

Cirrus SR22T Model Guide

Cirrus SR22T is a single-engine piston airplane seating 4 to 5, first built in 2010. Its turbocharged TSIO-550-K engine is rated 315 hp at 2500 rpm and 36.5 inches manifold pressure. Registry data for the SR22T family lists up to 1,000 nm range, 183 kt cruise and a 25,000 ft ceiling. Confirm exact figures in the AFM.

KEY TAKEAWAYS

- Turbocharged TSIO-550-K engine: 315 rated hp at 2500 rpm, 7.5:1 compression ratio, single wastegate.
- Fixed 2500 rpm governor, so there is no prop control. Cirrus lists a quiet cabin and low vibration as benefits.
- Family-level registry maxima: 1,000 nm range, 183 kt cruise, 25,000 ft ceiling. These are not figures for one variant.
- Check service bulletin and FAA concern status for the air box seals and the power lever before buying.

ENGINE AND INDUCTION

The engine is a Teledyne Continental type-certified TSIO-550-K. It has two spark plugs per cylinder and an intercooler between compressor and throttle. An automatic alternate air door opens if the normal intake clogs, and a CAS message alerts the pilot. An electric fuel pump supplies 4 to 6 PSI for vapor suppression.

KNOWN SERVICE ITEMS

Cirrus SB 2X-71-17 (July 2011, mandatory) covers air box seal disbonding. A loose seal could be ingested into the turbocharger compressor. It applies to early serials 0001-0169 with listed exceptions. The fix is a replacement seal kit, 70257-001, and takes 2.25 manhours. Ask for proof of compliance.

RECORDS AND EQUIPMENT TO VERIFY

Confirm that CAPS parachute maintenance was done by Cirrus-authorized technicians. If a built-in oxygen system (Precise Flight STC SA01708SE) is fitted, check its inspection records. Its hydrostatic test interval is 5 years, changed from 3. Use the SR22T AFM as the final authority for limits and procedures.

SPECIFICATIONS

Rated Power Hp	315
Rated Manifold Pressure Inches	36.5

SAFETY NOTES

- FAA concern sheet (Aug 2024) covers SR20/SR22/SR22T power lever cracking. On one fleet, 24 levers were cracked at 2900 to 3900 hours. Inspect the lever.
- SB 2X-71-17 is mandatory for affected serials: confirm the air box seals were replaced and the work is logged.
- If the Flight Operations Manual and the AFM disagree, the Airplane Flight Manual is the final authority.