

# FLIGHT TRAINING



# Syllabus Suite

SR20, SR22, SR22T



**CIRRUS**  
A I R C R A F T

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Original Issue..... Feb 2011

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# Introduction

## Welcome To Your Cirrus Training

The investment to fly any aircraft safely is certainly one of time, money, and considerable thought. Thank you for your attention to such an important aspect in aircraft ownership. It is the hope of your Cirrus family that you not only thoroughly enjoy your training experience, but that we can impart our culture of safety to you and those you take into the blue skies.

### The Big Picture

Imagine for a moment that you are cruising at 10,500 feet to a destination that has always been on your list of airports to visit. Of course you completed your preflight planning duties, but are you completely comfortable utilizing all onboard equipment to pull up vital information? Can you plan for a comfortable, safe descent into the airport? What if the weather unexpectedly changes? Are you capable of choosing an appropriate diversion airfield? Assume for a moment that you hear slight engine roughness? Can you accurately determine if it is a matter of improper leaning, or if you are close to having an engine malfunction? Your flap circuit breaker trips requiring a no-flap landing. Do you know how to handle the aircraft on final approach?

Each of the aforementioned challenges takes a combination of experience and instruction to confidently and safely perform. Depending on your previous Cirrus experience, a variety of courses are available. Whether you are a first time Cirrus pilot or are transitioning from one Cirrus to a slightly different type, we have courses designed to fit your unique set of skills.

### Courses Available

For full descriptions and stage overviews refer to the introduction to each training course section.

#### ***Transition Training***

With the first time Cirrus pilot in mind, the Transition Training course is designed for an individual to go from no Cirrus experience to basic VFR proficiency in approximately three days. Upon completion of our most popular training course you will be able to:

- Understand and operate relevant aircraft systems,

- Operate the aircraft according to the Private Pilot Practical Test Standards (PTS),
- Confidently program, configure, and interpret Primary Flight Display (PFD) and Multi-Function Display (MFD) information for normal visual conditions,
- Maintain positive aircraft control in visual conditions and limited instrument conditions,
- Easily utilize the autopilot to reduce workload,
- Appropriately manage the engine throughout all phases of flight,
- Apply aircraft systems knowledge to quickly determine system abnormalities and apply correct checklist procedures,
- Adhere to aircraft flight procedures and limitations while flying within your personal capabilities,
- Utilize your aircraft to the maximum extent possible while affording you and your passengers the highest level of safety.

• **Note** •

Typical course duration is three days.

***Advanced Transition Training***

For an instrument rated pilot who is looking for a slightly more advanced course, the Advanced Transition Training course is designed to take a proficient instrument rated pilot to the standards set forth by the FAA to receive an instrument proficiency check (IPC). Through the Advanced Transition Training course, you will:

- Gain all skills included in the Transition Training course,
- Train for full utilization of your instrument rating while developing proficiency in:
  - Precision and nonprecision approaches,
  - Missed approaches,
  - Holding patterns,
  - Departure procedures,
  - Arrival procedures.
- Fly approaches proficiently with and without the autopilot,
- Safely accommodate complex ATC instructions while operating under IFR,

- Gain confident awareness regarding controlled flight into terrain,
- Maximize the aircraft's safe utility by developing a higher level of flight proficiency during initial training.

• Note •

Typical course duration is five days.

### ***Avionics Differences***

For pilots transitioning only to a different avionics package, the Avionics Differences course is focused on skill development in these areas:

- PFD and MFD interpretation,
- Understanding differences in flight management systems,
- Autopilot usage,
- Systems differences,
- Navigation in the VFR environment,
- Traffic and terrain awareness.

• Note •

Typical course duration is one day.

### ***Powerplant and Airframe Differences***

Perhaps you have upgraded from an SR20 to an SR22 or even an SR22T. The Powerplant and Airframe Differences course is designed to build upon the Cirrus-specific knowledge and experiences you have amassed while focusing on:

- Operational differences between power-plants and airframes including performance and handling differences,
- High-altitude flight if upgrading to a turbo or turbo-normalized engine,
- Engine management for all phases of flight,
- Developing a solid foundation of aircraft systems knowledge highlighting the power plant and electrical power generation,
- Managing a higher performance aircraft,
- Landing and maneuvering your new aircraft safely, consistently, and confidently.

• Note •

Typical course duration is one day.

### ***Recurrent Training***

This course is built around the pilot and can incorporate a wide range of skills included in other courses. However, the two recurrent courses focus heavily on:

#### 90 Day Skill Refresher:

- Landing accuracy,
  - Review of normal procedures,
  - Basic aircraft handling.
- Note •

Typical course duration is one half day.

#### Six Month Recurrent Check:

- Landing accuracy,
  - Scenario based training,
  - CFIT avoidance,
  - Re-establishing personal minimums.
- Note •

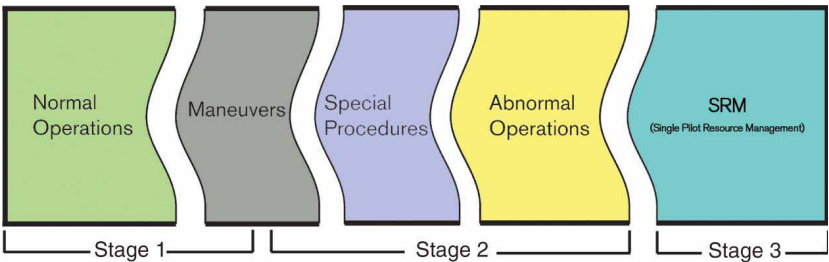
Typical course duration is one day.

# The Proficiency Based Training Concept

If you have ever undergone flight training that seemed like you were just going through the motions, you know how frustrating a traditional training model can be. Instead of simply moving from one lesson to the next, Cirrus has incorporated a way to let you and your instructor determine what is best for you. Because not all pilots fit a single mold, the proficiency based model allows for course progression when particular skills have been developed. Each course provides a recommended course progression and a list of skills that are necessary. You will proceed through each course based on your proficiency, not just the mold designed for one type of pilot.

## How to Follow the Syllabus

Each course follows the same model. For example, the image below depicts the stage progression for the Transition Training course. There are five segments (Normal Operations, Maneuvers, Special Procedures, Abnormal Operations, SRM) and three stages in the Transition Training course. Each segment is comprised of a list of tasks which account for the items which will be introduced and practiced.



<b>Normal</b>	<b>Pre-Course Briefing</b> System, procedures, and limitations brief, avionics intro	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<b>Pre-Flight Preparations</b> Fuel, WX, W&B, performance planning, pre-flight inspection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Maneuver</b>	<b>Power-off Stalls</b> Recognition and recovery, A/C control, min loss of altitude	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<b>Power-on Stalls</b> Recognition and recovery, A/C control, min loss of altitude	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Special	<b>Short-field Takeoff</b> Proper technique, rotation speed, initial climb speed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<b>Short-field Landing</b> Stabilized approach, airspeed and touchdown accuracy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Abnormal	<b>Electrical Malfunction</b> Identification, checklist usage, decision making	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<b>PFD Malfunction</b> Cause of failure identification, A/C control, SRM	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SR	<b>Sing Pilot Resource Management</b> Utilize all necessary resources for safe flight outcome	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The task list is the heart of each syllabus. In effect it is the “bucket list” of items that need to be performed proficiently. Below is an excerpt from a portion of the Transition Training task list.

Normal Operations	<b>Descent</b> Checklist usage, A/C control, arrival planning/briefing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<b>Traffic Pattern</b> A/C configuration, altitude/airspeed control (+/-100', 10kts)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<b>Normal Landing</b> Stabilized, touchdown on 1st 1/3 of runway at approx stall	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<b>Crosswind Landing</b> Correct wind drift corrections, smooth/accurate touchdown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The task list will eventually be a snapshot of your training event. As you gain proficiency, your instructor will determine if your performance of a particular task item meets the criteria as having been demonstrated satisfactorily. Like most pilots, there is a chance that it will take more than one attempt at a task before it is performed proficiently. In this case, your instructor will simply mark in the attempt box:

X	X				
---	---	--	--	--	--

Once you have made progress in that particular task item and your instructor has determined it meets the standards prescribed in the completion standards he or she will date the shaded box. The last box on the task list is considered the final time the item needs to be demonstrated (meeting standards). This assumes that you can safely and proficiently perform the item once the training event is complete.

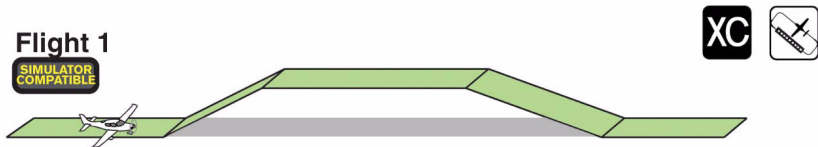
Below is an example from the task list of a pilot who took five attempts to land according to the standards before a successful attempt.

Normal Landing	6/1		6/1		6/2	
	Stabilized, touchdown on 1st 1/3 of runway at approx stall	X	X	X	X	X

The pilot satisfactorily demonstrated normal landings at some point on June 2<sup>nd</sup>. This method will give you and your instructor the flexibility to determine if it would be best to stay at your home airport and work on normal landings, or if practicing a recommended cross-country flight with a normal landing at the conclusion of that flight will best meet your needs.

### Recommended Progression

Each stage of every course has a recommended flight progression to follow. In each particular stage, flights have been designed with specific focus. Each stage has a color-coded flight diagram representing the segments the flight will cover with icons depicting task items which will be focused upon. Below is an example from the second stage of the Transition Training course:



If you follow the progression as suggested for Flight 1, you will have the opportunity to perform all task items in the Normal Operations section of the task list, all or some of the maneuvers in the Maneuvers task list, as well as all or some of the more advanced landings in the Special Procedures section. Flight 2 will have you focusing on normal operations as well as abnormal operations.

The absolute course minimums for each course have been designed for approximately the top 10% of the pilot group. This design allows experienced pilots to follow progression and complete task items in a manner consistent with their ability.

The main benefit with this design is that the minimum foundation is designed to be expanded upon. Instead of moving onto a lesson that you are not quite ready for, the syllabus will permit and encourage repeating a flight while continuing to make progress through the task list. In essence, every pilot will experience a slightly different course

while completing an identical set of objectives and meeting an identical set of standards.

## **When to Personalize?**




While the recommended sequence is one that accounts for a logical progression, there may be instances where weather interferes with your training plan. If this is the case, training is certainly still possible by creating a flight where specific task items are capable of being completed. Also, at the end of each sequence if you have not fulfilled a certain level of task items, it is strongly recommended that you and your instructor review a flight(s) in that stage to meet advancement requirements.

## **After Your Training**

### **Defining Personal Minimums**

After each training course it is important to review and determine your personal minimums as they apply to weather conditions and instrument approach minimums. Cirrus has made this easy by incorporating guidance for establishing personal weather minimums. Upon completion of each course, fill out the assessment to assist in determining your recommended pilot category. Your pilot category will be reflected in the Personal Weather Minimums Categories matrix.






<b>Pilot Categories</b>
$\geq 23$ 
14 - 22 
$\leq 13$ 




<b>General Flight Guidance</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>Your Rating</b>
<b>Years Actively Flying (currency maintained)</b>	>10	6-10	2-5		<2	
<b>Last Recurrent Training Event</b>	<6 Mo		6-12mo		12-24mo	
<b>Certificate Held</b>	ATP or CFI	Com w/IFR	PVT w/IFR	PVT	Student	
<b>Total Time</b>	>2000	1000-2000	750-1000	500-750	<500	
<b>Hours Logged in Last 12 Months</b>	>200	150-200	100-150	50-150	<50	
<b>Hours in Cirrus in Last 90 Days</b>	>50	35-50	25-35	10-25	<10	
<b>Pilot Mishap in Last 24 Months</b>				Incident	Accident	
<b>Cirrus Landings in Last 30 Days</b>	>10	6-9	3-5	1-2	0	
Add 2 points for the following: >65 years old, Not completing Cirrus Transition Training, Time to complete Cirrus Training >30 hours, Time to achieve Private Pilot >100 hours						<b>TOTAL</b>

## Personal Weather Minimums Categories

### General Flight Guidelines

Current Pilot Capability Category	Wind Limit	VFR Minimums	
	Wind: ..... 15 kts X-wind: ..... 5 kts Max Gust: 5 kts	Day 5000' CEILINGS 10 SM VISIBILITY	Night 5000' CEILINGS 10 SM VISIBILITY
	Wind: ..... 20 kts X-wind: ..... 10 kts Max Gust: 10 kts	Day 3000' CEILINGS 10 SM VISIBILITY	Night 5000' CEILINGS 10 SM VISIBILITY
	Wind: ..... 35 kts X-wind: ..... 20 kts Max Gust: 15 kts	Day 3000' CEILINGS 5 SM VISIBILITY	Night 5000' CEILINGS 10 SM VISIBILITY

### Instrument Flight Guidelines

Current Pilot Capability Category	IFR Minimums
	1500' / 3 SM Current Reported Weather
	500' / 2 SM Above Published Approach Minimums
	Published Approach Minimums

## Post-Training Instructor Recommendations

(For those recommendations more restrictive than risk assessment values)

<b>Wind Limit</b>	
Max Sustained Wind	_____ kts
Max X-Wind	_____ kts
Max Wind Gust	_____ kts

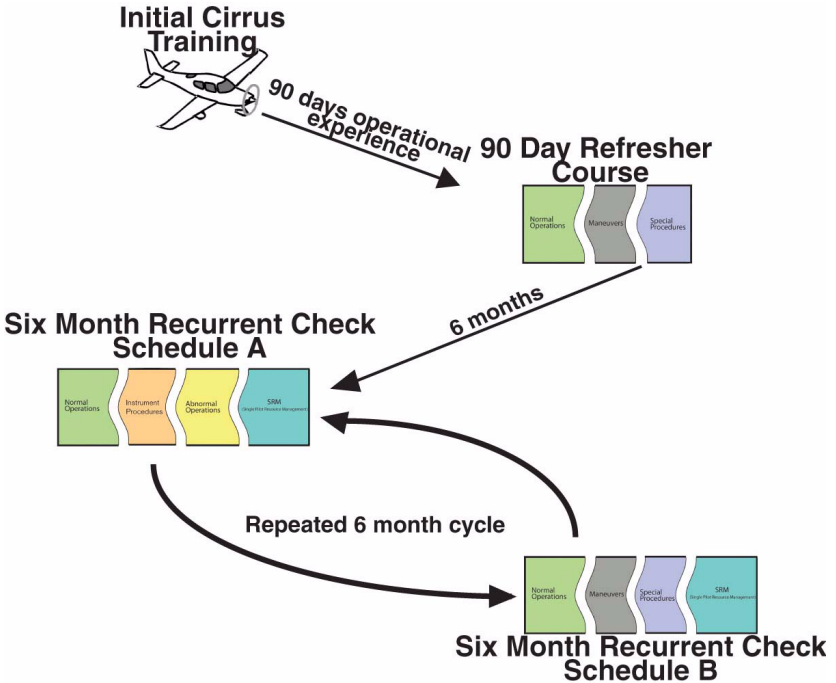
<b>Ceiling / Visibility</b>					
Ceiling	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center; border-right: 1px dashed black;">Day</td> <td style="text-align: center;">ft</td> <td style="text-align: center; border-left: 1px dashed black;">Night</td> <td style="text-align: center;">ft</td> </tr> </table>	Day	ft	Night	ft
Day	ft	Night	ft		
Visibility	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center; border-right: 1px dashed black;">Day</td> <td style="text-align: center;">sm</td> <td style="text-align: center; border-left: 1px dashed black;">Night</td> <td style="text-align: center;">sm</td> </tr> </table>	Day	sm	Night	sm
Day	sm	Night	sm		

<b>IFR Minimums</b>					
Increase to Apr. Mins					
Ceiling	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center; border-right: 1px dashed black;">Day</td> <td style="text-align: center;">ft</td> <td style="text-align: center; border-left: 1px dashed black;">Night</td> <td style="text-align: center;">ft</td> </tr> </table>	Day	ft	Night	ft
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Visibility	<table style="width: 100%; border: none;"> <tr> <td style="text-align: center; border-right: 1px dashed black;">Day</td> <td style="text-align: center;">sm</td> <td style="text-align: center; border-left: 1px dashed black;">Night</td> <td style="text-align: center;">sm</td> </tr> </table>	Day	sm	Night	sm
Day	sm	Night	sm		

For pilots entering their initial operating experience (first 100 hours of Cirrus operation), the Elite Aviator category will not apply in order to compensate for an increased overall risk due to low time in type of aircraft.

