



## THE EXPERIENCE AND LIFESTYLE OF FLYING. REINVENTED.

What exactly is Cirrus Flying 2.0™? It's Cirrus Aircraft's revolutionary new solution for personal and regional travel and an ongoing revolution in the way personal aircraft are designed and engineered. Cirrus Flying 2.0 is the discovery of an efficient and economical alternative to long car trips and agonizing commercial air travel. For a new pilot, Cirrus Flying 2.0 is the path to a dream of flight fulfilled. For the experienced pilot, Cirrus Flying 2.0 offers the most sophistication, innovation and performance available in personal aircraft today.

Cirrus Flying 2.0: The plane with the parachute, state-of-the-art avionics, advanced composite materials, sophisticated control systems and an available turbo power plant. It is a spacious cabin environment with luxurious, distinctive and personalized appointments that is comfortable for pilot and passengers alike. It is the service and support programs that make your aircraft a pleasure to buy, easier to own, simpler to manage and more cost-effective to utilize.

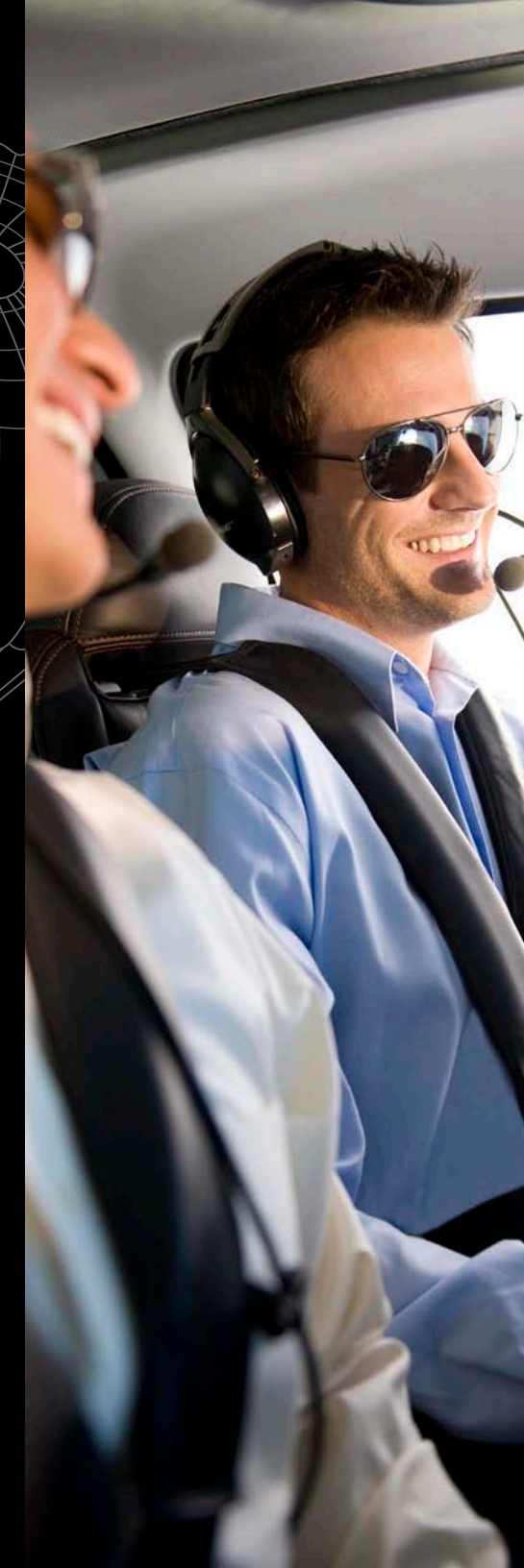
# FLYING 2.0



[CIRRUSAIRCRAFT.COM](http://CIRRUSAIRCRAFT.COM)



