

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION—FEDERAL AVIATION ADMINISTRATION

STANDARD AIRWORTHINESS CERTIFICATE

| | | | |
|--|---------------------------|------------------------------|-------------|
| 1. NATIONALITY AND REGISTRATION MARKS | 2. MANUFACTURER AND MODEL | 3. AIRCRAFT SERIAL NUMBER | 4. CATEGORY |
| N330SR | CIRRUS SR22 | 2077 | NORMAL |

5. AUTHORITY AND BASIS FOR ISSUANCE

This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation, except as noted herein.

Exceptions:

NONE

6. TERMS AND CONDITIONS

Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventative maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate and the aircraft is registered in the United States.

| | | |
|---------------------------------|--|--------------------------------------|
| DATE OF ISSUANCE Aug 7, 2006 | FAA REPRESENTATIVE Troy J. McDonald | DESIGNATION NUMBER DMIR-830296-CE |
|---------------------------------|--|--------------------------------------|

Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA Form 8100-2 (8-82)

U.S. GPO-2001 - 668-455

REGISTRATION NOT TRANSFERABLE

| | | |
|--|--|---|
| UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION CERTIFICATE OF AIRCRAFT REGISTRATION | | This certificate must be in the aircraft when operated. |
| NATIONALITY AND REGISTRATION MARKS N 330SR | | AIRCRAFT SERIAL NO. 2077 |
| MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT CIRRUS DESIGN CORP SR22 ICAO Aircraft Address Code: 50713557 | | |
| ISSUED TO | RUD GILMAN E 25753 VISTA RD HOLLYWOOD MD 20636-2655 | This certificate is issued for registration purposes only and is not a certificate of title. The Federal Aviation Administration does not determine rights of ownership as between private persons. |
| | INDIVIDUAL |  U.S. Department of Transportation Federal Aviation Administration |
| It is certified that the above described aircraft has been entered on the register of the Federal Aviation Administration, United States of America, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with Title 49, United States Code, and regulations issued thereunder. | | |
| DATE OF ISSUE November 06, 2006 |  ADMINISTRATOR | |

AC Form 8060-3(10/2003) Supersedes previous editions

AIRWOLF INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

| | |
|---|--|
| 11. | Data: Relative to structural fasteners such as type, torque, and installation requirements if any. Comment: <u> NA </u> |
| 12. | List of special tools: Special tools that are required, if any. Comment: <u> NA </u> |
| 13. | For commuter category aircraft: The following additional information must be furnished, as applicable: <div style="margin-left: 20px;"> A. Electrical Loads B. Methods of balancing flight controls. C. Identification of primary and secondary structures D. Special repair methods applicable to the airplane. </div> Comment: <u> NA </u> |
| 14. | Recommended overhaul periods: Are required to be noted on the ICA when an overhaul period has been set by the manufacturer of a component, or equipment. If there is no overhaul period, the ICA should state for item 14: "No additional overhaul time limitations." Comment: <u> NA </u> |
| 15. | Airworthiness Limitation Section: Include any "approved" airworthiness limitations identified by the manufacturer of FAA type Certificate Holding Office (e.g., An STC incorporated in a larger field approved major alteration may have an airworthiness limitation.) The FAA inspector should not establish, alter, or cancel airworthiness limitations without coordinating with the appropriate FAA type Certificate Holding Office. If there are no changes to the airworthiness limitations, the ICA should state for item 15: "No additional airworthiness limitations" or "Not Applicable" Comment: <u> NA </u> |
| <p>Revision: This section should include information on how to revise the ICA. For example, a letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised ICA. The FAA inspection accepts the change by signing Block 3 and including the following statement: "The attached revised/new Instructions for Continued Airworthiness (date _____) for the above aircraft or component major alteration have been accepted by the FAA, superseding the Instructions for Continued Airworthiness (date _____)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location, date of the Form 337.</p> <p>Comment: <u> A letter will be submitted to the local FSDO with a copy of the revised FAA Form 337 and revised ICA. The FAA Inspector accepts the change by signing Block 3 and including the following statement: "The attached revised/new Instructions for Continued Airworthiness (date _____) for the above aircraft or component major alteration have been accepted by the FAA, superseding the Instructions for Continued Airworthiness (date _____)." Once the revision has been accepted, a maintenance record entry will be made, identifying the revision, its location, date of the Form 337.</u></p> | |

NOTE:

Implementation and Record Keeping: For major alterations performed in accordance with FAA Field Approval policy, the owner operator operating under part 91 is responsible for ensuring that the ICA is made part of the applicable section 92.409 inspection program for their aircraft. This is accomplished when a maintenance entry is made in the aircraft's maintenance record in accordance with section 43.9. This entry recorded the major alteration and identifies the original ICA location (e.g., Block 8 of FAA Form 337, dated 5/28/98) along with a statement that the ICA is now part of the aircraft's inspection/maintenance requirements.

For major alterations performed in accordance with field approval on air carrier aircraft, the air carrier operator is responsible for ensuring that the ICA is made part of the applicable inspection/maintenance program for their aircraft. If a procedure is not currently included in the operator's manual to incorporate ICA, this process will need to be appropriately addressed (i.e. the operator submits a revision to its maintenance program to the applicable certificate-holding district office (CHDO)).

For aircraft inspected under an Approved Aircraft Inspection Program (AAIP), the operator will submit a change to the CHDO in accordance with section 135.419b).

For air carrier aircraft inspected using an annual/100 hour inspection program, a reference to the new ICA will be made in the aircraft's maintenance record in accordance with section 43.9. This entry records the major alteration and identifies the original ICA location (e.g., ICA are located/attached to Block 8 of FAA Form 337, dated 5/28/98). In addition, the operator will request a revision to the operator's Operations Specifications, additional maintenance requirements, which incorporates the ICA into the inspection program.

AIRWOLF INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

A/C Make : _____ Model: _____ S/N: _____ Reg#: _____

Revision: Date: _____

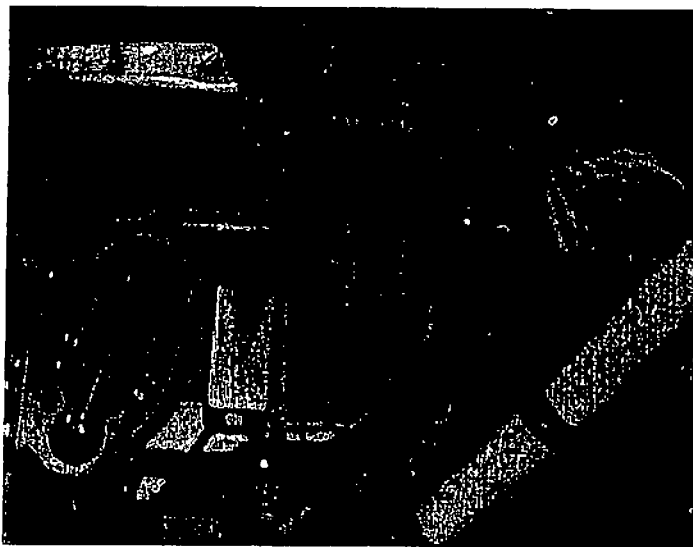
This sixteen item checklist are Instructions for Continued Airworthiness (ICA), to comply with FAA Handbook Bulletin for Airworthiness (HBAW-98-18 Dated October 7, 1998), are applicable to the aircraft above when the following equipment is installed:

SYSTEM: Airwolf Air/Oil Separator

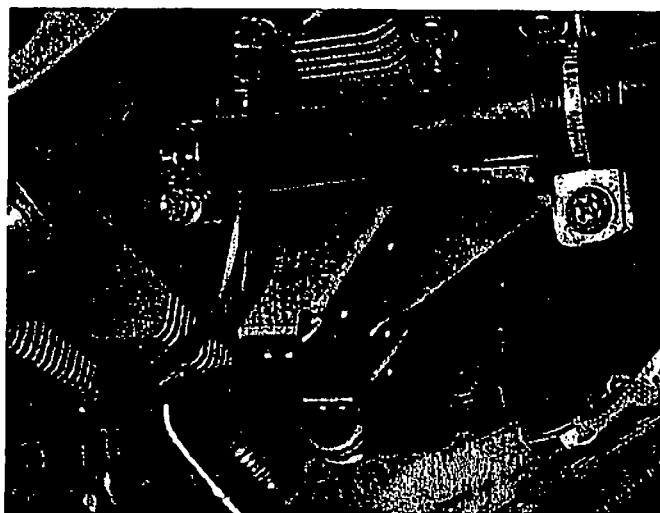
Airwolf Filter Corp
15369 Madison Rd
Middlefield, OH 44062



| ITEM | CHECKLIST INFORMATION |
|------|--|
| 1. | <p>Introduction: This section briefly describes the aircraft, engine, propeller, or component that has been altered. Include and other information on the content, scope, purpose, arrangement, applicability, definitions, abbreviations, precautions, units of measurement, referenced publications, and distribution of the ICA as applicable.</p> <p>Comment: _____ with Continental _____ en engine Aircraft Model Engine Model</p> |
| 2. | <p>Description: Of the major alteration, it's function including an explanation of it's interface with other systems, if any.</p> <p>Comment: Installation of Airwolf Air/Oil Separator P/N AFC-W347</p> |
| 3. | <p>Control: Operation information: Or special procedures if any.</p> <p>Comment: N/A</p> |
| 4. | <p>Servicing information: Such as types of fluids used, servicing points, and location of access panels, as appropriate.</p> <p>Comment: N/A</p> |
| 5. | <p>Maintenance Instructions: Such as recommended inspection/maintenance periods in which each of the major alteration components are inspected, cleaned, lubricated, adjusted, tested, including applicable wear tolerances and work recommended at each scheduled maintenance period. This section can refer to the manufactures instructions for the equipment installed where appropriate e.g. functional checks, repairs, inspections.) It should also include any special notes, cautions, or warnings as applicable.</p> <p>Comment: Inspect for security at each annual or 100 hr. inspection. In the event of a vacuum pump failure, disassemble Air/Oil Separator, thoroughly clean it and all lines, hoses and fittings with "Stoddard Solvent" or other suitable solvent and remove any traces of vacuum pump debris. Reassemble and lightly torque top nut only enough to prevent top and bottom can from rotating and center gasket to seal to prevent any leakage.</p> |
| 6. | <p>Trouble shooting Information: Information describing probable malfunctions, how to recognize those malfunctions, and the remedial actions to be taken.</p> <p>Comment: If any oil is seeping out of center seam of AirSep can, replace center gasket and lightly torque top nut only enough to prevent further leakage. If breather oil is found on the belly of the aircraft, check that outlet duct is located as per the Installation Instructions and is not located in or near the high velocity airstream.</p> |
| 7. | <p>Removal and replacement Information: This section describes the order and method of removing and replacing products, parts, and any necessary precautions. This section should also describe or refer to the manufacture's instructions to make required tests trim checks, alignment, calibrations, center of gravity changes, lifting or shoring, etc., if any.</p> <p>Comments: N/A</p> |
| 8. | <p>Diagrams: Of access plates and information, if needed, to gain access for inspection.</p> <p>Comment: N/A</p> |
| 9. | <p>Special Inspection requirements: Such as X-ray, ultrasonic testing, or magnetic particle inspection, if required.</p> <p>Comment: N/A</p> |
| 10. | <p>Application of protective treatments: To the affected area after inspection and/or maintenance, if any.</p> <p>Comment: N/A</p> |



Side View of AirSep drain to pushrod tube



Closeup view of securing drain line.

Note A: Some hoses or wires may have to be rerouted so the air/oil separator will fit into position.
Reference and material per AC 43.13-1B & 2A.

01. Gain access to engine compartment.
02. Using the W-2011 bracket at a template, center the bracket on the LH rear engine baffle and drill four 3/16" holes.
03. Mount the W-2011 bracket on the engine baffle, using the W-2150 doubler positioned on the fwd side of the engine baffle and loosely hold in place with 4 ea #10 screws, washers and locknuts.
04. Slide the 4-1/2" clamp between the W-2011 bracket and the engine baffle to be used to hold the AirSep.
05. Tighten the 4 #10 screws installed in step #3 at this time.
06. Mount AirSep to W-2011 bracket and tighten the 4-1/2" clamp.. Note: Bottom 3/8" drain line must be positioned so that it is above the level of the pushrod shroud tube. Oil must be able to drain downhill.
07. Using a piece of 3/4" hose, connect the 3/4" inlet of AirSep to existing 3/4" breather line and secure with 3/4" clamps.
08. Drill a 5/8" hole into the engine baffle inline with the 5/8" inlet on the AirSep to gain hot ram air from top of cyls
09. Install a short section of 5/8" hose through the engine baffle and onto the 45/8" inlet of the AirSep. and secure with a 5/8" clamp
10. Remove the LH rear rocker cover, rocker arm, pushrod and pushrod shroud tube.
11. Installed W-2155-1 shroud tube with new inner and outer pushrod tube seals.
12. Install original pushrod and rocker arm previously removed in step #10.
13. Reinstall rocker cover using new gasket provided.
14. Using a section of 3/4" hose, connect the 3/8" Drain line on the AirSep to the 3/8" fitting on the W-2155-1 shroud tube. Secure with 3/8" clamps.
15. Determine weight & balance, initiate Form 337, and update the equipment list.

Applicability: CIRRUS
SR22

Drawing: AFC-W347
Revision: A
Date: 12/01/04

Airwolf Parts List No. AFC-W347-A

| <u>Index</u> | <u>Part Number</u> | <u>Description</u> | <u>Quantity</u> |
|--------------|--------------------|--|-----------------|
| 01. | W-3000 | AirSep Assy, 3/4" Breather | (1) |
| 02. | W-2155-2 | Modified PushRod Tube Cover, 5/16" Inlet | (1) |
| 03. | W-2014 | AirSyphon Pump | (1) |
| 04. | W-2018-1 | Air-Tee, 5/8" | (1) |
| 05. | 655705 | TCM Rocker Cover Gasket | (1) |
| 06. | 630286 | TCM Pushrod Tube Seal, Outer | (1) |
| 07. | 534610 | TCM Pushrod Tube Seal, Inner | (1) |
| 08. | W-2011 | Bracket | (1) |
| 09. | W-2150 | Doubler | (1) |
| 10. | AN526C-1032R10 | Screw, #10 | (5) |
| 11. | AN960-10 | Washer | (5) |
| 12. | MS20365-1032A | Locknut, #10 | (5) |
| 13. | MIL6000-1/4 | Hose, 1/4" ID | (12") |
| 14. | MIL6000-5/16 | Hose, 5/16" ID | (18") |
| 15. | MIL6000-5/8 | Hose, 5/8" ID | (12") |
| 16. | MIL6000-3/4 | Hose, 3/4" ID | (6") |
| 17. | MM-4 | Hose Clamp, 1/4" | (2) |
| 18. | MM-5 | Hose Clamp, 5/16" | (4) |
| 19. | QS100M10H | Hose Clamp, 5/8" | (3) |
| 20. | QS100M12H | Hose Clamp, 3/4" | (2) |
| 21. | QS100M24H | Hose Clamp, 1-1/2" | (1) |
| 22. | QS100M72H | Hose Clamp, 4-1/2" | (1) |
| 23. | W-2100 | "C" Channel | (10") |
| 24. | MS35489-23 | Grommet | (1) |
| 25. | MS21919WDG-30 | Adel Clamp, 1-7/8" | (2) |
| 26. | CAT-7 | Duct, 1-3/4" ID | (24") |



AIRWOLF FILTER CORP.

15369 Madison Rd.

Middlefield, Ohio 44062-8404 U.S.A.

USA-1-(440) 632-5139 / (440) 632-1685 Fax

<http://www.airwolf.com> / Email: support@airwolf.com



READ THIS BEFORE INSTALLING AIR/OIL SEPARATOR DATA PERTINENT TO ALL INSTALLATIONS

1. REVIEW ALL INSTALLATION DATA AND WRITTEN MATERIAL BEFORE BEGINNING

There is no reason to open the Airwolf Air/Oil Separator before it is installed on the aircraft. It has been carefully assembled and tested at the factory. In the event of a dry vacuum pump failure, the Air/Oil Separator and all related fittings and hoses should be cleaned, inspected, or replaced as necessary.

3. **Do not** overtighten the large band clamp that holds the Air/Oil Sep to the universal mount. This can distort the shape of the can, causing oil to seep out at the seam. The Air/Oil Sep clamp is wrapped with a piece of rubber material for protection.
4. It is **EXTREMELY** important that the 1/4" & 5/16" oil return lines and lines from the vacuum pump have good gravity flow with **NO** low spots.
5. The installed Air/Oil Sep weighs an average of 24 oz. Please subtract for any items removed from the aircraft.
6. The placement of the 1-3/4" outlet duct is **CRITICAL** to the proper operation to the Airwolf Air/Oil Separator. The rules for placement are follows:
 - A. The velocity of the air passing the end of the duct, **cannot** exceed the velocity of the air exiting the end of the tube, or a syphon effect will occur.
 - B. The Air/Oil Sep is pressurized by the air discharged from the vacuum pump. This blows the fumes out through the bottom of the Air/Oil Sep, therefore there is **no need** for high velocity slipstream air to syphon fumes out of the Air/Oil Sep. If you fail to heed this advice and allow the 1-3/4" duct to stick into the high velocity slip stream, the air/oil stream exiting the crankcase breather tube will not have proper time to coalesce inside the Air/Oil Sep and this oil laden air **will** discharge onto the belly of the aircraft, creating the same problem that the Air/Oil Sep was thoroughly designed to stop. **Trust us, we know what we're talking about.**
 - C. On aircraft with cowl flaps, the 1-3/4" outlet ducting should be approximately 6" above the cowl flap area, and 3" to 4" on either side of the cowl flap centerline.
 - D. On **ALL** installations, it normally takes 2-3 flights and 4-5 hrs of aircraft operation to properly adjust the position of the 1-3/4" outlet ducting to achieve perfection. **BE PATIENT!!!** Take your time and you will see the clean results of your effort. The Airwolf Air/Oil Separator is up to 80% effective in separating the oil from the blow-by gasses and when properly tuned, will keep the bottom of the aircraft very clean.

Thank you for taking the time to read this.
Airwolf Filter Corp.

FAA APPROVED MOD LIST (AML) NO. SA02268CH

AIRWOLF FILTER CORP
FOR INSTALLATION OF
AIR OIL SEPERATOR KIT

Issue Date: March 30, 2006

| AIRCRAFT MAKE | AIRCRAFT MODEL | ORIGINAL TYPE CERTIFICATE NUMBER | CERTIFICATION BASIS FOR ALTERATION | INSTALLATION INSTRUCTIONS | | AML AMENDMENT DATE |
|---|---|---|---|------------------------------|--------------------------|--------------------------|
| | | | | NUMBER | REVISION NO. AND DATE | |
| CESSNA AIRCRAFT COMPANY | 337, 337A (USAF O2B), 337B, 337C, 337D, 337E, 337F, 337G, 337H, T337B, T337C, T337D, T337E, T337F, T337G, T337H, T337H-SP, P337H, M337B (USAF O2A) | A6CE | CAR 3, FAR 23 | AFC-W360 | A 01/10/2006 | |
| CESSNA AIRCRAFT COMPANY | 401, 401A, 401B, 402, 402A, 402B, 402C, 411, 411A, 414, 414A, 421, 421A, 421B, 421C, 425 | A7CE | CAR 3 | AFC-W360 | A 01/10/2006 | |
| CIRRUS DESIGN CORP | SR20, SR22 | A00009CH | FAR 23 | AFC-W360 | A 01/10/2006 | |
| COLUMBIA AIRCRAFT MANUFACTURING | LC40-550FG, LC42-550FG, LC41-550FG | A00003SE | FAR 23 | AFC-W360 | A 01/10/2006 | |
| COMMANDER AIRCRAFT COMPANY | 112, 112TC, 112B, 112TCA, 114, 114A, 114B, 114TC | A12SO | FAR 23 | AFC-W360 | A 01/10/2006 | |
| CONSOLIDATED- VULTEE AIRCRAFT CORP, STINSON DIVISION | L-5, L-5B, L-5C, L-5D, L-5E, L-5E-1, L-5G | A-764 | CAR 4a | AFC-W360 | A 01/10/2006 | |
| CONSOLIDATED- VULTEE AIRCRAFT CORP, STINSON DIVISION | V-77 | A-774 | CAR 4a | AFC-W360 | A 01/10/2006 | |
| CONSOLIDATED- VULTEE AIRCRAFT CORP, STINSON DIVISION | L-1, L-1A, L-1B, L-1C, L-1D, L-1E, L-1F | LTC-26 | CAR 9 | AFC-W360 | A 01/10/2006 | |

United States of America
Department of Transportation -- Federal Aviation Administration

Supplemental Type Certificate

Number SA02268CH

This certificate issued to

Airwolf Filter Corp.
15369 Madison Road
Middlefield, OH 44062-8404

*certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part * of the * Regulations*

Original Product--Type Certificate Number: *

Make: *

Model: *

*See attached FAA Approved Model List
(AML) No. SA02268CH for list of approved
airplane and engine models and applicable
airworthiness regulations.

