FLIGHT TRAINING

Syllabus Suite

SR20, SR22, SR22T

List of Effective Pages

Use this page to determine the current effective date for each page in the Syllabus Suite.

Original Issue.......... .... Feb 2011
Revision 1.......... .... Jan 2018

Page	Status	Page	Status	Page	Status
LOEP-1	Jan 2018	3-13	Feb 2011	7-3	Removed
LOEP-2	Feb 2011	3-14	Feb 2011	7-4	Removed
TOC-1	Feb 2011	3-15	Feb 2011	7-5	Removed
TOC-2	Jan 2018	3-16	Feb 2011	7-6	Removed
TOC-3	Removed	4-1	Feb 2011	7-7	Removed
TOC-4	Feb 2011	4-2	Feb 2011	7-8	Removed
TOC-5	Feb 2011	4-3	Feb 2011	7-9	Removed
TOC-6	Feb 2011	4-4	Feb 2011	7-10	Removed
1-1	Feb 2011	4-5	Feb 2011	7-11	Removed
1-2	Feb 2011	4-6	Feb 2011	7-12	Removed
1-3	Feb 2011	4-7	Feb 2011	7-13	Removed
1-4	Feb 2011	4-8	Feb 2011	7-14	Removed
1-5	Feb 2011	4-9	Feb 2011	7-15	Removed
1-6	Jan 2018	4-10	Feb 2011	7-16	Removed
1-7	Feb 2011	4-11	Feb 2011	7-17	Removed
1-8	Feb 2011	4-12	Feb 2011	7-18	Removed
1-9	Feb 2011	4-13	Feb 2011	7-19	Removed
1-10	Feb 2011	4-14	Feb 2011	7-20	Removed
1-11	Feb 2011	5-1	Feb 2011	7-21	Removed
1-12	Feb 2011	5-2	Feb 2011	7-22	Removed
2-1	Feb 2011	5-3	Feb 2011		
2-2	Feb 2011	5-4	Feb 2011		
2-3	Feb 2011	5-5	Feb 2011		
2-4	Feb 2011	5-6	Feb 2011		
2-5	Feb 2011	5-7	Feb 2011		
2-6	Feb 2011	5-8	Feb 2011		
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2-14	Feb 2011	6-6	Feb 2011		
3-1	Feb 2011	6-7	Feb 2011		
3-2	Feb 2011	6-8	Feb 2011		
3-3	Feb 2011	6-9	Feb 2011		
3-4	Feb 2011	6-10	Feb 2011		
3-5	Feb 2011	6-11	Feb 2011		
3-6	Feb 2011	6-12	Feb 2011		
3-7	Feb 2011	6-13	Feb 2011		
3-8	Feb 2011	6-14	Feb 2011		
3-9	Feb 2011	6-15	Feb 2011		
3-10	Feb 2011	6-16	Feb 2011		
3-11	Feb 2011	7-1	Jan 2018		
3-12	Feb 2011	7-2	Removed		

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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,
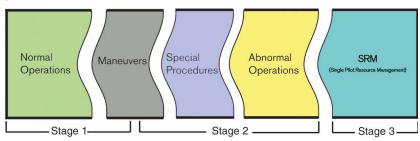- Re-establishing personal minimums.

• 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.

Normal Operations	Maneuvers	Special Procedures	Abnormal Operations	SRM (Single Pilot Resource Management)

Stage 1 — Stage 2 — Stage 3
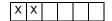
Normal	**Pre-Course Briefing** System, procedures, and limitations brief, avionics intro						☐	
	Pre-Flight Preparations Fuel, WX, W&B, performance planning, pre-flight inspection							
Maneuver	**Power-off Stalls** Recognition and recovery, A/C control, min loss of altitude							
	Power-on Stalls Recognition and recovery, A/C control, min loss of altitude							

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

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

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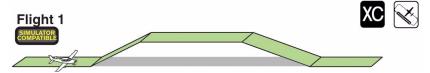
Below is an example from the task list of a pilot who took five attempts to land according to the standards before a successful attempt.

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 2nd. 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:

Flight 1
SIMULATOR COMPATIBLE

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.

Pilot Categories

Category	Value
● (green circle)	≥ 23
■ (blue square)	14 - 22
◆ (black diamond)	≤ 13

General Flight Guidance	1	2	3	4	5	Your Rating
Years Actively Flying (currency maintained)	>10	6-10	2-5		<2	
Last Recurrent Training Event	<6 Mo		6-12mo		12-24mo	
Certificate Held	ATP or CFI	Com w/IFR	PVT w/IFR	PVT	Student	
Total Time	>2000	1000-2000	750-1000	500-750	<500	
Hours Logged in Last 12 Months	>200	150-200	100-150	50-150	<50	
Hours in Cirrus in Last 90 Days	>50	35-50	25-35	10-25	<10	
Pilot Mishap in Last 24 Months				Incident	Accident	
Cirrus Landings in Last 30 Days	>10	6-9	3-5	1-2	0	TOTAL

