

SF50 Airplane Flight Manual (AFM)

Temporary Change

Information in this Temporary Change adds to, supersedes, or deletes information in the basic Airplane Flight Manual.

Affected SF50 Basic Airplane Flight Manual:

Publications:

- P/N 31452-002 Revision 3
(FAA Approved)

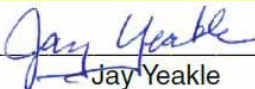
Filing Instructions: Insert the following revised pages adjacent to the first page of each affected AFM section and retain until further notice. Insert this cover page adjacent to the last page of the List of Effective Pages and retain until further notice.

Purpose: This AFM Temporary Change revises CAPS procedures.

Affected Sections:

- Section 2 - Limitations
 - Interior Placards
- Section 3 - Emergency Procedures
 - Emergency Procedures
 - Emergency CAS Procedures
- Section 3A - Abnormal Procedures
 - Abnormal CAS Procedures

FAA Approved



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Placards

Interior Placards

Figure 2-1: Emergency Panel

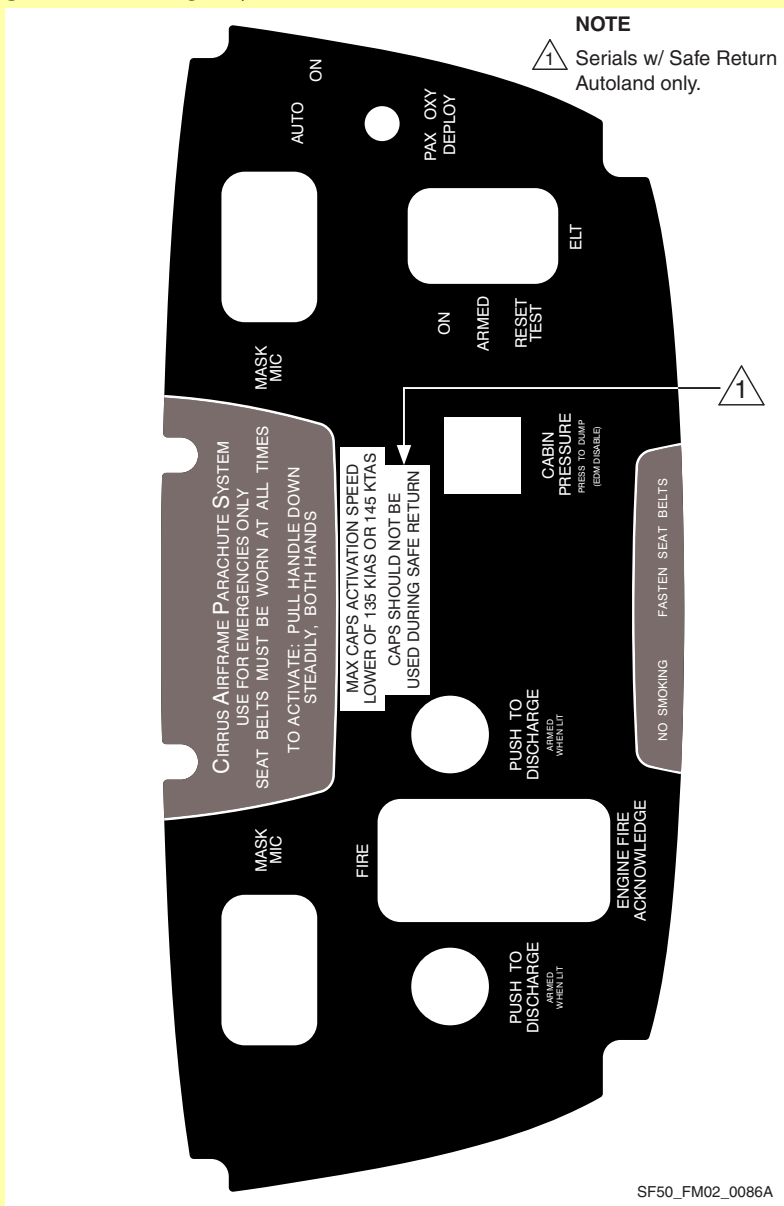
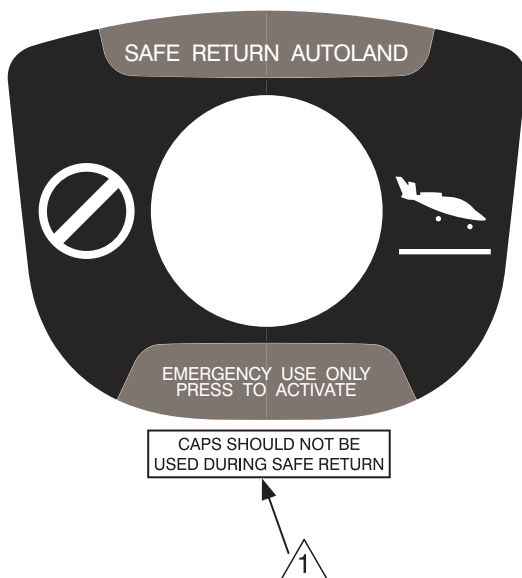


Figure 2-2: Safe Return



NOTE

- 1 Serials w/ Safe Return Autoland only.

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Emergency Procedures

Automatic Flight Control Malfunction (Stick Pusher, ESP, USP, Autopilot)

• CAUTION •

Delay of AP DISC Button in response to an automatic flight control malfunction while manually overriding controls may result in excessive pitch out of trim condition and will require retrimming of the aircraft as needed.

