



7/23/2024

Marcus Gonzales
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Mr. Gonzales,

Cirrus Aircraft does not have a technical or safety objection to allowing the CAPS straps currently installed in SR22T-0817 (N217SK) to remain in service. Damage tolerance testing has shown that a strap with one fully severed pick and end will exceed performance requirements in the event of a CAPS pull.

Sincerely,

A handwritten signature in black ink, appearing to read "Samuel Horne".

Samuel Horne
Aircraft Systems Engineer 2
Field Sustaining Engineering



Right-hand CAPS Strap on SR22T-0817
CAPS strap has 1 damaged pick and end.

1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number: 7237-03-2024	
4. Organization Name and Address: Cirrus Design Factory Service Center, 4961 Airport Road, Duluth, MN 55811 (CRS# YD5R855Y)					5. Work Order/Contract/Invoice Number: CSO: 3035748	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
1	PACKED PARACHUTE ASSEMBLY, SR22	29696-003	1	B0283R1	INSPECTED	
12. Remarks: This product has been inspected, repacked and re-identified as per Cirrus Design Factory Service Center CAPS Parachute Inspection and Repack Checklist Traveler referencing Cirrus Design Corporation process specification 90814. Process Specification 90814 is governed and maintained by Cirrus Design Corporation under Type Certificate A00009CH. NOTE: This assembly is being shipped less the Line Cutters (part number 26707-002) to meet shipping requirements. The Line Cutters are to be installed by the agency performing the parachute installation.						
Life Limited Item: Refer to Cirrus airplane maintenance manual chapter 4 airworthiness limitations for life and replacement requirements.						
A general description of the work performed is attached as a separate traveler form under the part description listed in blocks 6, 7, 8, 9 and 10 as applicable. A complete description of work performed is on file at the above referenced organization on the work order and system tracking reference number indicated in blocks 3 and 5. NOTICE: An Airworthiness Directive may apply to the article(s) described hereon. The installer is responsible for ensuring complete compliance with any applicable Airworthiness Directive.						
This certifies the work specified in block 11 and 12 was carried out in accordance with EASA 145 and in respect to that work the aircraft component is considered ready for release to service under EASA Approval Certificate Number EASA. 145.5632 and Cirrus Design Factory Service Center CRS # YD5R855Y.						
13a. Certifies the items identified above were manufactured in conformity to: <input type="checkbox"/> Approved design data and are in a condition for safe operation. <input type="checkbox"/> Non-approved design data specified in Block 12.			14a. <input checked="" type="checkbox"/> 14 CFR 43.9 Return to Service <input checked="" type="checkbox"/> Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.			
13b. Authorized Signature:		13c. Approval/Authorization No.:	14b. Authorized Signature: <i>Kimberly Jo Larson</i>		14c. Approval/Certificate No.: YD5R855Y	
13d. Name (Typed or Printed):		13e. Date (dd/mmm/yyyy):	14d. Name (Typed or Printed): Kimberly Jo Larson		14e. Date (dd/mmm/yyyy): 26/Mar/2024	
User/Installer Responsibilities						
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article.						
Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1.						
Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.						