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

Personal Weather Minimums Categories

General Flight Guidelines

Current Pilot Capability Category	Wind Limit	VFR Minimums	
		Day	**Night**
🟢	Wind: 15 kts X-wind: 5 kts Max Gust: 5 kts	5000' CEILINGS 10 SM VISIBILITY	5000' CEILINGS 10 SM VISIBILITY
🟦	Wind: 20 kts X-wind: 10 kts Max Gust: 10 kts	3000' CEILINGS 10 SM VISIBILITY	5000' CEILINGS 10 SM VISIBILITY
◆	Wind: 35 kts X-wind: 20 kts Max Gust: 15 kts	3000' CEILINGS 5 SM VISIBILITY	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
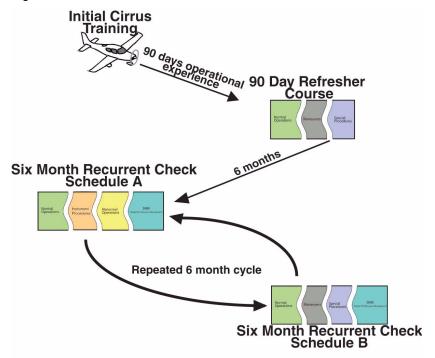|	Day	Night
Ceiling	+ _____ ft	+ _____ ft
Visibility	+ _____ sm	+ _____ sm

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.
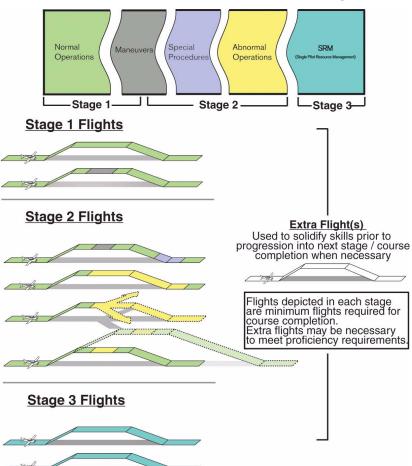
Staying Proficient

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)
weeend event is a recommended substitution for
a recurrent training check.

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Cirrus Transition Training

Stage 1 Flights

Stage 2 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.

Stage 3 Flights

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

	Ground Briefing • Instructor-led course briefing, systems description, and avionics training.
XC	**Cross-country Leg** • Cross-country leg required to meet course minimums.
	Traffic Pattern • Traffic pattern and landing practice recommended.
	Maneuvers • Select maneuvers for practice during flight.
	Electrical Malfunction • Alternator failure simulated.
	In advert ant IMC • Simulated flight into IMC.
	TAWS Escape Maneuver • Simulated terrain evasion maneuver.
PFD	**PFD Malfunction** • Screen failure, power failure, AHRS failure, ADC failure at the discretion of the instructor.
	Engine Malfunction • Prop governor failure, engine failure, loss of manifold pressure, loss of oil pressure.
	High Altitude Leg • Flight above 12,000 feet if Turbo or Oxygen equipped.
	Simulated CAPS Deployment • Simulated CAPS deployment due to a simulated emergency.
	Open Door • Door open in flight or left open prior to takeoff.
SRM	**Single Pilot Resource Management** • Pilot managing flight without instructor assistance using appropriate resources available in flight.

Transition Training Course Icons

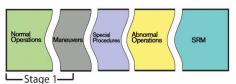|	
?	Scenario Leg • Real-life challenges will be presented to the pilot in a scenario format to challenge SRM and decision-making skills.
SIMULATOR COMPATIBLE	Simulator Compatible • Flight lesson can be accomplished with a properly equipped simulator or flight training device.

Stage 1

VFR Transition Training Course Components

| Normal Operations | Maneuvers | Special Procedures | Abnormal Operations | SRM |

└─Stage 1─┘

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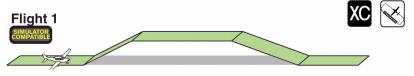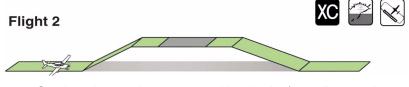Approximate flight time: 3 hrs
Approximate ground time: 3 hrs

Ground Briefing

- Introduction to the Cirrus Transition Training course,
- Computer-Aided systems discussion,
- Avionics procedure training in aircraft or computer simulator.
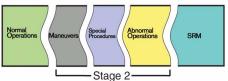
Flight 1

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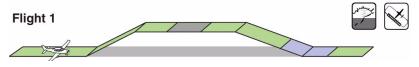- Introduction to traffic pattern procedures and landings.