1. Grip side stick firmly.
2. AP DISC Button..... PRESS AND HOLD
3. Airplane Control.....MAINTAIN
4. AP SERVOS CB (A3) PULL
5. AP DISC Button..... RELEASE

◆ If in RVSM airspace:

- a. Airplane Control.....MAINTAIN
- b. Exit RVSM airspace.

• NOTE •

Refer to Section 3A: Abnormal Procedures, "Autopilot Failure".

6. Land as soon as practicable.

Procedure Complete

• NOTE •

If erroneous AOA indications are observed, green donut airspeed reference will be unavailable or unreliable. Low speed awareness indications on the airspeed tape should be considered unreliable and should not be referenced. Refer to Section 3A: Abnormal Procedures, "STICK PUSHER FAIL Caution".

Expect CAPS AUTOPILOT INOP CAS. Refer to Section 3A: Abnormal Procedures, "CAPS AUTOPILOT INOP Advisory".

CAPS Activation

• WARNING •

The maximum CAPS activation speed is one that is less than 135 KIAS and 145 KTAS, whichever is lower, which will result in immediate parachute deployment once the CAPS handle is pulled. Ensure throttle is reduced to idle before activating CAPS. Battery power (1 and/or 2) must be ON for CAPS to activate. It is important for the operator to make all reasonable efforts to slow to the minimum possible airspeed prior to CAPS activation. This is necessary to minimize loads on the airframe and aircraft occupants and increase the chances of a successful outcome.

If CAPS is activated at speeds higher than 135 KIAS and 145 KTAS, whichever is lower, the system is designed to delay deployment of the parachute until the pilot slows the airplane to the parachute deployment envelope.

If the airspeed is still above the maximum deployment speed approximately 30 seconds after CAPS activation, the system will automatically deploy the parachute.

The CAPS autopilot mode is not functional with this temporary revision. The pilot must reduce airspeed for CAPS activation.

CAPS deployment will likely result in damage or loss to the airframe and possible injury to the aircraft occupants. Seat belts must be worn at all times.

Jerking or rapidly pulling the CAPS activation handle will greatly increase the pull forces required to activate the rocket. Use a firm and steady pulling motion – a “chin-up” type pull ensures successful activation.

• NOTE •

This procedure applies to aircraft serials that have complied with SB5X-90-14, CAPS Autopilot Mode Deactivation.

1. Airspeed..... REDUCE BELOW 135 KIAS / 145 KTAS
2. Activation Handle ... PULL DOWN STEADILY WITH BOTH HANDS

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• NOTE •

Wait for plane to stabilize beneath canopy before proceeding.

3. Oxygen Mask (above 15,000 feet)..... DON, 100%
 4. PAX OXY DEPLOY Switch..... ON
 5. MIC SELECT SwitchMASK MIC
 6. Instruct passengers to don oxygen masks.
 7. Passenger Oxygen ENSURE PASSENGERS ARE RECEIVING OXYGEN
 8. ENGINE FIRE ACKNOWLEDGE SwitchLIFT GUARD, TOGGLE
 9. ELT VERIFY ON
 10. Landing Gear UP
- Turn the BAT/GEN Switches OFF after completing any necessary radio communications.
11. BAT/GEN Switches (below 15,000 ft) OFF
 12. Loose Items SECURE
 13. Seat Belts TIGHTEN
 14. Assume emergency landing body position.

After airplane comes to a complete stop:

15. Evacuate quickly and move upwind, well clear of the aircraft and parachute.

Procedure Complete

• NOTE •

In the event the cabin remains pressurized at touchdown, the egress hatch may not be removable.

After touchdown with the landing gear up, the lower half of the clamshell cabin door will not completely open with the belly of the aircraft resting on the ground.

Refer to Section 2: Limitations, "Oxygen" for oxygen requirements.

Emergency CAS Procedures

CAPS ACTIVATED Warning

CAPS ACTIVATED

CAPS sequence has been activated.

◆ If message is displayed due to CAPS activation (pulling of CAPS Activation Handle):

- a. Refer to CAPS Activation procedure.

Procedure Complete

• WARNING •

Do not press and hold AP DISC button if CAPS handle has been pulled; if handle has been pulled, parachute will deploy regardless and pressing AP DISC will prevent the aircraft from adequately slowing prior to deployment.

• CAUTION •

Delay of AP DISC Button in response to an automatic flight control malfunction while manually overriding controls may result in excessive pitch out of trim condition and will require retrimming of the aircraft as needed.

◆ If message is displayed but CAPS handle is NOT pulled:

- a. AP DISC Button.....PRESS AND HOLD 5 SECONDS

• WARNING •

CAPS AP mode will be unavailable for remainder of flight until next power cycle. If CAPS activation is necessary, the pilot must manually reduce airspeed below 135 KIAS and 145 KTAS, whichever is lower, to deploy the parachute.

Refer to Section 3: Emergency Procedures, "CAPS Activation" procedure.

Procedure Complete

Abnormal CAS Procedures

CAPS AUTOPILOT INOP Advisory

CAPS AUTOPILOT INOP

Minimize CAPS deployment speed.

◆ If in an emergency situation:

- a. Airspeed MANUALLY REDUCE BELOW
135 KIAS AND 145 KTAS BEFORE DEPLOYING PARACHUTE
- b. ThrottleENSURE THROTTLE IS REDUCED TO IDLE
BEFORE DEPLOYING PARACHUTE

Procedure Complete

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