## Staying Proficient

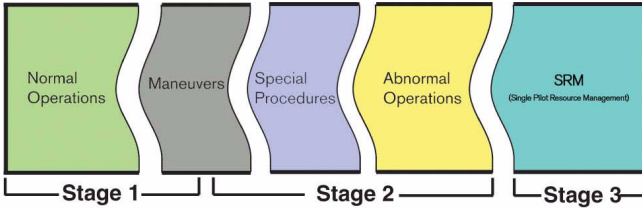
We have all heard that having a pilot certificate is simply a license to learn. It's true, whether you learned from an experience that you would rather prevent in the future, or learned advanced avionics from an experienced instructor, there is always something new in aviation to dedicate to your bank of knowledge. As you accumulate hours in your Cirrus it will be a good idea to participate in the recurrent training program. Much like airline or corporate pilots must re-train on a scheduled basis, you can take advantage of a recurrent training plan. Our Recurrent Training course will take you from your first training event through a recurrent training cycle designed to refresh your skills and keep you current according to applicable regulations.



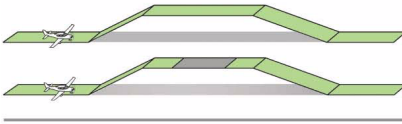
**\*Completion of a Cirrus Pilot Proficiency Program (CPPP) weekend event is a recommended substitution for a recurrent training check.**

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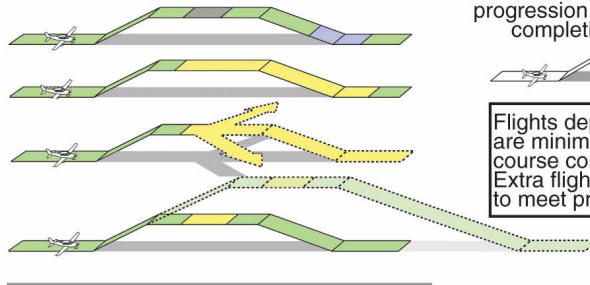
# Cirrus Transition Training



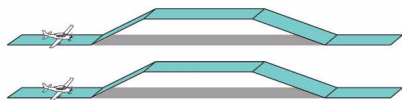
## Stage 1 Flights



## Stage 2 Flights



## Stage 3 Flights



### Extra Flight(s)

Used to solidify skills prior to progression into next stage / course completion when necessary
















Flights depicted in each stage are minimum flights required for course completion. Extra flights may be necessary to meet proficiency requirements.



## Cirrus Transition Training Requirements

	Flight Time	Ground	X-C Legs	Landings
Course Minimums	6 hrs	NA	7	15
Course Averages	10 hrs	8 hrs	10	20

### Transition Training Course Icons

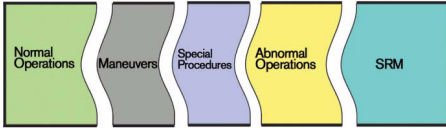
	<p>Ground Briefing</p> <ul style="list-style-type: none"> <li>Instructor-led course briefing, systems description, and avionics training.</li> </ul>
	<p>Cross-country Leg</p> <ul style="list-style-type: none"> <li>Cross-country leg required to meet course minimums.</li> </ul>
	<p>Traffic Pattern</p> <ul style="list-style-type: none"> <li>Traffic pattern and landing practice recommended.</li> </ul>
	<p>Maneuvers</p> <ul style="list-style-type: none"> <li>Select maneuvers for practice during flight.</li> </ul>
	<p>Electrical Malfunction</p> <ul style="list-style-type: none"> <li>Alternator failure simulated.</li> </ul>
	<p>Inadvertent IMC</p> <ul style="list-style-type: none"> <li>Simulated flight into IMC.</li> </ul>
	<p>TAWS Escape Maneuver</p> <ul style="list-style-type: none"> <li>Simulated terrain evasion maneuver.</li> </ul>
	<p>PFD Malfunction</p> <ul style="list-style-type: none"> <li>Screen failure, power failure, AHRS failure, ADC failure at the discretion of the instructor.</li> </ul>
	<p>Engine Malfunction</p> <ul style="list-style-type: none"> <li>Prop governor failure, engine failure, loss of manifold pressure, loss of oil pressure.</li> </ul>
	<p>High Altitude Leg</p> <ul style="list-style-type: none"> <li>Flight above 12,000 feet if Turbo or Oxygen equipped.</li> </ul>
	<p>Simulated CAPS Deployment</p> <ul style="list-style-type: none"> <li>Simulated CAPS deployment due to a simulated emergency.</li> </ul>
	<p>Open Door</p> <ul style="list-style-type: none"> <li>Door open in flight or left open prior to takeoff.</li> </ul>
	<p>Single Pilot Resource Management</p> <ul style="list-style-type: none"> <li>Pilot managing flight without instructor assistance using appropriate resources available in flight.</li> </ul>

### Transition Training Course Icons

	<p>Scenario Leg</p> <ul style="list-style-type: none"><li>• Real-life challenges will be presented to the pilot in a scenario format to challenge SRM and decision-making skills.</li></ul>
	<p>Simulator Compatible</p> <ul style="list-style-type: none"><li>• Flight lesson can be accomplished with a properly equipped simulator or flight training device.</li></ul>

# Stage 1

## VFR Transition Training Course Components



### Stage 1

Stage minimums: 2 XC legs  
Approximate flight time: 3 hrs  
Approximate ground time: 3 hrs

### Ground Briefing



- Introduction to the Cirrus Transition Training course,
- Computer-Aided systems discussion,
- Avionics procedure training in aircraft or computer simulator.

### Flight 1

**SIMULATOR COMPATIBLE**



- Introduction to normal operations, instructor demonstration,
- Introduction to avionics and autopilot procedures,
- Introduction to traffic pattern procedures and landings.

### Flight 2

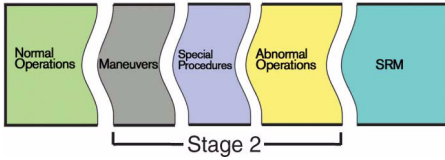


- Continued normal operations with avionics/autopilot practice,
- Introduction to maneuvers,
- Traffic pattern and landing practice,
- Repeat cross-country legs as required.



## Stage 2

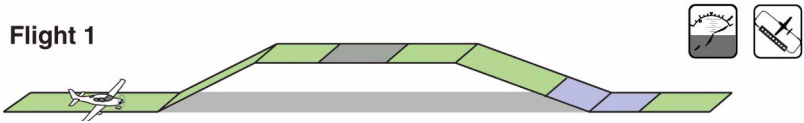
### VFR Transition Training Course Components



### Stage 2

Stage minimums: 3 XC legs  
Approximate flight time: 4 hrs  
Approximate ground time: 2 hrs

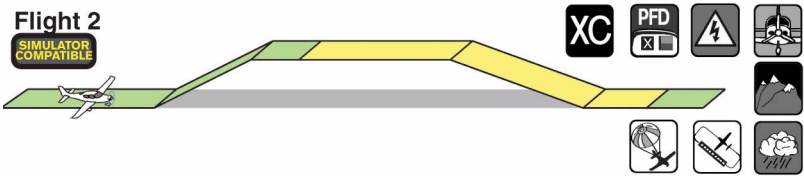
### Flight 1



- Local area flight,
- Maneuver review if necessary,
- Landing practice with non-standard configurations.

### Flight 2

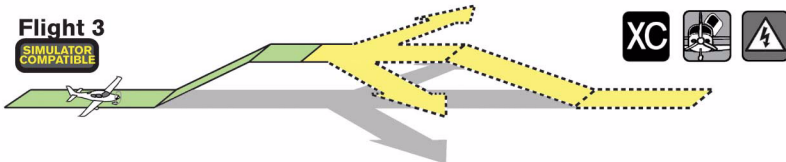
**SIMULATOR COMPATIBLE**



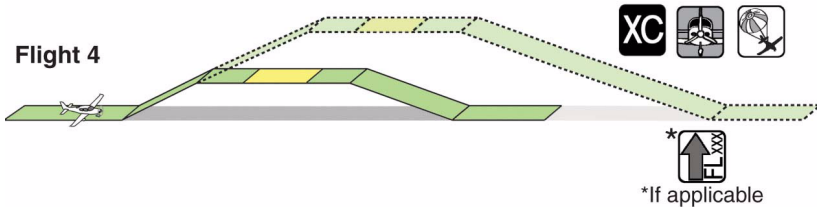
- Cross-country operations continued,
- Demonstration leg to introduce abnormal operations,
- Landing practice as necessary.

### Flight 3

**SIMULATOR COMPATIBLE**



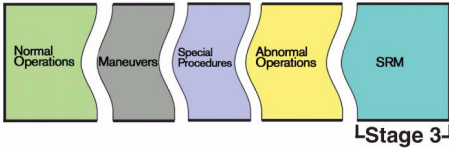
- Cross-country operations continued,
- Malfunction that may require a diversion,
- Landings as specified by the instructor.



- Cross-country operations continued,
- Simulated engine malfunction with a potential for a simulated CAPS deployment,
- High altitude leg if Turbo or Oxygen equipped.

## Stage 3

### VFR Transition Training Course Components



**Stage 3**  
Stage minimums: 2 XC legs  
Approximate flight time: 3 hrs  
Approximate ground time: 1 hrs

#### Flight 1

SIMULATOR  
COMPATIBLE



- Cross-country operations with emphasis on SRM,
- Scenario based upon abnormal operations,
- Other procedures required for course completion or at the discretion of the instructor.

#### Flight 2

SIMULATOR  
COMPATIBLE






- Cross-country operations with emphasis on SRM,
- Scenario based upon abnormal operations,
- Other procedures required for course completion or at the discretion of the instructor.


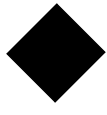






<b>Pilot Categories</b>
$\geq 23$ 
14 - 22 
$\leq 13$ 

<b>General Flight Guidance</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>Your Rating</b>
<b>Years Actively Flying (currency maintained)</b>	>10	6-10	2-5		<2	
<b>Last Recurrent Training Event</b>	<6 Mo		6-12mo		12-24mo	
<b>Certificate Held</b>	ATP or CFI	Com w/IFR	PVT w/IFR	PVT	Student	
<b>Total Time</b>	>2000	1000-2000	750-1000	500-750	<500	
<b>Hours Logged in Last 12 Months</b>	>200	150-200	100-150	50-150	<50	
<b>Hours in Cirrus in Last 90 Days</b>	>50	35-50	25-35	10-25	<10	
<b>Pilot Mishap in Last 24 Months</b>				Incident	Accident	
<b>Cirrus Landings in Last 30 Days</b>	>10	6-9	3-5	1-2	0	
Add 2 points for the following: >65 years old, Not completing Cirrus Transition Training, Time to complete Cirrus Training >30 hours, Time to achieve Private Pilot >100 hours						<b>TOTAL</b>

Instrument Flight Guidance	1	2	3	4	5	Your Rating	Pilot Categories
	Years Actively Flying IFR (currency maintained)	> 5		1 - 5		< 1	
Hours Flown IFR in Last 90 days	> 35	25 - 35	10 - 25	5 - 10	< 5		8 - 18 
Simulated/Actual Instrument in Cirrus in Last 90 Days	> 3		1 - 3		< 1		≤ 7 
Autopilot Coupled IAPs in Last 90 Days	> 4		1 - 4		0		
Hand-flown IAP in Last 90 Days	> 2		1		0		
Received Avionics Specific IFR Training from Factory/CSIP/CTC	Yes				No		
Subtract 2 points for completing an avionics specific IPC from CSIP/CTC in last 12 months. Subtract 1 point for when flying with IFR licensed pilot.						<b>TOTAL</b>	



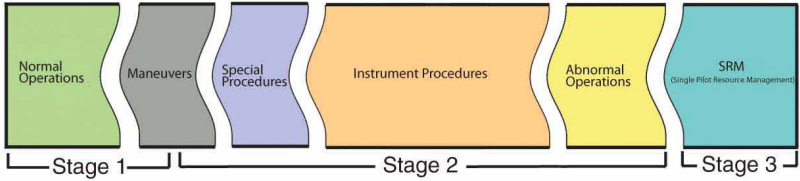


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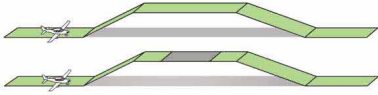
# Advanced Transition Training

The Advanced Transition Training course is designed to prepare a proficient instrument-rated pilot for an Instrument Proficiency Check.

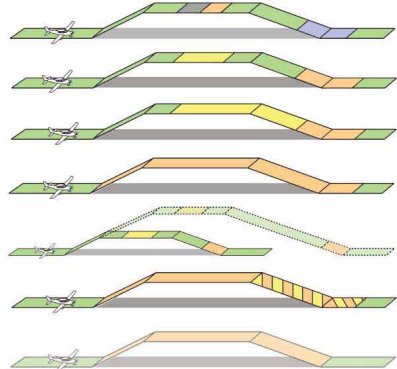
*Typical course duration is approximately five days.*



## Stage 1 Flights



## Stage 2 Flights



## Stage 3 Flights



## Extra Flight(s)

Used to solidify skills prior to progression into next stage / course completion when necessary
















Flights depicted in each stage are minimum flights required for course completion. Extra flights may be necessary to meet proficiency requirements.