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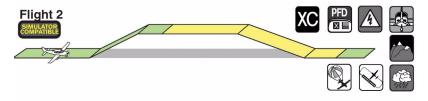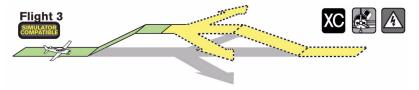
Stage 2
Stage minimums: 3 XC legs
Approximate flight time: 4 hrs
Approximate ground time: 2 hrs

Flight 1
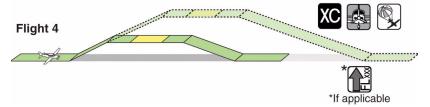
- Local area flight,
- Maneuver review if necessary,
- Landing practice with non-standard configurations.

Flight 2

SIMULATOR COMPATIBLE

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

Flight 3

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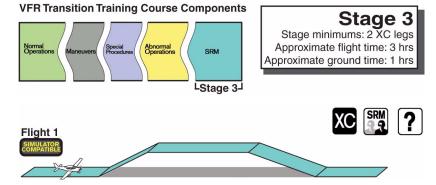
- Cross-country operations continued,
- Malfunction that may require a diversion,
- Landings as specified by the instructor.

Flight 4

*If applicable
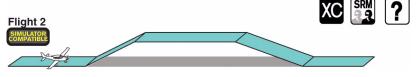
- Cross-country operations continued,

- 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

| Normal Operations | Maneuvers | Special Procedures | Abnormal Operations | SRM |

└Stage 3┘

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

Flight 1

- 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

- 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.

Cirrus Transition Training Task List

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

Avionics Management						
MFD, PFD, Com/Nav competence						
Autopilot Management						
Proper mode selection/interpretation, engagement procs						

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

	Short-field Takeoff						
	Proper technique, rotation speed, initial climb speed						
	Short-field Landing						
	Stabilized approach, airspeed and touchdown accuracy						
	50% Flap Landing						
Special Procedures	Proper technique, airspeed control, approach stability						
	0% Flap Landing						
	Proper technique, airspeed control, approach stability						
	Power-off Landing						
	Airspeed and configuration control, stability, troubleshooting						
	Go-around						
	Timely decision, airspeed control, wings level, coordination						

Abnormal Operations								
Electrical Malfunction								
Identification, checklist usage, decision making								
PFD Malfunction								
Cause of failure identification, A/C control, SRM								
Engine Malfunction								
Recognition, checklist procs, A/C control, CAPS awareness								
Open Door								
Early detection, A/C control, division of attention								
Simulated CAPS deployment								
Timely decision, simulated within altitude/airspeed limits								
TAWS Escape								
Timely recognition/response to cautions and warnings								
Inadvertent IMC / Inadvertent Icing								
Exited condition, A/C control, proper ATC communication								

SRM		
Sing Pilot Resource Management		
Utilize all necessary resources for safe flight outcome		

Additional Training Requests

Pilot Categories	
≥ 23	(green circle)
14 - 22	(blue square)
≤ 13	(black diamond)

General Flight Guidance	1	2	3	4	5	Your Rating
Years Actively Flying (currency maintained)	>10	6-10	2-5		<2	
Last Recurrent Training Event	<6 Mo		6-12mo		12-24mo	
Certificate Held	ATP or CFI	Com w/IFR	PVT w/IFR	PVT	Student	
Total Time	>2000	1000-2000	750-1000	500-750	<500	
Hours Logged in Last 12 Months	>200	150-200	100-150	50-150	<50	
Hours in Cirrus in Last 90 Days	>50	35-50	25-35	10-25	<10	
Pilot Mishap in Last 24 Months				Incident	Accident	
Cirrus Landings in Last 30 Days	>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					TOTAL	

Pilot Categories	
≥ 19	(green circle)
8 - 18	(blue square)
≤ 7	(black diamond)

Instrument Flight Guidance	1	2	3	4	5	Your Rating
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	
Simulated/Actual Instrument in Cirrus in Last 90 Days	> 3		1 - 3		< 1	
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.					**TOTAL**	

Personal Weather Minimums Categories

General Flight Guidelines

Current Pilot Capability Category	Wind Limit	VFR Minimums	
🟢 (green circle)	Wind: 15 kts X-wind: 5 kts Max Gust: 5 kts	**Day** 5000' CEILINGS 10 SM VISIBILITY	**Night** 5000' CEILINGS 10 SM VISIBILITY
🔵 (blue square)	Wind: 20 kts X-wind: 10 kts Max Gust: 10 kts	**Day** 3000' CEILINGS 10 SM VISIBILITY	**Night** 5000' CEILINGS 10 SM VISIBILITY
◆ (black diamond)	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
🟢 (green circle)	1500' / 3 SM Current Reported Weather
🔵 (blue square)	500' / 2 SM Above Published Approach Minimums
◆ (black diamond)	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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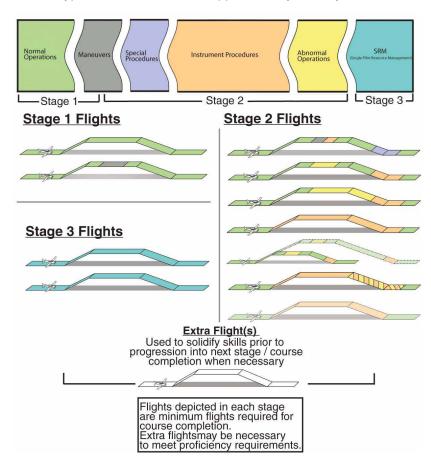
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Advanced Transition Training

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.

