

Cirrus Avionics Differences Course Training Course Details

CIRRUS
AIRCRAFT

Customer Name

Flight Instructor Name(s)

Aircraft Registration(s)

Training Course

Customer Pilot Certificate #

Flight Instructor Certificate #(s)

Aircraft Model

Avionics Type

[illegible]

Cirrus Avionics Differences Course Flight Training Task List

Syllabus Suite – Original Issue, Feb 2011

CIRRUS
AIRCRAFT

Customer Name _____

Flight Instructor Name(s) _____

| | Task | Unsatisfactory Attempts | Satisfactory Attempts |
|-------------------|-----------------------------|-------------------------|-----------------------|
| Ground | Pre-course Briefing | | |
| Normal Procedures | Preflight Preparation | | |
| | Engine Start | | |
| | Before Taxi / Taxi | | |
| | Before Takeoff | | |
| | Normal Takeoff | | |
| | Climb | | |
| | Cruise | | |
| | Descent | | |
| | Traffic Pattern | | |
| | Normal Landing | | |
| | After Landing / Shutdown | | |
| | Avionics Management | | |
| | Autopilot Management | | |
| SRM | Single Pilot Resource Mgmt | | |
| Mnvr | Autopilot Stall Recognition | | |

Cirrus Avionics Differences Course

Flight Training Task List

CIRRUS
AIRCRAFT

Syllabus Suite – Original Issue, Feb 2011

Customer Name _____

Flight Instructor Name(s) _____

| | Task | Unsatisfactory Attempts | Satisfactory Attempts |
|---------------------|------------------------|-------------------------|-----------------------|
| Abnormal Procedures | Electrical Malfunction | | |
| | PFD Malfunction | | |
| | TAWS Escape | | |

Advanced Avionics Differences Training (add tasks to Avionics Differences)

| | | | |
|--------------------------------|---|--|--|
| BIAF | Unusual Attitudes | | |
| ATC | Holding Procedures | | |
| Navigation Systems | Intercepting and Tracking Navigation Systems | | |
| | DME Arc | | |
| Instrument Approach Procedures | Non-precision Approach (Coupled) | | |
| | Non-precision Approach (Hand-flown) | | |
| | Precision Approach (Coupled) | | |
| | Precision Approach (Hand-flown) | | |
| | Missed Approach Procedures | | |
| | Circling Approach | | |
| | Approach with Loss of PFD | | |
| | Landing from Straight-in or Circling Approach | | |

Cirrus Avionics Differences Course

Guidance for Establishing Personal Weather Minimums

CIRRUS
AIRCRAFT

Customer Name _____

Flight Instructor Name(s) _____

| General Flight | 1 | 2 | 3 | 4 | 5 | Your Rating |
|---------------------------------|------------|------------|-------------|---------------|---------------|-------------|
| Years Actively Flying | > 10 Years | 6-10 Years | 2-5 Years | | < 2 Years | |
| Last Recurrent Training Event | < 6 Months | | 6-12 Months | | > 12 Months | |
| Certificate Held | ATP or CFI | Com / Inst | Pvt / Inst | Private Pilot | Student Pilot | |
| Total Time | > 2000 | 1000-2000 | 750-999 | 500-749 | < 500 | |
| Hours Logged in Last 12 Months | > 200 | 150-200 | 100-149 | 50-99 | < 50 | |
| Hours in Cirrus in Last 90 Days | > 50 | 35-50 | 25-34 | 10-24 | < 10 | |
| Pilot Mishap in Last 24 Months | | | | Incident | Accident | |
| Cirrus Landings in Last 30 Days | > 10 | 6-9 | 3-5 | 1-2 | 0 | |
| Total | | | | | | |

Age: Add 2 points for 65 or older

Time to Private License: Add 2 points for 100+ hours



Time to Complete Transition Trng: Add 2 points for 30+ hours

Crew: Subtract 1 point for flying with licensed pilot

Training: Add 2 points for not completing Cirrus Transition Training

Category: Category  is not applicable during first 100 hours in type

General Pilot Category

 > 22
 14-22
 < 14

| Instrument Flight* | 1 | 2 | 3 | 4 | 5 | Your Rating |
|---|------|-------|-------|-----|-----|-------------|
| Years Actively Flying IFR | > 5 | | 1-5 | | < 1 | |
| Hours Flown IFR in Last 90 Days | > 35 | 25-35 | 10-24 | 5-9 | < 5 | |
| Simulated/Actual Inst Hours in Cirrus in Last 90 Days | > 3 | | 1-3 | | < 1 | |
| Inst Approaches in Last 90 Days (Coupled) | >4 | | 1-4 | | 0 | |
| Inst Approaches in Last 90 Days (Hand Flown) | >2 | | 1 | | 0 | |
| Received Avionics-Specific IFR Training from CSIP/CTC | Yes | | | | No | |
| Total | | | | | | |

