flight conditions:
 - If in Visual Meteorological Conditions (VMC):*
 - a. Pitot Heat.....OFF
 - b. Ice Protection.....OFF
 - If in Instrument Meteorological Conditions (IMC) or visible moisture:*
 - a. Pitot Heat..... ON
 - b. Ice Protection.....ON, As Reqd
 - c. Strobe Lights OFF
 - 10. Replan flight for a landing as soon as practical (within one hour) at a landing field with visual minimums. Increase landing speed 10 KIAS for flaps up. Do not use landing lights.

Aircraft Serials with Perspective PFD/MFD Avionics

ALT 1 Failure (Alt 1 Light Steady)

Steady illumination indicates failure of alternator 1. Attempt to restore alternator. If alternator cannot be restored, Alternator 2, and Bat 2 will provide sufficient electrical power to supply all requirements for emergency operation of equipment indefinitely as is required by 14 CFR 135.163(f).

1. ALT 1 Master Switch OFF
2. Alternator 1 Circuit Breaker Check and Reset
3. ALT 1 Master Switch ON
If alternator does not reset
4. ALT 1 Master Switch OFF
5. Notify ATC of Alternator Failure
6. Autopilot ENGAGE
Use of autopilot will reduce work load. Expect a slight pitch change when autopilot is disengaged.
7. Air Conditioning and Fan OFF
8. Convenience Outlet Disconnect appliance

Section 3A - Abnormal Procedures

No Change.

Section 4 - Normal Procedures

No Change.

Section 5 - Performance Data

No Change.

Section 6 – Weight and Balance

No Change.

Section 7 – Airplane and Systems Description

No Change.

Section 8 – Handling, Service, & Maintenance

No Change.

Section 9 – Supplements

No Change.

Section 10 – Safety Information

No Change.