

**CIRRUS PILOT**  
**TRAINING SYLLABUS**  
**TRANSITION TRAINING**  
**IFR EDITION**



PLANE GENIUS™

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**Transition Training Syllabus  
IFR Edition**

**Cirrus SR20, SR22, SR22 Turbo**

**Edition 1  
July, 2008**

**Course Pending FITS Acceptance**

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## Introduction

Welcome to the Cirrus IFR Transition course. This course is designed to transition current and proficient instrument rated pilots into all models of Cirrus aircraft with a high level of instrument competency.

The IFR edition of the Transition course is designed to familiarize operators with the unique operating procedures of the Cirrus aircraft for both normal and abnormal situations in VFR and in IFR conditions. Emphasis will be placed on safely and efficiently operating the aircraft in the IFR system under normal and abnormal situations. New Cirrus pilots will complete an Instrument Proficiency Check (IPC) in conjunction with the final evaluation lesson and will leave the training event current - and more importantly *proficient* - while flying IFR in Cirrus aircraft. Upon successful completion of all course objectives, your instructor will issue you a certificate of completion and a course summary detailing flight and ground time acquired during this course.

Specific transition training prerequisites are detailed in this document. It is important to complete all prerequisites prior to starting transition training to ensure a timely and successful completion of the course.

The Transition course is designed to take approximately five (5) days to complete. Timely completion of this course is dependent on the performance and proficiency of the Cirrus pilot and completion of the required prerequisites. Transition training does not constitute a FAA practical test or Biennial Flight Review (BFR). If a BFR is desired, additional time will be required. If necessary, a high performance endorsement will be awarded upon successful completion of all course objectives.

All Cirrus pilots should follow the recurrent training schedule outlined in the Cirrus Pilot Learning Plan after successful completion of this training event.

The course incorporates effective and proven training techniques developed in conjunction with the FAA Industry Training Standards (FITS). Emphasis is placed on improving judgment, aeronautical decision making, risk management and single pilot resource management throughout the entire course through the use of scenario based training.

## Pre-Training Assignments

Successful on-schedule completion of the transition course is heavily dependent on devoting the proper amount of time to reviewing and studying the pre-training material.

Please review the material you have received in your training kit and as listed in the “*References*” section of this document.

Since this course is heavily focused on instrument procedures and scenarios, all pilots need to fully understand the regulations and procedures that pertain to instrument flight prior to beginning the course. UNDAF and Cirrus Design recommend that Cirrus pilots complete the *Instrument Proficiency Check Review Guide* from the FAA Safety Team (FAAST) and bring a certificate of completion to the transition training. The course can be found at:

[http://www.faasafety.gov/gslac/ALC/course\\_catalog.aspx](http://www.faasafety.gov/gslac/ALC/course_catalog.aspx).

## Syllabus Overview

The IFR edition of the transition course is composed of 10 required lessons and 1 optional lesson. The course should take approximately 5 days to complete the required lessons and an additional ½ day to complete the optional BFR. .

The training program includes instruction on normal and emergency procedures as well as proven standard operating procedures developed by UNDAF and Cirrus Design. Aeronautical decision making (ADM) and effective risk management will be major emphasis areas, while maintaining the highest level of safety.

## Course Overview

**Lesson 1:** This ground lesson will be an introduction to scenario-based training and Cirrus transition training. It will include a review of pre-training materials including model-specific and IFR topics, and a session in a cockpit procedures trainer, hot bench, or a computer-based avionics trainer.

**Lesson 2:** This flight lesson is an introduction to the operational characteristics of Cirrus aircraft. The focus will be on maneuvers in addition to takeoffs and landings in various configurations and situations.

*Lesson 3:* This flight lesson is an introduction to normal VFR procedures and some Basic Attitude Instrument Flying (BAIF) in Cirrus aircraft. It consists of a 3-leg cross country in which the Cirrus pilot will implement normal procedures including checklists, enroute procedures, and arrival procedures. Instrument approaches will be conducted visually to acquaint Cirrus pilots with basic instrument procedures while using the autopilot.

*Lesson 4:* This flight lesson is an introduction to basic instrument procedures. The Cirrus pilot will conduct various types of instrument approaches under simulated or actual instrument conditions. Both hand flying and autopilot usage will be accomplished.

*Lesson 5:* During this flight lesson, the Cirrus pilot will continue to develop basic instrument skills while being introduced to advanced IFR procedures. It consists of a 3-leg cross country in which the Cirrus pilot will conduct en route procedures, arrival and departure procedures, and holding procedures. Practice with and without the use of the GPS/FMS will be accomplished.

*Lesson 6:* During this flight lesson, the Cirrus pilot will be introduced to abnormal and emergency procedures while in simulated instrument conditions. It consists of a 3-leg cross country that is best performed in a Flight Training Device (FTD), but may be accomplished in the aircraft if necessary.

*Lesson 7:* This flight lesson will focus on systems malfunctions while in simulated instrument conditions. It consists of a 3-leg cross country that will emphasize proper ADM and risk management while generating acceptable solutions to simulated malfunctions of various aircraft systems.

*Lesson 8:* This flight lesson will focus on avionics malfunctions while in simulated instrument conditions. It consists of a 3-leg cross country that will focus on simulated abnormalities with the PFD, MFD, autopilot, and GPS receivers.

*Lesson 9:* This flight lesson will give the Cirrus pilot a chance to apply all his/her knowledge by conducting an IFR scenario. This scenario will be modeled after Line Oriented Flight Training (LOFT). It is best performed in an FTD but may be

accomplished in an aircraft if necessary. The lesson will also serve as a review lesson that will give the Cirrus pilot a chance to enhance his/her skills to prepare for the final evaluation and IPC.

*Lesson 10:* This flight lesson is the final evaluation flight. The flight consists of a 3-leg cross country in which the Cirrus pilot will demonstrate the knowledge and skill required to safely fly the Cirrus aircraft in single pilot IFR operations. The content of this lesson is modeled around scenario based training and includes all tasks required by the FAA Instrument PTS to complete an IPC.

*Note:* The instructor is responsible for ensuring the Cirrus pilot meets acceptable standards in all subject matter areas, procedures and maneuvers included in the tasks within the appropriate instrument rating practical test standards required for an IPC.

*Optional:* Biennial Flight Review

**Course Completion Standards**

A certificate of completion will be awarded at the satisfactory completion of lesson 10. The certificate can only be issued when the Cirrus pilot has met the required desired outcomes for all required tasks while demonstrating judgment, aeronautical decision making abilities, single-pilot resource management, and risk management skills to safely fly a Cirrus aircraft under IFR.

The Cirrus pilot shall perform the maneuvers and procedures to the standard defined in the FAA Practical Test Standards for the pilot certificate held.

In addition to meeting the course minimums, successful completion is also dependent upon meeting the course completion standards.

| Course Minimums |          |      |          |                    |                        |
|-----------------|----------|------|----------|--------------------|------------------------|
| Flight Hours    |          |      | Landings | Cross Country Legs | Ground/Pre Post Time** |
| Total           | Airplane | FTD* |          |                    |                        |
| 15.0            | 9.0      | 0.0  | 20       | 20                 | 8.0                    |

\* A maximum of 6 hours of flight training in an approved FTD may be used towards the 15 hour minimum course flight time requirement.

