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 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
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°+/-0.1°
   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-2295P

2. Hartzell Propeller Inc. P/N PHC-J3YF-1MF/F7392-1
   Propeller limits TCDS P36EA
   Maximum Diameter: 74 inches
   Minimum Diameter: 72 inches
   Number of Blades: 3
   Low Pitch: 14.1°+/-0.1°
   High Pitch: 35.0°+/-1.0°
   No operating limitations to 2800 RPM
   Spinner: Hartzell P/N A-2295-1P

Airspeed Limits
\[ V_{NE} \] 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

C.G. Range
Forward Limits: 138.7 inches at 2110 lbs with a straight line taper to 141.0 inches at 2694 lbs, and 143.0 inches at 2900 lbs.

Aft Limits: 144.6 inches at 2110 lbs, with straight line taper to 147.4 inches at 2570 lbs, and to 147.9 inches at 2745 lbs, and 148.2 inches at 2900 lbs.
Empty C.G. Range  None

Reference Datum  100 inches in front of the forward face of firewall bulkhead

Leveling Means  Door sill and leveling points as defined in AFM

Maximum Weight  2900 lbs.

Minimum Crew  One (1) Pilot

Number of Seats  4 (2 at 143.5 inches aft of datum, 2 at 185 inches aft of datum)

Maximum Baggage  130 lbs at 208 inches

Fuel Capacity Total:  60.5 gal at 153.75 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 and used in accordance with the FAA
  Approved Flight Manual document number 11934-001, or later FAA approved
  revisions are approved.

Control Surface Movements

  Wing Flaps:  Up 0°±0.5°  Down 50% 16°±0.5°  Down 100% 32°±0.5°
  Aileron:  Up 12.5° ±1°  Down 12.5° ±1°
  Elevator:  Up 25.0° ±1°  Down 15° ±1°
  Rudder:  Right 20.0° ±1°  Left 20.0° ±1°

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. 12609, or
  other FAA approved data.

Serial Nos. Eligible  1005 and on

Certification Basis  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

  FAR 36 dated December 1, 1969, as amended by current amendment as of the
of type Certification.
<table>
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<tr>
<th>Certification Basis (continued)</th>
<th>Equivalent Safety Items:</th>
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<tr>
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<td>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</td>
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| Special Conditions: | Special Condition (23-ACE-88) for ballistic parachute; Refer to FAA letter dated, September 30, 1998 |

| Production Basis | None. Prior to original certification of each aircraft, an FAA representative must perform a detailed inspection for workmanship, materials, conformity with the approved technical data, and a check of the flight characteristics. |

| 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. |

**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).  

**Note 2.** All placards specified in the FAA Approved Airplane Flight Manual (AFM), document number 11934-001 or later FAA approved revisions must be displayed in the airplane in the appropriate locations. Exterior colors are to be limited to those specified in AFM (Cirrus Design Document 11934-001).  

**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.  

**Note 4.** Exterior colors are limited to those specified in the latest FAA approved revision of the Airplane Maintenance Manual (AMM) Document No. 12137.  

**Note 5.** Major structural repairs must be accomplished in accordance with FAA approved Cirrus Design repair methods or other methods approved by the FAA.  

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