## Advanced Transition Training Requirements

	Flight Time	Ground	X-C Legs	Landings
Course Minimums	8 hrs	NA	9	15
Course Averages	10 hrs	8 hrs	12	20

### Advanced Transition Training Course Icons

	<p>Ground Briefing</p> <ul style="list-style-type: none"> <li>Instructor-led course briefing, systems description, and avionics training.</li> </ul>
	<p>Cross-country leg</p> <ul style="list-style-type: none"> <li>Cross-country leg required to meet course minimums.</li> </ul>
	<p>Traffic Pattern</p> <ul style="list-style-type: none"> <li>Traffic pattern and landing practice recommended.</li> </ul>
	<p>Maneuvers</p> <ul style="list-style-type: none"> <li>Select maneuvers for practice during flight.</li> </ul>
	<p>Electrical Malfunction</p> <ul style="list-style-type: none"> <li>Alternator failure simulated.</li> </ul>
	<p>Inadvertent IMC</p> <ul style="list-style-type: none"> <li>Simulated flight into IMC.</li> </ul>
	<p>TAWS Escape Maneuver</p> <ul style="list-style-type: none"> <li>Simulated terrain evasion maneuver.</li> </ul>
	<p>PFD Malfunction</p> <ul style="list-style-type: none"> <li>Screen failure, power failure, AHRS failure, ADC failure at the discretion of the instructor.</li> </ul>
	<p>Engine Malfunction</p> <ul style="list-style-type: none"> <li>Prop governor failure, engine failure, loss of manifold pressure, loss of oil pressure.</li> </ul>
	<p>High Altitude Leg</p> <ul style="list-style-type: none"> <li>Flight above 12,000 feet if Turbo or Oxygen equipped.</li> </ul>
	<p>Simulated CAPS Deployment</p> <ul style="list-style-type: none"> <li>Simulated CAPS deployment due to a simulated emergency.</li> </ul>
	<p>Open Door</p> <ul style="list-style-type: none"> <li>Door open in-flight or left open prior to takeoff.</li> </ul>
	<p>Single Pilot Resource Management</p> <ul style="list-style-type: none"> <li>Pilot managing flight without instructor assistance using appropriate resources available in flight.</li> </ul>

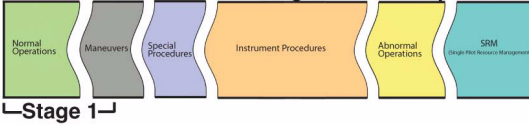
### Advanced Transition Training Course Icons

	<p>Scenario Leg</p> <ul style="list-style-type: none"> <li>• Real-life challenges will be presented to the pilot in a scenario format to challenge SRM and decision-making skills.</li> </ul>
	<p>Basic Instrument Skills</p> <ul style="list-style-type: none"> <li>• Basic attitude instrument flying and unusual attitude recovery.</li> </ul>
	<p>ATC Clearances</p> <ul style="list-style-type: none"> <li>• Practice complying with IFR clearances, including holding, route changes, crossing restrictions, and departure/arrival procedures.</li> </ul>
	<p>Navigation Systems</p> <ul style="list-style-type: none"> <li>• Navigation mode selection, DME arc navigation, GPS, VOR, and LOC/GS tracking.</li> </ul>
	<p>Instrument Approach Procedures</p> <ul style="list-style-type: none"> <li>• IAP covering the number and type of approaches required by IPC standards.</li> </ul>
<p>Simulator Compatible<sup>a</sup></p>  <ul style="list-style-type: none"> <li>• Flight lesson can be accomplished with a properly equipped simulator or flight training device.</li> </ul>	

a. Landings, traffic pattern, and maneuvers cannot be counted toward course completion when utilizing a flight training device or flight simulator. If attempting an IPC, some items may not be attempted in a flight training device or flight simulator unless prior approval from the FAA exists for that specific device.

# Stage 1

## Advanced Transition Training Course Components



### Stage 1

Stage mins: 2 XC legs  
Approx. Flt time: 3 hrs  
Approx. Grnd time: 3 hrs

## Ground Briefing



- Introduction to the Cirrus Advanced Transition Training course,
- Computer aided systems discussion,
- Avionics procedure training in the aircraft or with computer simulator.

## Flight 1

SIMULATOR  
COMPATIBLE



- Introduction to normal IFR cross-country procedures,
- Instructor led/demonstration if necessary,
- Avionics introduction/demonstration,
- Traffic pattern and landing practice.

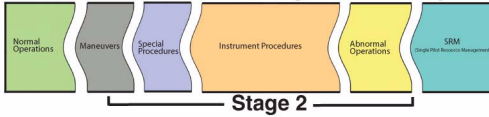
## Flight 2



- Continued normal cross-country procedures,
- Continued avionics practice,
- Introduction to aircraft maneuvering,
- Traffic pattern and landing practice,
- Additional cross-country legs if necessary.

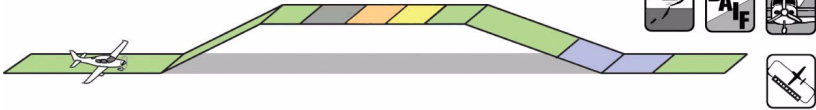
## Stage 2

### Advanced Transition Training Course Components



**Stage 2**  
 Stage mins: 5 XC legs  
 Approx. Flt time: 9 hrs  
 Approx. Grnd time: 4 hrs

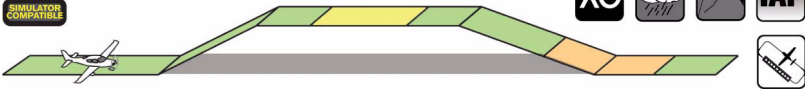
### Flight 1



- Local area flight,
- Maneuver review and basic instrument skills,
- Open door in flight,
- Non-standard landing configuration practice.

### Flight 2

**SIMULATOR COMPATIBLE**



- Cross-country operations continued,
- Inadvertent flight into icing and TAWS escape introduction,
- Introduction to IAPs,
- Landing practice.

### Flight 3

**SIMULATOR COMPATIBLE**



- Cross-country operations,
- Normal IFR operations: IAPs, DPs, and STARs,
- Introduction to DME arcs,

- Introduction to missed approach and holding procedures.

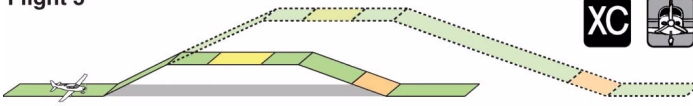
**Flight 4**

SIMULATOR  
COMPATIBLE



- Cross-country operations continued,
- Normal IFR operations reviewed.

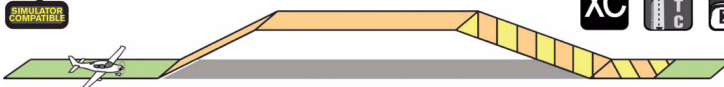
**Flight 5**



- Cross-country operations continued,
- Introduction to high-altitude flight, if Turbo or Oxygen equipped,
- Engine malfunction (potential CAPS simulation),
- Introduction to crossing restrictions,
- Introduction to circling approaches.

**Flight 6**

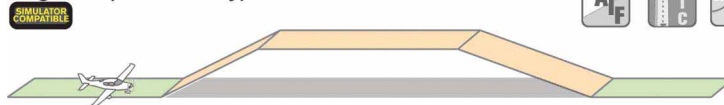
SIMULATOR  
COMPATIBLE



- Cross-country operations continued,
- Victor or jet airway navigation introduction,
- Introduction to IAPs with the loss of the PFD.

**Flight 7+ (If necessary)**

SIMULATOR  
COMPATIBLE



- Review weak items at the discretion of the instructor.

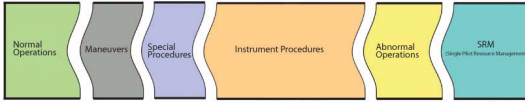
• Note •

Stage 3 requires SRM legs which requires the pilot to operate without instructor assistance. Review applicable areas before progressing into Stage 3, if applicable.



## Stage 3

### Advanced Transition Training Course Components



**Stage 3**  
Stage mins: 2 XC legs  
Approx. Flt time: 3 hrs  
Approx. Grnd time: 1 hrs

#### Flight 1

**SIMULATOR  
COMPATIBLE**



- Cross-country operations emphasizing SRM,
- Scenario including abnormal procedures and IAPs determined by the instructor.

#### Flight 2

**SIMULATOR  
COMPATIBLE**



- Cross-country leg emphasizing SRM,
- Scenario including abnormal procedures and IAPs determined by the instructor,
- All the items in the task list must be completed for course completion, including the IPC,
- Repeat cross-country legs and tasks as required for course completion if necessary.



<b>Normal (Cont)</b>	<b>Avionics Management</b>																
	MFD, PFD, Com/Nav competence																
	<b>Autopilot Management</b>																
	Proper mode selection/interpretation, engagement procs																

<b>Maneuvers</b>	<b>Power-off Stalls</b>																	
	Recognition and recovery, A/C control, min loss of altitude																	
	<b>Power-on Stalls</b>																	
	Recognition and recovery, A/C control, min loss of altitude																	
	<b>Autopilot Stall Recognition</b>																	
	Recognition and recovery, A/C control, min loss of altitude																	
<b>Slow Flight</b>																		
Control of heading, altitude, airspeed, angle of bank																		
<b>Steep Turns</b>																		
Control of heading, altitude, airspeed, angle of bank																		




<b>Special Procedures</b>	<b>Short-field Takeoff</b>																	
	Proper technique, rotation speed, initial climb speed																	
	<b>Short-field Landing</b>																	
	Stabilized approach, airspeed and touchdown accuracy																	
	<b>50% Flap Landing</b>																	
	Proper technique, airspeed control, approach stability																	
<b>0% Flap Landing</b>																		
Proper technique, airspeed control, approach stability																		
<b>Go-around</b>																		
Timely decision, airspeed control, wings level, coordination																		




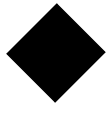
<b>ATC Clearances</b>	<b>Crossing Restrictions</b>									
	Avionics usage to comply with crossing restrictions									
	<b>Departure Procedures</b>									
	Avionics setup and usage to comply with the clearance									
	<b>Standards Terminal Arrival</b>									
	Avionics setup and usage to comply with the clearance									
<b>Victor or Jet Airway</b>	<b>Victor or Jet Airway</b>									
	Flight plan data entry/modifications, clearance compliance									
<b>Holding Procedures</b>	<b>Holding Procedures</b>									
	Correct avionics setup, entry and holding procedures									
<b>Nav Systems</b>	<b>Intercepting and Tracking Nav Systems</b>									
	Nav source selection and identification, tracking accuracy									
<b>DME Arcs</b>	<b>DME Arcs</b>									
	Flight plan programming and modifications, tracking accuracy									
<b>Instrument Approach Procedures</b>	<b>Nonprecision Approach (AP Coupled)</b>									
	Briefing, loading, activating, stability, clearance compliance									
	<b>Nonprecision Approach (Hand flown from IAF)</b>									
	Briefing, loading, activating, stability, clearance compliance									
	<b>Precision Approach (AP Coupled)</b>									
	Briefing, loading, activating, stability, clearance compliance									
	<b>Precision Approach (Hand flown from IAF)</b>									
Briefing, loading, activating, stability, clearance compliance										
<b>Missed Approach</b>	<b>Missed Approach</b>									
	Timely decision, A/C control, procedure/clearance comply									

<b>Inst Appr Proc (Cont)</b>	<b>Circling Approach</b>												
	Safe maneuvering for landing, stabilized, A/C config control	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<b>Approach with Loss of Primary Flight Instruments</b>												
	A/C control, ATC notification, use of rev mod/stby instruments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<b>Landing from Straight-in or Circling Approach</b>												
	Transition from instr to visual, smooth/accurate touchdown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

<b>Additional Training Requests</b>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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<b>Pilot Categories</b>	$\geq 23$ 	14 - 22 	$\leq 13$ 
-------------------------	------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------

<b>General Flight Guidance</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>Your Rating</b>
<b>Years Actively Flying (currency maintained)</b>	>10	6-10	2-5		<2	
<b>Last Recurrent Training Event</b>	<6 Mo		6-12mo		12-24mo	
<b>Certificate Held</b>	ATP or CFI	Com w/IFR	PVT w/IFR	PVT	Student	
<b>Total Time</b>	>2000	1000-2000	750-1000	500-750	<500	
<b>Hours Logged in Last 12 Months</b>	>200	150-200	100-150	50-150	<50	
<b>Hours in Cirrus in Last 90 Days</b>	>50	35-50	25-35	10-25	<10	
<b>Pilot Mishap in Last 24 Months</b>				Incident	Accident	
<b>Cirrus Landings in Last 30 Days</b>	>10	6-9	3-5	1-2	0	
Add 2 points for the following: >65 years old, Not completing Cirrus Transition Training, Time to complete Cirrus Training >30 hours, Time to achieve Private Pilot >100 hours						
					<b>TOTAL</b>	

Instrument Flight Guidance	1	2	3	4	5	Your Rating	Pilot Categories
	Years Actively Flying IFR (currency maintained)	> 5		1 - 5		< 1	
Hours Flown IFR in Last 90 days	> 35	25 - 35	10 - 25	5 - 10	< 5		8 - 18 
Simulated/Actual Instrument in Cirrus in Last 90 Days	> 3		1 - 3		< 1		$\leq 7$ 
Autopilot Coupled IAPs in Last 90 Days	> 4		1 - 4		0		
Hand-flown IAP in Last 90 Days	> 2		1		0		
Received Avionics Specific IFR Training from Factory/CSIP/CTC	Yes				No		
Subtract 2 points for completing an avionics specific IPC from CSIP/CTC in last 12 months. Subtract 1 point for when flying with IFR licensed pilot.						<b>TOTAL</b>	



## Personal Weather Minimums Categories

General Flight Guidelines				Instrument Flight Guidelines	
Current Pilot Capability Category	Wind Limit	VFR Minimums		Current Pilot Capability Category	IFR Minimums
	Wind: 15 kts X-wind: 5 kts Max Gust: 5 kts	Day 5000' CEILINGS 10 SM VISIBILITY	Night 5000' CEILINGS 10 SM VISIBILITY		1500' / 3 SM Current Reported Weather
	Wind: 20 kts X-wind: 10 kts Max Gust: 10 kts	Day 3000' CEILINGS 10 SM VISIBILITY	Night 5000' CEILINGS 10 SM VISIBILITY		500' / 2 SM Above Published Approach Minimums
	Wind: 35 kts X-wind: 20 kts Max Gust: 15 kts	Day 3000' CEILINGS 5 SM VISIBILITY	Night 5000' CEILINGS 10 SM VISIBILITY		Published Approach Minimums

## Post-Training Instructor Recommendations

(For those recommendations more restrictive than risk assessment values)

<p style="text-align: center;"><b>Wind Limit</b></p> <p>Max Sustained Wind _____ kts</p> <p>Max X-Wind _____ kts</p> <p>Max Wind Gust _____ kts</p>	<p style="text-align: center;"><b>Ceiling / Visibility</b></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">Day</td> <td style="border-left: 1px dashed black;"></td> <td style="text-align: center;">Night</td> </tr> <tr> <td>Ceiling</td> <td>_____ ft</td> <td></td> <td>_____ ft</td> </tr> <tr> <td>Visibility</td> <td>_____ sm</td> <td></td> <td>_____ sm</td> </tr> </table>		Day		Night	Ceiling	_____ ft		_____ ft	Visibility	_____ sm		_____ sm	<p style="text-align: center;"><b>IFR Minimums</b> Increase to Apr. Mins</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">Day</td> <td style="border-left: 1px dashed black;"></td> <td style="text-align: center;">Night</td> </tr> <tr> <td>Ceiling</td> <td>+ _____ ft</td> <td></td> <td>+ _____ ft</td> </tr> <tr> <td>Visibility</td> <td>+ _____ sm</td> <td></td> <td>+ _____ sm</td> </tr> </table>		Day		Night	Ceiling	+ _____ ft		+ _____ ft	Visibility	+ _____ sm		+ _____ sm
	Day		Night																							
Ceiling	_____ ft		_____ ft																							
Visibility	_____ sm		_____ sm																							
	Day		Night																							
Ceiling	+ _____ ft		+ _____ ft																							
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## Post Training Instructor Comments

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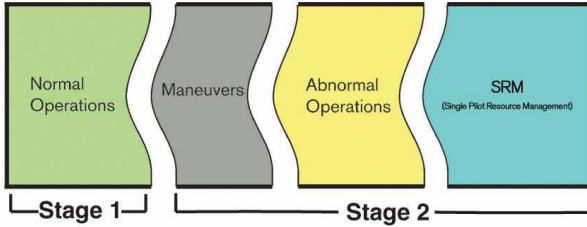
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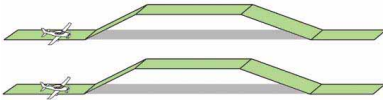
# Avionics Differences

The Avionics Differences course is designed for pilots transitioning to a different avionics package. An optional advanced instrument add-on course is available as well.