Description of Type Design Change:

Installation of Airwolf Filter Corp. Air Oil Separator, in accordance with Airwolf Filter Corp. Installation Instructions as listed on AML No. SA02268CH, or later FAA approved revision.

Limitations and Conditions:

1. Compatibility of the design change with previously approved modifications must be determined by the installer.
2. A copy of this Certificate and FAA Approved Model List (AML) No. SA02268CH, Revision None, dated March 30, 2006, or later FAA approved revision, must be maintained as part of the permanent records for the modified aircraft.
3. If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: June 24, 2004

Date reissued:

Date of issuance: March 30, 2006

Date amended:



By direction of the Administrator

Charles L. Smalley
(Signature)

For Charles L. Smalley
Manager, Systems & Flight Test Branch
Chicago Aircraft Certification Office

(Title)

NOTICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N330SR

Cirrus SR22 S/N: 2077

3 Apr. 2007

- 1. Installed an Airwolf Air Oil Separator Kit P/N: AFC-W347-A in accordance with the manufacturer's instructions and STC SA02268CH, dated March 30, 2006.**
- 2. Updated Weight and Balance Report in the Aircraft Flight Manual.**
- 3. Updated Equipment List in the Aircraft Flight Manual.**
- 4. Instructions For Continued Airworthiness are to inspect this installation at each annual or 100 hour inspection in accordance with the manufacturer's instructions.**

END

X Additional Sheets Are Attached



U.S. Department of
Transportation
Federal Aviation
Administration

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020
For FAA Use Only
Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act 1958)

| | | |
|-------------|---|--|
| 1. Aircraft | Make Cirrus | Model SR22 |
| | Serial No. 2077 | Nationality and Registration Mark USA N330SR |
| 2. Owner | Name (As shown on registration certificate) Gilman E. Rud | Address (As shown on registration certificate) 25753 Vista Rd. Hollywood, Md. 20638-2655 |

3. For FAA Use Only

| 4. Unit Identification | | | | 5. Type | |
|------------------------|--------------------------------|------------|------------|---------|------------|
| Unit | Make | Model | Serial No. | Repair | Alteration |
| AIRFRAME | (As described in Item 1 above) | | | | XX |
| POWERPLANT | TCM | IO-550-N42 | 689851 | | XX |
| PROPELLER | | | | | |
| APPLIANCE | Type | | | | |
| | Manufacturer | | | | |

6. Conformity Statement

| | | |
|---|---|---|
| A. Agency's Name and Address Million Air-Richmond / Jeffrey Deppen 400 Portugee Rd. RIC Int'l. Airport, Va. 23250 | B. Kind of Agency <input checked="" type="checkbox"/> U.S. Certified Mechanic <input type="checkbox"/> Foreign Certified Mechanic <input type="checkbox"/> Certified Repair Station <input type="checkbox"/> Manufacturer | C. Certificate No. AP 2664148 |
|---|---|---|

D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.

| | |
|-----------------------------|---|
| Date 3 April 2007 | Signature of Authorized Individual Jeffrey Deppen |
|-----------------------------|---|

7. Approval for Return to Service

Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED

| | | | | | |
|--|-----------------------------|--|-------------------------------------|---|-----------------|
| BY | FAA Fit Standards Inspector | Manufacturer | <input checked="" type="checkbox"/> | Inspection Authorization | Other (Specify) |
| | FAA Designee | Repair Station | | Person Approved by Transport Canada Airworthiness Group | |
| Date of Approval or Rejection 3 April 2007 | | Certificate or Designation No. AP2269875651A | | Signature of Authorized Individual John Gardner | |

FAA Airworthiness Directive Compliance Record

400 Portugee Rd. RIC Int'l. Airport, Va. 23250
804 222 3700

Report Produced By: Million Air-Richmond

Content Revision: 1/3/2011

File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|--|---|------------------------------------|--|---------------------|--------------------------|---|
| Manufacturer Avidyne Corporation | Category EFIS Display Unit | Model P/N 700-00006-() | Part #: 700-00006-000 Serial #: 20609116 | | | |
| 2008-06-28 R1 4/10/2008 | To prevent certain conditions from existing when PFDs display incorrect attitude, altitude, and airspeed,contd. | 1/20/2010 793.6 flight hobbs | Superseded | Once | N/A | 1. Million Air-Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 2009-05-05 4/3/2009 | To prevent certain conditions from existing when PFDs display incorrect attitude, altitude, and airspeed,contd. | 1/20/2010 793.6 flight hobbs | AD affected PFD installed. Removed PFD for repair and installed serviceable repaired PFD provided by Avidyne Corp. | Once | N/A | 1. Million Air-Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |

FAA Airworthiness Directive Compliance Record

| 400 Portugee Rd. RIC Int'l. Airport, Va. 23250 804 222 3700 | | | | Report Produced By: Million Air-Richmond | | | |
|--|--|------------------------------------|--|---|--------------------------|---|--|
| Content Revision: 1/3/2011 | | File ID: N330SR | | Aircraft Registration: N330SR | | | |
| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By | |
| Manufacturer Teledyne Continental | | Category Magnetos | | Model SC-20 SERIES | | Part #: 10-500556-1 Serial #: D06CA053 | |
| 96-12-07 7/18/1996 ©ATP | Superseded by 2005-12-06 ©ATP | 1/25/2008 563.4 Flight hobbs | Superseded | Recur ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner | |
| 2005-12-06 7/19/2005 ©ATP | To prevent failure of the magneto impulse coupling assembly and possible engine failure ©ATP | 1/25/2008 563.4 Flight hobbs | N/A, by engine manufacture date of 6/25/2006 and also by engine manufacturer (not Lycoming). | Recur ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner | |
| Manufacturer Champion Spark Plug | | Category Oil Filters | | Model P/N CH48108 | | Part #: AA48108 Serial #: N/A | |
| 77-12-05 5/12/1978 ©ATP | TO PRECLUDE POSSIBLE OIL FILTER MALFUNCTION RESULTING FROM INTERNAL BYPASS VALVE FAILURE ©ATP | 1/25/2008 563.4 Flight hobbs | N/A, by the part number of the oil filter installed. | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner | |
| Manufacturer Garmin International | | Category Transponder | | Model GTX 330 | | Part #: 011-00490-00 Serial #: 83724945 | |
| 2004-10-15 7/9/2004 ©ATP | Superseded by 2005-01-19 ©ATP | 1/25/2008 563.4 Flight hobbs | Superseded | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner | |
| 2005-01-19 2/23/2005 ©ATP | To prevent interrogating aircraft from possibly receiving inaccurate replies, due to suppression, contd. ©ATP | 1/25/2008 563.4 Flight hobbs | N/A, by part number of the transponder installed. | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner | |

FAA Airworthiness Directive Compliance Record

400 Portugee Rd. RIC Int'l. Airport, Va. 23250
804 222 3700

Report Produced By: Million Air-Richmond

Content Revision: 1/3/2011

File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|--------------------------------------|---|------------------------------------|--|---------------------|--------------------------|---|
| Manufacturer Teledyne Continental | Category Magnetos | Model SC-20 SERIES | Part #: 10-500556-1 Serial #: D06CA053 | | | |
| 73-07-04 10/11/1973 ©ATP | Superseded by 94-01-03 ©ATP | 1/25/2008 563.4 Flight hobbs | Superseded | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner |
| 74-26-09 12/24/1974 ©ATP | S-20,-200,-1200 SERIES MAGNETOS ©ATP | 1/25/2008 563.4 Flight hobbs | N/A, by engine manufacture date of 6/25/2006. | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner |
| 78-09-07 R3 1/17/1983 ©ATP | Superseded by 96-12-07 ©ATP | 1/25/2008 563.4 Flight hobbs | Superseded | Recur ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner |
| 82-20-01 6/14/1983 ©ATP | TO PREVENT FAILURE OF IMPULSE COUPLING DUE TO IMPROPERLY HEAT TREATED (SOFT) FLYWEIGHTS RESULTING IN ENGINE, CONTD. ©ATP | 1/25/2008 563.4 Flight hobbs | N/A, by engine manufacture date of 6/25/2006. | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner |
| 94-01-03 R2 6/28/1995 ©ATP | TO PREVENT MAGNETO FAILURE AND SUBSEQUENT ENGINE FAILURE ©ATP | 1/25/2008 563.4 Flight hobbs | N/A, by engine manufacture date of 6/25/2006. | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner |
| 94-06-09 5/20/1994 ©ATP | TO PREVENT INJURY OR DEATH TO GROUND PERSONNEL DUE TO A NON-GROUNDED MAGNETO ©ATP | 1/25/2008 563.4 Flight hobbs | N/A, by engine manufacture date of 6/25/2006. | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner |

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FAA Airworthiness Directive Compliance Record

400 Portugee Rd. RIC Int'l. Airport, Va. 23250
804 222 3700

Report Produced By: Million Air-Richmond

Content Revision: 1/3/2011

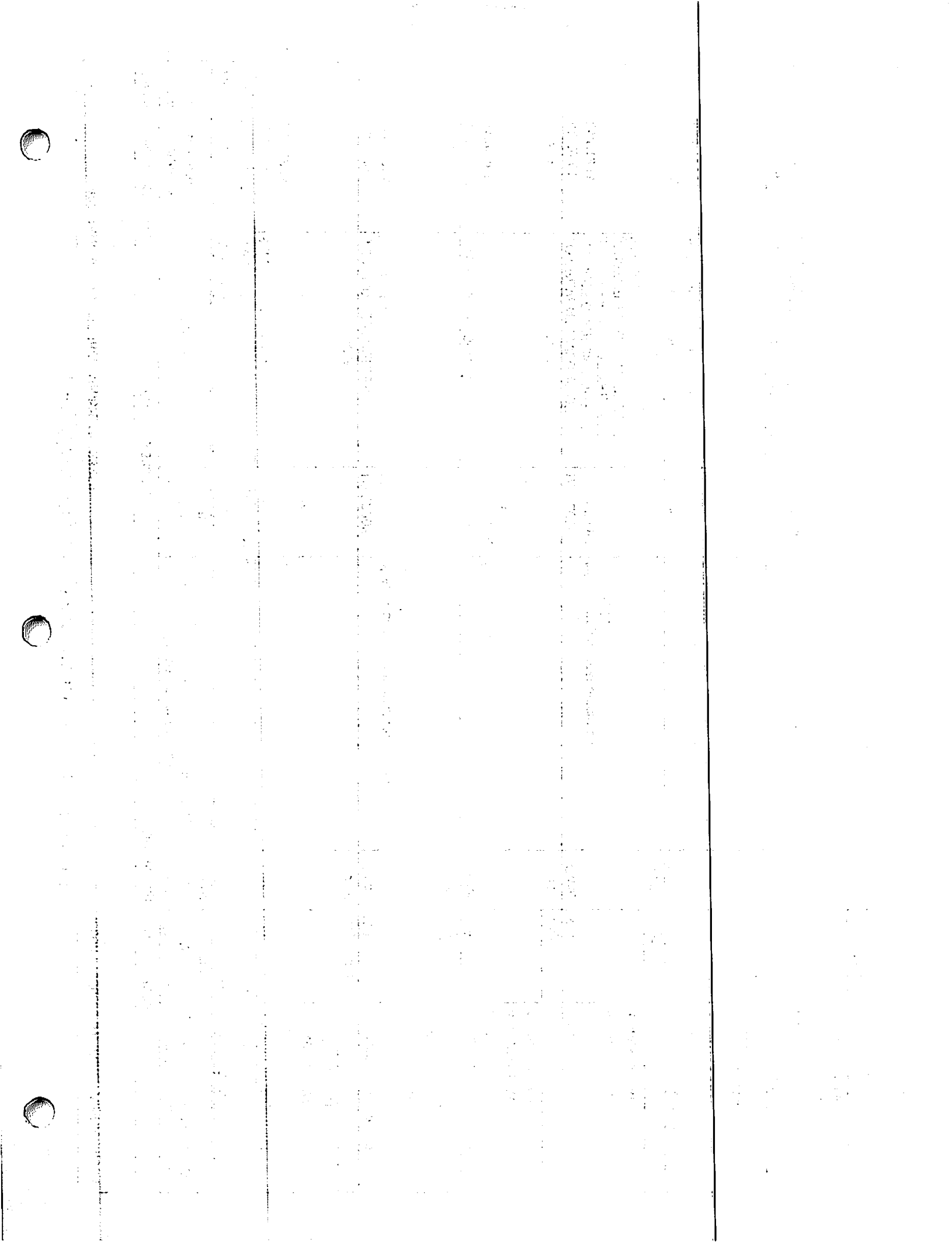
File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|---------------------------------|-------------|--------------------------|--|---------------------|--------------------------|--|
|---------------------------------|-------------|--------------------------|--|---------------------|--------------------------|--|

| | | | | | | |
|---|-----------------------------|------------------------------|---|--|--|--|
| Manufacturer Teledyne Continental | Category Magnetos | Model SC-20 SERIES | Part #: 10-500556-1 Serial #: D06CA048 | | | |
|---|-----------------------------|------------------------------|---|--|--|--|

| | | | | | | |
|-------------------------|---|------------------------------------|--|-------|------------|--|
| 96-12-07 7/18/1996 | Superseded by 2005-12-06 | 1/25/2008 hobbs | Superseded | Recur | N/A | 1. Million Air-Richmond 2. CRS 3. VXXWRO51W 4. John Gardner |
| @ATP | @ATP | @ATP | | @ATP | Signature: | |
| 2005-12-06 7/19/2005 | To prevent failure of the magneto impulse coupling assembly and possible engine failure | 1/25/2008 563.4 Flight hobbs | N/A, by engine manufacture date of 6/25/2006 and also by engine manufacturer (not Lycoming). | Recur | N/A | 1. Million Air-Richmond 2. CRS 3. VXXWRO51W 4. John Gardner |
| @ATP | @ATP | @ATP | | @ATP | Signature: | |



FAA Airworthiness Directive Compliance Record

| 400 Portugee Rd. RIC Int'l. Airport, Va. 23250 804 222 3700 | | | | Report Produced By: Million Air-Richmond | | | |
|--|---|------------------------------------|--|--|--------------------------|---|--|
| Content Revision: 1/3/2011 | | File ID: N330SR | | Aircraft Registration: N330SR | | | |
| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. By | |
| Manufacturer Teledyne Continental | | Category Magnetos | | Model SC-20 SERIES | | Part #: 10-500556-1 Serial #: D06CA048 | |
| 73-07-04 10/11/1973 ©ATP | Superseded by 94-01-03 ©ATP | 1/25/2008 563.4 Flight hobbs | Superseded | Once | N/A | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner Signature: | |
| 74-26-09 12/24/1974 ©ATP | S-20,-200,-1200 SERIES MAGNETOS ©ATP | 1/25/2008 563.4 Flight hobbs | N/A, by engine manufacture date of 6/25/2006. | Once | N/A | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner Signature: | |
| 78-09-07 R3 1/17/1983 ©ATP | Superseded by 96-12-07 ©ATP | 1/25/2008 563.4 Flight hobbs | Superseded | Recur | N/A | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner Signature: | |
| 82-20-01 6/14/1983 ©ATP | TO PREVENT FAILURE OF IMPULSE COUPLING DUE TO IMPROPERLY HEAT TREATED (SOFT) FLYWEIGHTS RESULTING IN ENGINE, CONTD. ©ATP | 1/25/2008 563.4 Flight hobbs | N/A, by engine manufacture date of 6/25/2006. | Once | N/A | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner Signature: | |
| 94-01-03 R2 6/28/1995 ©ATP | TO PREVENT MAGNETO FAILURE AND SUBSEQUENT ENGINE FAILURE ©ATP | 1/25/2008 563.4 Flight hobbs | N/A, by engine manufacture date of 6/25/2006. | Once | N/A | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner Signature: | |
| 94-06-09 5/20/1994 ©ATP | TO PREVENT INJURY OR DEATH TO GROUND PERSONNEL DUE TO A NON-GROUNDED MAGNETO ©ATP | 1/25/2008 563.4 Flight hobbs | N/A, by engine manufacture date of 6/25/2006. | Once | N/A | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner Signature: | |
| ©ATP | | | | | | | |

FAA Airworthiness Directive Compliance Record

400 Portugee Rd. RIC Int'l. Airport, Va. 23250
804 222 3700

Report Produced By: Million Air-Richmond

Content Revision: 1/3/2011

File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|---|--|------------------------------------|--|---------------------|--------------------------|---|
| Manufacturer Brckett Aircraft | Category Air Filter | Model BA-100 | Part #: BGA-111 Serial #: N/A | | | |
| 81-15-03 7/20/1981 | TO PREVENT POSSIBLE FAILURE OF THE ALUMINUM AIR FILTER RETAINER SCREEN OR GASKETS WITH POTENTIAL, CONTD. | 1/25/2008 563.4 Flight hobbs | N/A, by part number of the air filter installed. | Once | N/A | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| Manufacturer United Instruments | Category Altimeter | Model P/N 5934AD | Part #: 5934AD-3 Serial #: 455223 | | | |
| 74-24-13 12/5/1974 | TO PREVENT BEING DEPRIVED OF ALTIMETER READINGS DURING CERTAIN AIRCRAFT OPERATING CONDITIONS | 1/25/2008 563.4 Flight hobbs | N/A, by part number of the altimeter installed. | Once | N/A | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 86-05-02 3/28/1986 | TO PREVENT POSSIBLE ERRONEOUS ALTITUDE INFORMATION FROM BEING DISPLAYED TO THE PILOT | 1/25/2008 563.4 Flight hobbs | N/A, by part number of the altimeter installed. | Recur | N/A | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| Manufacturer Garmin International | Category GPS/NAV/COM | Model GNS 430 | Part #: 011-01060-40 Serial #: 97136078 | | | |
| 2001-23-17 12/28/2001 | To prevent external noise from causing inaccurate course deviation displays in the GNS 430 unit's course,contd. | 1/25/2008 563.4 Flight hobbs | N/A, by part number of the GNS430 installed. | Once | N/A | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |



Category: EFIS Display Unit

Manufacturer: Avidyne Corporation

Model: P/N 700-00008-()

P/N: 700-00008-000

S/N: 20609116

1/24/2012

| VA AD # | Description | Complied Date & Time | Amendment Number Method of Compliance / Applicability | Recurring | One Time | Next Due | Authorized Signature & Number |
|---------------|---|---------------------------|--|-----------|----------|----------|---------------------------------|
| 2008-06-26 R1 | Superseded by 2009-05-05 | | Superseded by 2009-05-05 | | X | | |
| 4/10/2008 | | | | | | | |
| 2009-05-05 | To prevent certain conditions from existing when PFDs display incorrect attitude, altitude, and airspeed,contd. | 4/20/2010 @ 793.6 Hrs Flt | C/W by installing a serviceable repaired PFD, P/N 700-00008-000, S/N 20809116. | | X | | VXWR051W CRS John Gardner |