\*\* The time noted under Ground/Pre Post Time is approximate and may vary based on experience and scenario.

**Approved FTD**

A level one or higher flight training device (FTD) can be used to complete specified lessons in this course provided it matches the avionics configuration and model of the aircraft in which the flight training is being conducted.

**Reference Materials**

All instructional procedures, materials, and training activities will conform to the guidelines established for standardized instruction and scenario-based training as outlined in the Instructor Supplement. All guidelines are in compliance with FAA Industry Training Standards (FITS).

- **Interactive Pre-training**
  - Cirrus Perspective Avionics Package
  - Avidyne Avionics Package
- **Training Publications**
  - Cirrus Flight Operations Manual (FOM)
  - Cirrus Aircraft Workbook
  - Cirrus Standardized Instructor Supplement
  - Cirrus Pilot Learning Plan
- **Aircraft Publications**
  - Aircraft Pilot’s Operating Handbook
  - Appropriate Avionics Manuals
- **Additional Training Resources**
  - Resource Center for Cirrus Training (eZ LMS)
    - <http://cirrus.aero.und.edu/resources.php>
  - Cirrus Aircraft Training Software (CATS)
  - Pilot’s World
    - <http://www.cirrusdesign.com:4515/pilotsworld>
  - Aerosim Avionics System Training (Avidyne Avionics)
  - FAA Industry Training Standards (FITS)
    - [http://www.faa.gov/education\\_research/training/fits](http://www.faa.gov/education_research/training/fits)
- **FAA Publications**
  - Appropriate Practical Test Standards (PTS)

EZ LMS

EZ LMS is a web-based learning management system with a wealth of resources available to Cirrus pilots and instructors. Pilots can find the latest presentations, publications, and tools for the equipment installed in Cirrus airplanes.

Pilot’s World

Pilots World is an online resource created by Cirrus Design to communicate important training issues and operating techniques for Cirrus pilots. A new topic is posted each month consisting of a ground and flight segment. The ground segment contains discussion, information and activities pertinent to that month’s topic. The flight segment provides suggested flight training activities related to the ground segment. Topics on Pilots World have ranged from “Preventing Controlled Flight into Terrain” to “Single Pilot IFR Operations.”

## How to Use this Course

This syllabus is designed for the following elements to be used in conjunction with the overall course completion standards.

*Note:* Each element will be described in detail throughout this section.

- **Desired Outcome:** This is the grade the Cirrus pilot has achieved for the particular task. (Describe, Explain, Practice, Perform, Manage/Decide)
- **Task Checklist:** These items need to be completed by the Cirrus pilot to the appropriate desired outcome.
- **List of Assessment Items:** Explanation of what needs to be observed by the instructor for the Cirrus pilot to meet the desired outcome for each task.
- **Lesson Completion Standards:** Explanation of the requirements to consider each lesson complete or incomplete.

Within each lesson the instructor and Cirrus pilot will reference the task checklist for each lesson and the appropriate assessment items to determine whether each task is completed to the minimum desired outcome needed to meet the lesson completion standards.

### Desired Outcomes

The objective of scenario-based training is to improve the thought processes, habits, and behaviors of the Pilot-In-Training (Cirrus pilot) during the planning and execution of the scenario. A key element of this training is learner-centered grading.

The following two lists describe possible desired outcomes that will help measure the success of the training. These desired outcomes describe to which performance level the Cirrus pilot is currently operating. The grading of each task should be conducted independently by the Cirrus pilot and the instructor, and then compared during the post flight critique.

## Maneuver Grades (Tasks)

- **Describe** – At the completion of the scenario, the Cirrus pilot will be able to describe the physical characteristics and cognitive elements of the scenario activities. *Instructor assistance is required to successfully execute the maneuver.*
- **Explain** – At the completion of the scenario the Cirrus pilot will be able to describe the scenario activity and understand the underlying concepts, principles, and procedures that comprise the activity. *Significant instructor effort will be required to successfully execute the maneuver.*
- **Practice** – At the completion of the scenario the pilot in training will be able to plan and execute the scenario. *Coaching, instruction, and/or assistance from the CFI will correct deviations and errors identified by the CFI.*
- **Perform** – At the completion of the scenario, the Cirrus pilot will be able to perform the activity without assistance from the CFI. *Errors and deviations will be identified and corrected by the Cirrus pilot in an expeditious manner. At no time will the successful completion of the activity be in doubt. (“Perform” will be used to signify that the Cirrus pilot is satisfactorily demonstrating proficiency in traditional piloting and systems operation skills)*
- **Not Observed** – Any event not accomplished or required

## Single Pilot Resource Management (SRM) Grades

- **Explain** – The pilot in training can verbally identify, describe, and understand the risks inherent in the flight scenario. *The pilot in training will need to be prompted to identify risks and make decisions.*
- **Practice** – The pilot in training is able to identify, understand, and apply SRM principles to the actual flight situation. *Coaching, instruction, and/or assistance from the CFI will quickly correct minor deviations and errors identified by the CFI. The pilot in training will be an active decision maker.*
- **Manage/Decide** – The pilot in training can correctly gather the most important data available both within and outside the cockpit, identify possible courses of action, evaluate the risk inherent in each course of action, and make the appropriate decision. *Instructor intervention is not required for the safe completion of the flight.*
- **Not Observed** – Any event not accomplished or required

**Task Checklist**

The task checklist is a tool used for tracking the tasks and their associated desired outcomes during each lesson. The syllabus contains both required and optional tasks. As implied, the required tasks must be completed to the shaded desired outcome for the lesson to be complete. Optional tasks may be executed at the request of the instructor or the Cirrus pilot. Any task that is not observed should receive no check mark.

Below is an example of the task checklist. The left column contains the task. The check boxes provide the Cirrus pilot and instructor a place to record his/her assessment of the flight. The gray shaded box is the required desired outcome for that task for that particular lesson. More information about desired outcomes can be found in the “Desired Outcomes” section of this document.

*Note:* While many tasks will be repeated throughout the lessons in the course, the required desired outcome for those tasks will change throughout the course as the lessons progress.

*Note:* Optional tasks are not shaded.

| Task                 | Desired Outcome          |                          |
|----------------------|--------------------------|--------------------------|
|                      | Practice                 | Perform                  |
| Steep Turns          | <input type="checkbox"/> | <input type="checkbox"/> |
| Power On Stalls      | <input type="checkbox"/> | <input type="checkbox"/> |
| AP Stall Recognition | <input type="checkbox"/> | <input type="checkbox"/> |

**Assessment Items**

Each of the assessment items are given to ensure the appropriate standardized tasks are accomplished to the required desired outcome for each lesson. They are presented in a manner that that assists the qualified instructor in successfully determining whether the Cirrus pilot has met both the lesson completion standards and the course completion standards. The Assessment items are not an exhaustive list in nature; a qualified instructor may determine additional assessment items to ensure the Cirrus pilot has met the completion standards of the course.