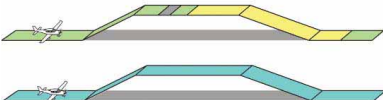
*Typical course duration is approximately one day.*



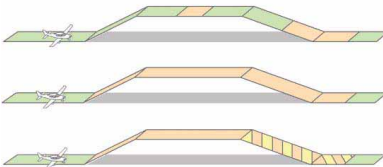
## Stage 1 Flights



## Stage 2 Flights



## Stage 3 Flights Optional Instrument Add-on



## Extra Flight(s)

Used to solidify skills prior to progression into next stage / course completion when necessary











Flights depicted in each stage are minimum flights required for course completion. Extra flights may be necessary to meet proficiency requirements.






## Avionics Differences Course Requirements

	Flight Time	Ground	X-C Legs	Landings
Course Minimums	2 hrs	NA	4	2
Course Averages	5 hrs	4 hrs	6	4

### Avionics Differences Course Icons

	<p>Ground Briefing</p> <ul style="list-style-type: none"> <li>• Instructor-led course briefing, systems description, and avionics training.</li> </ul>
	<p>Cross-country Leg</p> <ul style="list-style-type: none"> <li>• Cross-country leg required to meet course minimums.</li> </ul>
	<p>Maneuvers</p> <ul style="list-style-type: none"> <li>• Select maneuvers for practice during flight.</li> </ul>
	<p>Electrical Malfunction</p> <ul style="list-style-type: none"> <li>• Alternator failure simulated.</li> </ul>
	<p>TAWS Escape Maneuver</p> <ul style="list-style-type: none"> <li>• Simulated terrain evasion maneuver.</li> </ul>
	<p>PFD Malfunction</p> <ul style="list-style-type: none"> <li>• Screen failure, power failure, AHRS failure, ADC failure at the discretion of the instructor.</li> </ul>
	<p>Single Pilot Resource Management</p> <ul style="list-style-type: none"> <li>• Pilot managing flight without instructor assistance using appropriate resources available in-flight.</li> </ul>
	<p>Scenario Leg</p> <ul style="list-style-type: none"> <li>• Real-life challenges will be presented to the pilot in a scenario format to challenge SRM and decision-making skills.</li> </ul>

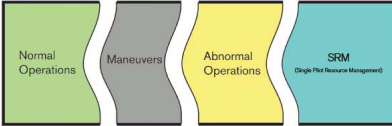
### Advanced Avionics Differences Add-On Items

	<p>Basic Instrument Skills</p> <ul style="list-style-type: none"> <li>• Basic attitude instrument flying and unusual attitude recovery.</li> </ul>
	<p>ATC Clearances</p> <ul style="list-style-type: none"> <li>• Practice complying with IFR clearances including: holding, route changes, crossing restrictions, and departure/arrival procedures.</li> </ul>
	<p>Navigation Systems</p> <ul style="list-style-type: none"> <li>• Navigation mode selection, DME arc navigation, GPS, VOR, and LOC/GS tracking.</li> </ul>
	<p>Instrument Approach Procedures</p> <ul style="list-style-type: none"> <li>• IAP covering the number and type of approaches required by IPC standards.</li> </ul>
<p>Simulator Compatible<sup>a</sup></p>  <ul style="list-style-type: none"> <li>• Flight lesson can be accomplished with a properly equipped simulator or flight training device.</li> </ul>	

a. Landing practice, traffic pattern, and maneuvers cannot be counted toward course completion when utilizing a flight training device or flight simulator. If attempting an IPC, some items may not be attempted in a flight training device or flight simulator unless prior approval from the FAA exists for that specific device.

# Stage 1

## Avionics Differences Training Components



Stage 1

### Stage 1

Stage minimums: 2 XC legs  
Approximate flight time: 3 hrs  
Approximate ground time: 3 hrs

## Ground Briefing

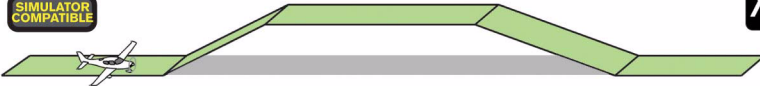


Introduction to the Cirrus Avionics Differences course,

- Computer-Aided systems and avionics discussion,
- Avionics practice with an aircraft and power cart or simulator,
- Instrument-specific procedures for optional Stage 3.

### Flight 1

SIMULATOR COMPATIBLE



- Introduction to normal cross-country procedures,
- Avionics and autopilot introduction.

### Flight 2

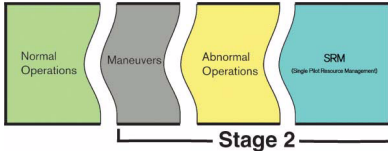
SIMULATOR COMPATIBLE



- Continued normal operations,
- Continued avionics practice,
  - Autopilot use continued,
  - Vertical navigation, if equipped,
  - En route flight plan modifications,
- Repeat additional cross-country flights if necessary.

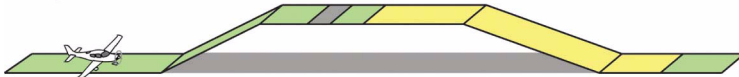
## Stage 2

### Avionics Differences Training Components



**Stage 2**  
Stage minimums: 2 XC legs  
Approximate flight time: 2 hrs  
Approximate ground time: 0.5 hrs

### Flight 1



Continued cross-country flight,

- Introduction to autopilot stall recovery,
- Introduction to electrical malfunctions:
  - ALT 1 failure,
  - ALT 2 failure,
  - Simultaneous ALT 1 and 2 failures.
- Introduction to PFD malfunctions:
  - PFD power or screen failure,
  - ADC failure,
  - AHRS failure.

### Flight 2

**SIMULATOR COMPATIBLE**

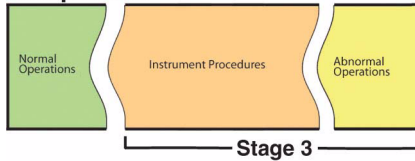


- Cross-country operations emphasizing SRM with focus on increasing confidence with avionics,
- Scenario, including abnormal operations, as determined by the instructor,
- All items in the task list must be accomplished for final course completion,
- Repeat additional cross-country flights as required.

## Optional Stage 3

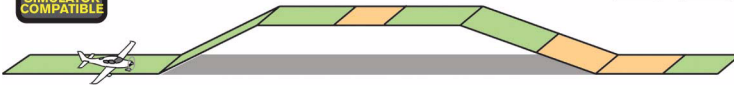
Optional Stage 3 has no minimum flight time or leg requirements. The add-on follows IPC requirements. Additional task list items not required for an IPC are available in the Advanced Transition Training task list for review. Pilots wishing to reach instrument proficiency who have low instrument experience are encouraged to complete the Advanced Transition Training course.

### Advanced Avionics Differences Add-On Components



#### Flight 1

**SIMULATOR  
COMPATIBLE**

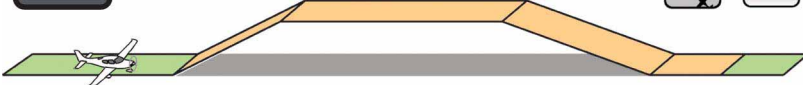


Unusual attitudes,

- Precision approach,
- Missed approach,
- Holding procedures.

#### Flight 2

**SIMULATOR  
COMPATIBLE**



- Navigating and tracking multiple navigation sources: GPS, VOR, LOC/GS,
- DME arc tracking,
- Non precision approach procedures,
- Circling approach procedures.





Flight 3+  
SIMULATOR  
COMPATIBLE

- Approach with the loss of primary flight instruments,
- Nonprecision approach without the autopilot,
- Landing from a straight-in approach,
- Additional flights may be necessary for IPC completion.

# Avionics Differences Task List

<b>Normal Procedures</b>	<b>Pre-Course Briefing</b>												
	System, procedures, and limitations brief, avionics intro												
	<b>Pre-Flight Preparations</b>												
	Fuel, WX, W&B, performance planning, pre-flight inspection												
	<b>Engine Start</b>												
	Checklist usage, proper procedure, clearing, monitoring												
	<b>Before Taxi / Taxi</b>												
	Checklist usage, avionics setup, steering/braking procs.												
	<b>Before Takeoff</b>												
	Checklist complete, configuration setup, avionics setup												
	<b>Normal Takeoff</b>												
	Center line tracking, rotation speed, engine monitoring												
	<b>Climb</b>												
	Engine mgt, checklist usage, A/C control, ATC compliance												
<b>Cruise</b>													
Leaning/engine mgt, automation mgt, situational awareness													
<b>Descent</b>													
Checklist usage, A/C control, arrival planning/briefing													
<b>Traffic Pattern</b>													
A/C configuration, altitude/airspeed control (+/-100', 10kts)													
<b>Normal Landing</b>													
Stabilized, touchdown on 1 <sup>st</sup> 1/3 of runway at approx stall													
<b>After Landing / Shutdown</b>													
Checklists complete, collision avoidance, ATC compliance													

<b>Normal (Cont)</b>	<b>Avionics Management</b>									
	MFD, PFD, Com/Nav competence									
	<b>Autopilot Management</b>									
	Proper mode selection/interpretation, engagement procs									

<b>Man.</b>	<b>Autopilot Stall Recognition</b>									
	Recognition and recovery, A/C control, min loss of altitude									




<b>Abnormal Operations</b>	<b>Electrical Malfunction</b>										
	Identification, checklist usage, decision making										
	<b>PFD Malfunction</b>										
	Cause of failure identification, A/C control, SRM										
	<b>TAWS Escape</b>										
	Timely recognition/response to cautions and warnings										

<b>SRM</b>	<b>Sing Pilot Resource Management</b>										
	Utilize all necessary resources for safe flight outcome										


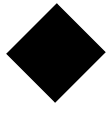
<b>Additional Training Requests</b>											

## Stage 3 Task List (Optional)







<b>IFR</b>	<b>Unusual Attitude Recovery</b>									
	Prompt correction from disrupted attitude									
<b>ATC</b>	<b>Holding Procedures</b>									
	Correct avionics setup, entry and holding procedures									
<b>Nav Systems</b>	<b>Intercepting and Tracking Nav Systems</b>									
	Nav source selection and identification, tracking accuracy									
	<b>DME Arcs</b>									
	Flight plan programming and modifications, tracking accuracy									
<b>Instrument Approach Procedures</b>	<b>Nonprecision Approach (AP Coupled)</b>									
	Briefing, loading, activating, stability, clearance compliance									
	<b>Nonprecision Approach (Hand flown from IAF)</b>									
	Briefing, loading, activating, stability, clearance compliance									
	<b>Precision Approach</b>									
	Briefing, loading, activating, stability, clearance compliance									
	<b>Missed Approach</b>									
	Timely decision, A/C control, procedure/clearance comply									
<b>Circling Approach</b>										
Safe maneuvering for landing, stabilized, A/C config control										
<b>Approach with Loss of Primary Flight Instruments</b>										
A/C control, ATC notification, use of rev mod/stby instruments										
<b>Landing from Straight-in or Circling Approach</b>										
Transition from instr to visual, smooth/accurate touchdown										

<b>Pilot Categories</b>
$\geq 23$ 
14 - 22 
$\leq 13$ 

<b>General Flight Guidance</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>Your Rating</b>
<b>Years Actively Flying (currency maintained)</b>	>10	6-10	2-5		<2	
<b>Last Recurrent Training Event</b>	<6 Mo		6-12mo		12-24mo	
<b>Certificate Held</b>	ATP or CFI	Com w/IFR	PVT w/IFR	PVT	Student	
<b>Total Time</b>	>2000	1000-2000	750-1000	500-750	<500	
<b>Hours Logged in Last 12 Months</b>	>200	150-200	100-150	50-150	<50	
<b>Hours in Cirrus in Last 90 Days</b>	>50	35-50	25-35	10-25	<10	
<b>Pilot Mishap in Last 24 Months</b>				Incident	Accident	
<b>Cirrus Landings in Last 30 Days</b>	>10	6-9	3-5	1-2	0	
Add 2 points for the following: >65 years old, Not completing Cirrus Transition Training, Time to complete Cirrus Training >30 hours, Time to achieve Private Pilot >100 hours						<b>TOTAL</b>

Instrument Flight Guidance	1	2	3	4	5	Your Rating	Pilot Categories
	Years Actively Flying IFR (currency maintained)	> 5		1 - 5		< 1	
Hours Flown IFR in Last 90 days	> 35	25 - 35	10 - 25	5 - 10	< 5		8 - 18 
Simulated/Actual Instrument in Cirrus in Last 90 Days	> 3		1 - 3		< 1		$\leq 7$ 
Autopilot Coupled IAPs in Last 90 Days	> 4		1 - 4		0		
Hand-flown IAP in Last 90 Days	> 2		1		0		
Received Avionics Specific IFR Training from Factory/CSIP/CTC	Yes				No		
Subtract 2 points for completing an avionics specific IPC from CSIP/CTC in last 12 months. Subtract 1 point for when flying with IFR licensed pilot.						<b>TOTAL</b>	

