

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8300.118

2/20/05

Cancellation
Date: 2/20/06

SUBJ: RIGGING OF ELEVATOR TRIM TABS FOR THE CIRRUS SR22 AIRPLANE

1. PURPOSE. This notice alerts aviation safety inspectors (ASI) and industry of a correction to the type certificate data sheet (TCDS) for rigging the elevator trim tab of the Cirrus SR22 airplane.

2. DISTRIBUTION. This notice is distributed to the division level in the Flight Standards Service in Washington headquarters; to the branch level in the regional Flight Standards divisions; to the Flight Standards District Offices, and to the Regulatory Standards Division at the Mike Monroney Aeronautical Center. This notice is also distributed electronically to the division level in the Flight Standards Service in Washington headquarters and to all regional Flight Standards divisions and district offices. This information is also available on the Federal Aviation Administration's (FAA) Web site at: <http://www.faa.gov/avr/afs/notices/8300/N8300-118.doc>.

3. BACKGROUND. During surveillance of a repair station in Syracuse, New York, the Rochester Flight Standards District Office (FSDO) was made aware of several discrepancies between the Cirrus SR22 maintenance manual and its TCDS (the Cirrus SR22 TCDS number is A00009CH).

a. The Discrepancy.

(1) According to page 4 of the Cirrus SR22 TCDS, the elevator trim of the Cirrus SR22 should be:

(a) For full nose up position: 11.5 degrees, plus or minus 0.5 degrees; and

(b) For a full nose down position: 17 degrees plus 1 degree or minus two degrees.

(2) Whereas, according to chapter 27-30, page 21, of the Cirrus Design Incorporated Airplane Maintenance Manual, dated February 23, 2004, the elevator trim of the Cirrus SR22 should be:

(a) For a full nose up position: according to paragraph 5(g), a minimum elevator deflection angle of plus 17 degrees; and

(b) For a full nose down position: according to paragraph 5(e), an elevator deflection angle of minus 10.5 degrees plus or minus 1.0 degree.

b. The Correction. The correct source of data for rigging a Cirrus SR22 is the Cirrus Design Incorporated Airplane Maintenance Manual, chapter 27-30, pages 20 and 21, dated February 23, 2004.

4. ACTION. Principal inspectors assigned to a repair station or technician that has performed work on the Cirrus SR22 airplane need to inform that repair station or technician that any Cirrus SR22 elevator trim that was rigged according to the old TCDS specifications should be re-rigged according to the Cirrus SR22 maintenance manual specifications.

5. DISPOSITION. Any questions concerning this notice should be directed to the General Aviation and Repair Station Branch, AFS-340, at (202) 267-7027 or (202) 267-3813.

James J. Ballough
Director, Flight Standards Service