At the end of each lesson or lesson segment, the Cirrus pilot will use the listed assessment items to self-critique performance. The instructor will also critique the Cirrus pilot’s performance. From this, a guided discussion will follow to determine whether the tasks for the lesson were completed to the required desired outcome.

While these assessment items are essential to properly measure the Cirrus pilot’s behavior, instructors are expected to adhere to the Pilot’s Operating Handbook and standardization procedures included in the Flight Operations Manual. Any tasks not performed to the required desired outcome will be reviewed until the appropriate standards have been met for that lesson.

*Note:* Assessment items have been developed for all available options on a current aircraft; therefore, it may be necessary to exclude assessment items if they are not applicable to your aircraft.

*Note:* The flight instructor’s final determination of whether that task has met the required desired outcome should be withheld until the Cirrus pilot is able to self-critique at the end of the flight.

*Note:* The assessment items for all tasks in this course can be found in the “List of Assessment Items” section of this document.

**Lesson Completion Standards**

Each lesson will be complete when the Cirrus pilot satisfactorily demonstrates ADM and critical thinking skills by completing the required tasks using the assessment criteria within this course.

**Model-Specific Tasks**

Certain tasks within this course will only apply to the SR22 Turbo aircraft. Unless noted with the following designation, tasks will apply to all Cirrus aircraft.

**(T)** SR22 Turbo Aircraft

**(Normally Aspirated)** SR22 Normally Aspirated Aircraft

## Learning Considerations

The following learning considerations will aid the instructor and Cirrus pilot in optimizing training for maximum effectiveness and ensuring the greatest amount of learning takes place within the safety constraints outlined within the FOM. This process involves satisfying the overall course completion standards while clearly stating lesson objectives that support these standards. This is achieved by incorporating principles that include proper preflight, in-flight, and post flight training considerations, found in the subsequent sections below.

### Preflight Briefing

In addition to any regulatory requirements, the Cirrus pilot and instructor should discuss the following items prior to beginning this course.

- Amount, recency, and type of previous flight experience  
Review the pilot's experience including total time and recency of experience to effectively evaluate the need for a particular task.
- Type of equipment to be utilized  
Assessment shall be given to the type of equipment installed (such as PFD, MFD, Ice protection, etc.)
- Nature of flight operations  
The instructor should consider the type of flying typically done by the Cirrus pilot to assist in customizing the course content.
- Goals and Objectives  
In addition to the required tasks, Cirrus pilots should have specific goals and objectives to accomplish during the course. Instructors should customize the course to include the requested tasks and verify all required tasks for the course are completed.
- Flight Operations Manual (FOM)  
Review procedures appropriate to the current lesson.
- Additional training resources provided by organizations such as the FAA, COPA, AOPA, UND Aerospace, and electronic resources.  
The instructor should take time to discuss the many training resources available to the Cirrus pilot. These resources provide a vast knowledge base available on the internet.
- Review of Regulations and Aeronautical Information Manual (AIM)  
The instructor should tailor the review of general operating and flight rules that are applicable to the scenario. The objective is to ensure the pilot can comply with all regulatory requirements and operate safely in various types of airspace and weather conditions (in accordance with his/her personal minimums). The instructor should conduct a review that is broad enough to meet areas in which the pilot's knowledge is deficient.

## Flight Training

The instructor will present the material for each lesson in a scenario-based format during a cross country flight. Cross country flights should be conducted in a manner in which the Cirrus pilot has ample time to conduct normal procedures such as checklists, en route procedures, and arrival procedures; 30 to 45 minute legs are preferred. While conducting the transition training the instructor and Cirrus pilot should recognize each individual's role within the transition training:

While performing transition training, the instructor will:

- Be the sole and **final** authority regarding whether or not the desired outcomes and assessment items are considered complete.
- Be the **final** authority in all decisions regarding termination and/or continuation of the transition lesson.

While performing transition training, the Cirrus pilot who is already appropriately rated to operate the aircraft will:

- Act as the pilot-in-command of the aircraft. .
- Transfer controls using positive exchange of flight controls procedures [Reference: "Introduction: Positive Exchange of Flight Controls," Private Pilot for Airplane Single-Engine Land and Sea Practical Test Standards].

Throughout each phase of flight training, several types of emergencies or system and equipment malfunctions will be simulated. To ensure the highest level of safety possible within the learning environment, no emergency and/or abnormal procedure is allowed in actual IMC flight conditions.

### Post Flight Critique

Although a critique may seem intimidating, it is an integral part of the lesson. A good critique closes the chapter on the training event and sets the stage for future learning. The critique is not intended as a barrier to progress, but rather a step that advances the learning process, allowing the learner and the instructor to best evaluate how to proceed. The Cirrus pilot should lead the critique with guidance from the instructor.

At the end of each lesson or lesson segment, the Cirrus pilot should self-critique his or her performance. The Cirrus pilot should review each task in the lesson and use the associated assessment items to determine which desired outcome was achieved for that task. The instructor will also critique the Cirrus pilot's performance. From this, a guided discussion will follow to determine whether the tasks for the lesson were completed to the required desired outcome.

The instructor should keep detailed notes throughout the flight so an effective critique can be accomplished after each lesson. For additional information on performing effective critiques utilize the FAA Aviation Instructor Handbook (FAA-H-8083-9).

## List of Assessment Items

The following list of assessment items will help the instructor determine which desired outcome the Cirrus pilot has attained.. The purpose of these assessment items is to give guidance as to what needs to be accomplished on each task for each lesson.

*Note:* These assessment items are used to evaluate each task. The level at which these tasks are expected to be performed are based on the Desired Outcomes required in the specific lesson.

## Ground Briefing

### Instructor-Student Relationship

- Cirrus pilot conducted a self assessment related to the safety of flight.
- Cirrus pilot discussed the importance of maintaining the safety culture.
- Cirrus pilot discussed the instructor/student relationship in regards to interaction in and outside the aircraft.
- Cirrus pilot reviewed his/her personal minimums with the instructor conducting the training.

### Course Briefing / Overview

- Cirrus pilot discussed the FITS concept of student-led training.
- Cirrus pilot described the requirements for the completion of the course.

### Review of Pre-Training Material

- Cirrus pilot discussed how the POH relates to the safe operation of the aircraft.
- Cirrus pilot has completed the pre-training material as outlined in the pre-training checklist in the front of this document.

### Review of Instrument Procedures

- Cirrus pilot discussed and reviewed current IFR regulations and procedures with instructor.
- Cirrus pilot identified his/her areas of weakness relating to IFR regulations and procedures.

