

N317DE

2001 Cirrus SR22

Airworthiness Directives



MSN: 0057

Prepared by the worldwide aviation specialists at RidgeAir, Inc.

FAA Airworthiness Directive Compliance Record

2601 CESSNA LANE KENNESAW, GA. 30144 770-427-4954				Report Produced By: DLK AVIATION			
Content Revision: 10/28/2014		File ID: N317DE		Aircraft Registration:			
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 #: 0057	
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	12/20/2001	P/C/W AS PER S/B22-55-03	Once ©ATP		1.DLK AVIATION INC 2.FAA REPAIR STATION 3.DK7R795J 4. DANIEL L KENDALL Signature:	
2002-05-05 3/19/2002 ©ATP	Superseded by 2002-24-08 ©ATP		SS	Once ©ATP		1.DLK AVIATION INC 2.FAA REPAIR STATION 3.DK7R795J 4. DANIEL L KENDALL Signature:	
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	10-10-2002	P/C/W AS PER S/B 22-27-03	Once ©ATP		1.DLK AVIATION INC 2. 3. 4. DANIEL L KENDALL Signature:	
2002-24-08 1/24/2003 ©ATP	To prevent failure of the Cirrus Airplane Parachute System (CAPS) activation system in an emergency,contd. ©ATP	12/26/2002	P/C/W AS PER S/B 20-95-03, S/B 20-95-04, S/B 20-95-05	Once ©ATP		1.DLK AVIATION INC 2.FAA REPAIR STATION 3.DK7R795J 4. DANIEL L KENDALL Signature:	
2005-17-19 C 10/13/2005 ©ATP	Superseded by 2006-19-10 ©ATP		SS	Once ©ATP		1.DLK AVIATION INC 2.FAA REPAIR STATION 3.DK7R795J 4. DANIEL L KENDALL Signature:	
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	4/18/2006	P/C/W AS PER S/B 2X-28-04R1	Once ©ATP		1.DLK AVIATION INC 2.FAA REPAIR STATION 3.DK7R795J 4. DANIEL L KENDALL Signature:	

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Manufacturer Cirrus Design Corp.	Category Airframe	Model SR22	Part #: Serial #: 0057			
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	9/9/2004	P/C/W AS PER S/B2X-25-06R4, S/B 2X-25-17R1 04-18-2006	Once ©ATP		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL Signature:
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	4/18/2006	P/C/W AS PER S/B2X-32-14	Once ©ATP		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL Signature:
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	4/30/2007	P/C/W AS PER S/B2X-95-10	Once ©ATP		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL Signature:
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		N/A S/N	Once ©ATP		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL Signature:
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	5/1/2008	P/C/W AS PER S/B2X-27-14R3	Once ©ATP		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL Signature:
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		N/A S/N	Once ©ATP		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL Signature:

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Manufacturer Cirrus Design Corp.	Category Airframe	Model SR22		Part #: Serial #: 0057			
2009-26-01 12/21/2009	To detect and correct anti-ice fluid distribution lines with improperly installed compression fittings,contd.		N/A S/N	Once		1.DLK AVIATION INC 2.FAA REPAIR STATION 3.DK7R795J 4.DANIEL L KENDALL	
©ATP	©ATP			©ATP	Signature:		

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Manufacturer Teledyne Continental	Category Engine	Model IO-550-N	Part #: Serial #: 685780			
00-00-01 1/22/2001 ©ATP	Important for Cessna Oil Filter Adapter Assemblies listed in AD 96-12-22 ©ATP		N/A OR P/C/W NEW ENG 06-14-2001	Once ©ATP		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL Signature:
86-13-04 R3 2/24/1988 ©ATP	TO PREVENT POSSIBLE CYLINDER HEAD TO BARREL SEPARATION, ENGINE FAILURE AND/OR ENGINE COMPARTMENT FIRE ©ATP		N/A OR P/C/W NEW ENG 06-14-2001	Recur ©ATP		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL Signature:
88-03-06 4/15/1988 ©ATP	TO PREVENT POSSIBLE LOSS OF ENGINE OIL AND SUBSEQUENT ENGINE FAILURE ©ATP		N/A OR P/C/W NEW ENG 06-14-2001	Once ©ATP		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL Signature:
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		N/A OR P/C/W NEW ENG 06-14-2001	Once ©ATP		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL Signature:
93-10-02 8/12/1993 ©ATP	TO PREVENT AN ENGINE FAILURE DUE TO A MISSING CYLINDER VALVE RETAINER KEY ©ATP		N/A OR P/C/W NEW ENG 06-14-2001	Once ©ATP		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL Signature:
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		N/A OR P/C/W NEW ENG 06-14-2001	Recur ©ATP		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL Signature:

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Manufacturer Teledyne Continental		Category Engine		Model IO-550-N		Part #: Serial #: 685780	
99-09-17 L 4/22/1999 ©ATP	Superseded by 99-19-01 ©ATP		SS	Once ©ATP		1.DLK AVIATION INC 2.FAA REPAIR STATION 3.DK7R795J 4. DANIEL L KENDALL Signature:	
99-19-01 9/30/1999 ©ATP	To prevent crankshaft failure due to crankshaft cheek cracks, which could result in total engine power loss,contd. ©ATP		N/A OR P/C/W NEW ENG 06-14-2001	Once ©ATP		1.DLK AVIATION INC 2.FAA REPAIR STATION 3.DK7R795J 4. DANIEL L KENDALL Signature:	
2000-08-51 E 4/28/2000 ©ATP	Superseded by 2000-23-21 ©ATP		SS	Once ©ATP		1.DLK AVIATION INC 2.FAA REPAIR STATION 3.DK7R795J 4. DANIEL L KENDALL Signature:	
2000-23-21 12/12/2000 ©ATP	To prevent crankshaft connecting rod journal fracture, which could result in total engine power,contd. ©ATP		N/A OR P/C/W NEW ENG 06-14-2001	Once ©ATP		1.DLK AVIATION INC 2.FAA REPAIR STATION 3.DK7R795J 4. DANIEL L KENDALL Signature:	
2004-08-10 5/5/2004 ©ATP	To prevent loss of engine power due to cracks in the cylinder head & possible engine failure caused,contd. ©ATP		P/C/W NO ECI CYL INSTALLED	Once ©ATP		1.DLK AVIATION INC 2.FAA REPAIR STATION 3.DK7R795J 4. DANIEL L KENDALL Signature:	
2007-16-10 8/23/2007 ©ATP	To prevent the turbine rotor from separating from the shaft of the turbocharger due to a machining defect in the,contd. ©ATP		N/A OR P/C/W NEW ENG 06-14-2001 NO TURBO	Once ©ATP		1.DLK AVIATION INC 2.FAA REPAIR STATION 3.DK7R795J 4. DANIEL L KENDALL Signature:	

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Manufacturer Teledyne Continental	Category Engine	Model IO-550-N	Part #: Serial #: 685780				
2009-24-52 E 11/18/2009	Superseded by 2010-11-04		SS	Once		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL	
©ATP	©ATP			©ATP	Signature:		
2010-11-04 6/16/2010	To prevent excessive hydraulic lifter wear, which can result in loss of engine power & loss of control of the airplane		N/A OR P/C/W NEW ENG 06-14-2001 NO LIFTER CHANGES	Once		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL	
©ATP	©ATP			©ATP	Signature:		
2011-25-51 E 11/29/2011	Superseded by 2012-10-13		SS	Once		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL	
©ATP	©ATP			©ATP	Signature:		
2012-03-06 C 2/24/2012	To prevent an in-flight engine shutdown due to a failed fuel servo diaphragm, and damage to the airplane	10/29/2014 1064.2 HOBBS	N/A OR P/C/W NEW ENG 06-14-2001 NO WORK ACCOMPLISHED BY AVSTAR	Once		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL	
©ATP	©ATP			©ATP	Signature:		
2012-10-13 6/8/2012	To prevent starter adapter gear shaft failure which could cause oil scavenge pump failure and engine, contd.	10/29/2014 1064.2 HOBBS	N/A OR P/C/W NEW ENG 06-14-2001 NO TURBO INSTALLED	Once		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL	
©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	10/29/2014 1064.2 HOBBS	N/A OR P/C/W NEW ENG 06-14-2001 NO SUPERIOR CYLINDERS INSTALLED	Recur		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL	
©ATP	©ATP			©ATP	Signature:		
©ATP							