## Personal Weather Minimums Categories

General Flight Guidelines			Instrument Flight Guidelines		
Current Pilot Capability Category	Wind Limit	VFR Minimums		Current Pilot Capability Category	IFR Minimums
	Wind: 15 kts X-wind: 5 kts Max Gust: 5 kts	Day 5000' CEILINGS 10 SM VISIBILITY	Night 5000' CEILINGS 10 SM VISIBILITY		1500' / 3 SM Current Reported Weather
	Wind: 20 kts X-wind: 10 kts Max Gust: 10 kts	Day 3000' CEILINGS 10 SM VISIBILITY	Night 5000' CEILINGS 10 SM VISIBILITY		500' / 2 SM Above Published Approach Minimums
	Wind: 35 kts X-wind: 20 kts Max Gust: 15 kts	Day 3000' CEILINGS 5 SM VISIBILITY	Night 5000' CEILINGS 10 SM VISIBILITY		Published Approach Minimums

## Post-Training Instructor Recommendations

(For those recommendations more restrictive than risk assessment values)

<p style="text-align: center;"><b>Wind Limit</b></p> <p>Max Sustained Wind _____ kts</p> <p>Max X-Wind _____ kts</p> <p>Max Wind Gust _____ kts</p>	<p style="text-align: center;"><b>Ceiling / Visibility</b></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">Day</td> <td style="text-align: center;">Night</td> </tr> <tr> <td>Ceiling</td> <td style="text-align: center;">_____ ft</td> <td style="text-align: center;">_____ ft</td> </tr> <tr> <td>Visibility</td> <td style="text-align: center;">_____ sm</td> <td style="text-align: center;">_____ sm</td> </tr> </table>		Day	Night	Ceiling	_____ ft	_____ ft	Visibility	_____ sm	_____ sm	<p style="text-align: center;"><b>IFR Minimums</b> Increase to Apr. Mins</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">Day</td> <td style="text-align: center;">Night</td> </tr> <tr> <td>Ceiling</td> <td style="text-align: center;">+ _____ ft</td> <td style="text-align: center;">+ _____ ft</td> </tr> <tr> <td>Visibility</td> <td style="text-align: center;">+ _____ sm</td> <td style="text-align: center;">+ _____ sm</td> </tr> </table>		Day	Night	Ceiling	+ _____ ft	+ _____ ft	Visibility	+ _____ sm	+ _____ sm
	Day	Night																		
Ceiling	_____ ft	_____ ft																		
Visibility	_____ sm	_____ sm																		
	Day	Night																		
Ceiling	+ _____ ft	+ _____ ft																		
Visibility	+ _____ sm	+ _____ sm																		

## Post Training Instructor Comments

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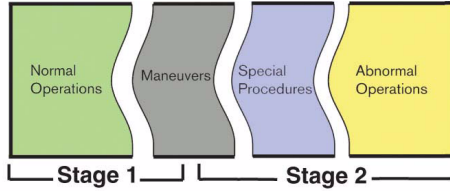
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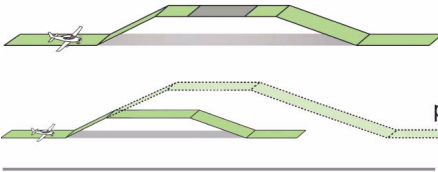
# Airframe and Powerplant Differences

The Airframe and Powerplant Differences course details operational differences between Cirrus aircraft engine and airframe models.

*Typical course duration is approximately one day.*



## Stage 1 Flights

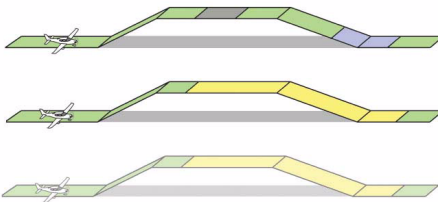


### Extra Flight(s)

Used to solidify skills prior to progression into next stage / course completion when necessary



## Stage 2 Flights










Flights depicted in each stage are minimum flights required for course completion. Extra flights may be necessary to meet proficiency requirements.

## Airframe and Powerplant Differences Requirements

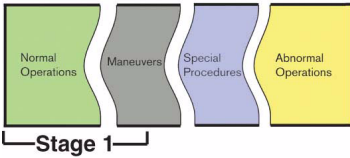
	Flight Time	Ground	X-C Legs	Landings
Course Minimums	2 hrs	NA	3	4
Course Averages	5 hrs	2.5 hrs	4	6

### Airframe and Powerplant Differences Course Icons

	<p>Ground Briefing</p> <ul style="list-style-type: none"><li>• Instructor-led course briefing, systems description, and avionics training.</li></ul>
	<p>Cross-country Leg</p> <ul style="list-style-type: none"><li>• Cross-country leg required to meet course minimums.</li></ul>
	<p>Traffic Pattern</p> <ul style="list-style-type: none"><li>• Traffic pattern and landing practice recommended.</li></ul>
	<p>Maneuvers</p> <ul style="list-style-type: none"><li>• Select maneuvers for practice during flight.</li></ul>
	<p>Engine Malfunction</p> <ul style="list-style-type: none"><li>• Prop governor failure, engine failure, loss of manifold pressure, loss of oil pressure.</li></ul>
	<p>High Altitude Leg</p> <ul style="list-style-type: none"><li>• Flight above 12,000 feet if Turbo or Oxygen equipped.</li></ul>
	<p>Simulated CAPS Deployment</p> <ul style="list-style-type: none"><li>• Simulated CAPS deployment due to a simulated emergency.</li></ul>

# Stage 1

## Cirrus Airframe/Powerplant Differences Course Components



**Stage 1**  
Stage minimums: 2 XC legs  
Approximate flight time: 3 hrs  
Approximate ground time: 2 hrs

### Ground Briefing



Introduction to the Cirrus Airframe and Powerplant Differences course,

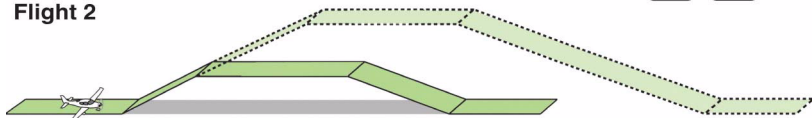
- Computer-aided systems discussion,
- Avionics training with aircraft or computer simulator to emphasize systems differences.

### Flight 1



- Introduction to normal cross-country operations,
- Introduction to maneuvers,
- Traffic pattern and landing practice, highlighting performance differences.

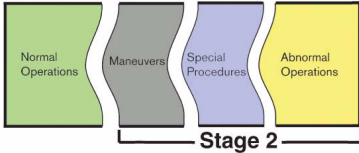
### Flight 2



- Continued normal cross-country operations,
- High altitude flight if turbo or oxygen equipped.

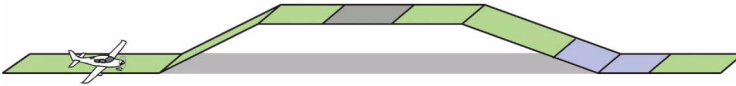
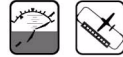
## Stage 2

### Cirrus Airframe/Powerplant Differences Course Components



**Stage 2**  
Stage minimums: 1 XC leg  
Approximate flight time: 2 hrs  
Approximate ground time: 0.5 hrs

#### Flight 1



Local area flight,

- Maneuver review as necessary,
- Landing practice incorporating non-standard landings and configurations.

#### Flight 2



- Cross-country operations continued,
- Demonstration leg introducing abnormal operations,
- Landing practice, type specified by instructor.

#### Flight 3+ (If necessary)



- Review leg, if necessary to meet course requirements.

# Airframe / Powerplant Differences Task List




Normal Procedures	<b>Pre-Course Briefing</b>												
	System, procedures, and limitations brief, avionics intro												
	<b>Pre-flight Preparations</b>												
	Fuel, WX, W&B, performance planning, pre-flight inspection												
	<b>Engine Start</b>												
	Checklist usage, proper procedure, clearing, monitoring												
	<b>Before Taxi / Taxi</b>												
	Checklist usage, avionics setup, steering/braking procs.												
	<b>Before Takeoff</b>												
	Checklist complete, configuration setup, avionics setup												
	<b>Normal Takeoff</b>												
	Center line tracking, rotation speed, engine monitoring												
	<b>Climb</b>												
	Engine mgt, checklist usage, A/C control, ATC compliance												
<b>Cruise</b>													
Leaning/engine mgt, automation mgt, situational awareness													
<b>Descent</b>													
Checklist usage, A/C control, arrival planning/briefing													
<b>Traffic Pattern</b>													
A/C configuration, altitude/airspeed control (+/-100', 10kts)													
<b>Normal Landing</b>													
Stabilized, touchdown on 1 <sup>st</sup> 1/3 of runway at approx stall													
<b>After Landing / Shutdown</b>													
Checklists complete, collision avoidance, ATC compliance													

<b>Maneuvers</b>	<b>Power-off Stalls</b>																
	Recognition and recovery, A/C control, min loss of altitude																
	<b>Power-on Stalls</b>																
	Recognition and recovery, A/C control, min loss of altitude																
	<b>Slow Flight</b>																
	Control of heading, altitude, airspeed, angle of bank																


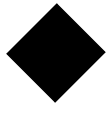
<b>Special Procedures</b>	<b>Short-field Takeoff</b>																	
	Proper technique, rotation speed, initial climb speed																	
	<b>Short-field Landing</b>																	
	Stabilized approach, airspeed and touchdown accuracy																	
	<b>Power-off Landing</b>																	
	Airspeed and configuration control, stability, troubleshooting																	

<b>Abnormal Ops.</b>	<b>Engine Malfunction</b>																
	Recognition, checklist procs, A/C control, CAPS awareness																
	<b>Simulated CAPS Deployment</b>																
	Timely decision, simulated within altitude/airspeed limits																

<b>Additional Training Requests</b>																	







<b>Pilot Categories</b>
$\geq 23$ 
14 - 22 
$\leq 13$ 

<b>General Flight Guidance</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>Your Rating</b>
<b>Years Actively Flying (currency maintained)</b>	>10	6-10	2-5		<2	
<b>Last Recurrent Training Event</b>	<6 Mo		6-12mo		12-24mo	
<b>Certificate Held</b>	ATP or CFI	Com w/IFR	PVT w/IFR	PVT	Student	
<b>Total Time</b>	>2000	1000-2000	750-1000	500-750	<500	
<b>Hours Logged in Last 12 Months</b>	>200	150-200	100-150	50-150	<50	
<b>Hours in Cirrus in Last 90 Days</b>	>50	35-50	25-35	10-25	<10	
<b>Pilot Mishap in Last 24 Months</b>				Incident	Accident	
<b>Cirrus Landings in Last 30 Days</b>	>10	6-9	3-5	1-2	0	
Add 2 points for the following: >65 years old, Not completing Cirrus Transition Training, Time to complete Cirrus Training >30 hours, Time to achieve Private Pilot >100 hours						<b>TOTAL</b>

Instrument Flight Guidance	1	2	3	4	5	Your Rating	Pilot Categories
	Years Actively Flying IFR (currency maintained)	> 5		1 - 5		< 1	
Hours Flown IFR in Last 90 days	> 35	25 - 35	10 - 25	5 - 10	< 5		8 - 18 
Simulated/Actual Instrument in Cirrus in Last 90 Days	> 3		1 - 3		< 1		$\leq 7$ 
Autopilot Coupled IAPs in Last 90 Days	> 4		1 - 4		0		
Hand-flown IAP in Last 90 Days	> 2		1		0		
Received Avionics Specific IFR Training from Factory/CSIP/CTC	Yes				No		
Subtract 2 points for completing an avionics specific IPC from CSIP/CTC in last 12 months. Subtract 1 point for when flying with IFR licensed pilot.						<b>TOTAL</b>	



## Personal Weather Minimums Categories

General Flight Guidelines			Instrument Flight Guidelines		
Current Pilot Capability Category	Wind Limit	VFR Minimums		Current Pilot Capability Category	IFR Minimums
	Wind: ... 15 kts X-wind: ... 5 kts Max Gust: 5 kts	Day 5000' CEILINGS 10 SM VISIBILITY	Night 5000' CEILINGS 10 SM VISIBILITY		1500' / 3 SM Current Reported Weather
	Wind: ... 20 kts X-wind: ... 10 kts Max Gust: 10 kts	Day 3000' CEILINGS 10 SM VISIBILITY	Night 5000' CEILINGS 10 SM VISIBILITY		500' / 2 SM Above Published Approach Minimums
	Wind: ... 35 kts X-wind: ... 20 kts Max Gust: 15 kts	Day 3000' CEILINGS 5 SM VISIBILITY	Night 5000' CEILINGS 10 SM VISIBILITY		Published Approach Minimums

## Post-Training Instructor Recommendations

(For those recommendations more restrictive than risk assessment values)

Wind Limit	Ceiling / Visibility	IFR Minimums Increase to Apr. Mins																								
Max Sustained Wind _____ kts Max X-Wind _____ kts Max Wind Gust _____ kts	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"></td> <td style="text-align: center;">Day</td> <td style="text-align: center;">Night</td> <td></td> </tr> <tr> <td>Ceiling</td> <td style="text-align: center;">_____ ft</td> <td style="text-align: center;">_____ ft</td> <td style="border-left: 1px dashed black;"></td> </tr> <tr> <td>Visibility</td> <td style="text-align: center;">_____ sm</td> <td style="text-align: center;">_____ sm</td> <td style="border-left: 1px dashed black;"></td> </tr> </table>		Day	Night		Ceiling	_____ ft	_____ ft		Visibility	_____ sm	_____ sm		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"></td> <td style="text-align: center;">Day</td> <td style="text-align: center;">Night</td> <td></td> </tr> <tr> <td>Ceiling</td> <td style="text-align: center;">+ _____ ft</td> <td style="text-align: center;">+ _____ ft</td> <td style="border-left: 1px dashed black;"></td> </tr> <tr> <td>Visibility</td> <td style="text-align: center;">+ _____ sm</td> <td style="text-align: center;">+ _____ sm</td> <td style="border-left: 1px dashed black;"></td> </tr> </table>		Day	Night		Ceiling	+ _____ ft	+ _____ ft		Visibility	+ _____ sm	+ _____ sm	
	Day	Night																								
Ceiling	_____ ft	_____ ft																								
Visibility	_____ sm	_____ sm																								
	Day	Night																								
Ceiling	+ _____ ft	+ _____ ft																								
Visibility	+ _____ sm	+ _____ sm																								

## Post Training Instructor Comments

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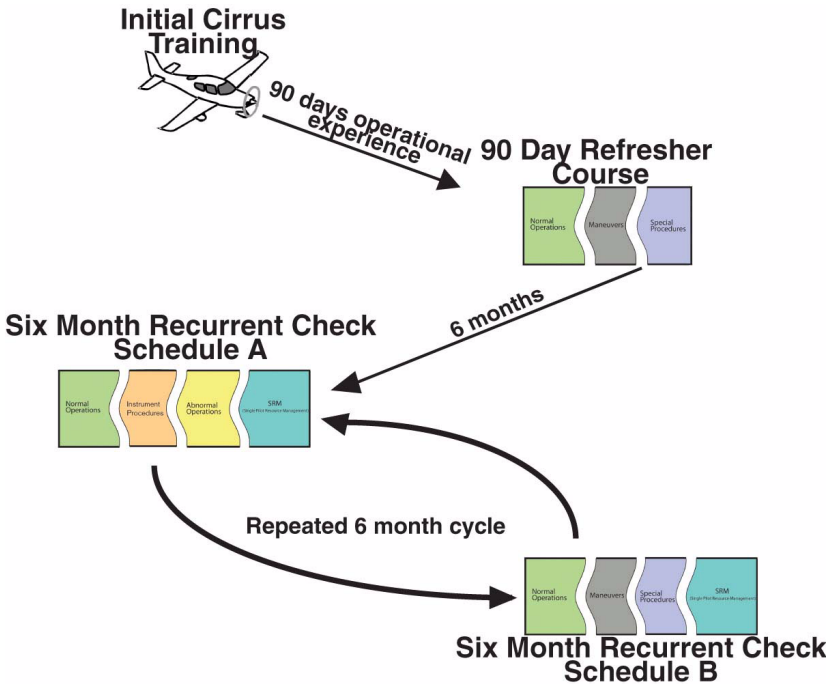
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# Recurrent Training

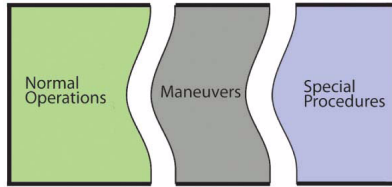
The recurrent check cycle is designed to allow a pilot to follow an alternating training sequence. Following initial training, a 90 Day Refresher course is recommended with subsequent adherence to a six month recurrent check schedule.