**Introduction to Avionics Using a Cockpit Procedures Trainer**

- Cirrus pilot accomplished normal checklist procedures of the Cirrus Aircraft.
- Cirrus pilot described the general avionics symbology and functionality.
- Cirrus pilot practiced using functions of the avionics system.
  - Started up and initialized the PFD/MFD.
  - Identified information and customized the presentation on the PFD and MFD.
  - Navigated through pages and menus of avionics.
  - Switched sources of navigation on the HSI presentation and identified which source was currently being used.
  - Tuned and activated Nav and Com frequencies.
  - Programmed and activated Direct-to navigation.
  - Created and modified flight plans (using Victor airways if applicable).
  - Found destination airport information using the avionics.
  - Found the nearest airport/VOR/center frequency/FSS frequency using the avionics.
  - Used vertical navigation functions of the GPS/FMS.
  - Used electronic checklists.
  - Used electronic approach charts if available.
  - Used various modes of the autopilot and demonstrated when to use each mode.
  - Set autopilot bugs for heading, course, altitude, and vertical speed.
  - Entered transponder codes and used the ident function.
  - Used timers that were available in the aircraft.
  - Used lean assist to aid in leaning the engine mixture.
  - Demonstrated TAWS system if available.
  - Demonstrated traffic avoidance system and how to use it effectively if available.
- Cirrus pilot practiced the proper procedures to safely operate the Cirrus Aircraft Parachute System (CAPS).

**Preflight Briefing**

**Lesson Objectives**

- Cirrus pilot reviewed the objectives of the lesson and the desired outcomes required to meet completion standards.
- Cirrus pilot discussed how lesson objectives relate to overall course completion standards.

**Flight Overview**

- Cirrus pilot discussed the lesson content including scenarios that will be presented while in flight.
- Cirrus pilot discussed the importance of a positive exchange of the flight controls.
- Cirrus pilot discussed the relationship of the student and instructor.
- Cirrus pilot discussed circumstances in which the flight will be continued or discontinued.

**Risk Management**

**Manage Risk Using the 5P Checklist**

- Cirrus pilot used this risk management tool to aid in sound judgment, resource management, and risk management.
- Cirrus pilot used the 5P Checklist at the following intervals: flight planning, before takeoff, en route, and top of descent.

| The 5P Checklist |   |
|------------------|---|
| Plan             | <ul style="list-style-type: none"> <li>➤ Weather</li> <li>➤ Route</li> <li>➤ Publications</li> <li>➤ ATC Delays</li> <li>➤ Fuel Remaining</li> </ul>  |
| Plane            | <ul style="list-style-type: none"> <li>➤ Mechanical Status</li> <li>➤ Automation Status</li> <li>➤ Database Currency</li> <li>➤ Circuit Breakers</li> <li>➤ Backup Systems</li> </ul>   |
| Pilot            | <ul style="list-style-type: none"> <li>➤ "I"llness</li> <li>➤ "M"edication</li> <li>➤ "S"tress</li> <li>➤ "A"lcohol</li> <li>➤ "F"atigue</li> <li>➤ "E"motion</li> </ul>  |
| Passengers       | <ul style="list-style-type: none"> <li>➤ Pilots or non-pilots</li> <li>➤ Nervous or quiet</li> <li>➤ Experienced or new</li> <li>➤ Helpful or a handful</li> <li>➤ Urgent or optional</li> <li>➤ Business or pleasure</li> </ul>  |
| Programming      | <p><i>Preprogram the:</i></p> <ul style="list-style-type: none"> <li>➤ Autopilot</li> <li>➤ GPS</li> <li>➤ MFD/PFD</li> </ul> <p><i>Anticipate:</i></p> <ul style="list-style-type: none"> <li>➤ Likely reroutes and clearances</li> <li>➤ Crunch points</li> <li>➤ Manual backup</li> <li>➤ High terrain encounters</li> </ul> |

**Single Pilot Resource Management****Task Management**

- Cirrus pilot prioritized and selected the appropriate tasks (or series of tasks) to ensure successful completion of the training scenario.
- Cirrus pilot managed the resources (both on-board the aircraft and from outside sources) available (prior to and during flight) to ensure that the successful outcome of the flight was never in doubt.
- Cirrus pilot integrated the use of the PFD, MFD, FMS(if installed), and autopilot to reduce workload and increase situational awareness.

**Automation Management**

- Cirrus pilot programmed and utilized the appropriate modes of cockpit automation to ensure successful completion of the scenario.
- Cirrus pilot described appropriate times to use automation and recognized when to revert to lower levels of automation or hand-flying.

**Avionics Usage**

- Cirrus pilot used the electronic checklists and other available information on MFD during the appropriate phase of flight.
- Cirrus pilot used the airport diagram to reduce the risk of runway incursions.
- Cirrus pilot entered the route of flight into the flight plan.
- Cirrus pilot utilized the autopilot or flight director (FD) as appropriate for climbs, descents, altitude hold, and course guidance.
- Cirrus pilot used and interpreted available weather information on the MFD to aid in good decision-making and to ensure safe outcome of the flight while applying the 5P checklist. Cirrus pilot effectively conducted instrument cross-checks, proper instrument interpretation, and positive aircraft control while using the PFD and other related avionics.
- Cirrus pilot used the MFD to effectively maintain situational awareness while integrating visual and instrument cues.
- Cirrus pilot properly integrated the normal use of the PFD, MFD, FMS (if installed), autopilot, and related avionics to safely operate the Cirrus aircraft.

**Radio Communication**

- During the flight, the Cirrus pilot obtained clearances from ATC and demonstrated an appropriate response to ATC when those clearances were unclear.
- Cirrus pilot established and maintained proper communication with ATC, tower or UNICOM.
- Cirrus pilot acquired communication and navigation frequencies using appropriate avionics.

**Risk Management and Aeronautical Decision-Making (ADM)**

- Cirrus pilot made informed decisions in a timely manner.
- During low and high workloads the Cirrus pilot evaluated his/her course of action and identified resources he/she could use to reduce risk.
- During the scenarios the Cirrus pilot identified planned and unplanned situations as they occurred.
- During the scenarios the Cirrus pilot effectively assessed alternatives and implemented the appropriate course of action while using the 5P checklist.
- During the scenarios the Cirrus pilot continued to evaluate his/her decisions and identified additional risk using the 5P checklist.

**Situational Awareness**

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

**Controlled Flight into Terrain (CFIT) Awareness**

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

**Pre-Takeoff****Preflight Preparation**

- Cirrus pilot properly acquired, interpreted, and briefed the instructor on the current weather information for the route of flight.
- Cirrus pilot determined that he/she has enough fuel to safely make the flight.
- Cirrus pilot is familiar with the CG limits of the aircraft and has determined the CG is within aircraft limitations.

- Cirrus pilot is familiar with the performance limitations of the aircraft and discussed how density altitude will affect the performance of the aircraft during critical phases of flight.
- Cirrus pilot identified the risks of this flight and related his/her personal minimums to weather conditions encountered.
- Cirrus pilot used the I.M.S.A.F.E checklist and practiced identifying any associated risks that may affect a go/no-go decision.
- Cirrus pilot identified the risk elements appropriate to the transition training scenario and would be able to categorize the risks of the flight into the 5P checklist.
- Cirrus pilot completed the preflight inspection in accordance with the POH.