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Page 1

Category: Oil Filters

Manufacturer: Champion Aerospace

Model: P/N CH48108

P/N: AA48108

S/N: N/A

1/24/2012

| FA AD # Eff. Date | Description | Complied Date & Time | Amendment Number Method of Compliance / Applicability | One Time | Recurring | Next Due | Authorized Signature & Number |
|-----------------------|--|-------------------------|--|-------------|-----------|----------|-------------------------------------|
| 77-12-05 5/12/1978 | TO PRECLUDE POSSIBLE OIL FILTER MALFUNCTION RESULTING FROM INTERNAL BYPASS VALVE FAILURE | | N/A by P/N of oil filter installed. | X | | | VXWR051W CRS John Gardner |

©ATP



Category: Magnetos

Manufacturer: Teledyne Continental

Model: SC-20 SERIES

P/N: 10-500556-1

S/N: D06CA053

1/24/2012

| VA AD # Eff. Date | Description | Complied Date & Time | Amendment Number Method of Compliance / Applicability | One Time | Recurring | Next Due | Authorized Signature & Number |
|--------------------------|--|-------------------------|--|-------------|-----------|----------|-------------------------------------|
| 73-07-04 10/11/1973 | Superseded by 94-01-03 | | Superseded by 94-01-03 | X | | | |
| 74-28-09 12/24/1974 | S-20,-200,-1200 SERIES MAGNETOS | | N/A by date of engine manufacture. | X | | | VXWR051W CRS John Gardner |
| 78-09-07 R3 1/17/1983 | Superseded by 96-12-07 | | Superseded by 96-12-07 | | X | | |
| 82-20-01 6/14/1983 | TO PREVENT FAILURE OF IMPULSE COUPLING DUE TO IMPROPERLY HEAT TREATED (SOFT) FLYWEIGHTS RESULTING IN ENGINE, CONTO. | | N/A by date of engine manufacture. | X | | | VXWR051W CRS John Gardner |
| 94-01-03 R2 6/28/1995 | TO PREVENT MAGNETO FAILURE AND SUBSEQUENT ENGINE FAILURE | | N/A by date of engine manufacture. | X | | | VXWR051W CRS John Gardner |
| 94-06-09 5/20/1994 | TO PREVENT INJURY OR DEATH TO GROUND PERSONNEL DUE TO A NON-GROUNDED MAGNETO | | N/A by date of engine manufacture. | X | | | VXWR051W CRS John Gardner |
| 96-12-07 7/16/1996 | Superseded by 2005-12-06 | | Superseded by 2005-12-06 | | X | | |
| 2005-12-06 7/19/2005 | To prevent failure of the magneto impulse coupling assembly and possible engine failure | | N/A by date of engine manufacture. | | X | | VXWR051W CRS John Gardner |

CATP



Category: Magnetics
Manufacturer: Teledyne Continental

Model: SC-20 SERIES

P/N: 10-500556-1

S/N: D06CA048

1/24/2012

| VA AD # | Eff. Date | Description | Complied Date & Time | Amendment Number Method of Compliance / Applicability | One Time | Recurring | Next Due | Authorized Signature & Number |
|-------------|--|-------------|----------------------|--|----------|-----------|----------|-------------------------------------|
| 73-07-04 | Superseded by 94-01-03 10/11/1973 | | | Superseded by 94-01-03 | X | | | |
| 74-26-09 | S-20,-200,-1200 SERIES MAGNETOS 12/24/1974 | | | N/A by date of engine manufacture. | X | | | VXWR051W CRS John Gardner |
| 78-09-07 R3 | Superseded by 96-12-07 1/17/1983 | | | Superseded by 96-12-07 | X | | | |
| 82-20-01 | TO PREVENT FAILURE OF IMPULSE COUPLING DUE TO IMPROPERLY HEAT TREATED (SOFT) FLYWEIGHTS RESULTING IN ENGINE CONTD. 6/14/1983 | | | N/A by date of engine manufacture. | X | | | VXWR051W CRS John Gardner |
| 94-01-03 R2 | TO PREVENT MAGNETO FAILURE AND SUBSEQUENT ENGINE FAILURE 6/28/1995 | | | N/A by date of engine manufacture. | X | | | VXWR051W CRS John Gardner |
| 94-06-09 | TO PREVENT INJURY OR DEATH TO GROUND PERSONNEL DUE TO A NON-GROUNDED MAGNETO 5/20/1994 | | | N/A by date of engine manufacture. | X | | | VXWR051W CRS John Gardner |
| 96-12-07 | Superseded by 2005-12-06 7/18/1996 | | | Superseded by 2005-12-06 | X | | | |
| 2005-12-06 | 7/19/2005 To prevent failure of the magneto impulse coupling assembly and possible engine failure | | | N/A by date of engine manufacture. | X | | | VXWR051W CRS John Gardner |

©ATP



Category: Ignition Systems
 Manufacturer: ACS Products Company

Model: IGNITION SWITCHES
 P/N: A-510-2

S/N: N/A

1/24/2012

| VA AD # | Description | Complied Date & Time | Amendment Number Method of Compliance / Applicability | Recurring | One Time | Next Due | Authorized Signature & Number |
|-----------------------|---|----------------------|---|-----------|----------|----------|-------------------------------|
| 93-05-08 4/28/1993 | TO PREVENT FAILURE OF IGNITION SWITCHES | | To be complied with @ 2000.0 Hrs. | X | | | |

©ATP



Category: Governors
Manufacturer: McCauley

Model: DCF290D1A/T2

P/N: C290D3-R/T23

S/N: 060696

1/24/2012

| VA AD # | Description | Compld Date & Time | Amendment Number Method of Compliance / Applicability | Recurring | Next Due | Authorized Signature & Number |
|----------------------|--|--------------------|---|-----------|----------|---------------------------------|
| 75-12-07 6/6/1975 | TO PREVENT THE POSSIBILITY OF LOSS OF PROPELLER PITCH CONTROL INCLUDING THE INABILITY TO FEATHER, CONTD. | | N/A by P/N of governor installed. | X | | VXWR051W CRS John Gardner |

©ATP



Category: GPS/NAV/COM
 Manufacturer: Garmin International

Model: GNS 430

P/N: 011-01060-40

S/N: 97124373

1/24/2012

| VA AD # Eff. Date | Description | Complied Date & Time | Amendment Number Method of Compliance / Applicability | Recurring One Time | Next Due | Authorized Signature & Number |
|--------------------------|--|-------------------------|--|-----------------------|----------|-------------------------------------|
| 2001-23-17 12/28/2001 | To prevent external noise from causing GNS 430 units course,contd. inaccurate course deviation displays in the | | N/A by P/N of GNS-430 installed. | X | | VXWR051W CRS John Gardner |

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Category: GPS/NAV/COM

Manufacturer: Garmin International

Model: GNS 430

P/N: 011-01060-40

S/N: 97136078

1/24/2012

| VA AD # | Eff. Date | Description | Complied Date & Time | Amendment Number Method of Compliance / Applicability | Recurring One Time | Next Due | Authorized Signature & Number |
|------------|------------|---|----------------------|---|--------------------|----------|---------------------------------|
| 2001-23-17 | 12/28/2001 | To prevent external noise from causing inaccurate course deviation displays in the GNS 430 unit's course,contd. | | N/A by P/N of GNS-430 installed. | X | | VXWR051W CRS John Gardner |

©ATP



10/1/77

Category: Altimeter
 Manufacturer: United Instruments

Model: P/N 5934AD

P/N: 5934AD-3

S/N: 455223

1/24/2012

| Alt AD # | Alt. Date | Description | Complied Date & Time | Amendment Number Method of Compliance / Applicability | Recurring | One Time | Next Due | Authorized Signature & Number |
|----------|-----------|--|----------------------|---|-----------|----------|----------|---------------------------------|
| 74-24-13 | 12/5/1974 | TO PREVENT BEING DEPRIVED OF ALTITUDE INFORMATION FROM BEING DISPLAYED TO THE PILOT | | N/A by P/N of altimeter installed. | | X | | John Gardner CRS VXWR051W |
| 88-05-02 | 3/28/1988 | TO PREVENT POSSIBLE ERRONEOUS ALTITUDE INFORMATION FROM BEING DISPLAYED TO THE PILOT | | N/A by P/N of altimeter installed. | X | | | John Gardner CRS VXWR051W |

@ATP



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Category: Air Filter
 Manufacturer: Brackett Aircraft

Model: BA-100

P/N:

S/N:

1/24/2012

| FA AD # | Description | Complied Date & Time | Amendment Number Method of Compliance / Applicability | One Time | Recurring | Next Due | Authorized Signature & Number |
|-----------------------|--|----------------------|---|----------|-----------|----------|---------------------------------|
| 81-15-03 7/20/1981 | TO PREVENT POSSIBLE FAILURE OF THE ALUMINUM AIR FILTER RETAINER SCREEN OR GASKETS WITH POTENTIAL, CONTD. | | N/A by P/N of air filter installed. | X | | | VXWR051W CRS John Gardner |

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FAA Airworthiness Directive Compliance Record

3753 John J. Montgomery Dr. San Diego, California 92123
(858) 277-1453

Report Produced By: Crownair Aviation

Content Revision: 4/4/2014

File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|-------------------------------------|--|---------------------------------|--|---------------------|--------------------------|---|
| Manufacturer Avidyne Corporation | Category EFIS Display Unit | Model P/N 700-00006-() | Part #: 700-00006-000 Serial #: 20609116 | | | |
| 2008-06-28 R1 4/10/2008 | Superseded by 2009-05-05 | | Superseded by 2009-05-05 | Once | | 1. 2. 3. 4. |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 2009-05-05 4/3/2009 | To prevent certain conditions from existing when PFDs display incorrect attitude, altitude, and airspeed, contd. | 1/20/2010 @ 793.6 Hrs FHM | C/W by installing a serviceable repaired PFD, P/N 700-00006-000, S/N 20809116. | Once | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |



FAA Airworthiness Directive Compliance Record

3753 John J. Montgomery Dr. San Diego, California 92123
(858) 277-1453

Report Produced By: Crownair Aviation

Content Revision: 4/4/2014

File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|---|---|-----------------------------|--|---------------------|--------------------------|---|
| Manufacturer Champion Aerospace | Category Oil Filters | Model P/N CH48108 | Part #: AA48108 Serial #: N/A | | | |
| 77-12-05 5/12/1978 | TO PRECLUDE POSSIBLE OIL FILTER MALFUNCTION RESULTING FROM INTERNAL BYPASS VALVE FAILURE | | N/A by P/N of oil filter installed. | Once | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |

FAA Airworthiness Directive Compliance Record

3753 John J. Montgomery Dr. San Diego, California 92123
(858) 277-1453

Report Produced By: Crownair Aviation

Content Revision: 4/4/2014

File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|--------------------------------------|---|--------------------------|--|---------------------|--------------------------|---|
| Manufacturer Teledyne Continental | Category Magnetos | Model SC-20 SERIES | Part #: 10-500556-1 Serial #: D06CA053 | | | |
| 96-12-07 7/18/1996 ©ATP | Superseded by 2005-12-06 ©ATP | | Superseded by 2005-12-06 | Recur ©ATP | | 1. 2. 3. 4. Signature: |
| 2005-12-06 7/19/2005 ©ATP | To prevent failure of the magneto impulse coupling assembly and possible engine failure ©ATP | | N/A by date of engine manufacture. | Recur ©ATP | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner Signature: |



FAA Airworthiness Directive Compliance Record

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Content Revision: 4/4/2014

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Aircraft Registration: N330SR

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|--------------------------------------|---|--------------------------|--|---------------------|--------------------------|---|
| Manufacturer Teledyne Continental | Category Magnetos | Model SC-20 SERIES | Part #: 10-500556-1 Serial #: D06CA053 | | | |
| 73-07-04 10/11/1973 | Superseded by 94-01-03 | | Superseded by 94-01-03 | Once | | 1. 2. 3. 4. |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 74-26-09 12/24/1974 | S-20,-200,-1200 SERIES MAGNETOS | | N/A by date of engine manufacture. | Once | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 78-09-07 R3 1/17/1983 | Superseded by 96-12-07 | | Superseded by 96-12-07 | Recur | | 1. 2. 3. 4. |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 82-20-01 6/14/1983 | TO PREVENT FAILURE OF IMPULSE COUPLING DUE TO IMPROPERLY HEAT TREATED (SOFT) FLYWEIGHTS RESULTING IN ENGINE, CONTD. | | N/A by date of engine manufacture. | Once | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 94-01-03 R2 6/28/1995 | TO PREVENT MAGNETO FAILURE AND SUBSEQUENT ENGINE FAILURE | | N/A by date of engine manufacture. | Once | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 94-06-09 5/20/1994 | TO PREVENT INJURY OR DEATH TO GROUND PERSONNEL DUE TO A NON-GROUNDED MAGNETO | | N/A by date of engine manufacture. | Once | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |

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FAA Airworthiness Directive Compliance Record

3753 John J. Montgomery Dr. San Diego, California 92123
(858) 277-1453

Report Produced By: Crownair Aviation

Content Revision: 4/4/2014

File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|---|---|-----------------------------|--|------------------------------|--------------------------|---|
| Manufacturer Teledyne Continental | | Category Magnetos | | Model SC-20 SERIES | | Part #: 10-500556-1 Serial #: D06CA048 |
| 96-12-07 7/18/1996 ©ATP | Superseded by 2005-12-06 ©ATP | | Superseded by 2005-12-06 | Recur ©ATP | | 1. 2. 3. 4. Signature: |
| 2005-12-06 7/19/2005 ©ATP | To prevent failure of the magneto impulse coupling assembly and possible engine failure ©ATP | | N/A by date of engine manufacture. | Recur ©ATP | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner Signature: |



FAA Airworthiness Directive Compliance Record

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(858) 277-1453

Report Produced By: Crownair Aviation

Content Revision: 4/4/2014

File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|--------------------------------------|---|--------------------------|--|-----------------------|--------------------------|---|
| Manufacturer Teledyne Continental | | Category Magnetos | | Model SC-20 SERIES | | Part #: 10-500556-1 Serial #: D06CA048 |
| 73-07-04 10/11/1973 | Superseded by 94-01-03 | | Superseded by 94-01-03 | Once | | 1. 2. 3. 4. |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 74-26-09 12/24/1974 | S-20,-200,-1200 SERIES MAGNETOS | | N/A by date of engine manufacture. | Once | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 78-09-07 R3 1/17/1983 | Superseded by 96-12-07 | | Superseded by 96-12-07 | Recur | | 1. 2. 3. 4. |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 82-20-01 6/14/1983 | TO PREVENT FAILURE OF IMPULSE COUPLING DUE TO IMPROPERLY HEAT TREATED (SOFT) FLYWEIGHTS RESULTING IN ENGINE, CONTD. | | N/A by date of engine manufacture. | Once | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 94-01-03 R2 6/28/1995 | TO PREVENT MAGNETO FAILURE AND SUBSEQUENT ENGINE FAILURE | | N/A by date of engine manufacture. | Once | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 94-06-09 5/20/1994 | TO PREVENT INJURY OR DEATH TO GROUND PERSONNEL DUE TO A NON-GROUNDED MAGNETO | | N/A by date of engine manufacture. | Once | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |

FAA Airworthiness Directive Compliance Record

3753 John J. Montgomery Dr. San Diego, California 92123
(858) 277-1453

Report Produced By: Crownair Aviation

Content Revision: 4/4/2014

File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|---|--|-------------------------------------|--|-----------------------------------|--|--|
| Manufacturer ACS Products Company | | Category Ignition Systems | | Model IGNITION SWITCHES | | Part #: A-510-2 Serial #: N/A |
| 93-05-06 4/29/1993 ©ATP | TO PREVENT FAILURE OF IGNITION SWITCHES ©ATP | | To be complied with @ 2000.0 Hrs. | Recur ©ATP | <div style="border: 1px solid black; height: 40px; width: 100%;"></div> Signature: | 1. 2. 3. 4. |



FAA Airworthiness Directive Compliance Record

3753 John J. Montgomery Dr. San Diego, California 92123
(858) 277-1453

Report Produced By: Crownair Aviation

Content Revision: 4/4/2014

File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|---------------------------------|---|--------------------------|--|---------------------|--------------------------|---|
| 75-12-07 6/6/1975 | TO PREVENT THE POSSIBILITY OF LOSS OF PROPELLER PITCH CONTROL INCLUDING THE INABILITY TO FEATHER, CONTD. | | N/A by P/N of governor installed. | Once | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |

FAA Airworthiness Directive Compliance Record

3753 John J. Montgomery Dr. San Diego, California 92123
(858) 277-1453

Report Produced By: Crownair Aviation

Content Revision: 4/4/2014

File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|--------------------------------------|--|--------------------------|--|---------------------|--------------------------|---|
| Manufacturer Garmin International | Category GPS/NAV/COM | Model GNS 430 | Part #: 011-01060-40 Serial #: 97124373 | | | |
| 2001-23-17 12/28/2001 ©ATP | To prevent external noise from causing inaccurate course deviation displays in the GNS 430 unit's course,contd. ©ATP | | N/A by P/N of GNS-430 installed. | Once ©ATP | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner Signature: |

FAA Airworthiness Directive Compliance Record

3753 John J. Montgomery Dr. San Diego, California 92123
(858) 277-1453

Report Produced By: Crownair Aviation

Content Revision: 4/4/2014

File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|---------------------------------|---|--------------------------|--|---------------------|--------------------------|---|
| 2001-23-17 12/28/2001 | To prevent external noise from causing inaccurate course deviation displays in the GNS 430 unit's course,contd. | | N/A by P/N of GNS-430 installed. | Once | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |

FAA Airworthiness Directive Compliance Record

3753 John J. Montgomery Dr. San Diego, California 92123
(858) 277-1453

Report Produced By: Crownair Aviation

Content Revision: 4/4/2014

File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|---|--|----------------------------|--|---------------------|--------------------------|---|
| Manufacturer United Instruments | Category Altimeter | Model P/N 5934AD | Part #: 5934AD-3 Serial #: 455223 | | | |
| 74-24-13 12/5/1974 ©ATP | TO PREVENT BEING DEPRIVED OF ALTITUDE READINGS DURING CERTAIN AIRCRAFT OPERATING CONDITIONS ©ATP | | N/A by P/N of altimeter installed. | Once ©ATP | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner Signature: |
| 86-05-02 3/28/1986 ©ATP | TO PREVENT POSSIBLE ERRONEOUS ALTITUDE INFORMATION FROM BEING DISPLAYED TO THE PILOT ©ATP | | N/A by P/N of altimeter installed. | Recur ©ATP | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner Signature: |

FAA Airworthiness Directive Compliance Record

3753 John J. Montgomery Dr. San Diego, California 92123
(858) 277-1453

Report Produced By: Crownair Aviation

Content Revision: 4/4/2014

File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|-----------------------------------|---|--------------------------|--|---------------------|--------------------------|--|
| Manufacturer Brackett Aircraft | Category Air Filter | Model BA-100 | Part #: Serial #: | | | |
| 81-15-03 7/20/1981 | TO PREVENT POSSIBLE FAILURE OF THE ALUMINUM AIR FILTER RETAINER SCREEN OR GASKETS WITH POTENTIAL, CONTD. | | N/A by P/N of air filter installed. | Once | | 1. Million Air- Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |