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

	Ground Briefing • Instructor-led course briefing, systems description, and avionics training.
	Cross-country leg • Cross-country leg required to meet course minimums.
	Traffic Pattern • Traffic pattern and landing practice recommended.
	Maneuvers • Select maneuvers for practice during flight.
	Electrical Malfunction • Alternator failure simulated.
	Inadvertent IMC • Simulated flight into IMC.
	TAWS Escape Maneuver • Simulated terrain evasion maneuver.
	PFD Malfunction • Screen failure, power failure, AHRS failure, ADC failure at the discretion of the instructor.
	Engine Malfunction • Prop governor failure, engine failure, loss of manifold pressure, loss of oil pressure.
	High Altitude Leg • Flight above 12,000 feet if Turbo or Oxygen equipped.
	Simulated CAPS Deployment • Simulated CAPS deployment due to a simulated emergency.
	Open Door • Door open in-flight or left open prior to takeoff.
	Single Pilot Resource Management • Pilot managing flight without instructor assistance using appropriate resources available in flight.

Advanced Transition Training Course Icons

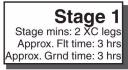|	
?	Scenario Leg • Real-life challenges will be presented to the pilot in a scenario format to challenge SRM and decision-making skills.
B A I F	Basic Instrument Skills • Basic attitude instrument flying and unusual attitude recovery.
A T C	ATC Clearances • Practice complying with IFR clearances, including holding, route changes, crossing restrictions, and departure/arrival procedures.
NAV SYSTEMS	Navigation Systems • Navigation mode selection, DME arc navigation, GPS, VOR, and LOC/GS tracking.
IAP	Instrument Approach Procedures • IAP covering the number and type of approaches required by IPC standards.
SIMULATOR COMPATIBLE	Simulator Compatible[a] • Flight lesson can be accomplished with a properly equipped simulator or flight training device.

a. Landings, traffic pattern, and maneuvers cannot be counted toward course completion when utilizing a flight training device of 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.
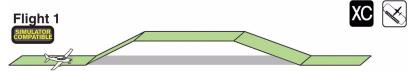
Stage 1

Advanced Transition Training Course Components

┗Stage 1┛

Stage 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.
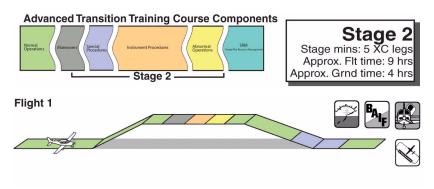
Flight 1

SIMULATOR COMPATIBLE

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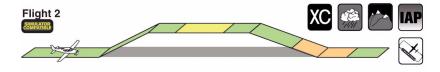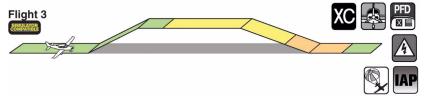- Traffic pattern and landing practice.

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,
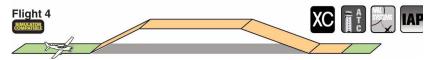- Non-standard landing configuration practice.

Flight 2

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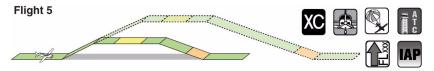- Introduction to IAPs,
- Landing practice.

Flight 3

- Cross-country operations,
- Normal IFR operations: IAPs, DPs, and STARs,
- Introduction to DME arcs,
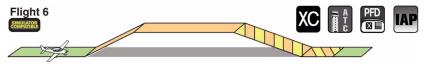
- Introduction to missed approach and holding procedures.

Flight 4
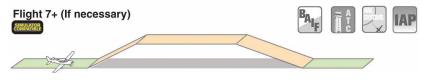
- Cross-country operations continued,
- Normal IFR operations reviewed.

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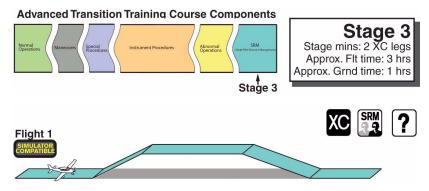
- Cross-country operations continued,
- Victor or jet airway navigation introduction,
- Introduction to IAPs with the loss of the PFD.

Flight 7+ (If necessary)
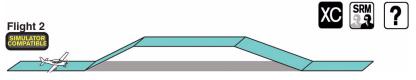
- Review weak items at the discretion of the instructor.