If followed, this sequence could permit a flight review and an IPC on an annual basis while accomplishing recurrent Cirrus training. It is not necessary to complete a flight review or an IPC with this training model. Non instrument-rated pilots should utilize the instrument procedures portion of Schedule A to maintain basic attitude instrument flying skills.



**\*Completion of a Cirrus Pilot Proficiency Program (CPPP) weekend event is a recommended substitution for a recurrent training check.**

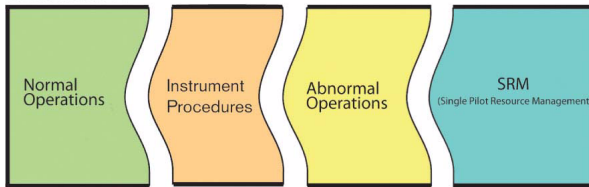
### 90 Day Skill Refresher



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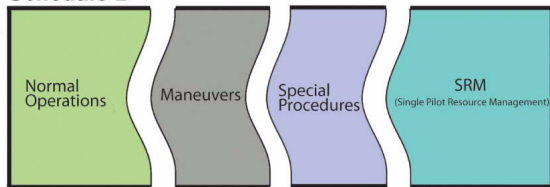
### Six Month Recurrent Check

#### Schedule A



Alternate  
Every 6 mo.

#### Schedule B



Complete every 6 months on an alternating cycle. Following Schedule A and B will permit an:

- IPC once per year,
- Flight review once per year.














Focus items for Schedule A:

- Instrument currency (basic attitude instrument flying if not instrument rated)
- Abnormal operations,
- Assessment of SRM skills.






Focus items for Schedule B:

- Tasks necessary for flight review,
- Landing safety and accuracy, including non-standard landings,
- Assessment of SRM skills.

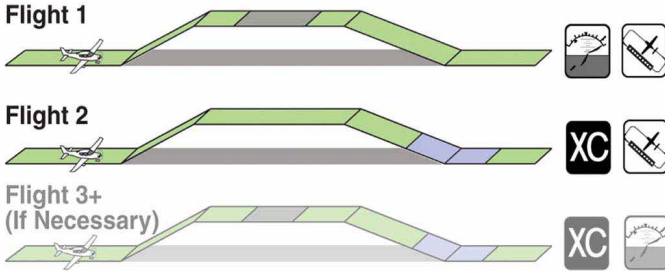
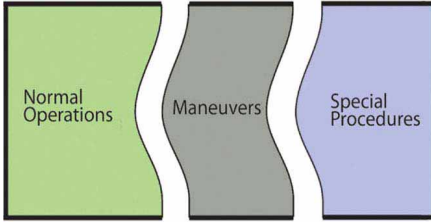
### Recurrent Training Course Icons

	<p>Ground Briefing</p> <ul style="list-style-type: none"> <li>• Instructor-led course briefing, systems description, and avionics training.</li> </ul>
	<p>Cross-country Leg</p> <ul style="list-style-type: none"> <li>• Cross-country leg required to meet course minimums.</li> </ul>
	<p>Traffic Pattern</p> <ul style="list-style-type: none"> <li>• Traffic pattern and landing practice recommended.</li> </ul>
	<p>Maneuvers</p> <ul style="list-style-type: none"> <li>• Select maneuvers for practice during flight.</li> </ul>
	<p>Electrical Malfunction</p> <ul style="list-style-type: none"> <li>• Alternator failure simulated.</li> </ul>
	<p>Inadvertent IMC</p> <ul style="list-style-type: none"> <li>• Simulated flight into IMC.</li> </ul>
	<p>TAWS Escape Maneuver</p> <ul style="list-style-type: none"> <li>• Simulated terrain evasion maneuver.</li> </ul>
	<p>PFD Malfunction</p> <ul style="list-style-type: none"> <li>• Screen failure, power failure, AHRS failure, ADC failure at the discretion of the instructor.</li> </ul>
	<p>Engine Malfunction</p> <ul style="list-style-type: none"> <li>• Prop governor failure, engine failure, loss of manifold pressure, loss of oil pressure.</li> </ul>
	<p>High Altitude Leg</p> <ul style="list-style-type: none"> <li>• Flight above 12,000 feet if Turbo or Oxygen equipped.</li> </ul>
	<p>Simulated CAPS Deployment</p> <ul style="list-style-type: none"> <li>• Simulated CAPS deployment due to a simulated emergency.</li> </ul>
	<p>Open Door</p> <ul style="list-style-type: none"> <li>• Door open in-flight or left open prior to takeoff.</li> </ul>
	<p>Single Pilot Resource Management</p> <ul style="list-style-type: none"> <li>• Pilot managing flight without instructor assistance using appropriate resources available in-flight.</li> </ul>

### Recurrent Training Course Icons (Continued)

	<p>Scenario Leg</p> <ul style="list-style-type: none"><li>• Real-life challenges will be presented to the pilot in a scenario format to challenge SRM and decision-making skills.</li></ul>
	<p>Basic Instrument Skills</p> <ul style="list-style-type: none"><li>• Basic attitude instrument flying and unusual attitude recovery.</li></ul>
	<p>ATC Clearances</p> <ul style="list-style-type: none"><li>• Practice complying with IFR clearances including: holding, route changes, crossing restrictions, and departure/arrival procedures.</li></ul>
	<p>Navigation Systems</p> <ul style="list-style-type: none"><li>• Navigation mode selection, DME arc navigation, GPS, VOR, and LOC/GS tracking.</li></ul>
	<p>Instrument Approach Procedures</p> <ul style="list-style-type: none"><li>• IAP including the number and type of approaches required by IPC standards.</li></ul>

# 90 Day Skill Refresher



<b>Normal Procedures</b>	<b>Pre-Flight Preparations</b>									
	Fuel, WX, W&B, performance planning, pre-flight inspection									
	<b>Engine Start</b>									
	Checklist usage, proper procedure, clearing, monitoring									
	<b>Before Taxi / Taxi</b>									
	Checklist usage, avionics setup, steering/braking procs.									
	<b>Before Takeoff</b>									
	Checklist complete, configuration setup, avionics setup									
	<b>Normal Takeoff</b>									
Center line tracking, rotation speed, engine monitoring										
<b>Climb</b>										
Engine mgt, checklist usage, A/C control, ATC compliance										
<b>Cruise</b>										
Leaning/engine mgt, automation mgt, situational awareness										

<b>Normal Procedures (Cont)</b>	<b>Descent</b>										
	Checklist usage, A/C control, arrival planning/briefing										
	<b>Traffic Pattern</b>										
	A/C configuration, altitude/airspeed control (+/-100', 10kts)										
	<b>Normal Landing</b>										
	Stabilized, touchdown on 1st 1/3 of runway at approx stall										
	<b>Crosswind Landing</b>										
Correct wind drift corrections, smooth/accurate touchdown											
<b>Normal Procedures (Cont)</b>	<b>After Landing / Shutdown</b>										
	Checklists complete, collision avoidance, ATC compliance										
	<b>Avionics Management</b>										
	MFD, PFD, Com/Nav competence										
	<b>Autopilot Management</b>										
Proper mode selection/interpretation, engagement procs											

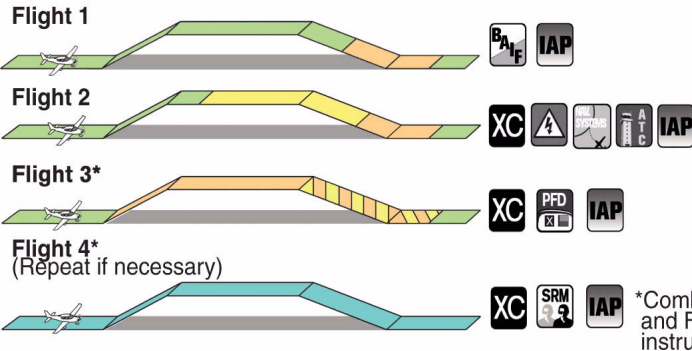
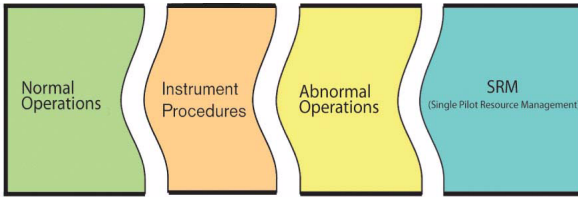
<b>Maneuvers</b>	<b>Power-off Stalls</b>										
	Recognition and recovery, A/C control, min loss of altitude										
	<b>Power-on Stalls</b>										
	Recognition and recovery, A/C control, min loss of altitude										
	<b>Autopilot Stall Recognition</b>										
Recognition and recovery, A/C control, min loss of altitude											
<b>Maneuvers</b>	<b>Slow Flight</b>										
	Control of heading, altitude, airspeed, angle of bank										



<b>Special Procedures</b>	<b>Short-field Landing</b>									
	Stabilized approach, airspeed and touchdown accuracy									
	<b>0% Flap Landing</b>									
	Proper technique, airspeed control, approach stability									
	<b>Power-off Landing</b>									
	Airspeed and configuration control, stability, troubleshooting									
<b>Go-around</b>										
Timely decision, airspeed control, wings level, coordination										

<b>Additional Training Requests</b>										

# Six Month Recurrent Check: Schedule A



<b>Normal Operations</b>	<b>Pre-Flight Preparation</b>									
	Fuel, WX, W&B, performance planning, pre-flight inspection									
	<b>Engine Start</b>									
	Checklist usage, proper procedure, clearing, monitoring									
	<b>Before Taxi / Taxi</b>									
	Checklist usage, avionics setup, steering/braking procs.									
	<b>Before Takeoff</b>									
	Checklist complete, configuration setup, avionics setup									
	<b>Normal Takeoff</b>									
	Center line tracking, rotation speed, engine monitoring									
<b>Climb</b>										
Engine mgt, checklist usage, A/C control, ATC compliance										
<b>Cruise</b>										
Leaning/engine mgt, automation mgt, situational awareness										

<b>Normal Operations (Cont)</b>	<b>Descent</b>									
	Checklist usage, A/C control, arrival planning/briefing									
	<b>Traffic Pattern</b>									
	A/C configuration, altitude/airspeed control (+/-100', 10kts)									
	<b>Normal Landing</b>									
	Stabilized, touchdown on 1 <sup>st</sup> 1/3 of runway at approx stall									
	<b>Crosswind Landing</b>									
	Correct wind drift corrections, smooth/accurate touchdown									
<b>Abnormal Ops.</b>	<b>After Landing / Shutdown</b>									
	Checklists complete, collision avoidance, ATC compliance									
	<b>Avionics Management</b>									
	MFD, PFD, Com/Nav competence									
<b>Abnormal Ops.</b>	<b>Autopilot Management</b>									
	Proper mode selection/interpretation, engagement procs									
<b>Abnormal Ops.</b>	<b>Electrical Malfunction</b>									
	Identification, checklist usage, decision making									
<b>Abnormal Ops.</b>	<b>PFD Malfunction in VMC</b>									
	Cause of failure identification, A/C control, SRM									
<b>Instrument Proc.</b>	<b>Basic Attitude Instrument Flying</b>									
	A/C control while hand flying in simulated or actual IMC									
<b>Instrument Proc.</b>	<b>Unusual Attitudes</b>									
	Prompt correction from disrupted attitude									
<b>SRM</b>	<b>Single Pilot Resource Management</b>									
	Utilize all necessary resources for safe flight outcome									

## Additional Tasks for an IPC

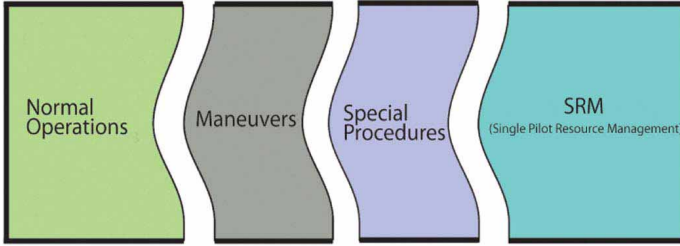
<b>Instr.</b>	<b>Unusual Attitude Recovery</b>									
	Prompt correction from disrupted attitude									

<b>ATC</b>	<b>Holding Procedures</b>									
	Correct avionics setup, entry and holding procedures									

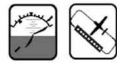
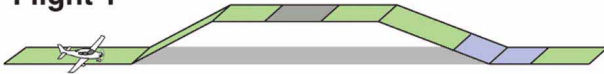
<b>Nav Systems</b>	<b>Intercepting and Tracking Nav Systems</b>									
	Nav source selection and identification, tracking accuracy									
<b>Nav Systems</b>	<b>DME Arcs</b>									
	Flight plan programming and modifications, tracking accuracy									

<b>Instrument Approach Procedures</b>	<b>Nonprecision Approach (AP Coupled)</b>									
	Briefing, loading, activating, stability, clearance compliance									
	<b>Nonprecision Approach (Hand flown from IAF)</b>									
	Briefing, loading, activating, stability, clearance compliance									
	<b>Precision Approach</b>									
	Briefing, loading, activating, stability, clearance compliance									
	<b>Missed Approach</b>									
	Timely decision, A/C control, procedure/clearance comply									
	<b>Circling Approach</b>									
	Safe maneuvering for landing, stabilized, A/C config control									
<b>Instrument Approach Procedures</b>	<b>Approach with Loss of Primary Flight Instruments</b>									
	A/C control, ATC notification, use of rev mod/stby instruments									
<b>Instrument Approach Procedures</b>	<b>Landing from Straight-in or Circling Approach</b>									
	Transition from instr to visual, smooth/accurate touchdown									

