

**CIRRUS**  
AIRCRAFT

## Training Course

### Avionics Type

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# Cirrus Instrument Procedures Course

## Flight Training Task List

Syllabus Suite – Original Issue, Feb 2011

**CIRRUS**  
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Customer Name \_\_\_\_\_

Flight Instructor Name(s) \_\_\_\_\_

	Task	Unsatisfactory Attempts	Satisfactory Attempts
Normal Procedures	Preflight Preparation		
	Engine Start		
	Before Taxi / Taxi		
	Before Takeoff		
	Normal Takeoff		
	Climb		
	Cruise		
	Descent		
	Traffic Pattern		
	Normal Landing		
	Crosswind Landing		
	After Landing / Shutdown		
	Avionics Management		
	Autopilot Management		
SRM	Single Pilot Resource Mgmt		
Abnormal Procedures	Electrical Malfunction		
	PFD Malfunction		

# Cirrus Instrument Procedures Course

## Flight Training Task List

**CIRRUS**  
AIRCRAFT

Syllabus Suite – Original Issue, Feb 2011

Customer Name \_\_\_\_\_

Flight Instructor Name(s) \_\_\_\_\_

	Task	Unsatisfactory Attempts	Satisfactory Attempts
Basic Inst Skills	Basic Attitude Instrument Flying		
	Unusual Attitudes		
ATC Clearances	Crossing Restrictions		
	Departure Procedures		
	Standard Terminal Arrival Procedures		
	Victor / Jet Airway Navigation		
	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 Instrument Procedures 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 \_\_\_\_\_

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 Instrument Procedures 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:

Recurrent training 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.

Even if properly rated, 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 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