1.866.803.0467 or (+1) 218.529.7292



## FLYING 2.0™



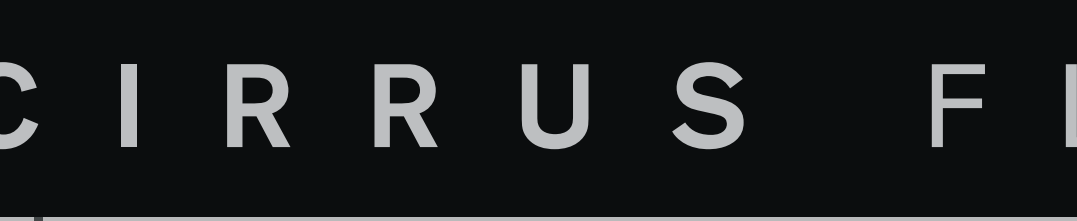
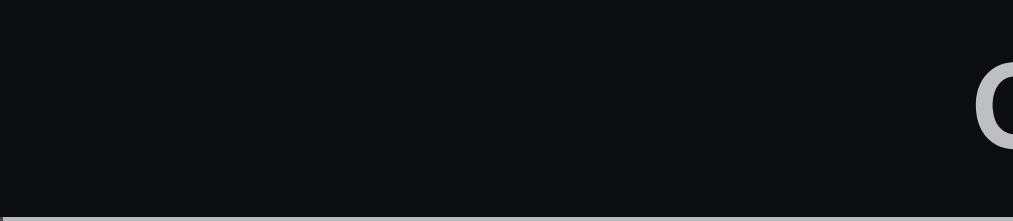


FLYING 1.0



WHEN DID THIS LEVEL OF INCONVENIENCE BECOME ACCEPTABLE?

FLYING 2.0™ CHANGING THE WAY YOU FLY



# CIRRUS FLYING 2.0™

STANDARD FEATURES	PERFORMANCE
Cirrus Airframe Parachute System (CAPS™)	Takeoff 1478 ft / 450 m
Airbag Seatbelts (Pilot & Copilot)	Takeoff Over 50 ft/15.2 m Object 2221 ft / 677 m
TCM IO-360-ES, 200hp	Climb Rate 828 ft/min / 4.2 m/s
Keyboard Controller	Max Operating Altitude 17,500 ft
Dual Comm/Nav/WAAS GPS	Stall Speed with Flaps 56 KCAS
Engine and Fuel Monitoring	Max Cruise Speed (75% power) 155 KTAS
Electronic Approach Plates	Cruise Range w/Reserve 627 nm / 65% pwr
406 MHz ELT	Maximum Range w/Reserve 785 nm / 55% pwr
	Landing Ground Roll 853 ft / 260 m

COMMON OPTIONS	DESIGN WEIGHTS AND LOADING*
Weather Datalink & Audio Entertainment (XM) <sup>1,2</sup>	Maximum Gross Weight 3050 lbs / 1383 kg
Dual 12" Screens	Standard Empty Weight (SR20 S) 2093 lbs / 949 kg
GFC 700 Autopilot/Dual AHRS	Standard Empty Weight (SR20 GTS™) 2167 lbs / 983 kg
Synthetic Vision Technology	Useful Load (SR20 S) 957 lbs / 434 kg
Traffic Information	Useful Load (SR20 GTS™) 883 lbs / 400kg
Perspective EVS <sup>3</sup>	Usable Fuel Capacity (56 gal/336 lbs) (212 litre/152 kg)
X-Edition (Premium Exterior & Interior)	

STARTING AT  
USD \$269,900

STANDARD FEATURES	PERFORMANCE
Cirrus Airframe Parachute System (CAPS™)	Takeoff 1028 ft / 313 m
Airbag Seatbelts (Pilot & Copilot)	Takeoff Over 50 ft/15.2 m Object 1594 ft / 486 m
TCM IO-550-ES, 310hp	Climb Rate 1400 ft/mn / 7.1 m/s
Keyboard Controller	Max Operating Altitude 17,500 ft
Dual Comm/Nav/WAAS GPS	Stall Speed with Flaps 60 KCAS
Engine and Fuel Monitoring	Max Cruise Speed 185 KTAS
Electronic Approach Plates	Range w/Reserve 1049 nm / 65% pwr
406 MHz ELT	Maximum Range w/Reserve 1170 nm / 55% pwr
S-TEC Autopilot	Landing Ground Roll 1141 ft / 348 m
	Landing Over 50 ft/15.2 m Object 2344 ft / 714 m

