

SR22T G5 Key Power Settings

Takeoff/Climb Full Power

Full Power = Keep MP at 37" or below
Fuel Flow should be approx. 39 GPH

Best Power Cruise (85%)

MP 30.5"
Fuel Flow 18.3 GPH

Note: Leaning to cyan line may be necessary to maintain CHT below 400°F. Each .5 gal=15°F CHT cooler. Best practice for optimal engine temperature is to set MP at 30.5 and 16.4 GPH for 75% power.

LOP Cruise

MP 30.5" = 75% Power
Fuel Flow 16.4 GPH Bottom of Cyan Line for 75% Power or 18.3 GPH for 85% Power)
Note: Lean as necessary to maintain CHT below 400°F. Each .5 gal=15°F CHT cooler

Pattern

Downwind - 40% Power 100 kts
Abeam - 25% Power 50% Flaps 100 kts
Base - 25% Power 100% Flaps 90 kts
Final - 25% Power or As Required 100% Flaps 80 kts

Instrument Power Settings

Approach Level Clean - 40% Power 100 kts
Approach Level Flaps - 45% Power 50% Flaps - 100 kts
Precision Descent - 25% Power 50% Flaps 100 kts (approx. 500 fpm)
Non-Precision Descent - 15% Power 50% flaps 100 kts (approx. 1,000 fpm)
En Route Descent: 60% Power (Maintain CHT above 240°F (18"-20" MP)

Hot Start Method 1 (Less than 1 Hour After Shutdown OR Oil Temp Above 100°F)

1. Mixture rich and throttle 1/4"
2. Pump on boost (not prime)
3. Starter engage (may take 10 seconds)
4. Work throttle to keep the engine running

Hot Start Method 2 (More than 1 Hour After Shutdown OR Oil Temp Below 100°F)

1. Mixture rich and throttle full open
2. Pump on prime. When fuel flow registers pump sound changes from high to low pitch
3. Pump on boost and throttle 1/4" open
4. Starter engage (may take 10 seconds)
5. Work throttle to keep the engine running

Hot Start Method 3 (#1 and #2 Above Fail)

1. Mixture rich and throttle full open
2. Pump on prime and run for 30 seconds or longer until fuel is dripping from the engine.
3. Pump on boost and throttle 1/4" open
4. Starter engage (may take 10 seconds)
5. Work throttle to keep the engine running

Quick Turn Procedure (Use This Method When Getting Fuel and Re-starting Right Away)

1. Shut down using the magneto switch (keeps cool fuel in the injector lines that won't vaporize)
2. On start up use Hot Start Method #1 Above