• 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

Normal Operations | Maneuvers | Special Procedures | Instrument Procedures | Abnormal Operations | SRM Single Pilot Resource Management

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

Stage 3

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.

Advanced Transition Training Task List

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

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

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

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

Abnormal Operations								
Electrical Malfunction								
Identification, checklist usage, decision making								
PFD Malfunction								
Cause of failure identification, A/C control, SRM								
Engine Malfunction								
Recognition, checklist procs, A/C control, CAPS awareness								
Open Door								
Early detection, A/C control, division of attention								
Simulated CAPS deployment								
Timely decision, simulated within altitude/airspeed limits								
TAWS Escape								
Timely recognition/response to cautions and warnings								
Inadvertent IMC / Inadvertent Icing								
Exited condition, A/C control, proper ATC communication								

SRM						
Sing Pilot Resource Management						
Utilize all necessary resources for safe flight outcome						

Basic Instrument						
Basic Attitude Instrument Flying						
A/C control while hand flying in simulated or actual IMC						
Unusual Attitude Recovery						
Prompt correction from disrupted attitude						

ATC Clearances								
Crossing Restrictions								
Avionics usage to comply with crossing restrictions								
Departure Procedures								
Avionics setup and usage to comply with the clearance								
Standards Terminal Arrival								
Avionics setup and usage to comply with the clearance								
Victor or Jet Airway								
Flight plan data entry/modifications, clearance compliance								
Holding Procedures								
Correct avionics setup, entry and holding procedures								

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

Instrument Approach Procedures								
Nonprecision Approach (AP Coupled)								
Briefing, loading, activating, stability, clearance compliance								
Nonprecision Approach (Hand flown from IAF)								
Briefing, loading, activating, stability, clearance compliance								
Precision Approach (AP Coupled)								
Briefing, loading, activating, stability, clearance compliance								
Precision Approach (Hand flown from IAF)								
Briefing, loading, activating, stability, clearance compliance								
Missed Approach								
Timely decision, A/C control, procedure/clearance comply								

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

Additional Training Requests

Pilot Categories

Pilot Categories	
≥ 23	(green circle)
14 - 22	(blue square)
≤ 13	(black diamond)

General Flight Guidance	1	2	3	4	5	Your Rating
Years Actively Flying (currency maintained)	>10	6-10	2-5		<2	
Last Recurrent Training Event	<6 Mo		6-12mo		12-24mo	
Certificate Held	ATP or CFI	Com w/IFR	PVT w/IFR	PVT	Student	
Total Time	>2000	1000-2000	750-1000	500-750	<500	
Hours Logged in Last 12 Months	>200	150-200	100-150	50-150	<50	
Hours in Cirrus in Last 90 Days	>50	35-50	25-35	10-25	<10	
Pilot Mishap in Last 24 Months				Incident	Accident	
Cirrus Landings in Last 30 Days	>10	6-9	3-5	1-2	0	
					TOTAL	

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

Pilot Categories	
≥ 19	(green circle)
8 - 18	(blue square)
≤ 7	(black diamond)

Instrument Flight Guidance	1	2	3	4	5	Your Rating
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	
Simulated/Actual Instrument in Cirrus in Last 90 Days	> 3		1 - 3		< 1	
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	
					TOTAL	

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.

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
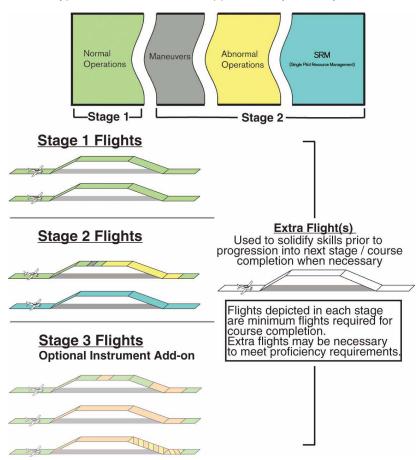(For those recommendations more restrictive than risk assessment values)

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

Ceiling + _____ ft | + _____ ft

Visibility + _____ sm | + _____ sm

Day | Night

Post Training Instructor Comments

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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.

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

	Ground Briefing • Instructor-led course briefing, systems description, and avionics training.
	Cross-country Leg • Cross-country leg required to meet course minimums.
	Maneuvers • Select maneuvers for practice during flight.
	Electrical Malfunction • Alternator failure simulated.
	TAWS Escape Maneuver • Simulated terrain evasion maneuver.
	PFD Malfunction • Screen failure, power failure, AHRS failure, ADC failure at the discretion of the instructor.
	Single Pilot Resource Management • Pilot managing flight without instructor assistance using appropriate resources available in-flight.
	Scenario Leg • Real-life challenges will be presented to the pilot in a scenario format to challenge SRM and decision-making skills.