COMMON OPTIONS	DESIGN WEIGHTS AND LOADING*
Weather Datalink & Audio Entertainment (XM) <sup>1,2</sup>	Maximum Gross Weight 3400 lbs / 1542 kg
Dual 12" Screens	Standard Empty Weight (SR22 S) 2256 lbs / 1023 kg
Synthetic Vision Technology	Useful Load 1144 lbs / 519 kg
GFC 700 Autopilot/Dual AHRS	Usable Fuel Capacity (92 gal/552 lbs) (348 litre/251 kg)
Traffic Information	
Perspective EVS <sup>3</sup>	
Known Ice Protection	
Air Conditioning	
X-Edition (Premium Exterior & Interior)	

STARTING AT  
USD \$380,650

STANDARD FEATURES	PERFORMANCE
Cirrus Airframe Parachute System (CAPS™)	Takeoff 1028 ft / 313 m
Airbag Seatbelts (Pilot & Copilot)	Takeoff Over 50 ft/15.2 m Object 1594 ft / 486 m
TCM IO-550-ES, 310hp Twin Turbo-normalized	Climb Rate 1400 ft/mn / 7.1 m/s
Keyboard Controller	Max Operating Altitude 25,000 ft
Dual Comm/Nav/WAAS GPS	Stall Speed with Flaps 60 KCAS
Engine and Fuel Monitoring	Max Cruise Speed 211 KTAS
Electronic Approach Plates	Range w/Reserve 1000 nm / 65% pwr
406 MHz ELT	Landing Ground Roll 1141 ft / 348 m
S-TEC Autopilot	Landing Over 50 ft/15.2 m Object 2344 ft / 714 m
Weather Datalink & Audio Entertainment (XM) <sup>1,2</sup>	
Dual 12" Screens	
Synthetic Vision Technology	

COMMON OPTIONS	DESIGN WEIGHTS AND LOADING*
GFC 700 Autopilot/Dual AHRS	Maximum Gross Weight 3400 lbs / 1542 kg
Traffic Information	Standard Empty Weight (Turbo GS) 2400 lbs / 1089 kg
Perspective EVS <sup>3</sup>	Useful Load 1000 lbs / 453 kg
Known Ice Protection	Usable Fuel Capacity (92 gal/552 lbs) (348 litre/251 kg)
Air Conditioning	
X-Edition (Premium Exterior & Interior)	

STARTING AT  
USD \$525,918

- FEATURES\***
- Owner flown personal jet designed to be easy to fly
  - SF50 single engine Williams International FJ33-5A Fanjet
    - Optimal engine placement for best performance, noise reduction, and FOD avoidance
  - Cirrus Perspective by Garmin™ avionics
  - Flexible 5+2 seating with variable configurations
  - Pressurized cabin with large windows for exceptional visibility and comfort
  - Fits inside standard 40 foot (12.2 m) hangar
  - Maximum operating altitude = 25,000 ft
  - Maximum cruise speed = 300 kts.\*
  - NBAA Range targets at 300 kts.\*
    - 800 pounds = 800 nm
    - 600 pounds = 950 nm
    - 400 pounds = 1100 nm
  - Cirrus Known Ice Protection
  - Impressive climb rate
  - Common avionics, ceiling, and low approach speeds allow for easier transition from SR22 and TURBO

**NOW TAKING DEPOSITS :**  
[cirrusaircraft.com](http://cirrusaircraft.com)  
 1.866.803.0467 or (+1) 218.529.7292

\*Specifications, weights, representations, colors, list of equipment, use of materials and model references, are not warranted or guaranteed to be true or accurate. Actual useful load will vary depending on options installed on the aircraft. Always consult specific aircraft weight and balance data for flight planning <sup>1</sup> Only available in the United States and Canada <sup>2</sup> Requires Subscription <sup>3</sup> Only available on 12" Screens

\*All representations of performance and specifications are subject to change