### Engine Start

- Cirrus pilot identified the best start procedure.
- Cirrus pilot used proper clearing procedures prior to engine start.
- Cirrus pilot monitored engine indications after engine start.

### Before Taxi

- Cirrus pilot completed the before taxi checklist.

### Taxi

- Cirrus pilot taxied aircraft while maintaining directional control with minimal use of brakes.
- Cirrus pilot used airport diagram presentation on MFD to aid in situational awareness and to avoid runway incursions (if available).
- Cirrus pilot completed the taxi checklist.

### Before Takeoff

- Cirrus pilot completed the before takeoff checklist.
- Cirrus pilot determined the best type of takeoff and configuration to conduct for each scenario.
- Cirrus pilot used proper clearing procedures when taxiing onto the active runway.
- Cirrus pilot configured the avionics prior to taxiing onto the runway.
- Cirrus pilot conducted a takeoff briefing on information pertaining to the safety of the flight.

### Takeoff and Climb

#### Normal/Crosswind Takeoff

- Cirrus pilot chose to reduce risk by ensuring a minimum of 2.5 times the runway distance required for takeoff was available.

- Cirrus pilot demonstrated the appropriate techniques to perform a normal/crosswind takeoff.
- Cirrus pilot maintained centerline on takeoff as the power was increased.
- Cirrus pilot monitored engine instruments for abnormalities during the takeoff roll.
- Cirrus pilot aborted the takeoff if any abnormalities were observed.

#### Short-field Takeoff

- Cirrus pilot described the associated conditions related to conducting a short-field takeoff.
- Cirrus pilot demonstrated the appropriate techniques to perform a short-field takeoff.
- Cirrus pilot anticipated the increased left-turning forces on the airplane and maintained centerline.
- Cirrus pilot monitored engine instruments for abnormalities during the takeoff roll.
- Cirrus pilot aborted the takeoff if any abnormalities were observed.
- Cirrus pilot maintained the best angle of climb ( $V_x$ ) airspeed until any obstacles were cleared.

#### Soft-field Takeoff

- Cirrus pilot described the associated conditions related to conducting a soft-field takeoff.
- Cirrus pilot considered the recent weather conditions (or simulated) prior to using a soft field for takeoff.
- Cirrus pilot demonstrated the appropriate techniques to perform a soft-field takeoff.
- Cirrus pilot monitored engine instruments for abnormalities during the takeoff roll.
- Cirrus pilot aborted the takeoff if any abnormalities were observed.

#### Climb

- Cirrus pilot used the autopilot to assist in climb out if appropriate.
- Cirrus pilot retracted the flaps at the appropriate time.
- Cirrus pilot selected the appropriate altitude to turn onto course.
- Cirrus pilot used the traffic system to aid in visually acquiring other aircraft while using proper scanning techniques for collision avoidance.
- Cirrus pilot completed the climb checklist.
- Cirrus pilot established the proper power and mixture settings on climb out.
- Cirrus pilot transitioned to an en route climb and utilized engine monitoring to maintain proper engine cooling.

- Cirrus pilot used the oxygen system if applicable and donned the mask/cannula prior to reaching an altitude where oxygen is required.

## **Cruise**

### **Initial Cruise**

- Cirrus pilot followed the proper leaning procedure as outlined in the POH.
- Cirrus pilot completed the cruise checklist.

### **En Route Cruise**

- Cirrus pilot maintained situational awareness using available resources.
- Cirrus pilot used the appropriate modes of the autopilot for cruise flight.
- Cirrus pilot continued to use oxygen at altitudes where it is required or needed.
- Cirrus pilot assessed possible alternatives for final destination airports and selected the appropriate destination using available resources including weather information available in the cockpit.

## **Descent and Landing**

### **Descent and Arrival Procedures**

- Cirrus pilot used the correct arrival and approach procedure needed to safely transition from en route to arrival.
- Cirrus pilot used the satellite weather to aid in determining the active runway and/or traffic pattern entry.
- Cirrus pilot conducted descent planning to avoid unnecessary high rates of descent which could lead to passenger discomfort or excessive engine cooling.
- Cirrus pilot chose a safe, alternate course of action for approach and arrival for the given the conditions.
- Cirrus pilot established a stabilized descent and arrival.
- Cirrus pilot can identify the primary hazards of partial power while operating the autopilot.
- Cirrus pilot chose a safe course of action to transition from arrival to a safe landing.
- Cirrus pilot properly adjusted airspeed for arrival at the airport.

- Cirrus pilot used available internal and external resources to choose a safe runway for landing and properly entered the airport area of the arrival airport.

## **Traffic Pattern**

- Cirrus pilot maintained the appropriate altitude and airspeed during traffic pattern operations.
- Cirrus pilot configured aircraft correctly for the landing being conducted.
- Cirrus pilot completed the before landing checklist prior to entering the traffic pattern.
- Cirrus pilot disconnected the autopilot prior to entering the traffic pattern.

## **Normal/Crosswind Landing**

- Cirrus pilot demonstrated the appropriate techniques to perform a normal/crosswind landing.
- Cirrus pilot established appropriate approach, landing configuration, and airspeed in accordance with the SOP's.
- Cirrus pilot conducted a stabilized approach which included:
  - Proper airspeed
  - Correct flight path
  - Correct landing configuration
  - Power setting appropriate for aircraft configuration
  - Normal sink rate
  - Checklists complete
- Cirrus pilot made smooth, timely, and correct control application during roundout and touchdown.
- Cirrus pilot executed a go-around when a stabilized approach could not be obtained and maintained by 500 ft. AGL.
- Cirrus pilot maintained directional control and centerline throughout approach and landing sequence.

## **Short-field Landing**

- Cirrus pilot demonstrated the appropriate techniques to perform a short-field landing.
- Cirrus pilot conducted a stabilized approach which included:
  - Proper airspeed
  - Correct flight path
  - Correct landing configuration
  - Power setting appropriate for aircraft configuration
  - Normal sink rate
  - Checklists complete
- Cirrus pilot identified touchdown and go-around points prior to performing landings.

- Cirrus pilot executed a go-around when a stabilized approach could not be obtained by 500 ft AGL.
- Cirrus pilot maintained directional control and centerline throughout approach and landing sequence.

### Soft-field Landing

- Cirrus pilot demonstrated the appropriate techniques to perform a soft-field landing.
- Cirrus pilot adequately surveyed the runway environment prior to landing on a soft-field runway.
- Cirrus pilot considered the recent weather conditions when deciding the safety of landing on the soft-field runway.
- Cirrus pilot used the appropriate resources to ensure the runway was suitable to land on.
- Cirrus pilot made smooth, timely, and correct control application during roundout and touchdown.
- Cirrus pilot executed a go-around when a stabilized approach could not be obtained and maintained by 500 ft. AGL.
- Cirrus pilot maintained directional control and centerline throughout approach and landing sequence.

