

CIRRUS
AIRCRAFT

Avionics Type

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Cirrus Airframe/Powerplant 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
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		

Cirrus Airframe/Powerplant Differences Course Flight Training Task List

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Customer Name _____

Flight Instructor Name(s) _____

	Task	Unsatisfactory Attempts	Satisfactory Attempts
Maneuvers	Power-off Stall		
	Power-on Stall		
	Slow Flight		
Special Procedures	Short Field Takeoff		
	Short Field Landing		
	Power-off Landing		
	Go-Around		
Abnormal Procedures	Engine Malfunction		
	Simulated CAPS Deployment		

Cirrus Airframe/Powerplant Differences Course

Guidance for Establishing Personal Weather Minimums

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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 Airframe/Powerplant Differences Course




Personal Weather Minimums and Training Plan




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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 Airframe/Powerplant 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.

The objectives of this course are limited to VFR only. Additional instrument training and completion of an instrument proficiency check in type is required to be capable of safely flying in instrument conditions.

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