FAA Airworthiness Directive Compliance Record

| 400 Portugee Rd. RIC Int'l. Airport, Va. 23250 804 222 3700 | | | | Report Produced By: Million Air-Richmond | | | |
|--|---|----------------------------------|--|--|--------------------------|---|--|
| Content Revision: 1/3/2011 | | File ID: N330SR | | Aircraft Registration: N330SR | | | |
| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. By | |
| Manufacturer Cirrus Design Corp. | | Category Airframe | | Model SR22 | | Part #: SR22 Serial #: 2077 | |
| 2001-25-03 12/17/2001 ©ATP | To detect and replace understrength rivets in the elevator and rudder, which could result in failure,contd. ©ATP | 1/25/2008 563.4 Flt. hobbs | N/A, by serial number of the airplane. | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner | |
| 2002-05-05 3/19/2002 ©ATP | Superseded by 2002-24-08 ©ATP | 1/25/2008 563.4 Flt. hobbs | Superseded | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner | |
| 2002-21-02 11/8/2002 ©ATP | To prevent loss of the self- locking retaining nut on the roll and yaw trim cartridges during flight, which,contd. ©ATP | 1/25/2008 563.4 Flt. hobbs | N/A, by serial number of the airplane. | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner | |
| 2002-24-08 1/24/2003 ©ATP | To prevent failure of the Cirrus Airplane Parachute System (CAPS) activation system in an emergency,contd. ©ATP | 1/25/2008 563.4 Flt. hobbs | N/A, by serial number of the airplane. | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner | |
| 2005-17-19 C 10/13/2005 ©ATP | Superseded by 2006-19-10 ©ATP | 1/25/2008 563.4 Flt. hobbs | Superseded | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner | |
| 2006-07-06 5/11/2006 ©ATP | To detect, correct, & prevent damage to the fuel line and wire bundles, which could result in fuel leaks ©ATP | 1/25/2008 563.4 Flt. hobbs | N/A, by serial number of the airplane. | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner | |

FAA Airworthiness Directive Compliance Record

400 Portugee Rd. RIC Int'l. Airport, Va. 23250
804 222 3700

Report Produced By: Million Air-Richmond

Content Revision: 1/3/2011

File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|--|---|------------------------------------|--|---------------------|--------------------------|---|
| Manufacturer Cirrus Design Corp. | Category Airframe | Model SR22 | Part #: SR22 Serial #: 2077 | | | |
| 2009-26-01 12/21/2009 | To detect and correct anti-ice fluid distribution lines with improperly installed compression fittings,contd. | 1/20/2010 793.6 flight hobbs | N/A, by airplane serial number. | Once | N/A | 1. Million Air-Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |

FAA Airworthiness Directive Compliance Record

| 400 Portugee Rd. RIC Int'l. Airport, Va. 23250 804 222 3700 | | | | Report Produced By: Million Air-Richmond | | | |
|--|---|------------------------------------|---|--|--------------------------|---|--|
| Content Revision: 1/3/2011 | | File ID: N330SR | | Aircraft Registration: N330SR | | | |
| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. By | |
| Manufacturer Category Cirrus Design Corp. Airframe | | Model SR22 | | Part #: SR22 Serial #: 2077 | | | |
| 2006-19-10 10/24/2006 ©ATP | To prevent the crew seats from folding forward during emergency landing with dynamic loads with consequent,contd. ©ATP | 1/25/2008 563.4 Flt. hobbs | N/A, by serial number of the airplane. | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner | |
| 2006-21-03 11/17/2006 ©ATP | To detect, correct, & prevent overheating damage to the brake caliper piston O-ring seals, which could,contd. ©ATP | 1/25/2008 563.4 Flt. hobbs | N/A, by serial number of the airplane. | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner | |
| 2007-14-03 8/16/2007 ©ATP | To correct pick-up collar support fasteners of the CAPS, which could result in the premature separataion ,contd. ©ATP | 1/25/2008 563.4 Flt. hobbs | The requirements of this AD were met when SB A2X-95-10 R2 was complied with on 5/16/2007. | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner | |
| 2007-24-13 12/4/2007 ©ATP | To prevent moisture from accumulating along the wing shear web where it may freeze in certain conditions ©ATP | 1/18/2008 563.4 Flt. hobbs | N/A, by serial number of the airplane. | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner | |
| 2008-03-16 3/11/2008 ©ATP | To prevent the possibility of jamming of the rudder-aileron interconnect system, which may result in loss of,contd. ©ATP | 1/19/2009 697.2 flight hobbs | The requirements of this AD were previously met when CDC SB 2X-27-17 R3 was complied with on 1/25/2008 @563.4 flight hobbs. | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner | |
| 2008-14-13 8/14/2008 ©ATP | To prevent in-flight failure of the cabin door, which could result in door separation from the airplane ©ATP | 1/28/2009 697.2 flight hobbs | The requirements of this AD were met by complying with CDC SB 2X-52-07 R4, installed kit 70186-005. | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner | |
| ©ATP | | | | | | | |

Category: Airframe

Manufacturer: Cirrus Design Corp.

Model: SR22

P/N:

S/N: 2077

1/24/2012

| AA AD # Eff. Date | Description | Complied Date & Time | Amendment Number Method of Compliance / Applicability | One Time | Recurring | Next Due | Authorized Signature & Number |
|----------------------------|---|------------------------------|---|----------|-----------|----------|-------------------------------------|
| 2001-25-03 12/17/2001 | To detect and replace understrength rivets in the elevator and rudder, which could result in failure,contd. | | N/A by aircraft S/N | X | | | |
| 2002-05-05 3/19/2002 | Superseded by 2002-24-08 | | Superseded by 2002-24-08 | X | | | |
| 2002-21-02 11/8/2002 | To prevent loss of the self- locking retaining nut on the roll and yaw trim cartridges during flight, which,contd. | | N/A by aircraft S/N | X | | | |
| 2002-24-08 1/24/2003 | To prevent failure of the Cirrus Airplane Parachute System (CAPS) activation system in an emergency,contd. | | N/A by aircraft S/N | X | | | |
| 2005-17-19 C 10/13/2005 | Superseded by 2006-19-10 | | Superseded by 2006-19-10 | X | | | |
| 2006-07-08 5/11/2006 | To detect, correct, & prevent damage to the fuel line and wire bundles, which could result in fuel leaks | | N/A by aircraft S/N | X | | | |
| 2006-19-10 10/24/2006 | To prevent the crew seats from folding forward during emergency landing with dynamic loads with consequent,contd. | | N/A by aircraft S/N | X | | | |
| 2006-21-03 11/17/2006 | To detect, correct, & prevent overheating damage to the brake caliper piston O-ring seals, which could,contd. | | N/A by aircraft S/N | X | | | |
| 2007-14-03 8/16/2007 | To correct pick-up collar support fasteners of the CAPS, which could result in the premature separataion ,contd. | 5/16/2007 @ 427.4 Hrs Flt | P/C/W under SB A2X-95-10 R2 by installing CAPS kit P/N 70181-001. | X | | | VXWR051W CRS John Gardner |
| 2007-24-13 12/4/2007 | To prevent moisture from accumulating along the wing shear web where it may freeze in certain conditions | | N/A by aircraft S/N | X | | | |
| 2008-03-16 3/11/2008 | To prevent the possibility of jamming of the rudder-aileron interconnect system, which may result in loss of,contd. | 1/25/2008 @ 563.4 Hrs Flt | P/C/W under SB 2X-27-14 R3 by installing kit P/N 70197-001. | X | | | VXWR051W CRS John Gardner |
| 2008-14-13 8/14/2008 | To prevent in-flight failure of the cabin door, which could result in door separation from the airplane | 1/28/2009 @ 697.2 Hrs Flt | C/W per SB 2X-52-07 R4 by installing kit P/N 70186-005. | X | | | VXWR051W CRS John Gardner |
| 2009-26-01 12/21/2009 | To detect and correct anti-ice fluid distribution lines with improperly installed compression fittings,contd. | | N/A by aircraft S/N. | X | | | |

FAA Airworthiness Directive Compliance Record

3753 John J. Montgomery Dr. San Diego, California 92123
(858) 277-1453

Report Produced By: Crownair Aviation

Content Revision: 4/4/2014

File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|--|-------------|---|--|----------------------|--------------------------|--|
| Manufacturer Cirrus Design Corp. | | Category Airframe | | Model SR22 | | Part #: |
| 2009-26-01 12/21/2009 | | To detect and correct anti-ice fluid distribution lines with improperly installed compression fittings,contd. | | N/A by aircraft S/N. | | Serial #: 2077 |
| ©ATP | ©ATP | | | Once | | 1. 2. 3. 4. |
| | | | | ©ATP | Signature: | |

FAA Airworthiness Directive Compliance Record

3753 John J. Montgomery Dr. San Diego, California 92123
(858) 277-1453

Report Produced By: Crownair Aviation

Content Revision: 4/4/2014

File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|-------------------------------------|---|---------------------------------|---|---------------------|--------------------------|--|
| Manufacturer Cirrus Design Corp. | Category Airframe | Model SR22 | Part #: Serial #: 2077 | | | |
| 2006-19-10 10/24/2006 | To prevent the crew seats from folding forward during emergency landing with dynamic loads with consequent,contd. | | N/A by aircraft S/N | Once | | 1. 2. 3. 4. |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 2006-21-03 11/17/2006 | To detect, correct, & prevent overheating damage to the brake caliper piston O-ring seals, which could,contd. | | N/A by aircraft S/N | Once | | 1. 2. 3. 4. |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 2007-14-03 8/16/2007 | To correct pick-up collar support fasteners of the CAPS, which could result in the premature separataion ,contd. | 5/16/2007 @ 427.4 Hrs FHM | P/C/W under SB A2X-95-10 R2 by installing CAPS kit P/N 70181-001. | Once | | 1. Million Air- Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 2007-24-13 12/4/2007 | To prevent moisture from accumulating along the wing shear web where it may freeze in certain conditions | | N/A by aircraft S/N | Once | | 1. 2. 3. 4. |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 2008-03-16 3/11/2008 | To prevent the possibility of jamming of the rudder-aileron interconnect system, which may result in loss of,contd. | 1/25/2008 @ 563.4 Hrs FHM | P/C/W under SB 2X-27-14 R3 by installing kit P/N 70197-001. | Once | | 1. Million Air- Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 2008-14-13 8/14/2008 | To prevent in-flight failure of the cabin door, which could result in door separation from the airplane | 1/28/2009 @ 697.2 Hrs FHM | C/W per SB 2X-52-07 R4 by installing kit P/N 70186-005. | Once | | 1. Million Air- Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |

©ATP

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FAA Airworthiness Directive Compliance Record

3753 John J. Montgomery Dr. San Diego, California 92123
(858) 277-1453

Report Produced By: Crownair Aviation

Content Revision: 4/4/2014

File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|-------------------------------------|--|--------------------------|--|---------------------|--------------------------|--|
| Manufacturer Cirrus Design Corp. | Category Airframe | Model SR22 | Part #: Serial #: 2077 | | | |
| 2001-25-03 12/17/2001 | To detect and replace understrength rivets in the elevator and rudder, which could result in failure,contd. | | N/A by aircraft S/N | Once | | 1. 2. 3. 4. |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 2002-05-05 3/19/2002 | Superseded by 2002-24-08 | | Superseded by 2002-24-08 | Once | | 1. 2. 3. 4. |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 2002-21-02 11/8/2002 | To prevent loss of the self- locking retaining nut on the roll and yaw trim cartridges during flight, which,contd. | | N/A by aircraft S/N | Once | | 1. 2. 3. 4. |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 2002-24-08 1/24/2003 | To prevent failure of the Cirrus Airplane Parachute System (CAPS) activation system in an emergency,contd. | | N/A by aircraft S/N | Once | | 1. 2. 3. 4. |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 2005-17-19 C 10/13/2005 | Superseded by 2006-19-10 | | Superseded by 2006-19-10 | Once | | 1. 2. 3. 4. |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 2006-07-06 5/11/2006 | To detect, correct, & prevent damage to the fuel line and wire bundles, which could result in fuel leaks | | N/A by aircraft S/N | Once | | 1. 2. 3. 4. |
| ©ATP | ©ATP | | | ©ATP | Signature: | |

FAA Airworthiness Directive Compliance Record

400 Portugee Rd. RIC Int'l. Airport, Va. 23250
804 222 3700

Report Produced By: Million Air-Richmond

| Content Revision: 1/3/2011 | | File ID: N330SR | | Aircraft Registration: N330SR | | |
|--|--|------------------------------------|--|-------------------------------|--------------------------|---|
| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. By |
| Manufacturer Teledyne Continental | Category Engine | Model IO-550-N | Part #: IO-550-N(42) Serial #: 689851 | | | |
| 2009-16-03 9/9/2009 ©ATP | To prevent the separation of the cylinder head, which could result in immediate loss of engine power, possible,contd. ©ATP | 1/20/2010 793.6 flight hobbs | N/A, no SAP investment cylinder assy's. installed | Recur ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| 2009-24-52 E 11/18/2009 ©ATP | To prevent excessive hydraulic lifter wear, which can result in loss of engine power & loss of control of the airplane ©ATP | 1/20/2010 793.6 flight hobbs | N/A, no record of any hydraulic lifters being replaced. | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| 2010-11-04 6/16/2010 ©ATP | To prevent excessive hydraulic lifter wear, which can result in loss of engine power & loss of control of the airplane ©ATP | 1/3/2011 925.3 FHM | N/A, engine manufactured on 6/25/2006 and no record of any hydraulic lifters replaced. | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWR051W 4. John Gardner |

FAA Airworthiness Directive Compliance Record

400 Portugee Rd. RIC Int'l. Airport, Va. 23250
804 222 3700

Report Produced By: Million Air-Richmond

Content Revision: 1/3/2011

File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|--------------------------------------|--|------------------------------------|--|---------------------|--------------------------|---|
| Manufacturer Teledyne Continental | Category Engine | Model IO-550-N | Part #: IO-550-N(42) Serial #: 689851 | | | |
| 99-09-17 L 4/22/1999 | Superseded by 99-19-01 | 1/25/2008 563.4 Flight hobbs | Superseded | Once | N/A | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 99-19-01 9/30/1999 | To prevent crankshaft failure due to crankshaft cheek cracks, which could result in total engine power loss, contd. | 1/25/2008 563.4 Flight hobbs | N/A, by engine manufacture date of 6/25/2006. | Once | N/A | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 2000-08-51 E 4/28/2000 | Superseded by 2000-23-21 | 1/25/2008 563.4 Flight hobbs | Superseded | Once | N/A | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 2000-23-21 12/12/2000 | To prevent crankshaft connecting rod journal fracture, which could result in total engine power, contd. | 1/25/2008 563.4 Flight hobbs | N/A, by engine manufacture date of 6/25/2006. | Once | N/A | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 2004-08-10 5/5/2004 | To prevent loss of engine power due to cracks in the cylinder head & possible engine failure caused, contd. | 1/25/2008 563.4 Flight hobbs | N/A, by engine manufacture date of 6/25/2006. | Once | N/A | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 2007-16-10 8/23/2007 | To prevent the turbine rotor from separating from the shaft of the turbocharger due to a machining defect in the, contd. | 1/25/2008 563.4 Flight hobbs | N/A, no turbocharger installed on this engine. | Once | N/A | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |

FAA Airworthiness Directive Compliance Record

400 Portugee Rd. RIC Int'l. Airport, Va. 23250
804 222 3700

Report Produced By: Million Air-Richmond

Content Revision: 1/3/2011

File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|--|--|------------------------------------|--|---------------------|--------------------------|---|
| Manufacturer Teledyne Continental | Category Engine | Model IO-550-N | Part #: IO-550-N(42) Serial #: 689851 | | | |
| 00-00-01 1/22/2001 ©ATP | Important for Cessna Oil Filter Adapter Assemblies listed in AD 96-12-22 ©ATP | 1/25/2008 563.4 Flight hobbs | N/A, no Cessna oil filter adapter assy. installed. | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner |
| 86-13-04 R3 2/24/1988 ©ATP | TO PREVENT POSSIBLE CYLINDER HEAD TO BARREL SEPARATION, ENGINE FAILURE AND/OR ENGINE COMPARTMENT FIRE ©ATP | 1/25/2008 563.4 Flight hobbs | N/A, by engine manufacture date of 6/25/2006. | Recur ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner |
| 88-03-06 4/15/1988 ©ATP | TO PREVENT POSSIBLE LOSS OF ENGINE OIL AND SUBSEQUENT ENGINE FAILURE ©ATP | 1/25/2008 563.4 Flight hobbs | N/A, by engine manufacture date of 6/25/2006. | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner |
| 91-19-03 9/29/1991 ©ATP | TO PREVENT OPERATION WITH COLLAPSED OIL FILTER ELEMENTS, WHICH CAN RESULT IN LOSS OF OIL PRESSURE, CONTD. ©ATP | 1/25/2008 563.4 Flight hobbs | N/A, by engine manufacture date of 6/25/2006. | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner |
| 93-10-02 8/12/1993 ©ATP | TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE RETAINER KEY ©ATP | 1/25/2008 563.4 Flight hobbs | N/A, by engine manufacture date of 6/25/2006. | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner |
| 96-12-22 7/31/1996 ©ATP | TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE, CONTD. ©ATP | 1/25/2008 563.4 Flight hobbs | N/A, by engine manufacture date of 6/25/2006. | Recur ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner |

Category: Engine

Manufacturer: Teledyne Continental

Model: IO-550-N

P/N:

S/N: 689851

1/24/2012

| AA AD # Eff. Date | Description | Complied Date & Time | Amendment Number Method of Compliance / Applicability | One Time | Recurring | Next Due | Authorized Signature & Number |
|--------------------------|--|-------------------------|--|-------------|-----------|----------|-------------------------------------|
| 2011-25-51 12/28/2011 | To prevent failure of the starter adapter gear shaft, leading to an inoperable oil scavenge pump & engine,contd. | | N/A by date of engine manufacture. Also, no record of starter adapter replacement between January 1, 2011 & November 20, 2011. | X | | | CWNR273K CRS Dave Gill |

©ATP

Category: Engine

Manufacturer: Teledyne Continental

Model: IO-550-N

P/N:

S/N: 689851

1/24/2012

| AA AD # Eff. Date | Description | Complied Date & Time | Amendment Number Method of Compliance / Applicability | One Time | Recur- ring | Next Due | Authorized Signature & Number |
|----------------------------|--|-------------------------|--|-------------|----------------|----------|-------------------------------------|
| 00-00-01 1/22/2001 | Important for Cessna Oil Filter Adapter Assemblies listed in AD 96-12-22 | | See AD 96-12-22 | X | | | |
| 86-13-04 R3 2/24/1988 | TO PREVENT POSSIBLE CYLINDER HEAD TO BARREL SEPARATION, ENGINE FAILURE AND/OR ENGINE COMPARTMENT FIRE | | N/A by date of engine manufacture. | | X | | VXWR051W CRS John Gardner |
| 88-03-08 4/15/1988 | TO PREVENT POSSIBLE LOSS OF ENGINE OIL AND SUBSEQUENT ENGINE FAILURE | | N/A by date of engine manufacture. | | X | | VXWR051W CRS John Gardner |
| 91-19-03 9/29/1991 | TO PREVENT OPERATION WITH COLLAPSED OIL FILTER ELEMENTS, WHICH CAN RESULT IN LOSS OF OIL PRESSURE, CONTD. | | N/A by date of engine manufacture. | X | | | VXWR051W CRS John Gardner |
| 93-10-02 8/12/1993 | TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE RETAINER KEY | | N/A by date of engine manufacture. | X | | | VXWR051W CRS John Gardner |
| 96-12-22 7/31/1996 | TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE, CONTD. | | N/A by date of engine manufacture. | | X | | VXWR051W CRS John Gardner |
| 99-09-17 L 4/22/1999 | Superseded by 99-19-01 | | Superseded by 99-19-01 | X | | | |
| 99-19-01 9/30/1999 | To prevent crankshaft failure due to crankshaft cheek cracks, which could result in total engine power loss, contd. | | N/A by date of engine manufacture. | X | | | VXWR051W CRS John Gardner |
| 2000-08-51 E 4/28/2000 | Superseded by 2000-23-21 | | Superseded by 2000-23-21 | X | | | |
| 2000-23-21 12/12/2000 | To prevent crankshaft connecting rod journal fracture, which could result in total engine power, contd. | | N/A by date of engine manufacture. | X | | | VXWR051W CRS John Gardner |
| 2004-08-10 5/5/2004 | To prevent loss of engine power due to cracks in the cylinder head & possible engine failure caused, contd. | | N/A by date of engine manufacture. | X | | | VXWR051W CRS John Gardner |
| 2007-16-10 8/23/2007 | To prevent the turbine rotor from separating from the shaft of the turbocharger due to a machining defect in the, contd. | | N/A. Turbocharger not installed. | X | | | VXWR051W CRS John Gardner |
| 2009-16-03 9/9/2009 | To prevent the separation of the cylinder head, which could result in immediate loss of engine power, possible, contd. | | N/A. SAP Investment cast cylinder assys not installed. | | X | | VXWR051W CRS John Gardner |
| 2009-24-52 E 11/18/2009 | Superseded by 2010-11-04 | | Superseded by 2010-11-04 | X | | | |
| 2010-11-04 16/2010 | To prevent excessive hydraulic lifter wear, which can result in loss of engine power & loss of control of the airplane | | N/A. No records of hydraulic lifters replaced after June 19, 2009. | X | | | VXWR051W CRS John Gardner |