### 50% Flap Landing

- Cirrus pilot described a scenario in which a 50% flap landing may be required.
- Cirrus pilot demonstrated the appropriate techniques to perform a 50% flap landing.
- Cirrus pilot identified risks associated with 50% flap landing.
- Cirrus pilot made smooth, timely, and correct control application during roundout and touchdown.
- Cirrus pilot executed a go-around when a stabilized approach could not be obtained and maintained by 500 ft. AGL.
- Cirrus pilot maintained directional control and centerline throughout approach and landing sequence.

### Zero Flap Landing

- Cirrus pilot explained a scenario in which a zero flap landing may be required.
- Cirrus pilot demonstrated the appropriate techniques to perform a zero flap landing.
- Cirrus pilot maintained recommended airspeeds while performing a zero flap landing.
- Cirrus pilot identified risks associated with a zero flap landing.
- Cirrus pilot made smooth, timely, and correct control application during roundout and touchdown.

- Cirrus pilot executed a go-around when a stabilized approach could not be obtained and maintained by 500 ft. AGL.
- Cirrus pilot maintained directional control and centerline throughout approach and landing sequence.

### Power-off Landing

- Cirrus pilot demonstrated the appropriate techniques to perform a power-off landing.
- Cirrus pilot described the dangers of performing a power-off landing with zero flaps. (Not authorized per Flight Operations Manual).
- Cirrus pilot described when to add flaps and correct control applications during the power-off approach.

### Go-Around

- Cirrus pilot recognized situations in which a go-around is the best course of action.
- Cirrus pilot executed a go-around when a stabilized approach could not be obtained by 500 ft AGL.
- Cirrus pilot demonstrated the appropriate techniques to perform a go-around.
- Cirrus pilot retracted the flaps at the appropriate time during the go-around.
- Cirrus pilot maintained directional control during the go-around.
- Cirrus pilot completed the appropriate checklist.

### After Landing

- Cirrus pilot conducted the after-landing checklists when clear of the active runway.
- Cirrus pilot used the airport diagram on the MFD to aid in situational awareness while taxiing.

### Shutdown

- Cirrus pilot completed the shutdown checklist.
- Cirrus pilot secured the aircraft properly with chocks and/or the parking brake.

## Instrument Procedures

### Basic Attitude Instrument Flying

- Cirrus pilot controlled the aircraft solely by reference to the flight instruments during straight-and-level flight, climbs, turns, and descents.

- Cirrus pilot used a proper instrument crosscheck and interpretation while applying the appropriate pitch, bank, power, and trim corrections when applicable.
- Cirrus pilot can perform basic attitude instrument flying within the standards set forth by the current edition of the Instrument Rating Practical Test Standards.

### Instrument Approach Procedures

- Cirrus pilot loaded and activated the approach using the GPS/FMS and navigated vertically and horizontally using the automation available.
- Cirrus pilot confirmed the operational status of the navigation equipment to be used for the approach procedure. (Identify navaid, verify appropriate GPS approach mode)
- Cirrus pilot executed the approach using the appropriate automation for the type of approach flown.
- Cirrus pilot made a stabilized transition from simulated/actual IMC conditions to visual conditions at the decision altitude on the approach.
- Cirrus pilot executed a missed approach upon reaching the MDA or DA with no runway environment in sight or when allowing a three-quarter scale deflection on the course guidance indicators.
- Cirrus pilot maintained altitude, heading, speed, and course guidance within the standards set forth in the current edition of the Instrument Rating Practical Test Standards.

### Missed Approach Procedures

- Cirrus pilot initiated a missed approach when necessary by promptly disconnecting the autopilot, applying power, establishing a climb attitude, retracting the flaps at the appropriate time, and navigating via the missed approach procedure.
- Cirrus pilot used the GPS to follow the missed approach procedure by changing the CDI to "GPS" if applicable and by deselecting "suspend" at the appropriate time.
- Cirrus pilot advised ATC of beginning the missed approach procedure.
- Cirrus pilot completed the appropriate checklist once the aircraft was stabilized in a climb and on course.
- Cirrus pilot maintained altitude, heading, speed, and course guidance within the standards set forth in the current edition of the Instrument Rating Practical Test Standards.

### Holding Procedures

- Cirrus pilot slowed to the recommended holding airspeed when within three minutes, but prior to reaching the holding fix.

- Cirrus pilot used the correct entry for the holding pattern.
- Cirrus pilot recognized arrival at the holding fix and initiates the holding pattern.
- Cirrus pilot used proper timing criteria or distances for the hold where applicable.
- Cirrus pilot used proper wind correction procedures to maintain the desired pattern and to arrive over the fix as close as possible to the specified time.
- Cirrus pilot maintained altitude, heading, speed, and course guidance within the standards set forth in the current edition of the Instrument Rating Practical Test Standards.

### Departure Procedures

- Cirrus pilot explained and complied with the assigned departure procedure.
- Cirrus pilot complied in a timely manner with all ATC instructions and airspace restrictions.
- Cirrus pilot intercepted in a timely manner all courses, radials, and bearings appropriate to the departure procedure.

### Circling Approach

- Cirrus pilot recognized the need to do a circling approach.
- Cirrus pilot selected and complied with the appropriate circling approach procedure considering turbulence and wind shear and considered the maneuvering capabilities of the aircraft.
- Cirrus pilot confirmed the direction of the traffic and adhered to all restrictions and instructions issued by ATC.
- Cirrus pilot does not exceed the visibility criteria or descend below the appropriate circling altitude until in a position from which a descent to a normal landing can be made.
- Cirrus pilot maintained altitude, heading, speed, and course guidance within the standards set forth in the current edition of the Instrument Rating Practical Test Standards.

### Loss of Primary Electronic Flight Instruments (Partial Panel Approach)

- Cirrus pilot recognized if primary flight instruments were inaccurate or inoperative and advised ATC.
- Cirrus pilot advised ATC anytime that the aircraft was unable to comply with a clearance.
- Cirrus pilot demonstrated an instrument approach without the use of the primary flight instruments using the criteria set forth in the Instrument Approach Procedures assessment item and in the current edition of the Instrument Rating Practical Test Standards.

### Recovery from Unusual Attitudes

- Cirrus pilot demonstrated knowledge of flight situations that could lead to unusual attitudes.
- Cirrus pilot recovered from an unusual attitude properly and used the autopilot as appropriate to keep the aircraft stabilized.
- Cirrus pilot identified the possible alternative of using the CAPS with regards to an unusual attitude.

### Post Flight Briefing

#### Post Flight Discussion and Critique

- Cirrus pilot discussed the decisions made and related them to an analysis of factual information, the aircraft capabilities, pilot experience, and skill.
- Cirrus pilot discussed the process used to make good decisions.
- Cirrus pilot identified performance deficiencies encountered during the flight.
- Cirrus pilot discussed possible methods and alternatives for improvement on outcomes of the scenarios.