Advanced Avionics Differences Add-On Items

BAIF	Basic Instrument Skills • Basic attitude instrument flying and unusual attitude recovery.
ATC	ATC Clearances • Practice complying with IFR clearances including: holding, route changes, crossing restrictions, and departure/arrival procedures.
NAV. SYSTEMS	Navigation Systems • Navigation mode selection, DME arc navigation, GPS, VOR, and LOC/GS tracking.
IAP	Instrument Approach Procedures • IAP covering the number and type of approaches required by IPC standards.
SIMULATOR COMPATIBLE	Simulator Compatible[a] • Flight lesson can be accomplished with a properly equipped simulator or flight training device.

a. Landing practice, traffic pattern, and maneuvers cannot be counted toward course completion when utilizing a flight training device of 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

| Normal Operations | Maneuvers | Abnormal Operations | SRM (Single Pilot Resource Management) |

└ Stage 1 ┘

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

Ground Briefing

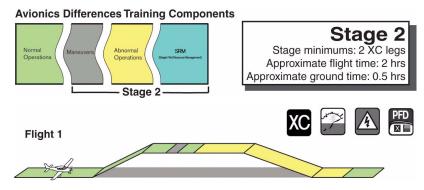Introduction to the Cirrus Avionics Differences course,

- 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
XC

- Introduction to normal cross-country procedures,
- Avionics and autopilot introduction.
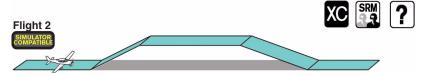
Flight 2
SIMULATOR COMPATIBLE
XC

- 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

Flight 1

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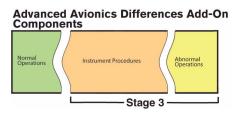
- Introduction to autopilot stall recovery,
- Introduction to electrical malfunctions:
  - ALT 1 failure,
  - ALT 2 failure,
  - Simultaneous ALT 1 and 2 failures.
- Introduction to PFD malfunctions:
  - PFD power or screen failure,
  - ADC failure,
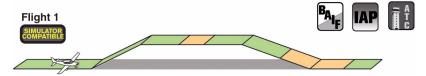 - AHRS failure.

Flight 2

- 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.

Unusual attitudes,

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

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

Flight 3+

- 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

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

Normal (Cont)

Avionics Management						
MFD, PFD, Com/Nav competence						

Autopilot Management						
Proper mode selection/interpretation, engagement procs						

Man.

Autopilot Stall Recognition						
Recognition and recovery, A/C control, min loss of altitude						

Abnormal Operations

Electrical Malfunction						
Identification, checklist usage, decision making						

PFD Malfunction						
Cause of failure identification, A/C control, SRM						

TAWS Escape						
Timely recognition/response to cautions and warnings						

SRM

Sing Pilot Resource Management						
Utilize all necessary resources for safe flight outcome						

Additional Training Requests

Stage 3 Task List (Optional)

IFR	**Unusual Attitude Recovery**							
	Prompt correction from disrupted attitude							

ATC	**Holding Procedures**							
	Correct avionics setup, entry and holding procedures							

Nav Systems	**Intercepting and Tracking Nav Systems**							
	Nav source selection and identification, tracking accuracy							
	DME Arcs							
	Flight plan programming and modifications, tracking accuracy							

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

Pilot Categories

Pilot Categories	
≥ 23	(green circle)
14 - 22	(blue square)
≤ 13	(black diamond)

General Flight Guidance	1	2	3	4	5	Your Rating
Years Actively Flying (currency maintained)	>10	6-10	2-5		<2	
Last Recurrent Training Event	<6 Mo		6-12mo		12-24mo	
Certificate Held	ATP or CFI	Com w/IFR	PVT w/IFR	PVT	Student	
Total Time	>2000	1000-2000	750-1000	500-750	<500	
Hours Logged in Last 12 Months	>200	150-200	100-150	50-150	<50	
Hours in Cirrus in Last 90 Days	>50	35-50	25-35	10-25	<10	
Pilot Mishap in Last 24 Months				Incident	Accident	
Cirrus Landings in Last 30 Days	>10	6-9	3-5	1-2	0	
						TOTAL

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

Pilot Categories	
≥ 19	(green circle)
8 - 18	(blue square)
≤ 7	(black diamond)

Instrument Flight Guidance	1	2	3	4	5	Your Rating
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	
Simulated/Actual Instrument in Cirrus in Last 90 Days	> 3		1 - 3		< 1	
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.					TOTAL	

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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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.

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

	Ground Briefing • Instructor-led course briefing, systems description, and avionics training.
	Cross-country Leg • Cross-country leg required to meet course minimums.
	Traffic Pattern • Traffic pattern and landing practice recommended.
	Maneuvers • Select maneuvers for practice during flight.
	Engine Malfunction • Prop governor failure, engine failure, loss of manifold pressure, loss of oil pressure.
	High Altitude Leg • Flight above 12,000 feet if Turbo or Oxygen equipped.
	Simulated CAPS Deployment • Simulated CAPS deployment due to a simulated emergency.