FAA Airworthiness Directive Compliance Record

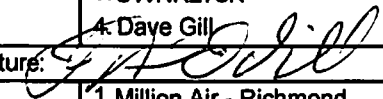
3753 John J. Montgomery Dr. San Diego, California 92123
(858) 277-1453

Report Produced By: Crownair Aviation

Content Revision: 4/4/2014

File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|---------------------------------|---|--------------------------|---|---------------------|--|---|
| 2012-10-13 6/8/2012 | To prevent starter adapter gear shaft failure which could cause oil scavenge pump failure and engine,contd. | | N/A by P/N. A newly overhauled starter adapter, P/N 642083-A12, was installed on 5-30-12. | Once | | 1. Crownair Aviation 2. CRS 3. CWN273K 4. Daye Gill |
| ©ATP | ©ATP | | | ©ATP | Signature:  | |
| 2014-05-29 4/25/2014 | To prevent the separation of the cylinder head, damage to the engine, and damage to the airplane | | N/A. SAP Investment cast cylinder assys not installed. | Recur | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |

FAA Airworthiness Directive Compliance Record

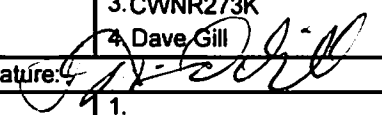
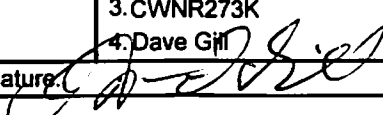
3753 John J. Montgomery Dr. San Diego, California 92123
(858) 277-1453

Report Produced By: Crownair Aviation

Content Revision: 4/4/2014

File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|--|--|--------------------------|--|---------------------|--------------------------|--|
| Manufacturer Teledyne Continental | Category Engine | Model IO-550-N | Part #: Serial #: 689851 | | | |
| 2009-16-03 9/9/2009 ©ATP | To prevent the separation of the cylinder head, which could result in immediate loss of engine power, possible,contd. ©ATP | | N/A. SAP Investment cast cylinder assys not installed. | Recur ©ATP | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner Signature: |
| 2009-24-52 E 11/18/2009 ©ATP | Superseded by 2010-11-04 ©ATP | | Superseded by 2010-11-04 | Once ©ATP | | 1. 2. 3. 4. Signature: |
| 2010-11-04 6/16/2010 ©ATP | To prevent excessive hydraulic lifter wear, which can result in loss of engine power & loss of control of the airplane ©ATP | | N/A. No records of hydraulic lifters replaced after June 19, 2009. | Once ©ATP | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner Signature: |
| 2011-25-51 12/28/2011 ©ATP | To prevent failure of the starter adapter gear shaft, leading to an inoperable oil scavenge pump & engine,contd. ©ATP | | N/A by date of engine manufacture. Also, no record of starter adapter replacement between January 1, 2011 & November 20, 2011. | Once ©ATP | | 1. Crownair Aviation 2. CRS 3. CWN273K 4. Dave Gill Signature:  |
| 2011-25-51 E 11/29/2011 ©ATP | Superseded by 2012-10-13 ©ATP | | | Once ©ATP | | 1. 2. 3. 4. Signature: |
| 2012-03-06 C 2/24/2012 ©ATP | To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane ©ATP | | N/A, affected fuel servo diaphragm not installed. | Once ©ATP | | 1. Crownair Aviation 2. CRS 3. CWN273K 4. Dave Gill Signature:  |

©ATP

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Page 6 of 22

FAA Airworthiness Directive Compliance Record

3753 John J. Montgomery Dr. San Diego, California 92123
(858) 277-1453

Report Produced By: Crownair Aviation

Content Revision: 4/4/2014

File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|--------------------------------------|---|--------------------------|--|---------------------|--------------------------|---|
| Manufacturer Teledyne Continental | Category Engine | Model IO-550-N | Part #: Serial #: 689851 | | | |
| 99-09-17 L 4/22/1999 | Superseded by 99-19-01 | | Superseded by 99-19-01 | Once | | 1. 2. 3. 4. |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 99-19-01 9/30/1999 | To prevent crankshaft failure due to crankshaft cheek cracks, which could result in total engine power loss,contd. | | N/A by date of engine manufacture. | Once | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 2000-08-51 E 4/28/2000 | Superseded by 2000-23-21 | | Superseded by 2000-23-21 | Once | | 1. 2. 3. 4. |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 2000-23-21 12/12/2000 | To prevent crankshaft connecting rod journal fracture, which could result in total engine power,contd. | | N/A by date of engine manufacture. | Once | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 2004-08-10 5/5/2004 | To prevent loss of engine power due to cracks in the cylinder head & possible engine failure caused,contd. | | N/A by date of engine manufacture. | Once | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 2007-16-10 8/23/2007 | To prevent the turbine rotor from separating from the shaft of the turbocharger due to a machining defect in the,contd. | | N/A. Turbocharger not installed. | Once | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |

FAA Airworthiness Directive Compliance Record

3753 John J. Montgomery Dr. San Diego, California 92123
(858) 277-1453

Report Produced By: Crownair Aviation

Content Revision: 4/4/2014

File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|--------------------------------------|--|--------------------------|--|---------------------|--------------------------|---|
| Manufacturer Teledyne Continental | | Category Engine | | Model IO-550-N | | Part #: Serial #: 689851 |
| 00-00-01 1/22/2001 | Important for Cessna Oil Filter Adapter Assemblies listed in AD 96-12-22 | | See AD 96-12-22 | Once | | 1. 2. 3. 4. |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 86-13-04 R3 2/24/1988 | TO PREVENT POSSIBLE CYLINDER HEAD TO BARREL SEPARATION, ENGINE FAILURE AND/OR ENGINE COMPARTMENT FIRE | | N/A by date of engine manufacture. | Recur | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 88-03-06 4/15/1988 | TO PREVENT POSSIBLE LOSS OF ENGINE OIL AND SUBSEQUENT ENGINE FAILURE | | N/A by date of engine manufacture. | Recur | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 91-19-03 9/29/1991 | TO PREVENT OPERATION WITH COLLAPSED OIL FILTER ELEMENTS, WHICH CAN RESULT IN LOSS OF OIL PRESSURE, CONTD. | | N/A by date of engine manufacture. | Once | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 93-10-02 8/12/1993 | TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE RETAINER KEY | | N/A by date of engine manufacture. | Once | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 96-12-22 7/31/1996 | TO PREVENT LOSS OF ENGINE OIL CAUSED BY LOOSE OR SEPARATED OIL FILTER ADAPTERS, WHICH COULD RESULT IN ENGINE, CONTD. | | N/A by date of engine manufacture. | Recur | | 1. Million Air - Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |

FAA Airworthiness Directive Compliance Record

400 Portugee Rd. RIC Int'l. Airport, Va. 23250
804 222 3700

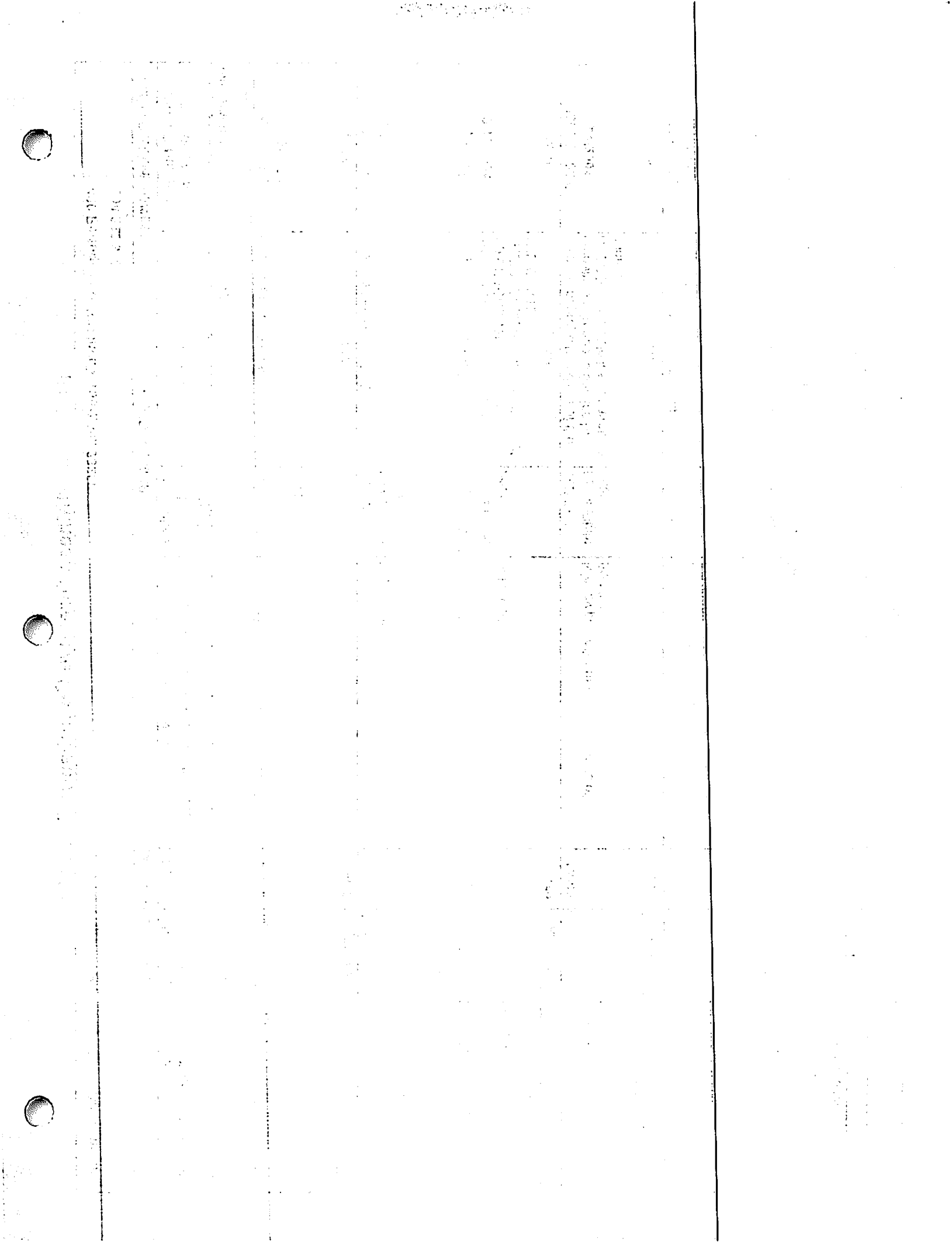
Report Produced By: Million Air-Richmond

Content Revision: 1/3/2011

File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|------------------------------------|--|------------------------------------|--|---------------------|--------------------------|---|
| Manufacturer Hartzell Propeller | Category Propeller | Model PHC-J3YF-1 | Part #: PHC-J3YF-1RF Serial #: FP4633B | | | |
| 2007-26-09 1/30/2008 | To prevent failure of the propeller blade from fatigue cracks in the aluminum blade shank radius, which can,contd. | 1/25/2008 563.4 Flight hobbs | N/A, by the serial number of the propeller blades installed, K36997, K36999, K37000. | Once | N/A | 1. Million Air-Richmond 2. CRS 3. VXRW051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |



FAA Airworthiness Directive Compliance Record

400 Portugee Rd. RIC Int'l. Airport, Va. 23250
804 222 3700

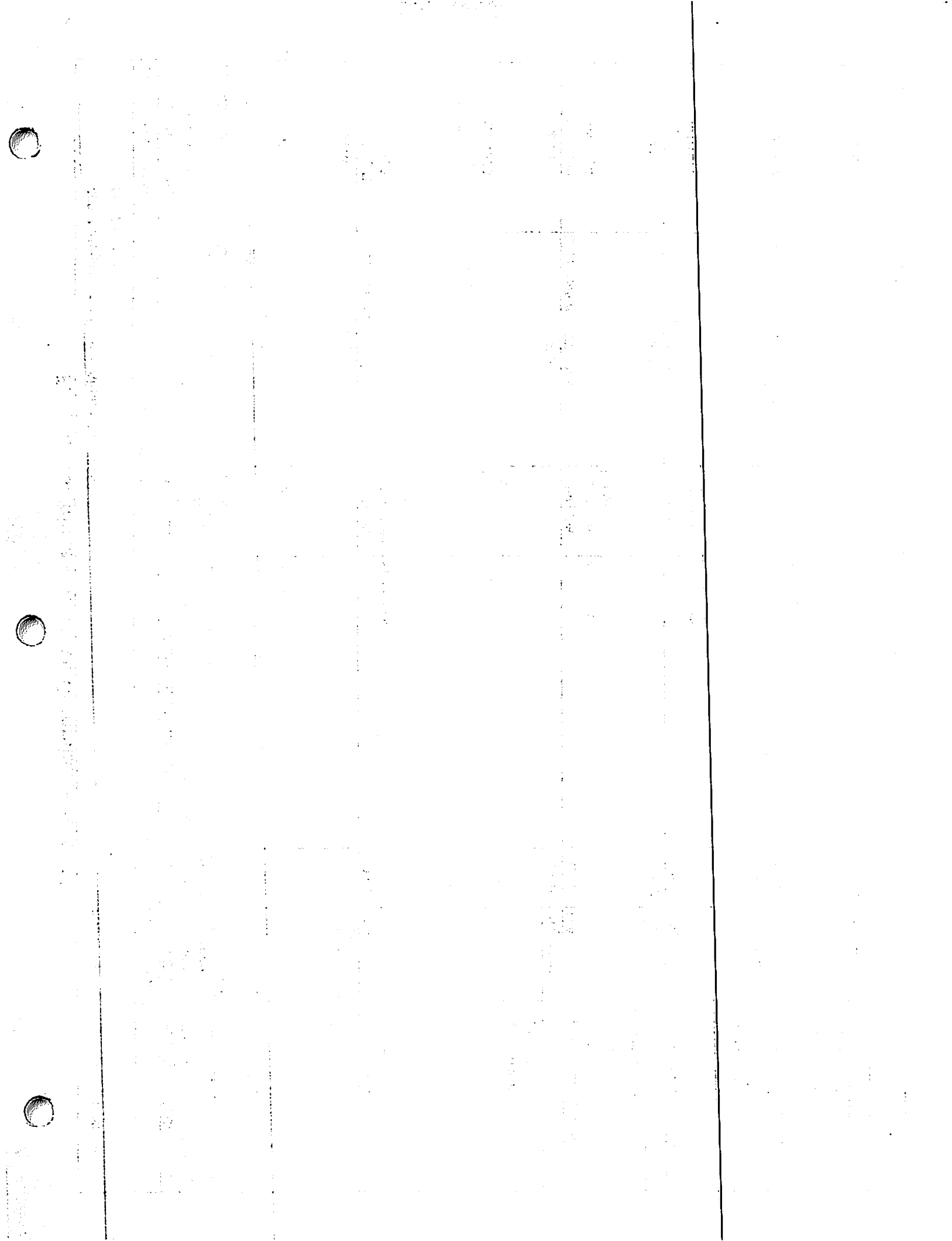
Report Produced By: Million Air-Richmond

Content Revision: 1/3/2011

File ID: N330SR

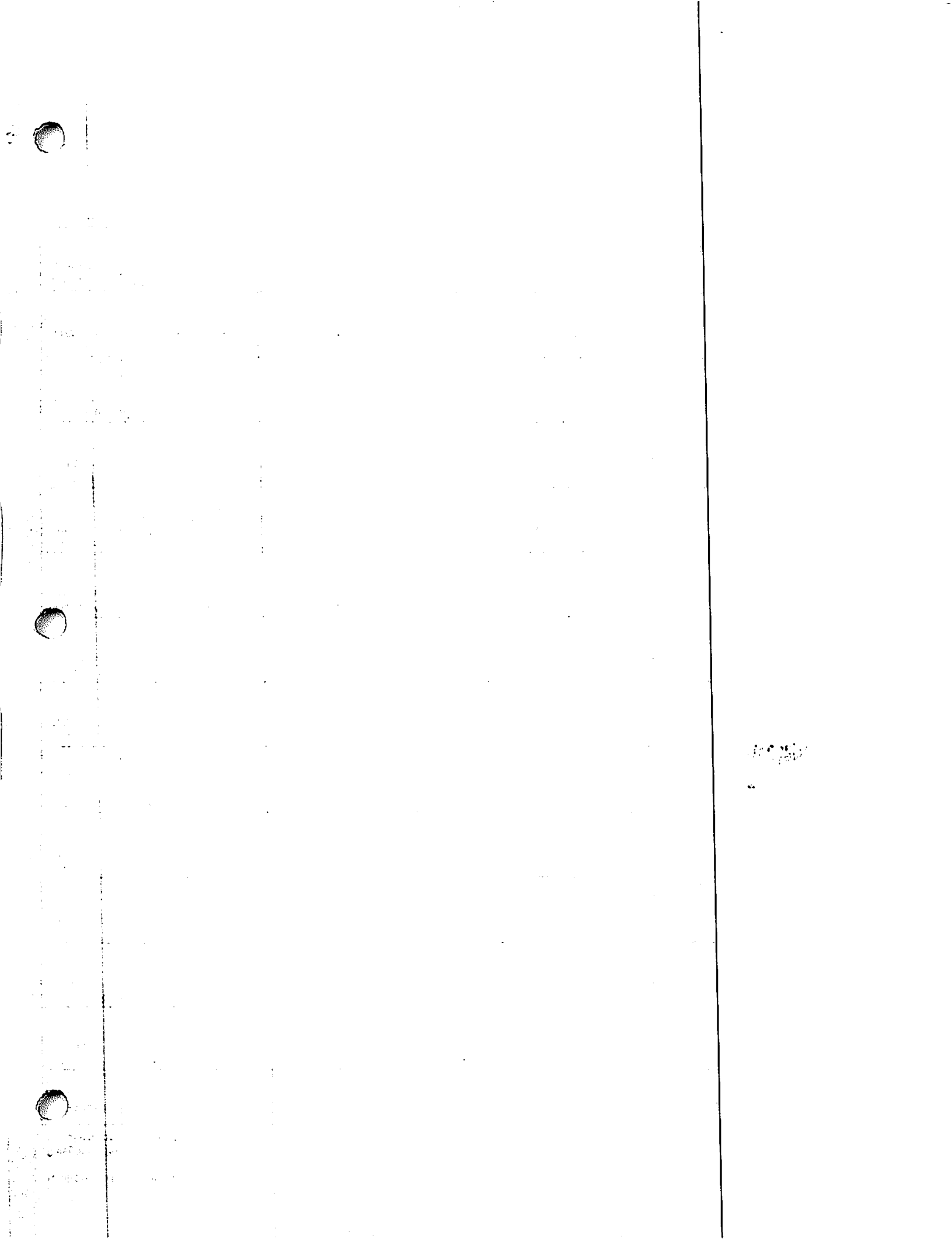
Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|--------------------------------------|--|------------------------------------|--|---------------------|--------------------------|---|
| Manufacturer Hartzell Propeller | Category Propeller | Model PHC-J3YF-1 | Part #: PHC-J3YF-1RF Serial #: FP4633B | | | |
| 89-22-05 L 11/16/1989 ©ATP | Superseded by 93-16-14 ©ATP | 1/25/2008 563.4 Flight hobbs | Superseded | Recur ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner |
| 93-16-14 1/5/1994 ©ATP | Superseded by 94-17-13 ©ATP | 1/25/2008 563.4 Flight hobbs | Superseded | Recur ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner |
| 94-17-13 9/15/1994 ©ATP | TO PREVENT POSSIBLE PROPELLER HUB FAILURE DUE TO CRACKS THAT ORIGINATE IN THE GREASE FITTING HOLES ON THE,CONTD. ©ATP | 1/25/2008 563.4 Flight hobbs | N/A, by propeller manufacture date of 5/31/2006. | Recur ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner |
| 2001-07-03 C 6/4/2001 ©ATP | To prevent propeller failure of the propellers returned to service by BASCO, & possible loss of airplane control ©ATP | 1/25/2008 563.4 Flight hobbs | N/A, by propeller manufacture date of 5/31/2006. | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner |
| 2002-09-08 6/13/2002 ©ATP | To prevent failure of the propeller blade from fatigue cracks in the blade shank radius, which can,contd. ©ATP | 1/25/2008 563.4 Flight hobbs | N/A, by propeller manufacture date of 5/31/2006. | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner |
| 2005-14-11 8/17/2005 ©ATP | To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane ©ATP | 1/25/2008 563.4 Flight hobbs | N/A, by propeller manufacture date of 5/31/2006. | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner |



