



## AAFC SR22NA Quick Reference Sheet

### Engine Information

- Continental IO-550-N
  - (Keep **CHTs** between **240F** and **420F** at all times)
- Fuel Injected, Horizontally Opposed, Air Cooled, Naturally Aspirated, Direct Drive, **310 HP**
- Oil Capacity – **8 quarts**
- Maximum Gross Takeoff Weight – **3600 lbs**
- Maximum Baggage Compartment Loading – **130 lbs**

### Operational Specifications

- **92** Gallons Usable Fuel (94.5 Total)
  - Tabs – **60** gallons
- Must switch fuel tanks – expect a fuel tank switch every **20-25 minutes**
  - CAS message triggered at **10 gallon** imbalance if tank is not switched
- 100LL and 100 are acceptable fuel sources
- Two fuel pumps
  - Engine driven
  - Auxiliary (electric) – *Must be used during priming, takeoff, climb, maneuvering, landing, and for switching tanks.*
    - Recommended to leave electric pump on following a climb for at least **30 minutes**

**\*\***Before taxi and after landing you should lean the mixture to max RPM for ground operation.

## Maneuver Configurations

- **Steep Turns:** 40% Power – 120 KIAS
- **Ground Reference Maneuvers:** 30% Power – 100 KIAS
- **Slow Flight/Power Off Stalls:** 15% Power – <100 KIAS
- **Power On Stalls:** 15% Power – >65% Power
- **Downwind:** 30% Power
- **Abeam Touchdown:** 15% Power – 50% Flaps – 100 KIAS
- **Base:** 100% Flaps – 90 KIAS
- **Final:** 100% Flaps – 80-85 KIAS

## Instrument Procedures

- **Cleared IAF:** Power as required – 120 KIAS
- **FAF Inbound:** 15% Power – 100 KIAS
- $\frac{1}{2}$  Scale below Glide Slope or 2NM prior to FAF on non-precision app. – 30% Power – 50% Flaps

## V-Speeds & KIAS

<b>V-Speed</b>	<b>KIAS</b>
V <sub>SO</sub>	64
V <sub>S</sub>	74
V <sub>R</sub>	73-76
V <sub>X</sub>	88
V <sub>Y</sub>	108
V <sub>FE</sub>	150
V <sub>FE</sub>	110

$V_O$	140
$V_{NO}$	150-176
$V_{NE}$	175-205
$V_G$	92
$V_{PD}$	140

**Crosswind Limit – 21 KTS**