# Six Month Recurrent Check: Schedule B



**Flight 1**



**Flight 2**



**Flight 3+**  
(Repeat if necessary)



<b>Normal Operations</b>	<b>Pre-Flight Preparations</b>								
	Fuel, WX, W&B, performance planning, pre-flight inspection								
	<b>Engine Start</b>								
	Checklist usage, proper procedure, clearing, monitoring								
	<b>Before Taxi / Taxi</b>								
	Checklist usage, avionics setup, steering/braking procs.								
	<b>Before Takeoff</b>								
	Checklist complete, configuration setup, avionics setup								
<b>Normal Takeoff</b>									
Center line tracking, rotation speed, engine monitoring									
<b>Climb</b>									
Engine mgt, checklist usage, A/C control, ATC compliance									




<b>Normal Operations (Cont)</b>	<b>Cruise</b>									
	Leaning/engine mgt, automation mgt, situational awareness									
	<b>Descent</b>									
	Checklist usage, A/C control, arrival planning/briefing									
	<b>Traffic Pattern</b>									
	A/C configuration, altitude/airspeed control (+/-100', 10kts)									
	<b>Normal Landing</b>									
	Stabilized, touchdown on 1 <sup>st</sup> 1/3 of runway at approx stall									
	<b>Crosswind Landing</b>									
	Correct wind drift corrections, smooth/accurate touchdown									
<b>Normal Operations (Cont)</b>	<b>After Landing / Shutdown</b>									
	Checklists complete, collision avoidance, ATC compliance									
	<b>Avionics Management</b>									
	MFD, PFD, Com/Nav competence									
	<b>Autopilot Management</b>									
	Proper mode selection/interpretation, engagement procs									

<b>Maneuvers</b>	<b>Power-off Stalls</b>									
	Recognition and recovery, A/C control, min loss of altitude									
	<b>Power-on Stalls</b>									
	Recognition and recovery, A/C control, min loss of altitude									
	<b>Autopilot Stall Recognition</b>									
Recognition and recovery, A/C control, min loss of altitude										
<b>Maneuvers</b>	<b>Slow Flight</b>									
	Control of heading, altitude, airspeed, angle of bank									

<b>Special Procedures</b>	<b>Short-field Landing</b>								
	Stabilized approach, airspeed and touchdown accuracy								
	<b>0% Flap Landing</b>								
	Proper technique, airspeed control, approach stability								
	<b>Power-off Landing</b>								
Airspeed and configuration control, stability, troubleshooting									
<b>Go-around</b>									
Timely decision, airspeed control, wings level, coordination									




<b>SRM</b>	<b>Sing Pilot Resource Management</b>								
	Utilize all necessary resources for safe flight outcome								

<b>Additional Training Requests</b>									

<b>Pilot Categories</b>	≥ 23 
	14 - 22 
	≤ 13 

<b>General Flight Guidance</b>	1	2	3	4	5	Your Rating
<b>Years Actively Flying (currency maintained)</b>	>10	6-10	2-5		<2	
<b>Last Recurrent Training Event</b>	<6 Mo		6-12mo		12-24mo	
<b>Certificate Held</b>	ATP or CFI	Com w/IFR	PVT w/IFR	PVT	Student	
<b>Total Time</b>	>2000	1000-2000	750-1000	500-750	<500	
<b>Hours Logged in Last 12 Months</b>	>200	150-200	100-150	50-150	<50	
<b>Hours in Cirrus in Last 90 Days</b>	>50	35-50	25-35	10-25	<10	
<b>Pilot Mishap in Last 24 Months</b>				Incident	Accident	
<b>Cirrus Landings in Last 30 Days</b>	>10	6-9	3-5	1-2	0	
Add 2 points for the following: >65 years old, Not completing Cirrus Transition Training, Time to complete Cirrus Training >30 hours, Time to achieve Private Pilot >100 hours						<b>TOTAL</b>






<b>Pilot Categories</b>
$\geq 19$ 
8 - 18 
$\leq 7$ 




<b>Instrument Flight Guidance</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>Your Rating</b>
<b>Years Actively Flying IFR (currency maintained)</b>	> 5		1 - 5		< 1	
<b>Hours Flown IFR in Last 90 days</b>	> 35	25 - 35	10 - 25	5 - 10	< 5	
<b>Simulated/Actual Instrument in Cirrus in Last 90 Days</b>	> 3		1 - 3		< 1	
<b>Autopilot Coupled IAPs in Last 90 Days</b>	> 4		1 - 4		0	
<b>Hand-flown IAP in Last 90 Days</b>	> 2		1		0	
<b>Received Avionics Specific IFR Training from Factory/CSIP/CTC</b>	Yes				No	
Subtract 2 points for completing an avionics specific IPC from CSIP/CTC in last 12 months. Subtract 1 point for when flying with IFR licensed pilot.						
<b>TOTAL</b>						

## Personal Weather Minimums Categories

### General Flight Guidelines

Current Pilot Capability Category	Wind Limit	VFR Minimums	
	Wind: ... 15 kts X-wind: ... 5 kts Max Gust: ... 5 kts	Day 5000' CEILINGS 10 SM VISIBILITY	Night 5000' CEILINGS 10 SM VISIBILITY
	Wind: ... 20 kts X-wind: ... 10 kts Max Gust: 10 kts	Day 3000' CEILINGS 10 SM VISIBILITY	Night 5000' CEILINGS 10 SM VISIBILITY
	Wind: ... 35 kts X-wind: ... 20 kts Max Gust: 15 kts	Day 3000' CEILINGS 5 SM VISIBILITY	Night 5000' CEILINGS 10 SM VISIBILITY

### Instrument Flight Guidelines

Current Pilot Capability Category	IFR Minimums
	1500' / 3 SM Current Reported Weather
	500' / 2 SM Above Published Approach Minimums
	Published Approach Minimums

## Post-Training Instructor Recommendations

(For those recommendations more restrictive than risk assessment values)

Wind Limit	
Max Sustained Wind	_____ kts
Max X-Wind	_____ kts
Max Wind Gust	_____ kts

Ceiling / Visibility	
	Day      Night
Ceiling	_____ ft      _____ ft
Visibility	_____ sm      _____ sm

IFR Minimums	
Increase to Apr. Mins	
	Day      Night
Ceiling	+ _____ ft      + _____ ft
Visibility	+ _____ sm      + _____ sm

## Post Training Instructor Comments

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# Completion Standards

The Completion Standards list the precise requirements necessary for training items to be considered satisfactory. While each syllabus task list provides a brief description, this section is the primary guide for determining whether performance is considered complete.

Color-coding will help expedite your search for particular items.

## Aircraft Knowledge

### Pre-Course Briefing

#### ***System Integration: Normal, Emergency, Abnormal Procedures***

Exhibited knowledge in the following systems:

- Flaps and Cirrus wing design and stall characteristics,
- Flight controls,
- Powerplant and propeller,
- Landing gear,
- Fuel system,
- Electrical system,
- Air Data / Attitude Heading and Reference System,
- Deicing system.

#### ***Avionics***

Demonstrated ability to utilize and comprehend:

- PFD flight instruments,
- PFD softkey sub-menu's,
- MFD chapters and pages,
- MFD softkey sub-menu's,
- Autopilot functionality,
- GPS utilization.

#### ***Aircraft Performance and Limitations***

Exhibited knowledge in:

- Weight and balance,
- Takeoff performance,

- Climb performance,
- Range and endurance planning,
- Landing performance,
- Aircraft limitations.

## Normal Operations

### Preflight Preparation

- Acquired, interpreted, and briefed the instructor on the current weather information for the route of flight,
- Determined that he or she has the correct quantity of fuel to safely make the flight,
- Became familiar with the CG limits of the aircraft and determined the CG is within aircraft limitations,
- Became familiar with the performance limitations of the aircraft and discussed how density altitude will affect the performance of the aircraft during critical phases of flight,
- Identified the risks of this flight and related his/her personal minimums to weather conditions encountered,
- Used the I.M.S.A.F.E checklist and practiced identifying any associated risks that may affect a go/no-go decision,
- Completed the preflight inspection in accordance with the POH.

### Engine Start

- Identified the best start procedure for the given conditions,
- Used proper clearing procedures prior to engine start,
- Monitored engine indications after engine start.

### Before Taxi and Taxi

- Completed the Before Taxi checklist,
- Taxied aircraft while maintaining directional control with minimal use of brakes,
- Used airport diagram presentation on MFD to aid in situational awareness and to avoid runway incursions (if available),
- Completed the Taxi checklist.

## Before Takeoff

- Completed the Before Takeoff checklist,
- Determined the best type of takeoff for the flight based on runway type and length,
- Used proper clearing procedures when taxiing onto the active runway,
- Configured the avionics prior to taxiing onto the runway,

## Normal Takeoff

- Chose to reduce risk by ensuring a minimum of 2.5 times the ground roll distance required for takeoff was available,
- Demonstrated the appropriate techniques to perform a normal takeoff taking crosswinds into account,
- Maintained centerline on takeoff as the power was increased,
- Monitored engine instruments for abnormalities during the takeoff roll,
- Aborted the takeoff at a safe airspeed if any severe abnormalities were observed.

## Climb

- Retracted the flaps at the appropriate time,
- Selected the appropriate altitude to turn onto course,
- Used the autopilot to assist in climb-out to reduce workload if appropriate,
- Used the traffic system to aid in visually acquiring other aircraft while using proper scanning techniques for collision avoidance,
- Completed the Climb checklist when workload permits above 1000 feet AGL,
- Transitioned to an en route climb and utilized engine monitoring to maintain proper engine cooling and mixture setting,
- Used the oxygen system if applicable and donned the mask or cannula prior to reaching an altitude where oxygen was required.

## Cruise

- Followed the proper leaning procedure as outlined in the POH,

- Completed the Cruise checklist shortly after the aircraft accelerated to maximum forward speed,
- Maintained situational awareness using available resources,
- Assessed weather along the route and at the final destination and searched for possible alternatives if necessary,
- Conducted descent planning to avoid unnecessary high rates of descent which could lead to passenger discomfort.

## Descent

- Completed the Descent checklist at the top of the descent,
- Used the satellite weather and radio aids to help determine the active runway and traffic pattern entry,
- Established a stabilized descent and airspeed,
- Completed the before Landing Checklist within 5 NM of the airport, but prior to pattern entry, or before an instrument approach FAF,
- Determined proper location to disconnect autopilot (Prior to entering traffic pattern, or at DA/MDA).

## Traffic Pattern

- Maintained the appropriate altitude and airspeed during traffic pattern operations,
- Configured aircraft correctly for the planned type of landing,
- Maintained a bank angle of less than 30 degrees during turns.

## Normal Landing

- Conducted a stabilized approach by 500 feet AGL (VFR) or 1000 feet AGL (IFR) which includes:
  - Proper airspeed:  $\pm 5$  KIAS on short final,
  - Correct flight path: Aligned with centerline,
  - Correct landing configuration: Flaps as required,
  - Power setting appropriate: Slight changes as necessary,
  - Sink rate not abnormal: Vertical guidance stable.
- Made smooth, timely, and correct control applications during round-out and touch-down,

- Touched down on main gear and transitioned to nose gear smoothly,
- Touched down inside of the first third of the runway on specified point or within touchdown zone,
- Maintained centerline throughout touchdown and deceleration (main gear constantly on either side of centerline),
- Executed a go-around if unstable by 500 feet AGL.

## **Crosswind Landing**

- Conducted a stabilized approach by 500 feet AGL (VFR) or 1000 feet AGL (IFR) which included:
  - Proper airspeed:  $\pm 5$  KIAS on short final,
  - Correct flight path: Aligned with centerline, taking wind drift into account,
  - Correct landing configuration, flaps as required,
  - Power setting appropriate, slight changes as necessary,
  - Sink rate not abnormal,
- Applied correct rudder input to keep aircraft aligned with centerline,
- Applied correct aileron input regarding directional control and proper crosswind landing technique,
- Maintained touchdown standards consistent with normal landings.

## **After Landing and Shutdown**

- Conducted After Landing checklists when clear of active runway,
- Used the airport diagram on the MFD to aid in situational awareness while taxiing,
- Completed the Shutdown checklist,
- Secured the aircraft properly with chocks and the parking brake.

## **Avionics Management**

- Used electronic checklists for normal and emergency operations,
- Used the airport diagram or Garmin Safe Taxi to maintain situational awareness on the ground,

- Used engine information page on MFD to perform engine and system operation checks during flight,
- Entered appropriate route of flight into the flight plan with minimal data entry errors,
- Performed routing changes to the flight plan,
- Entered victor airways into the flight plan when required,
- Utilized VNAV calculations to aid in descent planning,
- Used weather information on the MFD to aid in good decision-making along the route of flight to the intended destination,
- Used the MFD to find airport information and frequencies,
- Used and interpreted traffic information (if installed) to aid in traffic avoidance,
- Used and interpreted terrain information (when available) to aid CFIT avoidance,
- Performed appropriate scan of instrumentation during flight,
- Selected appropriate communication and navigation frequencies required for flight,
- Navigated competently through menu's and sub-menus on MFD with minimal errors,
- Configured and controlled the PFD and MFD display options,
- Identify and corrected avionics programming errors in a timely fashion with no impact to safety of flight.

## **Autopilot Management**

- Described relationship between flight director and autopilot,
- Correctly interpreted autopilot mode information displayed on the PFD,
- Demonstrated appropriate use of automation and recognized when to revert to lower levels of automation/hand flying,
- Utilized correct lateral and vertical modes of autopilot where appropriate,
- Understood and adhered to autopilot limitations,
- Utilized the flight director when appropriate,
- Quickly identified mode selection errors and corrected with no impact to safety of flight.



## Maneuvers

### Power-off Stall

- Demonstrated the appropriate techniques to perform power-off stalls,
- Practiced various stages of the stall and recovered promptly allowing the aircraft to accelerate to the recommended airspeed,
- Practiced recovering from the stall both at the point of recognition and at a full stall,
- Practiced the stall in both a wings-level and a turning condition.

### Power-on Stall

- Demonstrated the appropriate techniques to perform power-on stalls,
- Recognized various stages of the stall and recovered promptly allowing the aircraft to accelerate to the recommended airspeed.

### Autopilot Stall Recognition

- Described the limitations associated with the autopilot,
- Recognized additional cues indicating that the aircraft was close to departing controlled flight,
- Recovered promptly at limitation airspeed or low speed warning (if equipped),
- Took appropriate action if the autopilot exceeded its airspeed limitation.

### Slow Flight

- Maintained Practical Test Standards (PTS) for license held,
- Executed level flight, climbs, descents, and turns at or near stall horn indication,
- Avoided encountering a stall,
- Divided his/her attention between the airplane control and situational awareness.