FAA Airworthiness Directive Compliance Record

| 400 Portugee Rd. RIC Int'l. Airport, Va. 23250 804 222 3700 | | | | Report Produced By: Million Air-Richmond | | | |
|--|--------------------------------------|------------------------------------|--|--|--------------------------|---|--|
| Content Revision: 1/3/2011 | | File ID: N330SR | | Aircraft Registration: N330SR | | | |
| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 3. Cert. Num. 2. Cert. Type 4. Author. By | |
| Manufacturer Hartzell Propeller | | Category Propeller | | Model PHC-J3YF-1 | | Part #: PHC-J3YF-1RF Serial #: FP4633B | |
| 70-02-01 1/1/1970 ©ATP | Superseded by 73-10-03 ©ATP | 1/25/2008 563.4 Flight hobbs | Superseded | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner | |
| 70-16-03 R 1/1/1970 ©ATP | Superseded by 77-12-06 ©ATP | 1/25/2008 563.4 Flight hobbs | Superseded | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner | |
| 73-10-03 1/1/1973 ©ATP | Superseded by 77-12-06 ©ATP | 1/25/2008 563.4 Flight hobbs | Superseded | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner | |
| 74-15-02 1/1/1974 ©ATP | Superseded by 77-12-06 ©ATP | 1/25/2008 563.4 Flight hobbs | Superseded | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner | |
| 75-07-05 5/1/1977 ©ATP | Superseded by 77-12-06 ©ATP | 1/25/2008 563.4 Flight hobbs | Superseded | Once ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner | |
| 77-12-06 R(2) 12/21/1977 ©ATP | Superseded by 2002-09-08 ©ATP | 1/25/2008 563.4 Flight hobbs | Superseded | Recur ©ATP | N/A Signature: | 1. Million Air-Richmond 2. CRS 3. VXWRO51W 4. John Gardner | |



Category: Propeller

Manufacturer: Hartzell Propeller

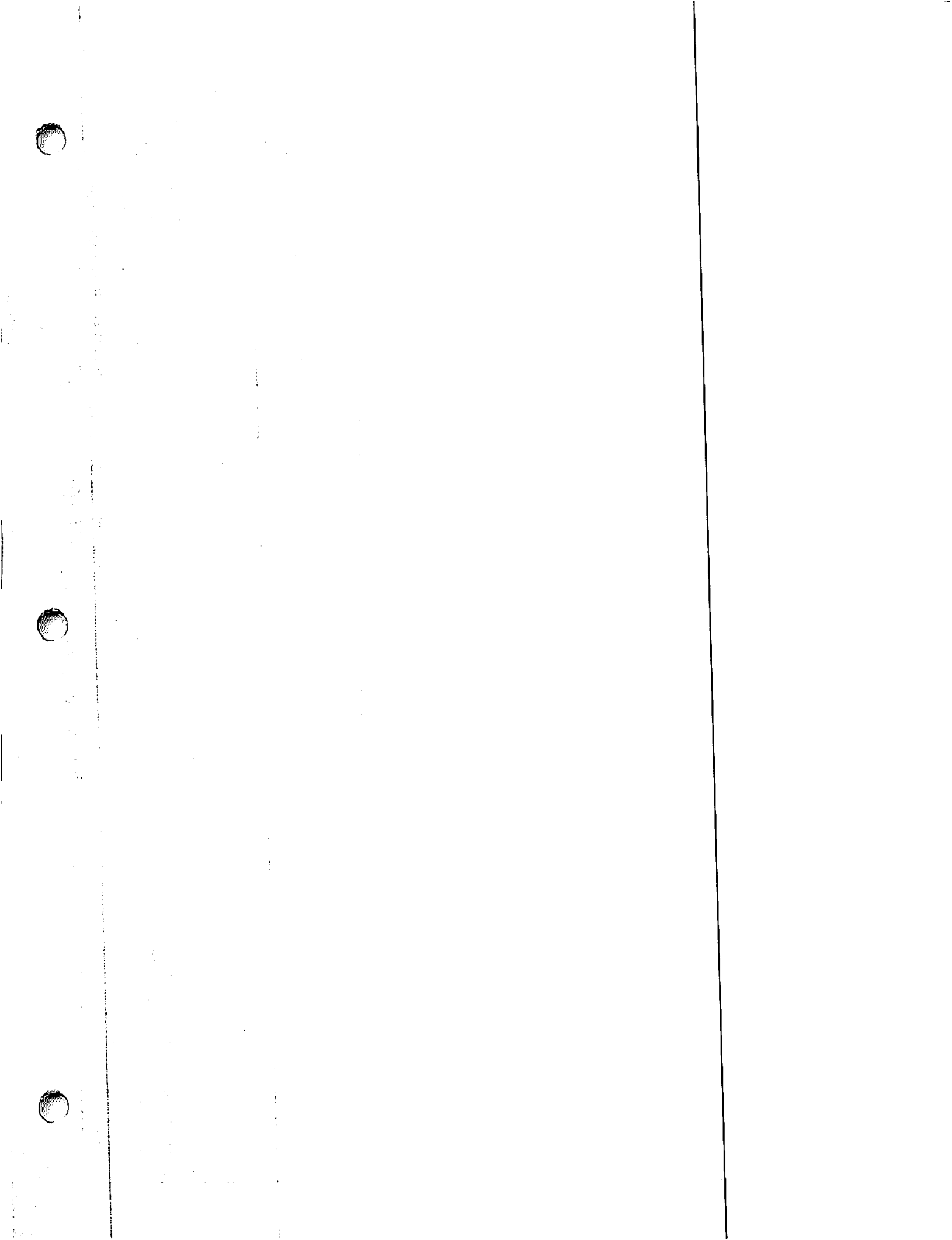
Model: PHC-J3YF-1

P/N:

S/N: FP4633B

1/24/2012

| FA AD # Eff. Date | Description | Complied Date & Time | Amendment Number Method of Compliance / Applicability | One Time | Recurring | Next Due | Authorized Signature & Number |
|-----------------------------|---|-------------------------|--|-------------|-----------|----------|-------------------------------------|
| 70-02-01 1/1/1970 | Superseded by 73-10-03 | | Superseded by 73-10-03 | X | | | |
| 70-16-03 R 1/1/1970 | Superseded by 77-12-06 | | Superseded by 77-12-06 | X | | | |
| 73-10-03 1/1/1973 | Superseded by 77-12-06 | | Superseded by 77-12-06 | X | | | |
| 74-15-02 1/1/1974 | Superseded by 77-12-06 | | Superseded by 77-12-06 | X | | | |
| 75-07-05 5/1/1977 | Superseded by 77-12-06 | | Superseded by 77-12-06 | X | | | |
| 77-12-06 R(2) 12/21/1977 | Superseded by 2002-09-08 | | Superseded by 2002-09-08 | | X | | |
| 89-22-05 L 11/16/1989 | Superseded by 93-16-14 | | Superseded by 93-16-14 | | X | | |
| 93-16-14 1/5/1994 | Superseded by 94-17-13 | | Superseded by 94-17-13 | | X | | |
| 94-17-13 9/15/1994 | TO PREVENT POSSIBLE PROPELLER HUB FAILURE DUE TO CRACKS THAT ORIGINATE IN THE GREASE FITTING HOLES ON THE,CONTD. | | N/A by date of propeller manufacture. | | X | | VXWR051W CRS John Gardner |
| 2001-07-03 C 6/4/2001 | To prevent propeller failure of the propellers returned to service by BASCO, & possible loss of airplane control | | N/A by date of propeller manufacture. | X | | | VXWR051W CRS John Gardner |
| 2002-09-08 6/13/2002 | Superseded by 2007-26-09 | | Superseded by 2007-26-09 | X | | | |
| 2005-14-11 8/17/2005 | To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane | | N/A by date of propeller manufacture. | X | | | VXWR051W CRS John Gardner |
| 2007-26-09 1/30/2008 | To prevent failure of the propeller blade from fatigue cracks in the aluminum blade shank radius, which can,contd. | | N/A by propeller blade S/Ns. | X | | | VXWR051W CRS John Gardner |



FAA Airworthiness Directive Compliance Record

3753 John J. Montgomery Dr. San Diego, California 92123
(858) 277-1453

Report Produced By: Crownair Aviation

Content Revision: 4/4/2014

File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|---|---|----------------------------|--|---------------------|--------------------------|--|
| Manufacturer Hartzell Propeller | Category Propeller | Model PHC-J3YF-1 | Part #: Serial #: FP4633B | | | |
| 2007-26-09 1/30/2008 | To prevent failure of the propeller blade from fatigue cracks in the aluminum blade shank radius, which can, contd. | | N/A by propeller blade S/Ns. | Once | | 1. Million Air- Richmond 2. CRS 3. VXWR051W 4. John Gardner |
| ©ATP | ©ATP | | | ©ATP | Signature: | |

FAA Airworthiness Directive Compliance Record

3753 John J. Montgomery Dr. San Diego, California 92123
(858) 277-1453

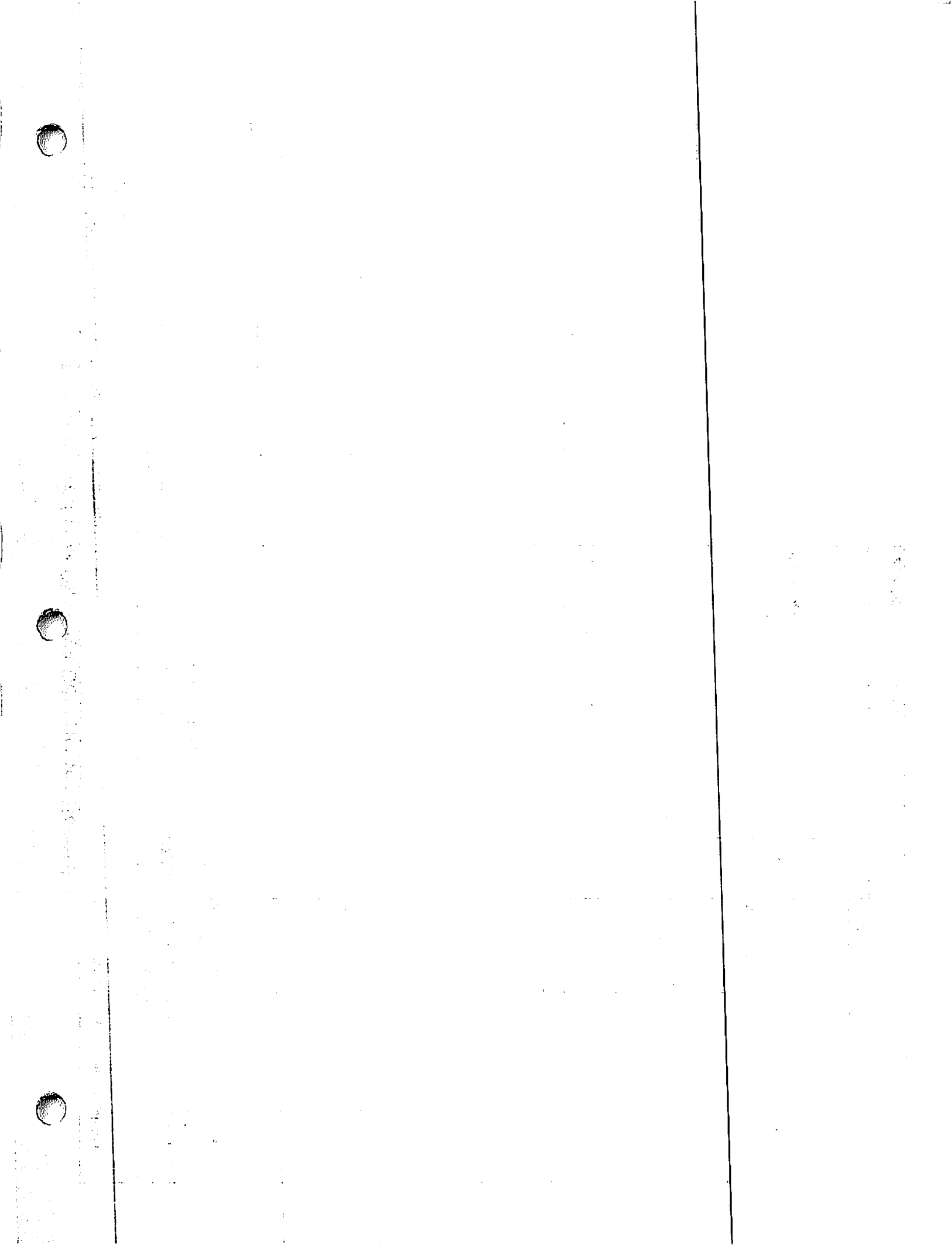
Report Produced By: Crownair Aviation

Content Revision: 4/4/2014

File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|--------------------------------------|---|--------------------------|--|---------------------|--------------------------|--|
| Manufacturer Hartzell Propeller | Category Propeller | Model PHC-J3YF-1 | Part #: Serial #: FP4633B | | | |
| 89-22-05 L 11/16/1989 ©ATP | Superseded by 93-16-14 ©ATP | | Superseded by 93-16-14 | Recur ©ATP | | 1. 2. 3. 4. Signature: |
| 93-16-14 1/5/1994 ©ATP | Superseded by 94-17-13 ©ATP | | Superseded by 94-17-13 | Recur ©ATP | | 1. 2. 3. 4. Signature: |
| 94-17-13 9/15/1994 ©ATP | TO PREVENT POSSIBLE PROPELLER HUB FAILURE DUE TO CRACKS THAT ORIGINATE IN THE GREASE FITTING HOLES ON THE, CONTD. ©ATP | | N/A by date of propeller manufacture. | Recur ©ATP | | 1. Million Air- Richmond 2. CRS 3. VXWR051W 4. John Gardner Signature: |
| 2001-07-03 C 6/4/2001 ©ATP | To prevent propeller failure of the propellers returned to service by BASCO, & possible loss of airplane control ©ATP | | N/A by date of propeller manufacture. | Once ©ATP | | 1. Million Air- Richmond 2. CRS 3. VXWR051W 4. John Gardner Signature: |
| 2002-09-08 6/13/2002 ©ATP | Superseded by 2007-26-09 ©ATP | | Superseded by 2007-26-09 | Once ©ATP | | 1. 2. 3. 4. Signature: |
| 2005-14-11 8/17/2005 ©ATP | To prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane ©ATP | | N/A by date of propeller manufacture. | Once ©ATP | | 1. Million Air- Richmond 2. CRS 3. VXWR051W 4. John Gardner Signature: |
| ©ATP | | | | | | |



FAA Airworthiness Directive Compliance Record

3753 John J. Montgomery Dr. San Diego, California 92123
(858) 277-1453

Report Produced By: Crownair Aviation

Content Revision: 4/4/2014

File ID: N330SR

Aircraft Registration: N330SR

| FAA AD Number Effective Date | Description | Complied Date Time | Amendment Number Method of Compliance/Applicability | Once or Recur | Next Due Date Time | 1. Facility 2. Cert. Type 3. Cert. Num. 4. Author. By |
|---|--------------------------|------------------------------|--|----------------------------|--------------------------|--|
| Manufacturer Hartzell Propeller | | Category Propeller | | Model PHC-J3YF-1 | | Part #: Serial #: FP4633B |
| 70-02-01 1/1/1970 | Superseded by 73-10-03 | | Superseded by 73-10-03 | Once | | 1. 2. 3. 4. |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 70-16-03 R 1/1/1970 | Superseded by 77-12-06 | | Superseded by 77-12-06 | Once | | 1. 2. 3. 4. |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 73-10-03 1/1/1973 | Superseded by 77-12-06 | | Superseded by 77-12-06 | Once | | 1. 2. 3. 4. |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 74-15-02 1/1/1974 | Superseded by 77-12-06 | | Superseded by 77-12-06 | Once | | 1. 2. 3. 4. |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 75-07-05 5/1/1977 | Superseded by 77-12-06 | | Superseded by 77-12-06 | Once | | 1. 2. 3. 4. |
| ©ATP | ©ATP | | | ©ATP | Signature: | |
| 77-12-06 R(2) 12/21/1977 | Superseded by 2002-09-08 | | Superseded by 2002-09-08 | Recur | | 1. 2. 3. 4. |
| ©ATP | ©ATP | | | ©ATP | Signature: | |

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|------------|---|---|-------------|-------------|---|---|
| 15994-001 | ★ | SR22 / SR22T CAPS Component Manual SR2X Miscellaneous | 15 Oct 2010 | Reissue D | - | SR22: 0002 and subs |
| 16330-001 | ★ | SR2X Technical Publications Suite DVD-ROM | 15 Oct 2010 | Revision 11 | - | SR22: 0002 and subs |
| 18090-001 | | SR2X Series General Operations Manual Airworthiness Directives | 21 Feb 2007 | Revision 2 | - | SR22: 0002 and subs |
| 2007-14-03 | | CAPS Pickup Collar | 16 Aug 2007 | Original | - | SR22: 0002 thru 2437 |
| 2008-03-16 | | Rudder-Aileron Interconnect | 11 Mar 2008 | Original | - | SR22: 0002 thru 2437 except 2334, 2420 |
| 2008-14-13 | | Upper Door Hinge | 14 Aug 2008 | Original | - | SR22: 0795 thru 2912 except 0796, 0797, 0798, 0799, 0800, 0801, 0802, 0803, 0804, 0805, 0806, |
| 2009-05-05 | | Avidyne Primary Flight Display | 03 Apr 2009 | Original | - | SR22: 0002 and subs w/ Avidyne PFD P/N 700-00006-000, -001, -002, -003, -100 |