### Maneuvers

#### Steep Turns

- Cirrus pilot executed proper collision avoidance procedures prior to conducting steep turns.
- Cirrus pilot used good decision-making skills to select a low-risk location to conduct the steep turns.
- Cirrus pilot used the recommended airspeed to conduct steep turns as stated in the FOM.
- Cirrus pilot demonstrated the appropriate techniques to perform steep turns.
- Cirrus pilot applied the appropriate corrections to maintain the steep turns within the standards for your certificate and ratings.

#### Slow Flight

- Cirrus pilot explained the relationship between pitch and power and how they relate to slow flight.
- Cirrus pilot applied slow flight principles to normal flight conditions.
- Cirrus pilot used good decision-making skills to select a low-risk location to conduct slow flight.
- Cirrus pilot demonstrated the appropriate techniques to perform steep turns.

- Cirrus pilot divided his/her attention between the airplane control and situational awareness, while maintaining the altitude assigned.

### Power-off Stall

- Cirrus pilot used good decision making skills to select a low-risk location to conduct power-off stalls.
- Cirrus pilot demonstrated the appropriate techniques to perform power-off stalls.
- Cirrus pilot practiced various stages of the stall and recovered promptly allowing the aircraft to accelerate to the recommended airspeed.
- Cirrus pilot practiced recovering from the stall both at the point of recognition and at a full stall.
- Cirrus pilot practiced the stall in both a wings-level and a turning condition.

### Power-on Stall

- Cirrus pilot used good decision making skills to select a low-risk location to conduct power-on stalls.
- Cirrus pilot demonstrated the appropriate techniques to perform power-on stalls.
- Cirrus pilot recognized various stages of the stall and recovered promptly allowing the aircraft to accelerate to the recommended airspeed.
- Cirrus pilot practiced recovering from the stall both at the point of recognition and at a full stall.
- Cirrus pilot practiced the stall in both a wings-level and a turning condition.

### Autopilot Stall Recognition

- Cirrus pilot described the limitations associated with the autopilot.
- Cirrus pilot practiced conducting autopilot stall recognition to recovery and was able to relate possible scenarios where this could happen.
- Cirrus pilot took appropriate action if the autopilot exceeded its airspeed limitation.

*Note:* For additional information on conducting safe autopilot stall recognition, see the Flight Operations Manual (FOM).

**Abnormal / Emergency Procedures****PFD Failure**

- Cirrus pilot determined reason for PFD failure.
- Upon detecting a PFD failure, Cirrus pilot took appropriate action to maintain aircraft control.
- Cirrus pilot used available resources to reduce additional workload.
- Cirrus pilot described autopilot operation as it related to the PFD failure.
- Cirrus pilot took appropriate action for the given situation.

**AHRS Failure**

- Cirrus pilot determined alternatives for an instrument approach with invalid attitude and heading information on the PFD.
- Cirrus pilot described how other equipment is affected with invalid attitude and heading information on the PFD.
- Cirrus pilot used available resources to reduce additional workload.

**Air Data Computer Failure**

- Cirrus pilot determined that an air data malfunction had occurred.
- Cirrus pilot described how other equipment is affected with invalid air data information.
- Cirrus pilot used available resources to reduce additional workload.

**MFD Failure**

- Cirrus pilot determined how the loss of the MFD affects the operation of the aircraft and his/her personal minimums.
- Cirrus pilot used available resources to reduce additional workload.

**GPS Failure**

- Cirrus pilot determined how the loss of the GPS affects the operation of the aircraft and his/her personal minimums.
- Cirrus pilot described how other equipment is affected with the loss of GPS data.
- Cirrus pilot used available resources to reduce additional workload.

**Autopilot Failure**

- Cirrus pilot identified the risks associated with an autopilot failure.
- Cirrus pilot identified how an autopilot failure affects his/her personal minimums.
- Cirrus pilot used the checklist to appropriately troubleshoot the autopilot while dividing attention and controlling the aircraft manually.

**Alternator Failure**

- Cirrus pilot identified indications of an alternator failure.
- Cirrus pilot identified equipment that will be affected with an alternator failure.
- Cirrus pilot described which systems were malfunctioning, properly troubleshoot, and took appropriate action to reduce risk to an acceptable level.
- Cirrus pilot followed proper checklist procedures.
- Cirrus pilot shed electrical loads as necessary for the given situation.
- Cirrus pilot used available resources to reduce additional workload.

**Engine Malfunction**

- Cirrus pilot can explain situations that may cause engine malfunctions.
- Cirrus pilot used checklists when time permitted.
- Cirrus pilot decided on the best course of action for the situation.
- Cirrus pilot recognized the need to divert and chose a suitable location, if the situation warranted.
- Cirrus pilot considered CAPS as an alternative solution to each potentially life threatening emergency.

**Flap Malfunction**

- Cirrus pilot recognized the flap malfunction.
- Cirrus pilot described how a flap malfunction will affect landing distance and why a diversion may be necessary.

**Open Door**

- Cirrus pilot identified an open door and reacted accordingly.
- Cirrus pilot divided his/her attention between the open door and controlling the airplane.

**Cabin Fire**

- Cirrus pilot described why an electrical fire can happen.
- Cirrus pilot responded to the urgency of the electrical scenario.
- Cirrus pilot conducted the proper checklist items for the flight situation.
- Cirrus pilot took necessary action to simulate eliminating fumes and smoke from the cockpit.
- Cirrus pilot made a decision to divert in a timely manner.

**TAWS Escape**

- Cirrus pilot performed scenarios that simulated TAWS warnings.
- Cirrus pilot identified audible warnings associated with the TAWS system.

- Cirrus pilot conducted appropriate maneuvers when a TAWS warning was simulated.

### Inadvertent Ice Encounter

- Cirrus pilot discussed conditions that could contribute to the formation of ice.
- Cirrus pilot exited the simulated icing encounter in a manner that is consistent with FAA regulations and the POH.
- Cirrus pilot followed the proper checklist procedure as outlined in the POH and ice protection supplement.

### Turbo System Malfunction

- Cirrus pilot promptly recognized loss of manifold pressure.
- Cirrus pilot completed the emergency checklist for an unexplained loss of manifold pressure.
- Cirrus pilot used available resources to reduce workload.
- Cirrus pilot discussed the difficulties of trying to distinguish between an induction system leak and an exhaust system leak.
- Cirrus pilot discussed the need to expedite the descent and land at the nearest airport.

### Oxygen System Malfunction

- Cirrus pilot identified which systems were malfunctioning, properly troubleshooted, and took action to reduce risk to an acceptable level.
- Cirrus pilot used available resources to reduce additional workload.
- Cirrus pilot discussed symptoms associated with hypoxia. Cirrus pilot also demonstrated the use of the pulse oximeter (if available) and discussed how this device can provide enhanced safety when operating at higher altitudes.
- Cirrus pilot followed proper procedures for an oxygen system malfunction.
- Cirrus pilot recognized oxygen was not flowing to the masks and initiated an emergency descent to a safe altitude. (Below 10,000 ft)
- Cirrus pilot discussed the risks associated with hypoxia and the need to get to a safe altitude.