## Steep Turns

- Executed proper collision avoidance procedures prior to conducting steep turns,
- Used the recommended airspeed to conduct steep turns as stated in the FOM,
- Demonstrated the appropriate techniques to perform steep turns,
- Applied the appropriate corrections to maintain the steep turns within the PTS.

## Special Procedures

### Short-field Takeoff

- Demonstrated the appropriate techniques to perform a short-field takeoff,
- Anticipated the increased left-turning forces on the airplane and maintained alignment with the centerline,
- Monitored engine instruments for abnormalities during the takeoff roll,
- Maintained the best angle of climb ( $V_X$ ) airspeed until any obstacles were cleared,
- Aborted the takeoff at a safe airspeed if any severe abnormalities were observed.

### Short-field Landing

- Conducted a stabilized approach by 500 ft AGL (VFR):
  - Proper airspeed:  $\pm 5$  KIAS on short final,
  - Correct flight path: Aligned with centerline,
  - Correct landing configuration: Flaps 100%,
  - Power setting appropriate: Slight changes as necessary,
  - Sink rate not abnormal: Vertical guidance stable.
- Made smooth, timely, and correct control applications during round-out and touch-down,
- Touched down on main gear and transitioned to nose gear smoothly and in a manner consistent with maximum safe deceleration,
- Touched down within +200 feet to - 0 feet of specified point,
- Maintained centerline throughout touchdown and deceleration (main gear constantly either side of centerline),
- Executed a go-around if unstable by 500 feet AGL.

### Reduced Flap Landing - 50%

- Conducted a stabilized approach by 500 feet AGL (VFR) or 1000 feet AGL (IFR) which included:

- Proper airspeed:  $\pm 5$  KIAS on short final,
  - Correct flight path: Aligned with centerline,
  - Correct landing configuration: Flaps 50%,
  - Power setting appropriate: Slight changes as necessary.
- Sink rate not abnormal: Vertical guidance stable,
  - Made smooth, timely, and correct control applications during round-out and touch-down,
  - Maintained centerline throughout touchdown and deceleration (main gear constantly either side of centerline),
  - Applied coordinated braking in conjunction with a higher than normal touchdown speed,
  - Executed a go-around if unstable by 500 feet AGL.

### **Reduced Flap Landing - 0%**

- Conducted a stabilized approach by 500 feet AGL (VFR):
  - Proper airspeed:  $\pm 5$  KIAS on short final,
  - Correct flight path: Aligned with centerline,
  - Correct landing configuration: Flaps 0%,
  - Power setting appropriate: Slight changes as necessary,
  - Sink rate not abnormal: Vertical guidance stable.
- Made smooth, timely, and correct control applications during round-out and touch-down,
- Maintained centerline throughout touchdown and deceleration (main gear constantly either side of centerline),
- Managed elevator pressure to prevent a tailstrike,
- Touched down on main gear and transitioned to nose gear smoothly,
- Touched down within touchdown zone,
- Applied coordinated braking in conjunction with a higher than normal touchdown speed,
- Executed a go-around if unstable by 500 feet AGL.

### **Power-off Landing**

- Conducted a stabilized approach by 500 feet AGL (VFR):

- Proper airspeed:  $\pm 5$  KIAS on short final,
- Correct flight path: Aligned with centerline,
- Correct landing configuration: Flaps 50% or 100%,
- Power setting appropriate: Slight changes as necessary,
- Sink rate not abnormal: Vertical guidance stable.
- Avoided excessive descent rate in conjunction with timely application of flaps,
- Kept bank angle less than  $30^\circ$  when making turns onto base and final,
- Made smooth, timely, and correct control applications during round-out and touch-down,
- Touched down on main gear and transitioned to nose gear smoothly,
- Touched down within touchdown zone,
- Maintained centerline throughout touchdown and deceleration,
- Executed a go-around if unstable by 500 feet AGL.

## Go-Around

- Disconnected the autopilot if applicable,
- Applied power smoothly and assertively,
- Adjusted aircraft pitch to minimize loss of altitude and establish a climb at  $V_x$  or  $V_y$ ,
- Applied coordinated rudder inputs to compensate for left turning forces,
- Retracted the flaps once achieving:
  - Positive rate of climb,
  - Airspeed greater than 80 KIAS (SR22/T), 85 KIAS (SR20),
  - Clear of obstructions.
- Maintained directional control during the go-around,
- Maintained the extended centerline until a turn was necessary,
- Completed the appropriate checklist.

## Abnormal Operations

### Electrical Malfunction

- Identified indications of an alternator failure,
- Identified equipment that are affected with an alternator failure,
- Followed proper checklist procedures,
- Shed electrical loads as necessary for the given situation,
- Recognized if a precautionary diversion was necessary.

### PFD Malfunction - PFD Unit Failure

- Determined reason for PFD failure,
- Manually reverted MFD if automatic reversion did not take place,
- Took appropriate action upon detecting a PFD failure and maintained aircraft control,
- Used available resources to reduce additional workload,
- Demonstrated autopilot operation as it related to the PFD failure,
- Used alternative sources for airport, approach, weather, charts, and checklist resources.

### PFD Malfunction - AHRS Failure

- Determined alternatives for an instrument approach with invalid attitude and heading information on the PFD,
- Described other equipment affected with invalid attitude and heading information on the PFD,
- Maintained positive aircraft control during scenario by using backup attitude indicator,
- Used available resources to reduce additional workload.

### PFD Malfunction - Air Data Computer Failure

- Correctly identified failure,
- Described other equipment affected with invalid air data information on the PFD,
- Used backup instruments for airspeed and altitude control,
- Utilized autopilot in a manner consistent with an ADC failure,

- Used available resources to reduce additional workload.

## Engine Malfunction

- Utilized checklists when time permitted,
- Maintained aircraft control during high workload,
- Maintained safe airspeed during descent,
- Recognized the need to divert and chose a suitable emergency landing location, if the situation warranted,
- Considered a simulated CAPS deployment if no satisfactory alternative existed in scenario.

## Engine Malfunction - Turbo System Malfunction

- Promptly recognized loss of manifold pressure,
- Completed the emergency checklist for an unexpected loss of manifold pressure,
- Discussed the difficulties of trying to distinguish differences between an induction system leak and an exhaust system leak,
- Discussed the need to expedite the descent and land at the nearest airport,
- Maintained aircraft control during high workload,
- Considered a simulated CAPS deployment if no satisfactory alternative existed in scenario.

## Open Door

- Identified the open door in a timely manner,
- Slowed aircraft (if necessary) to prevent structural damage,
- Diverted (if necessary) to an appropriate airport to close door,
- Maintained aircraft control during approach and landing with the door open.

## Simulated CAPS Deployment

- Recognized factors that exist with parachute deployment:
  - Airspeed:  $V_{pd}$ ,
  - Altitude: 2,000 feet AGL recommended.
- Simulated the parachute pull (perform in simulator if able),

- Correctly identified additional items that are necessary to safely secure the cockpit and make emergency communications,
- Identified correct body posture for CAPS ground impact,
- Recognized factors that apply to decisions regarding keeping doors open/closed.

## **TAWS Escape**

- Identified audible warnings associated with the TAWS system,
- Conducted appropriate maneuver when a TAWS warning was simulated,
- Maintained aircraft control during high performance maneuver,
- Utilized avionics to determine where the hazardous terrain/obstacle(s) exist,
- Resumed normal flight when the threat was removed.

## **Inadvertent Icing**

- Demonstrated understanding of conditions that could contribute to the formation of ice,
- Exited the simulated ice in a manner that is consistent with FAA regulations and the POH,
- Utilized the correct modes of anti-ice protection (if equipped for Flight Into Known Ice),
- Followed the proper checklist procedure as outlined in the POH and ice protection supplement.

## **Inadvertent IMC**

- Identified methods to help prevent inadvertent flight into IMC,
- Utilized the autopilot to exit conditions,
- Acted appropriately to exit IMC conditions,
- Displayed how EVS could have potentially avoided conflict in low light conditions (if equipped),
- Used avionics to demonstrate a method to avoid controlled flight into terrain while exiting IMC.



## SRM

### **SRM-Task Management**

- Prioritized tasks (or series of tasks) to ensure successful completion of the training scenario,
- Managed the resources (both on-board the aircraft and from outside sources) available (prior to and during flight) to ensure that the successful outcome of the flight was never in doubt,
- Declined external tasks if unable to safely comply.

### **SRM-Risk Management and Decision-Making (ADM)**

- Made informed decisions in a timely manner,
- Effectively assessed alternatives during the scenarios,
- Considered diversions if safety was in doubt.

### **SRM-Situational Awareness**

- Aware of traffic, weather, fuel state, aircraft mechanical condition, pilot fatigue level, and the related impact on the successful completion of the training scenario.

### **SRM-Controlled Flight into Terrain (CFIT) Awareness**

- Described and applied techniques to avoid CFIT during inadvertent encounters with IMC during VFR and IFR flight.

## Instrument Procedures

### Basic Instrument Skills

#### *Basic Attitude Instrument Flying*

- Controlled aircraft solely by reference to the flight instruments during straight-and-level flight, climbs, turns, and descents,
- Used proper instrument crosscheck and interpretation while applying appropriate pitch, bank, power, and trim corrections,
- Performed basic attitude instrument flying within the standards set forth by the current edition of the Instrument Rating PTS.

#### *Unusual Attitudes*

- Recovered from an unusual attitude utilizing the correct combination of pitch, power, and bank angle consistent with the type of unusual attitude,
- Identified the possible alternative of deploying CAPS with regards to an unusual attitude,
- Described the limitations of the LVL button (if equipped).

### ATC Clearances

#### *Crossing Restrictions*

- Copied clearance correctly,
- Programmed the crossing restriction into the flight plan for use with VNV application (if equipped),
- Utilized autopilot and PFD commands in a timely manner to capture vertical profile (if equipped),
- Comfortably and accurately made the crossing restriction consistent with the ATC clearance.

#### *Departure Procedures*

- Briefed and complied with the assigned departure procedure,
- Determined a takeoff was authorized and safe from the specified runway and aircraft climb performance was sufficient,
- Complied with all ATC instructions and airspace restrictions,
- Intercepted all courses, radials, and bearings appropriate to the departure procedure in a timely manner.

### ***Standard Terminal Arrival***

- Correctly programmed arrival in the flight plan,
- Identified correct transition waypoint if necessary,
- Utilized on-board chart (if equipped) and maintained situational awareness,
- Prepared for instrument approach or visual approach to a specific runway upon the completion of the arrival.

### ***Victor Airway / Jet Airway***

- Utilized flight plan to quickly enter/modify victor/jet airways (if equipped),
- Developed capability to activate different segments along the airway when required,
- Verified the CDI on the PFD is set to the desired navigation source,
- Understands the difference between GPS and VLOC navigation sources and respective controls.

### ***Holding Procedures***

- Slowed to the recommended holding airspeed when 3 minutes or less from, but prior to reaching the holding fix,
- Used the correct entry for the holding pattern,
- Recognized arrival at the holding fix and initiated the holding pattern,
- Used proper timing criteria or distances for the hold where applicable,
- Used proper wind correction procedures to maintain the desired pattern and to arrive over the fix as close as possible to the specified time,
- Ability to fly a holding pattern without entire hold guidance was displayed, (If GPS is WAAS equipped)
- Maintained standards of altitude, heading, speed, and course guidance within the standards set forth in the current edition of the Instrument Rating PTS.

## Navigation Systems

### *Intercepting and Tracking Navigation Systems*

- Correctly identified and maintained situational awareness regarding the navigation facility or waypoint navigation was based upon,
- Intercepted the course at an appropriate angle,
- Maintained performance standards set forth in the Instrument Rating PTS.

### *DME Arcs*

- Intercepted the arc in a position that enabled a track of no more than 1 nm off course,
- Maintained performance standards set forth in the Instrument Rating PTS,
- Displayed ability to activate the DME arc utilizing the flight plan and enter on any portion of the arc.

## Instrument Approach Procedures

### *Nonprecision Approach*

- Identified the active approach prior to entering terminal area and loaded the approach,
- Activated approach when:
  - Cleared to the IAP or,
  - ATC instructed initial vector to final.
- Complied with ATC clearances,
- Briefed approach and entered correct MDA,
- Configured aircraft and completed checklists in accordance with FOM,
- Maintained performance standards set forth in the Instrument Rating PTS,
- Transitioned to normal landing once visual conditions were encountered at or above MDA,
- Performed missed approach if visual conditions were not encountered or if descent was unstable,

### ***Precision Approach***

- Identified the active approach prior to entering terminal area and loaded the approach,
- Activated approach when:
  - Cleared to the IAP or,
  - ATC instructed initial vector to final.
- Complied with ATC clearances,
- Briefed approach and entered correct Decision Altitude,
- Configured aircraft and completed checklists in accordance with FOM,
- Maintained performance standards set forth in the Instrument Rating PTS,
- Transitioned to normal landing once visual conditions were encountered at or above DA,
- Performed missed approach if visual conditions were not encountered or if descent was unstable.

### ***Missed Approach***

- Initiated a missed approach when necessary by promptly:
  - Pressing TOGA, (if equipped)
  - Applying power,
  - Establishing a climb attitude,
  - Reconfiguring the aircraft for climb,
  - Navigating via the missed approach procedure.
- Used the GPS to follow the missed approach procedure by changing the CDI to GPS (if applicable) and by deselecting suspend (if applicable) at the appropriate time,
- Advised ATC of beginning the missed approach procedure,
- Completed the appropriate checklist once the aircraft was stabilized in a climb and on course,
- Maintained performance standards set forth in the Instrument Rating PTS.

### ***Circling Approach***

- Recognized the need to perform a circling approach,

- Identified the active approach prior to entering terminal area and loaded the approach,
- Activated approach when:
  - Cleared to the IAP, or
  - ATC instructed initial vector to final.
- Complied with ATC clearances,
- Briefed approach and entered correct circling minimums,
- Configured aircraft and completed checklists in accordance with FOM,
- Maintained performance standards set forth in the Instrument Rating PTS,
- Transitioned to visual conditions and safely altered course to align with the runway once visual conditions were encountered at or above DA/MDA,
- Performed missed approach if visual conditions were not encountered, were lost in the circling maneuver, or if descent was unstable.

***Approach With Loss of PFD***

- Recognized if primary flight instruments were inaccurate or inoperative and advised ATC,
- Advised ATC anytime that the aircraft was unable to comply with a clearance,
- Identified the active approach prior to entering terminal area and loaded the approach,
- Activated approach when:
  - Cleared to the IAP or,
  - ATC instructed initial vector to final.
- Complied with ATC clearances,
- Briefed approach and entered correct MDA or DH,
- Configured aircraft and completed checklists in accordance with FOM,
- Maintained performance standards set forth in the Instrument Rating PTS,
- For the issuance of an IPC, this approach shall be and can count as a nonprecision approach.

***Landing from Straight-In or Circling Approach***

- Transitioned at the DA, MDA, or VDP to visual conditions and maintained a stable descent to landing,
- Positive aircraft control demonstrated throughout maneuver,
- Maintained performance standards set forth in the Instrument Rating PTS.

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