Revision	Date	Subject	Revised pages	Signatures
00	20.10.2015	Initial edition	all	
01	21 Feb 2022	Addition of all the SR22 POH references	p.2	C. BERTELOOT

The revised sections are marked by a bar in the margin.

When BERINGER wheels and brake system is installed in the Cirrus Design SR20, SR22 or SR22T in accordance with the Supplemental Type Certificate. This Supplement is applicable and must be inserted in the Supplements Section (Section 9) of the Cirrus Design SR20, SR22 or SR22T Pilot's Operating Handbook.

This document must be carried in the airplane at all times. Information in this supplement adds to, supersedes, or deletes information in the basic Pilot's Operating Handbook.

EASA approved 10043346 Rev.3 Date: 13.Apr.2016

FAA approved Date:

This manual also constitutes the FAA Approved Airplane Flight Manual for U.S. operations in accordance with FAR 21.29.

1 GENERAL

This Airplane Flight Manual supplement gives the information to supersedes, add or delete information in the basic Pilot's Operating Handbook.

This Airplane Flight Manual supplement must be inserted in the Airplane flight manual section 9 "Supplements".

Airplane Flight Manual supplement applies to the following Cirrus Pilot's Operating Handbooks:

- Cirrus SR20 Airplane Flight Manual P/N: 11934 (all versions)
- Cirrus SR22 Airplane Flight Manual P/N: 13772 (all versions)
- Cirrus SR22T Airplane Flight Manual P/N: 13772-005

The BERINGER wheels and brake system replaces the original system.
The brake assembly is different from the original one and does not require a temperature indicator.

Some changes in the basic Pilot's Operating Handbook are necessary to safely and efficiently operate the Airplane when equipped with this STC.

Only the three next paragraphs of the basic Cirrus Pilot's Operating Handbooks are impacted by this STC.

SECTION 3A – Abnormal Procedures

Other Conditions – Aborted Takeoff

In the text below which is extracted from the Cirrus Pilot's Operating Handbook, please delete the information next :

• Caution •

For maximum brake effectiveness, retract flaps, hold control yoke full back, and bring the airplane to a stop by smooth, even application of the brakes.

After a high-speed aborted takeoff, brake temperatures will be elevated. Subsequent aborted takeoffs or other high-energy use of the brakes may cause brake overheat, failure and possibly even fire. A 25-minute cooling time is recommended following high-energy use of the brake system before attempting to conduct operations that may require further high-energy braking. ~~Brake temperature indicator should be inspected prior to flight following a high-energy brake event.~~

Refer to Section 4, Preflight Inspection Checklist for additional Detail.

SECTION 4 – Normal Procedures

Preflight Walk-Around

In the text below which is extracted from the Cirrus Pilot's Operating Handbook, please delete the information next :

7. Right Wing Forward and Main Gear

a. Leading Edge and Stall Strips.....Condition

b. Fuel Cap.....Check Quantity and Secure

c. Fuel Drains (2 underside).....Drain and Sample

d. Wheel Fairings.....Security, Accumulation of Debris

e. Tire .....Condition, Inflation, and Wear

~~• Caution •~~

~~Clean and inspect temperature indicator installed to piston housing. If indicator center is black, the brake assembly has been overheated. The brake linings must be inspected and O-rings replaced.~~

f. Wheel and Brakes..... Fluid Leaks, Evidence of Overheating, General Condition, and Security.

g. Chocks and Tiedown Ropes.....Remove

h. Cabin Air Vent.....Unobstructed

11. Left Main Gear and Forward Wing

a. Wheel fairings.....Security, Accumulation of Debris

b. Tire .....Condition, Inflation, and Wear

~~• Caution •~~

~~Clean and inspect temperature indicator installed to piston housing. If indicator center is black, the brake assembly has been overheated. The brake linings must be inspected and~~

~~O-rings replaced.~~

c. Wheel and Brakes .....Fluid Leaks, Evidence of Overheating, General Condition, and Security.

d. Chocks and Tiedown Ropes.....Remove

e. Fuel Drains (2 underside).....Drain and Sample

f. Cabin Air Vent..... Unobstructed

g. Fuel Cap.....Check Quantity and Secure

h. Leading Edge and Stall Strips.....Condition

SECTION 8 – Handling, Servicing & maintenance

Servicing – Brake Servicing

In the text below which is extracted from the Cirrus Pilot's Operating Handbook, please replace or delete the information next :

Brake Inspection

~~The brake assemblies and linings should be checked at every oil change (50 hours) for general condition, evidence of overheating, and deterioration.~~ ~~Serials xxxx thru xxxxx before SB xxxxxxxxxx: At every annual/100-hour inspection the brakes should be disassembled, the brake linings should be checked and the O-rings replaced.~~

Note: to be replaced by:

"The brake assemblies and linings should be checked as per the BERINGER Brake servicing Manual. Refer to the SM-01 document available on BERINGER Website"

The aircraft should not be operated with overheated, damaged, or leaking brakes. Conditions include, but are not limited to:

- Leaking brake fluid at the caliper. This can be observed by checking for evidence of fluid on the ground or deposited on the underside of the wheel fairing. Wipe the underside of the fairing with a clean, white cloth and inspect for red colored fluid residue.
- Overheated components, indicated by discoloration or warping of the disk rotor. Excessive heat can cause the caliper components to discolor or cause yellowing of the part identification label.

To inspect the brake assemblies:

1. Remove main gear fairing. (Refer to AMM 32-10)

2. Wipe off any debris from brake caliper assembly that may obstruct inspection.

3. Check brake linings for deterioration and maximum permissible wear. Replace lining when worn to 0.100 inch (2.54 mm).

~~4. Inspect temperature indicator(s):~~

~~a. Clean and inspect temperature indicators installed to brake caliper assembly.~~

~~b. Verify temperature indicators are firmly adhered to piston housing.~~

~~c. If either temperature indicator is black, the brake assembly has overheated. The brake linings must be inspected and the O-rings replaced.~~

5. Check brake assemblies for evidence of overheating and/or deterioration.

6. Install main gear fairing. (Refer to AMM 32-10)