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
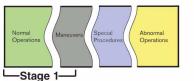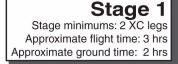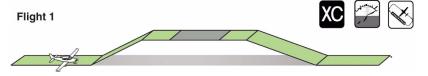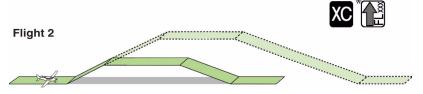
Introduction to the Cirrus Airframe and Powerplant Differences course,

- Computer-aided systems discussion,

- Avionics training with aircraft or computer simulator to emphasize systems differences.

Flight 1
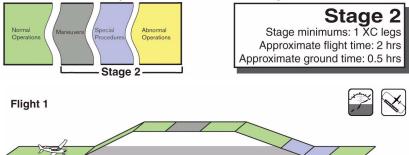
- Introduction to normal cross-country operations,

- Introduction to maneuvers,

- Traffic pattern and landing practice, highlighting performance differences.

Flight 2
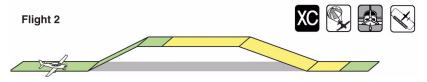
- Continued normal cross-country operations,

- High altitude flight if turbo or oxygen equipped.

Stage 2

Cirrus Airframe/Powerplant Differences Course Components

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

Flight 1

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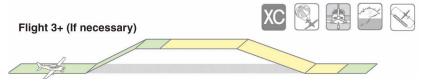
- Maneuver review as necessary,
- Landing practice incorporating non-standard landings and configurations.

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

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

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

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

Additional Training Requests							

Pilot Categories	
≥ 23	🟢
14 - 22	🟦
≤ 13	◆

General Flight Guidance	1	2	3	4	5	Your Rating
Years Actively Flying (currency maintained)	>10	6-10	2-5		<2	
Last Recurrent Training Event	<6 Mo		6-12mo		12-24mo	
Certificate Held	ATP or CFI	Com w/IFR	PVT w/IFR	PVT	Student	
Total Time	>2000	1000-2000	750-1000	500-750	<500	
Hours Logged in Last 12 Months	>200	150-200	100-150	50-150	<50	
Hours in Cirrus in Last 90 Days	>50	35-50	25-35	10-25	<10	
Pilot Mishap in Last 24 Months				Incident	Accident	
Cirrus Landings in Last 30 Days	>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					**TOTAL**	

Pilot Categories	
≥ 19	(green circle)
8 - 18	(blue square)
≤ 7	(black diamond)

Instrument Flight Guidance	1	2	3	4	5	Your Rating
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	
Simulated/Actual Instrument in Cirrus in Last 90 Days	> 3		1 - 3		< 1	
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.					TOTAL	

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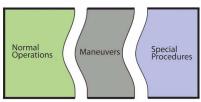
The recurrent check cycle is designed to allow a pilot to follow an alternating training sequence. Following initial training, a 90 Day Refresher course is recommended with subsequent adherence to a six month recurrent check schedule.

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.
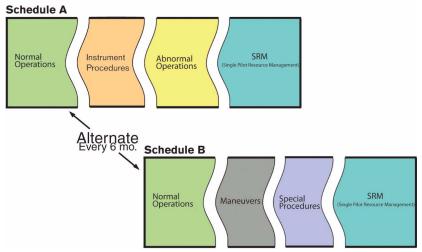
Initial Cirrus Training

90 days operational experience

90 Day Refresher Course

Normal Operations | Maneuvers | Special Procedures

6 months

Six Month Recurrent Check Schedule A

Normal Operations | Instrument Procedures | Abnormal Operations | SRM (Single Pilot Resource Management)

Repeated 6 month cycle

Normal Operations | Maneuvers | Special Procedures | SRM (Single Pilot Resource Management)

Six Month Recurrent Check Schedule B

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

90 Day Skill Refresher

Normal Operations   Maneuvers   Special Procedures

Six Month Recurrent Check

Schedule A

Normal Operations   Instrument Procedures   Abnormal Operations   SRM (Single Pilot Resource Management)

Alternate
Every 6 mo.

Schedule B

Normal Operations   Maneuvers   Special Procedures   SRM (Single Pilot Resource Management)

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

	Ground Briefing • Instructor-led course briefing, systems description, and avionics training.
XC	**Cross-country Leg** • Cross-country leg required to meet course minimums.
	Traffic Pattern • Traffic pattern and landing practice recommended.
	Maneuvers • Select maneuvers for practice during flight.
	Electrical Malfunction • Alternator failure simulated.
	Inadvertent IMC • Simulated flight into IMC.
	TAWS Escape Maneuver • Simulated terrain evasion maneuver.
PFD	**PFD Malfunction** • Screen failure, power failure, AHRS failure, ADC failure at the discretion of the instructor.
	Engine Malfunction • Prop governor failure, engine failure, loss of manifold pressure, loss of oil pressure.
	High Altitude Leg • Flight above 12,000 feet if Turbo or Oxygen equipped.
	Simulated CAPS Deployment • Simulated CAPS deployment due to a simulated emergency.
	Open Door • Door open in-flight or left open prior to takeoff.
SRM	**Single Pilot Resource Management** • Pilot managing flight without instructor assistance using appropriate resources available in-flight.