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|-------------|--|-------------|-------------|---|--|
| TP0H_10-01 | SR22 POH Temp Rev: System 55X AFMS 13772-108 Altitude Presolect | 14 Apr 2010 | Original | - | SR22: 0002 and subs |
| TP0H_10-04 | SR22 / SR22T POH Temp Rev: Section 2 - Limitations Systems and Equipment Limits Optional Air Conditioning System | 17 Aug 2010 | Original | - | SR22: 1602 and subs with optional Air Conditioning System installed except 1603, 1604, 1605, 16C |
| 13772-101R2 | SR22 Log of Supplements (Avidyne Avionics) | 01 Jul 2010 | Revision A9 | - | SR22: 0002 and subs |
| 13772-101R2 | Garmin GMA 340 Audio System | 18 Jul 2005 | Revision 2 | - | SR22: 0002 and subs |
| 13772-102 | Garmin GTX 327 Transponder | 12 Dec 2000 | Original | - | SR22: 0002 and subs |
| 13772-103R2 | Garmin GNS 430 GPS Navigator | 15 Aug 2007 | Revision 2 | - | SR22: 0002 and subs |
| 13772-104R2 | Garmin GNC 420 GPS Navigator | 15 Aug 2007 | Revision 2 | - | SR22: 0002 and subs |
| 13772-105 | Sandel Avionics SN3308 Navigation Display | 29 Jan 2001 | Original | - | SR22: 0002 and subs |
| 13772-107R1 | S-TeC System Thirty Autopilot with GPSS | 07 Dec 2004 | Revision 1 | - | SR22: 0002 and subs |
| 13772-108R5 | S-TeC System 55X Autopilot w/ Altitude Selector/Alerter | 15 Aug 2007 | Revision 5 | - | SR22: 0002 and subs |
| 13772-109R2 | Approved Oxygen Systems | 06 Jan 2010 | Revision 2 | - | SR22: 0002 and subs |
| 13772-110R1 | L-3 Avionics Systems WX500 Stormscope Sensor | 18 Jul 2005 | Revision 1 | - | SR22: 0002 and subs |
| 13772-111R2 | L-3 Avionics Systems SkyWatch Traffic Advisory System | 27 Mar 2007 | Revision 2 | - | SR22: 0002 and subs |
| 13772-114R1 | Cirrus Design SR22 / SR22T Airplanes Registered in Canada | 07 Jul 2010 | Revision 1 | - | SR22: 0002 and subs |
| 13772-115R6 | Ice Protection System | 06 Jan 2010 | Revision 8 | - | SR22: 0334 and subs |
| 13772-118R1 | Winterization Kit | 07 Dec 2004 | Revision 1 | - | SR22: 0002 and subs |
| 13772-119 | Cirrus Design SR22 Airplanes Registered in Israel Cirrus Design SR22 | 03 Dec 2003 | Original | - | SR22: 0002 and subs |
| 13772-120 | Garmin GTX 330 Mode S Transponder | 03 Jul 2004 | Original | - | SR22: 0002 and subs |
| 13772-121R1 | Honeywell KGP 560 Terrain Awareness/Warning System | 15 Dec 2007 | Revision 1 | - | SR22: 0002 and subs |
| 13772-122R1 | SR22 / SR22T Airplanes Registered in the European Union | 07 Jul 2010 | Revision 1 | - | SR22: 0002 and subs |
| 13772-123R1 | Avidyne Flight Director | 15 Dec 2007 | Revision 1 | - | SR22: 0002 and subs |
| 13772-124R1 | Avidyne EMax™ Engine Instrumentation | 15 Dec 2007 | Revision 1 | - | SR22: 0002 and subs |
| 13772-125R1 | Avidyne CMax™ Electronic Approach Charts | 15 Dec 2007 | Revision 1 | - | SR22: 0002 and subs |
| 13772-126R1 | XM Satellite Weather System | 15 Dec 2007 | Revision 1 | - | SR22: 0002 and subs |
| 13772-127R1 | Air Conditioning System | 27 Mar 2007 | Revision 1 | - | SR22: 1602 and subs except 1603, 1604, 1605, 1606, 1607, 1608, 1609, 1610, 1611, 1612, 1613, 1629, 1630, 1631, 1632, 1633, 1634, 1635, 1636, 1637, 1638, 1639, 1640, 1641, 1642, 1643, 1644, 1645, 1646, 1647, 1648, 1649, 1650, 1651, 1652, 1653, 1654, 1655, 1656, 1657, 1658, 1659, 1660, 1661, 1662, 1663, 1664, 1665, 1666, 1667, 1668, 1669, 1670, 1671, 1672, 1673, 1674, 1675, 1676, 1677, 1678, 1679, 1680, 1681, 1682, 1683, 1684, 1685, 1686, 1687, 1688, 1689, 1690, 1691, 1692, 1693, 1694, 1695, 1696, 1697, 1698, 1699, 1700, 1701, 1702, 1703, 1704, 1705, 1706, 1707, 1708, 1709, 1710, 1711, 1712, 1713, 1714, 1715, 1716, 1717, 1718, 1719, 1720, 1721, 1722, 1723, 1724, 1725, 1726, 1727, 1728, 1729, 1730, 1731, 1732, 1733, 1734, 1735, 1736, 1737, 1738, 1739, 1740, 1741, 1742, 1743, 1744, 1745, 1746, 1747, 1748, 1749, 1750, 1751, 1752, 1753, 1754, 1755, 1756, 1757, 1758, 1759, 1760, 1761, 1762, 1763, 1764, 1765, 1766, 1767, 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2764, 2765, 2766, 2767, 2768, 2769, 2770, 2771, 2772, 2773, 2774, 2775, 2776, 2777, 2778, 2779, 2780, 2781, 2782, 2783, 2784, 2785, 2786, 2787, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2814, 2815, 2816, 2817, 2818, 2819, 2820, 2821, 2822, 2823, 2824, 2825, 2826, 2827, 2828, 2829, 2830, 2831, 2832, 2833, 2834, 2835, 2836, 2837, 2838, 2839, 2840, 2841, 2842, 2843, 2844, 2845, 2846, 2847, 2848, 2849, 2850, 2851, 2852, 2853, 2854, 2855, 2856, 2857, 2858, 2859, 2860, 2861, 2862, 2863, 2864, 2865, 2866, 2867, 2868, 2869, 2870, 2871, 2872, 2873, 2874, 2875, 2876, 2877, 2878, 2879, 2880, 2881, 2882, 2883, 2884, 2885, 2886, 2887, 2888, 2889, 2890, 2891, 2892, 2893, 2894, 2895, 2896, 2897, 2898, 2899, 2900, 2901, 2902, 2903, 2904, 2905, 2906, 2907, 2908, 2909, 2910, 2911, 2912, 2913, 2914, 2915, 2916, 2917, 2918, 2919, 2920, 2921, 2922, 2923, 2924, 2925, 2926, 2927, 2928, 2929, 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3096, 3097, 3098, 3099, 3100, 3101, 3102, 3103, 3104, 3105, 3106, 3107, 3108, 3109, 3110, 3111, 3112, 3113, 3114, 3115, 3116, 3117, 3118, 3119, 3120, 3121, 3122, 3123, 3124, 3125, 3126, 3127, 3128, 3129, 3130, 3131, 3132, 3133, 3134, 3135, 3136, 3137, 3138, 3139, 3140, 3141, 3142, 3143, 3144, 3145, 3146, 3147, 3148, 3149, 3150, 3151, 3152, 3153, 3154, 3155, 3156, 3157, 3158, 3159, 3160, 3161, 3162, 3163, 3164, 3165, 3166, 3167, 3168, 3169, 3170, 3171, 3172, 3173, 3174, 3175, 3176, 3177, 3178, 3179, 3180, 3181, 3182, 3183, 3184, 3185, 3186, 3187, 3188, 3189, 3190, 3191, 3192, 3193, 3194, 3195, 3196, 3197, 3198, 3199, 3200, 3201, 3202, 3203, 3204, 3205, 3206, 3207, 3208, 3209, 3210, 3211, 3212, 3213, 3214, 3215, 3216, 3217, 3218, 3219, 3220, 3221, 3222, 3223, 3224, 3225, 3226, 3227, 3228, 3229, 3230, 3231, 3232, 3233, 3234, 3235, 3236, 3237, 3238, 3239, 3240, 3241, 3242, 3243, 3244, 3245, 3246, 3247, 3248, 3249, 3250, 3251, 3252, 3253, 3254, 3255, 3256, 3257, 3258, 3259, 3260, 3261, 3262, 3263, 3264, 3265, 3266, 3267, 3268, 3269, 3270, 3271, 3272, 3273, 3274, 3275, 3276, 3277, 3278, 3279, 3280, 3281, 3282, 3283, 3284, 3285, 3286, 3287, 3288, 3289, 3290, 3291, 3292, 3293, 3294, 3295, 3296, 3297, 3298, 3299, 3300, 3301, 3302, 3303, 3304, 3305, 3306, 3307, 3308, 3309, 3310, 3311, 3312, 3313, 3314, 3315, 3316, 3317, 3318, 3319, 3320, 3321, 3322, 3323, 3324, 3325, 3326, 3327, 3328, 3329, 3330, 3331, 3332, 3333, 3334, 3335, 3336, 3337, 3338, 3339, 3340, 3341, 3342, 3343, 3344, 3345, 3346, 3347, 3348, 3349, 3350, 3351, 3352, 3353, 3354, 3 |

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| SA08-14 | | Hartzell Propeller Inc. Alert Service Bulletin HC-ASB-61-306 | 17 Jul 2008 | Original | - | SR22: 0002 and subs w/ Hartzell N7605() composite blades |
| SA08-16 | | Release of Garmin Service Advisory No. 0825 | 31 Jul 2008 | Original | - | SR22: 0002 and subs w/ GNS 400W or Perspective Avionics |
| SA08-17 | | Release of Avidyne Service Bulletin No. 601-00006-096 | 30 Jul 2008 | Original | - | SR22: 0435 and subs w/ Avidyne EXP5000 PFD |
| SA08-18 | | Release of Teledyne Service Bulletin SB07-1 | 02 Sep 2008 | Original | - | SR22: 0002 and subs |
| SA08-24 | | Release of Tornado Alley Turbo Service Instruction TAT S108-03 | 29 Sep 2008 | Original | - | SR22: 2022 and subs w/ Turbonormalizing System |
| SA08-25 | | Release of Garmin Service Advisory No. 0838 Revision A | 14 Oct 2008 | Original | - | SR22: 0002 and subs w/ 400W Series or Perspective Avionics |
| SA08-27 | | Standard Maintenance Practices - Wire-routing | 09 Dec 2008 | Original | - | SR22: 0002 and subs |
| SA09-03 | | Recently Released Cirrus Design Technical Publications | 16 Feb 2009 | Original | - | SR22: 0002 and subs |
| SA09-09 | | Release of SB 2X-05-01: Extension of the Brake Assembly O-Ring Scheduled Maintenance | 11 Mar 2009 | Original | - | SR22: 0002 thru 3450 |
| SA09-10 | | Release of Vendor Service Publications | 14 Jul 2009 | Original | - | SR22: 0002 and subs |
| SA09-11 | | Release of Hartzell Propeller Alert Service Bulletin HC-ASB-61-306 Revision 2 | 14 Jul 2009 | Original | - | SR22: 0002 and subs w/ Hartzell N7605() composite blades |
| SA09-12 | | POH Revision Service Policy Change and Technical Publication Website Improvements | 02 Feb 2010 | Original | - | SR22: 0002 and subs |
| SA09-13 | | Release of AFMS: Electrical Loading Shedding Procedures for Part 135 Commercial Operations | 22 Jul 2009 | Original | - | SR22: 0002 and subs |
| SA09-14 | | Release of Vendor Service Publications | 28 Aug 2009 | Original | - | SR22: 0435 and subs w/ GTX 330 with software version 6.10 or lower |
| SA09-15 | | Release of Garmin Service Advisory No. 0936 Revision B | 24 Sep 2009 | Original | - | SR22: 0002 and subs |
| SA10-01 | | Tornado Alley Turbonormalizing System: Oil Return Line Check Valve Chafing | 27 Jan 2010 | Original | - | SR22: 0002 and subs equipped with a Tornado Alley Turbo Inc. Turbonormalizing System |
| SA10-02 | | Release of Tornado Alley Turbo Service Bulletins 10-01 and 10-02 | 12 Mar 2010 | Original | - | SR22: 0002 and subs equipped with a Tornado Alley Turbo Inc. Turbonormalizing System |
| SA10-05 | | Ice Protection Systems Porous Panel Wet-Out Condition and Actions Taken | 18 May 2010 | Original | - | SR22: 0334 and subs w/ any Cirrus Ice Protection System installed |
| SA10-07 | | Supplemental Information - Using Cirrus Aircraft for 14 CFR Part 135 Charter Operations | 25 May 2010 | Original | - | SR22: 1005 and subs |
| SA10-08 | | Safety Information - Oxygen System Best Practices | 01 Jun 2010 | Original | - | SR22: 0002 and subs w/ Supplemental Oxygen Systems |
| SA10-10 | ☆ | Release of SPECIAL AIRWORTHINESS INFORMATION BULLETIN CE-10-33: Engine Exhaust | 12 Jul 2010 | Original | - | SR22: 0002 and subs |
| SA10-11 | ☆ | Approach and Landing Accident Reduction | 08 Sep 2010 | Original | - | SR22: 0002 and subs |
| SA10-12 | ☆ | Release of Garmin Service Advisory No. 1041 Revision A | 26 Oct 2010 | Original | - | SR22: 0002 and subs w/ GNS 420W/430W s/w v3.30 or later, or w/ Perspective Avionics s/w v076+ |
| SA10-13 | ☆ | Obtaining Appropriate Approvals to Service Cirrus Airframe Parachute System | 16 Nov 2010 | Original | - | SR22: 0002 and subs |
| SA10-14 | ☆ | Release of Hartzell Engine Technologies Service Bulletin 040: Turbocharger CHRA Contamination | 18 Nov 2010 | Original | - | SR22: 0002 thru 3689 equipped with a Tornado Alley Turbo Inc. Turbonormalizing System |
| SA10-15 | ☆ | Release of Vendor Service Publications | 07 Dec 2010 | Original | - | SR22: 0002 and subs w/ GNS 420W/430W, or w/ Perspective Avionics |
| SIL10-01 | ☆ | Cirrus Airframe Parachute System (CAPS) 10-Year Overhaul Requirements | 21 Sep 2010 | Original | - | SR22: 0001 and subs |
| SR22 / SR22T Service Manuals | | | | | | |
| 13773-001 | ☆ | SR22 / SR22T Airplane Maintenance Manual | 15 Jun 2010 | Reissue B | - | SR22: 0002 and subs |
| 13774-001 | ☆ | SR22 / SR22T Illustrated Parts Catalog | 15 Jun 2010 | Reissue B | - | SR22: 0002 and subs |
| 13775-001 | ☆ | SR22 / SR22T Wiring Manual | 15 Jun 2010 | Reissue C | - | SR22: 0002 and subs |
| SR22 Pilot's Operating Handbook | | | | | | |
| 13772-001 | | SR22 Pilot's Operating Handbook (Avidyne Avionics) | 21 Jan 2010 | Revision A9 | - | SR22: 0002 and subs |
| 13772-001AR | | SR22 Pilot's Operating Handbook Argentina (Avidyne Avionics) | 21 Jan 2010 | Revision A9 | - | SR22: 0002 and subs operating under Argentina Requirements |
| 13772-001E | | SR22 Pilot's Operating Handbook EASA (Avidyne Avionics) | 15 Dec 2007 | Revision A8 | - | SR22: 0002 and subs operating under European Union Requirements |
| 13772-001J | | SR22 Pilot's Operating Handbook Japan (Avidyne Avionics) | 21 Jan 2010 | Revision A8 | - | SR22: 0002 and subs operating under Japanese Requirements |
| 21400-001 | | SR22 Pilot's Operating Handbook Brazilian (Avidyne Avionics) | 21 Jan 2010 | Revision 5 | - | SR22: 0002 and subs operating under ANAC of Brazil Requirements |
| 21562-001 | | SR22 Pilot's Operating Handbook French (Avidyne Avionics) | 21 Jan 2010 | Reissue A | - | SR22: 0002 and subs operating under DGAC of France Requirements |
| 23700-001 | | SR22 Pilot's Operating Handbook China (Avidyne Avionics) | 21 Jan 2010 | Revision A8 | - | SR22: 0002 and subs except operating under Chinese Requirements |
| SR22 Pilot's Operating Handbook Revisions | | | | | | |
| 13772-001RA9 | | SR22 POH Revision (Avidyne Avionics) | 21 Jan 2010 | Revision A9 | - | SR22: 0002 and subs |
| 21400-001R5 | | SR22 POH Revision Brazilian (Avidyne Avionics) | 21 Jan 2010 | Revision 5 | - | SR22: 0002 and subs operating under ANAC of Brazil Requirements |
| TPOH_08-05 | | SR22 POH Temp Rev: Section 8 - Servicing - Brake O-Ring Replacement Interval | 17 Mar 2009 | Original | - | SR22: 0002 and subs |
| TPOH_08-06 | | SR22 POH Temp Rev: Section 10 - Safety Information - Brake O-Ring Replacement Interval | 17 Mar 2009 | Original | - | SR22: 0002 and subs |

