

**Pilot's Operating Handbook and
FAA Approved Airplane Flight Manual
Supplement
for
L-3 Avionics Systems WX500 Stormscope
Sensor**

When the L-3 Avionics Systems WX500 Stormscope Sensor is installed in the Cirrus Design SR22 / SR22T, this Supplement is applicable and must be inserted in the Supplements Section (Section 9) of the Cirrus Design SR22 / SR22T Pilot's Operating Handbook. This document must be carried in the airplane at all times. Information in this supplement adds to, supersedes, or deletes information in the basic Pilot's Operating Handbook.

• Note •

This POH Supplement Revision dated Revision 02: Mar 18, 2013 supersedes and replaces the original release of this supplement dated 04-12-00.

FAA Approved Joseph C. Miss Date Mar 18, 2013
for Charles Smalley, Manager
Chicago Aircraft Certification Office, ACE-115C
Federal Aviation Administration

Section 1 General

This airplane is equipped with a L-3 Avionics Systems WX500 Stormscope Sensor. The stormscope sensor output is displayed on the Multi-Function Display (MFD).

Refer to L-3 Avionics Systems WX500 Stormscope Series II Weather Mapping Sensor User's Guide, P/N 009-11501-001 revision C or later for a detailed description of the system.

• WARNING •

Do not attempt to penetrate a thunderstorm using the Stormscope system. FAA Advisory material recommends that pilots “avoid by at least 20 miles any thunderstorm identified as severe or giving an intense radar echo.”

Section 2 - Limitations

1. Stormscope information displayed on the Multi-Function Display is FOR REFERENCE ONLY and must not be used for navigation.

Section 3 - Emergency Procedures

There is no change to the basic POH Emergency Procedures when the WX500 stormscope is installed.

Section 4 – Normal Procedures

Refer to the Multi-Function Display Pilot's Guide installed with the airplane for detailed operating procedures and specific display information.

Stormscope Status Box

When the Stormscope is on, system status will be displayed in the Stormscope status box in the upper left corner of the map page.

HDG or TRK – HDG will be displayed if an external heading input is available. If HDG (heading) is displayed bearing to the strike will be referenced to the airplane heading (direction nose is pointing). If TRK (track) is displayed the bearing to the strike will be referenced to the airplane track (direction airplane is traveling). Normally, the system will plot strikes with reference to heading.

STRK or CELL – STRK will be displayed if the Strike mode is selected. In this mode, individual strikes are plotted using the ‘X’ symbol. CELL will be displayed if the CELL mode is selected. In the Cell mode a ‘+’ symbol is plotted for associated strikes.

RATE – The number of strikes per minute for the selected mode and scale is indicated in a small window below the status line.

Section 5 - Performance

There is no change to the airplane performance when the WX500 stormscope is installed.

Section 6 - Weight & Balance

Weight and balance data for the WX500 stormscope is provided with the Equipment List for each delivered airplane.

Section 7 - Systems Description

- Note •

Refer to the Multi-Function Display Pilot's Guide installed with the airplane for detailed operating procedures and specific display information.

The L-3 Avionics Systems WX-500 Weather Mapping Sensor (Stormscope) detects electrical discharges associated with thunderstorms and displays the activity on the Multi-Function Display. The system consists of an antenna located on top of the fuselage just forward of the rear window and a processor unit mounted under the aft baggage floor. The antenna detects the electrical and magnetic fields generated by intra-cloud, inter-cloud, or cloud to ground electrical discharges occurring within 200 nm of the airplane and sends the “discharge” data to the processor. The processor digitizes, analyzes, and converts the “discharge” signals into range and bearing data and communicates the data to the MFD every two seconds. The Stormscope processor is powered 28 VDC through the 3-amp STORMSCOPE circuit breaker on the Avionics Non-essential Bus.

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