Recurrent Training Course Icons (Continued)

	Scenario Leg • Real-life challenges will be presented to the pilot in a scenario format to challenge SRM and decision-making skills.
	Basic Instrument Skills • Basic attitude instrument flying and unusual attitude recovery.
	ATC Clearances • Practice complying with IFR clearances including: holding, route changes, crossing restrictions, and departure/arrival procedures.
	Navigation Systems • Navigation mode selection, DME arc navigation, GPS, VOR, and LOC/GS tracking.
	Instrument Approach Procedures • IAP including the number and type of approaches required by IPC standards.
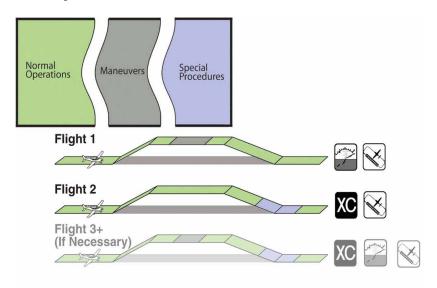
90 Day Skill Refresher

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

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

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

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

Additional Training Requests

Six Month Recurrent Check: Schedule A

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

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

Abnormal Ops.		
Electrical Malfunction		
Identification, checklist usage, decision making		
PFD Malfunction in VMC		
Cause of failure identification, A/C control, SRM		

Instrument Proc.		
Basic Attitude Instrument Flying		
A/C control while hand flying in simulated or actual IMC		
Unusual Attitudes		
Prompt correction from disrupted attitude		

SRM		
Single Pilot Resource Management		
Utilize all necessary resources for safe flight outcome		

Additional Tasks for an IPC

Instr.	**Unusual Attitude Recovery**	
	Prompt correction from disrupted attitude	☐☐☐☐ ☐☐

ATC	**Holding Procedures**	
	Correct avionics setup, entry and holding procedures	☐☐☐☐ ☐☐

Nav Systems	**Intercepting and Tracking Nav Systems**	
	Nav source selection and identification, tracking accuracy	☐☐☐☐ ☐☐
	DME Arcs	
	Flight plan programming and modifications, tracking accuracy	☐☐☐☐ ☐☐

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

Six Month Recurrent Check: Schedule B

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

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

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

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

SRM						
Sing Pilot Resource Management						
Utilize all necessary resources for safe flight outcome						

Additional Training Requests					

Pilot Categories	
≥ 23	(green circle)
14 - 22	(blue square)
≤ 13	(black diamond)

General Flight Guidance

General Flight Guidance	1	2	3	4	5	Your Rating
Years Actively Flying (currency maintained)	>10	6-10	2-5		<2	
Last Recurrent Training Event	<6 Mo		6-12mo		12-24mo	
Certificate Held	ATP or CFI	Com w/IFR	PVT w/IFR	PVT	Student	
Total Time	>2000	1000-2000	750-1000	500-750	<500	
Hours Logged in Last 12 Months	>200	150-200	100-150	50-150	<50	
Hours in Cirrus in Last 90 Days	>50	35-50	25-35	10-25	<10	
Pilot Mishap in Last 24 Months				Incident	Accident	
Cirrus Landings in Last 30 Days	>10	6-9	3-5	1-2	0	
					TOTAL	

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

Pilot Categories		
≥ 19 (green circle)	8 - 18 (blue square)	≤ 7 (black diamond)

Instrument Flight Guidance

Instrument Flight Guidance	1	2	3	4	5	Your Rating
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	
Simulated/Actual Instrument in Cirrus in Last 90 Days	> 3		1 - 3		< 1	
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	
					TOTAL	

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.

Personal Weather Minimums Categories

General Flight Guidelines

Current Pilot Capability Category	Wind Limit	VFR Minimums	
🟢 (green circle)	Wind: 15 kts X-wind: 5 kts Max Gust: 5 kts	**Day** 5000' CEILINGS 10 SM VISIBILITY	**Night** 5000' CEILINGS 10 SM VISIBILITY
🟦 (blue square)	Wind: 20 kts X-wind: 10 kts Max Gust: 10 kts	**Day** 3000' CEILINGS 10 SM VISIBILITY	**Night** 5000' CEILINGS 10 SM VISIBILITY
◆ (black diamond)	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
🟢 (green circle)	1500' / 3 SM Current Reported Weather
🟦 (blue square)	500' / 2 SM Above Published Approach Minimums
◆ (black diamond)	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. These standards are found in the Cirrus Aircraft Flight Operations Manual.