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| SA04-02 | Vendor Service Documents | 02 Apr 2004 | Original | - | SR22: 0002 and subs with Avidyne Engine Monitoring Sensor Interface Unit p/n 200-00031-000 ins |
| SA04-04 | Vendor Service Documents | 27 Aug 2004 | Original | - | SR22: 0002 and subs |
| SA05-01 | Vendor Service Documents | 21 Jan 2005 | Original | - | SR22: 0002 and subs |
| SA05-02R1 | Vendor Service Documents | 14 Apr 2005 | Revision 1 | - | SR22: 0002 and subs |
| SA05-04 | Proper Braking Practices | 30 Jun 2005 | Original | - | SR22: 0002 and subs |
| SA05-05 | Avidyne Service Alert SA-05-001 - Primary Flight Display (PFD) | 20 Oct 2005 | Original | - | SR22: 0435 and subs |
| SA05-06 | Release of Avidyne Corporation Service Bulletins 601-00006-050 and 601-00006-051 | 21 Nov 2005 | Original | - | SR22: 0002 and subs |
| SA05-07 | SR20/SR22 Pilot's Operating Handbook Clarification | 07 Dec 2005 | Original | - | SR22: 0002 and subs |
| SA05-08 | Intermittent Function or Failure of Alternators | 28 Dec 2005 | Original | - | SR22: 0002 and subs |
| SA06-01 | Vendor Service Documents | 26 Jan 2006 | Original | - | SR22: 0002 and subs |
| SA06-03 | Discussion of Brake System Condition and Actions Taken | 30 Jan 2006 | Original | - | SR22: 0002 and subs |
| SA06-04 | Elevator Gap | 30 Jan 2006 | Original | - | SR22: 0002 and subs |
| SA06-05 | Gas Strut Rod End Fitting | 30 Jan 2006 | Original | - | SR22: 0002 and subs |
| SA06-06 | Master Control Unit Scheduled Maintenance | 16 Mar 2006 | Original | - | SR22: 0002 and subs |
| SA06-08 | Door Hinge Rod End Bending | 30 May 2006 | Original | - | SR22: 0821 and subs |
| SA06-10R2 | MFD Checklist Updates | 24 May 2007 | Revision 2 | - | SR22: 0002 and subs with Avidyne MFD, p/n 700-00004-() and software p/n 530-00180-100 Revisi |
| SA06-11 | XM Satellite Weather/Radio Interruption of Service | 21 Jun 2006 | Original | - | SR22: 0002 and subs with XM Satellite Weather/Radio |
| SA06-13 | Electronic-Only IPC Revisions | 23 Oct 2006 | Original | - | SR22: 0002 and subs |
| SA07-01 | Vendor Service Documents | 22 Jan 2007 | Original | - | SR22: 0002 and subs |
| SA07-02 | SKYWATCH® Extended Audio Cauts and Audio Volume Adjustment | 22 Jan 2007 | Original | - | SR22: 0002 thru 2344 w/ SKYWATCH |
| SA07-03 | Avidyne Software Update for the MFD EX5000: Release 6.2.1 | 19 Jan 2007 | Original | - | SR22: 0002 and subs with MFD EX5000 Engine Pages |
| SA07-04 | Supplemental Type Certificate Publications Available Online | 26 Jan 2007 | Original | - | SR22: 2022 and subs w/ Tornado Alley Turbonormalizing System |
| SA07-06 | Avidyne PFD Mandatory Service Bulletin 601-00006-067 | 09 Mar 2007 | Original | - | SR22: 0435 and subs with PFD before MOD 25 or MOD 26 and hardware revision level less than 3 |
| SA07-07 | Vendor Service Document | 25 Jan 2007 | Original | - | SR22: 2022 thru 2369 w/ Tornado Alley Turbonormalizing System |
| SA07-09 | CAPS Pick-Up Collar Support Replacement | 29 Mar 2007 | Original | - | SR22: 0002 thru 2437 |
| SA07-10R2 | Incompatibility conditions with non-Cirrus approved Garmin 400W-Series Navigator installations | 05 Sep 2007 | Revision 2 | - | SR22: 0002 and subs with non-Cirrus approved Garmin 400W-Series Navigator installed |
| SA07-11 | Intermittent Failure of Altitude Preselect | 25 May 2007 | Original | - | SR22: 0435 and subs with S-TEC System 55(x) and Avidyne PFD installed |
| SA07-16 | Expanded Installation Instructions for B & C Specialty Products SD20, BC410 and BC425 Alternators | 14 Sep 2007 | Original | - | SR22: 0002 and subs |
| SA07-17 | Transient Voltage Suppressor Failure | 11 Sep 2007 | Original | - | SR22: 0002 and subs |
| SA07-18R1 | Autopilot Course-Intercept Turn Rate Modification - GPSS Mode | 26 Mar 2008 | Revision 1 | - | SR22: 0002 thru 3002 with S-TEC System 55 SR or 55X Autopilot |
| SA07-20 | Garmin Software Service Bulletin 0706 | 07 Nov 2007 | Original | - | SR22: 0002 and subs |
| SA07-23 | Garmin Software Service Bulletin 0740 Revision A | 13 Dec 2007 | Original | - | SR22: 0002 and subs |
| SA07-24 | Cold Weather Operations - Blowing Snow | 18 Dec 2007 | Original | - | SR22: 0002 and subs |
| SA08-01 | MFD Checklist Updates | 08 Jan 2008 | Original | - | SR22: 0002 and subs with Avidyne MFD, p/n 700-00004-() and software p/n 530-00180-100 Revisi |
| SA08-02 | Garmin Service Advisory 0745 Revision A | 08 Jan 2008 | Original | - | SR22: 0002 and subs |
| SA08-03 | Release of Tornado Alley Turbo Service Bulletin TAT SB08-01 | 08 Feb 2008 | Original | - | SR22: 2022 thru 2914 with Turbonormalizing System |
| SA08-04R1 | Avidyne EXP5000 PFD Intermittent Air Data (Altitude and Airspeed) Error: Release of Avidyne Service Alert SA-08-001 | 12 Feb 2008 | Revision 1 | - | SR22: 0435 and subs with EXP5000 PFD Installed |
| SA08-05 | Release of Precise Flight Mandatory Service Letter 102NMAN0005 | 28 Apr 2008 | Original | - | SR22: 0821 thru 2978 w/ Precise Flight Fixed Oxygen System |
| SA08-07 | Aircraft Misfueling | 26 Mar 2008 | Original | - | SR22: 0002 and subs |
| SA08-08 | Release of Airworthiness Directive 2008-06-28, Avidyne Primary Flight Display | 04 Apr 2008 | Original | - | SR22: 0435 and subs with EXP5000 PFD Installed |
| SA08-09R1 | Garmin Service Alert 0811 | 05 Jun 2008 | Revision 1 | - | SR22: 0002 and subs w/ GNS 400W Series S/W version prior to 3.20, or w/ Parspectiva & GDU ser |
| SA08-11 | Kelly Aerospace Service Information Letter A-131 | 19 Jun 2008 | Original | - | SR22: 2022 and subs with Turbonormalizing System |
| SA08-13 | Possible Cabin Entry of Carbon Monoxide | 25 Jun 2008 | Original | - | SR22: 1602 thru 3022 with Factory Installed Air Conditioning System except 1603, 1604, 1605, 1606, 1607, 1608, 1609, 1610, 1611, 1612, 1613, 1614, 1615, 1616, 1617, 1618, 1619, 1620, 1621, 1622, 1623, 1624, 1625, 1626, 1627, 1628, 1629, 1630, 1631, 1632, 1633, 1634, 1635, 1636, 1637, 1638, 1639, 1640, 1641, 1642, 1643, 1644, 1645, 1646, 1647, 1648, 1649, 1650, 1651, 1652, 1653, 1654, 1655, 1656, 1657, 1658, 1659, 1660, 1661, 1662, 1663, 1664, 1665, 1666, 1667, 1668, 1669, 1670, 1671, 1672, 1673, 1674, 1675, 1676, 1677, 1678, 1679, 1680, 1681, 1682, 1683, 1684, 1685, 1686, 1687, 1688, 1689, 1690, 1691, 1692, 1693, 1694, 1695, 1696, 1697, 1698, 1699, 1700, 1701, 1702, 1703, 1704, 1705, 1706, 1707, 1708, 1709, 1710, 1711, 1712, 1713, 1714, 1715, 1716, 1717, 1718, 1719, 1720, 1721, 1722, 1723, 1724, 1725, 1726, 1727, 1728, 1729, 1730, 1731, 1732, 1733, 1734, 1735, 1736, 1737, 1738, 1739, 1740, 1741, 1742, 1743, 1744, 1745, 1746, 1747, 1748, 1749, 1750, 1751, 1752, 1753, 1754, 1755, 1756, 1757, 1758, 1759, 1760, 1761, 1762, 1763, 1764, 1765, 1766, 1767, 1768, 1769, 1770, 1771, 1772, 1773, 1774, 1775, 1776, 1777, 1778, 1779, 1780, 1781, 1782, 1783, 1784, 1785, 1786, 1787, 1788, 1789, 1790, 1791, 1792, 1793, 1794, 1795, 1796, 1797, 1798, 1799, 1800, 1801, 1802, 1803, 1804, 1805, 1806, 1807, 1808, 1809, 1810, 1811, 1812, 1813, 1814, 1815, 1816, 1817, 1818, 1819, 1820, 1821, 1822, 1823, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831, 1832, 1833, 1834, 1835, 1836, 1837, 1838, 1839, 1840, 1841, 1842, 1843, 1844, 1845, 1846, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855 |

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| Lights | | | | | | |
| SB2X-33-03R1 | 1 | LED Position/Strobe Assembly Installation | 11 Dec 2008 | Revision 1 | Optional | SR22: 0002 thru 3416 |
| Navigation And Pilot-Static | | | | | | |
| SB22-34-02R2 | 1 | SKYWATCH® Kit Installation | 01 Oct 2002 | Revision 2 | Optional | SR22: 0002 and subs |
| SB2X-34-09R3 | 1 | Garmin GTX 330 Mode S Transponder Installation | 12 Aug 2004 | Revision 3 | Optional | SR22: 0435 and subs |
| SB2X-34-10R5 | 1 | TAWS Installation | 02 Jul 2008 | Revision 5 | Optional | SR22: 0435 and subs |
| SB2X-34-16R2 | | Fuselage Modification for Bendix/King KA-44B ADF Antenna | 26 Aug 2005 | Revision 2 | Optional | SR22: 0002 and subs w/ Avidyne Avionics |
| SB2X-34-17R1 | 1 | SkyWatch® Kit Installation for PFD-equipped Aircraft | 02 Aug 2007 | Revision 1 | Optional | SR22: 0435 and subs |
| SB2X-34-20 | 1 | Stormscope Kit Installation for PFD-equipped Aircraft | 09 Jan 2006 | Original | Optional | SR22: 0435 and subs |
| SB2X-34-24R1 | 1/25/08 | WAAS Antenna Installation on PFD Equipped Aircraft | 29 Jan 2008 | Revision 1 | Optional | SR22: 0435 thru 2749 w/ Avidyne Entegra Primary Flight Display |
| Standard Practices | | | | | | |
| SB2X-51-03 | | Flap Hinge Edge Protective Tape Installation | 12 Aug 2008 | Original | Optional | SR22: 0002 thru 2437 except 2334, 2420 |
| Doors | | | | | | |
| SB2X-52-07R4 | 1/28/09 | Cabin Door Rod End Replacement | 24 Jan 2008 | Revision 4 | Mandatory | SR22: 0795 thru 2912 except 0796, 0797, 0798, 0799, 0800, 0801, 0802, 0803, 0804, 0805, 0806, |
| Power Plant | | | | | | |
| SB2X-71-04R5 | | Winterization Kit | 24 May 2007 | Revision 5 | Optional | SR22: 0002 and subs |
| SB2X-71-06R1 | 1 | Premium Engine Mount Upgrade | 18 Dec 2003 | Revision 1 | Optional | SR22: 0002 and subs except those airplanes with six-point engine mount installed as a factory opti |
| Engine Indicating | | | | | | |
| SB22-77-01R4 | 1 | Avidyne Engine Instrument Kit | 22 Feb 2006 | Revision 4 | Optional | SR22: 0002 and subs with an Avidyne Flightmax EX5000C MultiFunction Display (MFD) installed |
| Special Purpose Equipment | | | | | | |
| SB2X-95-09R1 | 5/16/07 | CAPS Strap Abrasion Inspection | 10 Apr 2007 | Revision 1 | Mandatory | SR22: 0002 thru 2250 |
| SBA2X-95-10R2 | 5/16/07 | CAPS Pick-up Collar Support Replacement | 30 Apr 2007 | Revision 2 | Mandatory | SR22: 0002 thru 2437 |
| SB2X-95-11R1 | | Aft Tie Down Ballast Installation | 02 Jul 2008 | Revision 1 | Optional | SR22: 0820 and subs |
| SB2X-95-12 | n/a | CAPS CMM Line Cutters Rigging Illustration Error | 09 Apr 2010 | Original | Mandatory | SR22: 0002 and subs |
| SB2X-95-13 | not due | CAPS Strap Inspection And Grommet Installation | 30 Nov 2010 | Original | Mandatory | SR22: 0002 thru 2380 |
| Service Advisory | | | | | | |
| SA01-02 | | Release of GARMIN Service Bulletin 0021 | 01 May 2001 | Original | - | SR22: 0002 and subs with GARMIN GNC 420, and GNS 430 units |
| SA01-03 | | Release of GARMIN Service Bulletin 0105 | 01 May 2001 | Original | - | SR22: 0002 and subs with GARMIN GNC 420, and GNS 430 units |
| SA01-05 | | Release of GARMIN Service Bulletin 0107 | 01 May 2001 | Original | - | SR22: 0002 and subs with GARMIN GNC 420, and GNS 430 units |
| SA01-12 | | Release of GARMIN Service Bulletin 0113 | 15 Aug 2001 | Original | - | SR22: 0002 and subs with GARMIN GMA 340 units |
| SA01-13 | | Release of GARMIN Service Bulletin 0116 | 25 Sep 2001 | Original | - | SR22: 0002 and subs with GARMIN GNC 420, and GNS 430 units |
| SA01-15 | | Exhaust Outlet Orientation | 05 Nov 2001 | Original | - | SR22: 0002 and subs |
| SA01-16R1 | | Nose Wheel Fork Assembly Nut Retention | 07 Nov 2001 | Revision 1 | - | SR22: 0002 and subs |
| SA02-01 | | CAPS Activation Cable | 22 Feb 2002 | Original | - | SR22: 0002 and subs |
| SA02-02 | | Release of Teledyne Service Information Letter SIL 00-11A | 04 Mar 2002 | Original | - | SR22: 0002 and subs |
| SA02-03 | | Release of GARMIN Service Bulletin 0203 | 19 Mar 2002 | Original | - | SR22: 0002 and subs with GARMIN GNS 430 and GNC 420 units |
| SA02-04 | | Stiff or Sticky Power Lever | 11 Mar 2002 | Original | - | SR22: 0002 and subs |
| SA02-05 | | Release of GARMIN Service Bulletin 0204 | 19 Mar 2002 | Original | - | SR22: 0002 and subs with GARMIN, GNC 420, and GNS 430 units |
| SA02-06 | | Release of Avidyne Service Bulletin SB 01 | 19 Mar 2002 | Original | - | SR22: 0002 and subs with Avidyne EX5000C Series Multi Function Display (MFD) installed |
| SA02-07 | | New Emergency Egress Placard | 14 Apr 2002 | Original | - | SR22: 0002 and subs |
| SA02-08 | | Release of GARMIN Service Bulletin 0207 | 13 May 2002 | Original | - | SR22: 0002 and subs with GARMIN GNS 430 and GNC 420 units |
| SA02-10 | | Teledyne Continental Motors Service Bulletin SB 02-3 | 13 May 2002 | Original | - | SR22: 0002 and subs |
| SA02-11 | | Release of Teledyne Service Information Directive SID97-3A | 31 May 2002 | Original | - | SR22: 0002 and subs |
| SA02-13 | | Partial or No Seat Track Pin Engagement | 19 Sep 2002 | Original | - | SR22: 0002 and subs |
| SA02-14 | | Vendor Service Documents | 20 Sep 2002 | Original | - | SR22: 0002 and subs |
| SA02-18 | | Inadvertent Replenishing of the Ice Protection System with AvGas | 23 Dec 2002 | Original | - | SR22: 0002 and subs with Ice Protection System |
| SA02-20 | | Service Bulletin Numbering System | 31 Jan 2003 | Original | - | SR22: 0002 and subs |
| SA03-01 | | Trim Cartridge Malfunction During Cold Weather Operation | 05 May 2003 | Original | - | SR22: 0002 and subs |
| SA03-02R2 | | Vendor Service Documents | 21 Oct 2003 | Revision 2 | - | SR22: 0002 and subs |
| SA03-04 | | Possible Degradation of Pitch Trim | 24 Sep 2003 | Original | - | SR22: 0498 and subs |
| SA03-07R1 | | Crew Seat Upholstery Discoloration | 30 Aug 2004 | Revision 1 | - | SR22: 0002 and subs (ASN 0002 through 0679 after Service Bulletin SB 2X-25-05) |
| SA04-01 | | Main Landing Gear Brake Line Chafing | 02 Feb 2004 | Original | - | SR22: 0002 and subs |

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★ - Released within the last month
 ★ - Released within the last six months
 □ - Upgrade Kit (page 1 shown only for external viewing)

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| <i>Certification</i> | | | | | | |
| SB2X-03-01 | ★ Argentine Import Requirements | | 25 Aug 2010 | Original | Mandatory | SR22: 0002 and subs |
| SB2X-03-02 | ★ Australian Import Requirements | | 25 Aug 2010 | Original | Mandatory | SR22: 0002 and subs |
| SB2X-03-03 | ★ Brazilian Import Requirements | | 25 Aug 2010 | Original | Mandatory | SR22: 0002 and subs |
| SB2X-03-04 | ★ Chile Import Requirements | | 25 Aug 2010 | Original | Mandatory | SR22: 0002 and subs |
| SB2X-03-05 | ★ French Import Requirements | | 25 Aug 2010 | Original | Mandatory | SR22: 0002 and subs |
| SB2X-03-06 | ★ German Import Requirements | | 25 Aug 2010 | Original | Mandatory | SR22: 0002 and subs |
| SB2X-03-07 | ★ Japanese Import Requirements | | 25 Aug 2010 | Original | Mandatory | SR22: 0002 and subs |
| SB2X-03-08 | ★ Malaysia Import Requirements | | 25 Aug 2010 | Original | Mandatory | SR22: 0002 and subs |
| SB2X-03-09 | ★ Mexico Import Requirements | | 25 Aug 2010 | Original | Mandatory | SR22: 0002 and subs |
| SB2X-03-10 | ★ New Zealand Import Requirements | | 25 Aug 2010 | Original | Mandatory | SR22: 0002 and subs |
| SB2X-03-11 | ★ Portugal Import Requirements | | 25 Aug 2010 | Original | Mandatory | SR22: 0002 and subs |
| SB2X-03-12 | ★ Russia Import Requirements | | 25 Aug 2010 | Original | Mandatory | SR22: 0435 and subs |
| SB2X-03-13 | ★ South Africa Import Requirements | | 25 Aug 2010 | Original | Mandatory | SR22: 0002 and subs |
| SB2X-03-14 | ★ Certification, United Arab Emirates Import Requirements | | 25 Aug 2010 | Original | Mandatory | SR22: 0002 and subs |
| SB2X-03-15 | ★ United Kingdom Import Requirements | | 25 Aug 2010 | Original | Mandatory | SR22: 0002 and subs |
| <i>Time Limits & Maintenance Checks</i> | | | | | | |
| SB2X-05-01 | Overhaul and Replacement Schedule - Brake Assembly O-Ring Replacement Interval | | 11 Mar 2009 | Original | Optional | SR22: 0002 thru 3450 |
| <i>Environmental Systems</i> | | | | | | |
| SB2X-21-03R1 | 1/28/09 Air Conditioning Condenser Sealing | | 28 Oct 2008 | Revision 1 | Mandatory | SR22: 1602 thru 3100 with optional Air Conditioning System installed except 1603, 1604, 1605, 1606, 1621, 1622, 1623, 1624, 1625, 1626, 1627, 1628, 1629, 1630, 1631, 1632, 1633, 1634, 1635, 1636, 1652, 1653, 1654, 1655, 1656, 1657, 1658, 1659, 1660, 1661, 1662, 1663, 1664, 1665, 1666, 1667, 1683, 1684, 1685, 1686, 1687, 1688, 1689, 1690, 1691, 1692, 1693, 1694, 1695, 1696, 1697, 1698, 1714, 1715, 1716, 1717, 1718, 1719, 1720, 1721, 1722, 1723, 1724, 1725, 1726, 1727, 1728, 1729, 1745, 1746, 1747, 1748, 1749, 1750, 1751, 1752, 1753, 1754, 1755, 1756, 1757, 1758, 1759, 1760, 1776, 1777, 1778, 1779, 1780, 1781, 1782, 1783, 1784, 1785, 1786, 1787, 1788, 1789, 1790, 1791, 1807, 1808, 1809, 1810, 1811, 1812, 1813, 1814, 1815, 1816, 1817, 1818, 1819, 1820, 1822, 1823, 1839, 1841, 1842, 1843, 1844, 1845, 1846, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855 |
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| SB2X-22-03R1 | □ Avidyne® Flight Director™ Installation | | 22 Feb 2006 | Revision 1 | Optional | SR22: 0435 and subs w/ Avidyne Entegra and S-Tec System 55X |
| <i>Equipment and Furnishings</i> | | | | | | |
| SB2X-25-04R1 | Bolster Plate and LH Bolster Trim Upgrade | | 30 Sep 2003 | Revision 1 | Optional | SR22: 0435 and subs |
| SB2X-25-18 | □ Installation of the Artex ME406 Emergency Locator Transmitter | | 16 Aug 2007 | Original | Optional | SR22: 0002 and subs |
| SB2X-25-19 | 8/24/07 Inflatable Restraint Harness Inspection | | 24 May 2007 | Original | Recommended | SR22: 0795 thru 2407 as indicated for SR22-0795, 0820-1499, 1501-1519 w/ SkyWatch after SB 2-1821, 1840, 1863-2407 except 0796, 0797, 0798, 0799, 0800, 0801, 0802, 0803, 0804, 0805, 0806 |
| <i>Flight Controls</i> | | | | | | |
| SB2X-27-10R1 | Rudder Pedal Extension | | 16 Feb 2010 | Revision 1 | Optional | SR22: 0119 and subs |
| SB2X-27-14R3 | 1/25/08 Rudder-Aileron Interconnect Modification | | 10 Oct 2007 | Revision 3 | Mandatory | SR22: 0002 thru 2437 except 2334, 2420 |
| SB2X-27-15 | □ Stall Horn Replacement | | 12 May 2009 | Original | Optional | SR22: 0002 and subs w/o Perspective Avionics |
| SB2X-27-16 | 1/20/10 Flap Actuator Modification | | 02 Oct 2009 | Original | Recommended | SR22: 0002 thru 3459 |
| <i>Fuel</i> | | | | | | |
| SB2X-28-07R1 | 4/A Fuel Check Valve Removal | | 22 Oct 2007 | Revision 1 | Mandatory | SR22: 2037 thru 2619 w/ Turbonormalizing System except 2038, 2039, 2040, 2041, 2042, 2043 |
| <i>Landing Gear</i> | | | | | | |
| SB2X-32-19R2 | 1/03/11 Nose Landing Gear Assembly Inspection and Reinforcement | | 25 Feb 2010 | Revision 2 | Mandatory | SR22: 0002 thru 3612 except 3395, 3396, 3398, 3399, 3400, 3478, 3479, 3509, 3510, 3511, 3518, 3577 |