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Manufacturer Hartzell Propeller		Category Propeller		Model PHC-J3YF-1		Part #: Serial #: FP1381B	
70-02-01 1/1/1970 ©ATP	Superseded by 73-10-03 ©ATP		SS	Once ©ATP		1.DLK AVIATION INC 2.FAA REPAIR STATION 3.DK7R795J 4.DANIEL L KENDALL Signature:	
70-16-03 R 1/1/1970 ©ATP	Superseded by 77-12-06 ©ATP		SS	Once ©ATP		1.DLK AVIATION INC 2.FAA REPAIR STATION 3.DK7R795J 4.DANIEL L KENDALL Signature:	
73-10-03 1/1/1973 ©ATP	Superseded by 77-12-06 ©ATP		SS SS	Once ©ATP		1.DLK AVIATION INC 2.FAA REPAIR STATION 3.DK7R795J 4.DANIEL L KENDALL Signature:	
74-15-02 1/1/1974 ©ATP	Superseded by 77-12-06 ©ATP		SS	Once ©ATP		1.DLK AVIATION INC 2.FAA REPAIR STATION 3.DK7R795J 4.DANIEL L KENDALL Signature:	
75-07-05 5/1/1977 ©ATP	Superseded by 77-12-06 ©ATP		SS	Once ©ATP		1.DLK AVIATION INC 2.FAA REPAIR STATION 3.DK7R795J 4.DANIEL L KENDALL Signature:	
77-12-06 R(2) 12/21/1977 ©ATP	Superseded by 2002-09-08 ©ATP		SS	Recur ©ATP		1.DLK AVIATION INC 2.FAA REPAIR STATION 3.DK7R795J 4.DANIEL L KENDALL Signature:	
©ATP							

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Manufacturer Hartzell Propeller	Category Propeller	Model PHC-J3YF-1	Part #: Serial #: FP1381B				
89-22-05 L 11/16/1989 ©ATP	Superseded by 93-16-14 ©ATP		SS	Recur		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL Signature:	
93-16-14 1/5/1994 ©ATP	Superseded by 94-17-13 ©ATP		SS	Recur		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL 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 OR P/C/W PROPELLER OVERHAULED 02-15-2010	Recur		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL 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 OR P/C/W PROPELLER OVERHAULED 02-15-2010	Once		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL Signature:	
2002-09-08 6/13/2002 ©ATP	Superseded by 2007-26-09 ©ATP		SS	Once		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL 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 OR P/C/W PROPELLER OVERHAULED 02-15-2010	Once		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL Signature:	
©ATP							

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Manufacturer Hartzell Propeller	Category Propeller	Model PHC-J3YF-1	Part #: Serial #: FP1381B				
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 OR P/C/W PROPELLER OVERHAULED 02-15-2010 ALL BLADES START WITH "J"	Once		1.DLK AVIATION INC 2.FAA REPAIR STATION 3.DK7R795J 4.DANIEL L KENDALL	
©ATP	©ATP			©ATP	Signature:		
Manufacturer ACS Products Company	Category Ignition Systems	Model IGNITION SWITCHES	Part #: Serial #:				
93-05-06 4/29/1993	TO PREVENT FAILURE OF IGNITION SWITCHES			Recur	2000.0 HOBBS	1.DLK AVIATION INC 2.FAA REPAIR STATION 3.DK7R795J 4.DANIEL L KENDALL	
©ATP	©ATP			©ATP	Signature:		

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Manufacturer Teledyne Continental		Category Magnetos		Model S-20 SERIES		Part #: 10-500556-1 Serial #:
73-07-04 10/11/1973 ©ATP	Superseded by 94-01-03 ©ATP		SS	Once ©ATP		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL Signature:
74-26-09 12/24/1974 ©ATP	S-20,-200,-1200 SERIES MAGNETOS ©ATP		N/A NEW MAGS 06-14-2001	Once ©ATP		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL Signature:
78-09-07 R3 1/17/1983 ©ATP	Superseded by 96-12-07 ©ATP		SS	Recur ©ATP		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL 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		N/A NEW MAGS 06-14-2001	Once ©ATP		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL Signature:
94-01-03 R2 6/28/1995 ©ATP	TO PREVENT MAGNETO FAILURE AND SUBSEQUENT ENGINE FAILURE ©ATP		N/A NEW MAGS 06-14-2001	Once ©ATP		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL Signature:
94-06-09 5/20/1994 ©ATP	TO PREVENT INJURY OR DEATH TO GROUND PERSONNEL DUE TO A NON-GROUNDED MAGNETO ©ATP		N/A NEW MAGS 06-14-2001	Once ©ATP		1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL Signature:

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Manufacturer Teledyne Continental		Category Magnetos		Model S-20 SERIES		Part #: 10-500556-1 Serial #:	
96-12-07 7/18/1996 ©ATP	Superseded by 2005-12-06 ©ATP		SS	Recur ©ATP	Signature:	1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL	
2005-12-06 7/19/2005 ©ATP	To prevent failure of the magneto impulse coupling assembly and possible engine failure ©ATP		N/A MODEL OF ENGINE 500 HR DUE 962.8	Recur ©ATP	500 HR DUE 1564.2 HOBBS Signature:	1. DLK AVIATION INC 2. FAA REPAIR STATION 3. DK7R795J 4. DANIEL L KENDALL	