Crew: Subtract 1 point for flying with licensed pilot

Training: Subtract 2 points for completing avionics specific IPC from CSIP/CTC in last 12 months

Category: Category  is not applicable during first 100 hours in type

***Applicability:** Instrument flight is strongly discouraged by Cirrus Aircraft unless the pilot has completed an IPC in type/avionics

Instrument Pilot Category

 > 18
 8-18
 < 8

Customer Initial _____

Cirrus Avionics Differences Course




Personal Weather Minimums and Training Plan




CIRRUS
AIRCRAFT

Customer Name _____

Flight Instructor Name(s) _____

Personal Weather Minimums

| Current Pilot Capability | Wind (kts) | VFR Minimums | |
|---|------------|-----------------------------------|------------------------------------|
| | | Day | Night |
|  | Total: 15 | 5000' Ceiling 10 SM Visibility | 5000' Ceiling 10 SM Visibility |
| | X-wind: 5 | | |
| | Gust: 5 | | |
|  | Total: 20 | 3000' Ceiling 10 SM Visibility | 5000' Ceilings 10 SM Visibility |
| | X-wind: 10 | | |
| | Gust: 10 | | |
|  | Total: 35 | 3000' Ceiling 5 SM Visibility | 5000' Ceilings 10 SM Visibility |
| | X-wind: 20 | | |
| | Gust: 15 | | |
| Instructor Recommendation (If Different) | | | |

| Current Pilot Capability | IFR Approach Minimums |
|---|---|
|  | 1500' Ceiling 3 SM Visibility |
|  | 500' / 2 SM Above Published Approach Minimums |
|  | Published Approach Minimums |
| Instructor Recommendation (If Different) | |

Flight Training Plan

Cirrus Aircraft strongly believes in the value of regular recurrent training. Cirrus' network of CSIPs and CTCs are experts in Cirrus flight training and we encourage every Cirrus pilot to use an active CSIP or CTC for their recurrent training.

I plan to conduct my next Cirrus recurrent training event with a Cirrus Training Partner on the following date:

Training Date _____

I am opting out of Cirrus' recommended recurrent flight training program.

Customer Initial _____

Instructor Recommendations for Future Flight Training

Training Due Dates

The following are the due dates for upcoming training events (if applicable)

_____ 90 Day Recurrent Check
 _____ 6 Month Recurrent Check
 _____ Flight Review
 _____ Instrument Proficiency Check
 _____ Medical Certificate
 _____ Icing Awareness Course

Cirrus Avionics Differences Course

Training Course Summary Report

CIRRUS
A I R C R A F T

Customer Name

Flight Instructor Name(s)

Aircraft Registration(s)

Customer Pilot Certificate #

Flight Instructor Certificate #(s)

Aircraft Model

Start Date

Completion Date

Avionics Type

| | Flight Hours | | | | Instrument Approaches | Landings | Ground Instruction |
|----------|--------------|----------|-----------|------------|-----------------------|----------|--------------------|
| | Total | Airplane | Simulator | Instrument | | | |
| Actual | | | | | | | |
| Required | | | | | | | |

Course Completion Status

Satisfactorily Complete

Incomplete (notes required)

Notes:

Records and Endorsements

List each endorsement or certificate issued or completed during the current training course.

Yes / No

Completion Certificate Issued

Flight Review

Instrument Proficiency Check

High Performance Endorsement

Cirrus Icing Awareness Course

Terms of Training

I, the undersigned, have read, understood, and agree with the following:

Transition or differences training is limited aircraft familiarization training and is not inclusive of all the knowledge and skill required for safe flight. I must comply with regulations, exercise sound judgment, and maintain a high level of flying proficiency in order to minimize the risks associated with flight.

Safely flying under Instrument Flight Rules requires peak levels of skill, sound decision making, and good risk management skills. Many IFR skills degrade over periods of inactivity and each pilot must assess risks for individual flights considering their proficiency levels required to handle forecasted weather, airspace, and other challenges that may arise. Pilots who desire to fly IFR are strongly encouraged to complete an IPC in 6 month intervals, regardless if IFR currency requirements per regulations are complied with.

I acknowledge that for my continued proficiency and safety, Cirrus Aircraft strongly recommends that all pilots conduct recurrent training in accordance with the current edition of the Cirrus Syllabus Suite from an approved Cirrus Standardized Instructor Pilot (CSIP) or Cirrus Training Center (CTC).

I acknowledge that my instructor has only observed my flight proficiency during this training for the tasks marked as satisfactory or unsatisfactory and that the tasks required by this training course may not be inclusive of all the knowledge and skill that is required to safely fly under VFR or IFR.

Customer Signature

Flight Instructor Signature

Date

Date