### Weather Diversion

- Cirrus pilot identified weather conditions that had not been forecasted.
- Cirrus pilot used all available resources to make a determination of whether to divert and took appropriate action to do so.
- Cirrus pilot used the autopilot to aid in reducing the additional workload.

### Emergency Approach and Landing

- Cirrus pilot identified a proper landing location and the risks involved.
- Cirrus pilot effectively utilized the glide characteristics of the aircraft.
- Cirrus pilot considered CAPS as one alternative solution if no suitable landing area can be utilized.

### Inadvertent IMC Encounter

- Cirrus pilot has identified methods to help prevent inadvertent flight into IMC conditions.
- Cirrus pilot acted appropriately to exit IMC conditions or get an IFR clearance.
- Cirrus pilot used the autopilot to aid in reducing the additional workload and to prevent a loss of control.

**Ground Lesson 1**

*Introduction to Cirrus Transition Training*

Approximate time: .....3.0 Hours

**Lesson Objectives**

- Establish instructor-student relationship and develop the safety culture expected throughout the training.
- Review course content, objectives, and completion standards.
- Review and evaluate pre-training material.
- Introduce topics that are specific to the model of aircraft being flown.
- Review IFR procedures and regulations to aid in determining pilot's current level of instrument proficiency.
- Begin to define personal capabilities and weather minimums.
- Practice using risk management tools and techniques to reduce the overall risk associated with flying.
- Gain proficiency with the avionics of Cirrus aircraft using a cockpit procedures trainer, hot bench, or an aircraft on ground power.

**Lesson Content**

The instructor will begin the training by developing the instructor/learner relationship. The instructor should conduct a brief interview with the Cirrus pilot in order to determine prior flight experience, learning styles, and any additional goals of training beyond course objectives. The first meeting will create the safety culture expected throughout the training. This lesson includes an assessment done by the Cirrus pilot to determine personal readiness to safely begin training.

The instructor will lead a discussion on FAA Industry Training Standards (FITS) and the concepts of a FITS accepted course. An overview of the course content will also be discussed at this time.

The Cirrus pilot will be given an opportunity to ask any questions regarding the pre-training material. The instructor should develop a discussion to evaluate the Cirrus pilot's knowledge of Cirrus aircraft.

A review of IFR procedures and regulations should be conducted during this ground briefing to aid in determining the pilot's proficiency with instrument procedures. If the Cirrus pilot has completed the FAST's IPC Review Guide, the instructor should clarify information from that course and relate this information to Cirrus aircraft operations.

The instructor should spend an adequate amount of time with the Cirrus pilot in a cockpit procedures trainer, hot bench, or an aircraft on ground power to ensure the Cirrus pilot has a foundation in the functions of the avionics that are installed in the aircraft. The time spent on the ground with the avionics will greatly improve the ability of the Cirrus pilot to concentrate on flying the aircraft and correlate avionics functions into scenarios that he or she will encounter while flying.

**Task Checklist**

Within the context of the training event, the instructor should reference the "List of Assessment Items" section to determine if the Cirrus pilot has met the required desired outcome for each task in the lesson.

| Task  | Desired Outcome          |                          |
|---|--------------------------|--------------------------|
|   | Describe                 | Explain                  |
| Instructor-Student Relationship                             | <input type="checkbox"/> | <input type="checkbox"/> |
| Course Briefing / Overview                                  | <input type="checkbox"/> | <input type="checkbox"/> |
| Review of Pre-Training Material                             | <input type="checkbox"/> | <input type="checkbox"/> |
| Review of Instrument Procedures                             | <input type="checkbox"/> | <input type="checkbox"/> |
| Introduction to Avionics Using a Cockpit Procedures Trainer | <input type="checkbox"/> | <input type="checkbox"/> |

**Lesson Completion Standards**

This lesson will be complete when the Cirrus pilot satisfactorily demonstrates ADM and critical thinking skills by completing the required tasks using the assessment criteria within this course.

**Flight Lesson 2**

*Controlling the Aircraft*

Equipment: .....Aircraft  
 Approximate Pre and Post Briefing:.....1.0 Hours  
 Approximate Flight Time: .....1.5 Hours  
 Cross Country Legs Required: .....0  
 Takeoffs/Landings Required: .....6

**Lesson Objectives**

- Gain proficiency in the operational characteristics of the Cirrus aircraft during maneuvers, takeoffs, and landings.

**Lesson Content**

The purpose of this lesson is to introduce the Cirrus pilot to the operational characteristics of Cirrus aircraft. While the intent of this lesson is not cross country procedures, the instructor may choose to introduce these and other normal procedures while en route to an airport in which the takeoffs and landings can be accomplished efficiently.

Emphasis should be placed on safely operating the airplane during steep turns, slow flight, and stalls, as well as during takeoffs and landings in various configurations.

This lesson is primarily maneuver-based in order to develop a solid foundation in “stick and rudder” skills prior to moving on to more advanced scenarios, but the instructor and Cirrus pilot should discuss circumstances in which to use each type of takeoff, landing, and maneuver. Emphasis should be placed on manually flying the aircraft rather than on autopilot use.

**Task Checklist**

Within the context of the training event, the instructor should reference the “*List of Assessment Items*” to determine if the Cirrus pilot has met the required Desired Outcome for each task in the lesson.

Preflight Briefing

| Task              | Desired Outcome          |                          |
|-------------------|--------------------------|--------------------------|
|                   | Describe                 | Explain                  |
| Lesson Objectives | <input type="checkbox"/> | <input type="checkbox"/> |
| Flight Overview   | <input type="checkbox"/> | <input type="checkbox"/> |

Risk Management

| Task   | Desired Outcome          |                          |
|--|--------------------------|--------------------------|
|  | Practice                 | Manage/Decide            |
| Manage Risk Before the Flight Using the 5P Checklist | <input type="checkbox"/> | <input type="checkbox"/> |
| Manage Risk During the Flight Using the 5P Checklist | <input type="checkbox"/> | <input type="checkbox"/> |

Single Pilot Resource Management / Overall Flight

| Task                    | Desired Outcome          |                          |
|-------------------------|--------------------------|--------------------------|
|                         | Practice                 | Manage/Decide            |
| Task Management         | <input type="checkbox"/> | <input type="checkbox"/> |
| Automation Management   | <input type="checkbox"/> | <input type="checkbox"/> |
| Avionics Usage          | <input type="checkbox"/> | <input type="checkbox"/> |
| Radio Communication     | <input type="checkbox"/> | <input type="checkbox"/> |
| Risk Management and ADM | <input type="checkbox"/> | <input type="checkbox"/> |
| Situational Awareness   | <input type="checkbox"/> | <input type="checkbox"/> |
| CFIT Awareness          | <input type="checkbox"/> | <input type="checkbox"/> |

Pre-Takeoff

| Task                  | Desired Outcome          |                          |
|-----------------------|--------------------------|--------------------------|
|                       | Practice                 | Perform                  |
| Preflight Preparation | <input type="checkbox"/> | <input type="checkbox"/> |
| Engine Start          | <input type="checkbox"/> | <input type="checkbox"/> |
| Before Taxi           | <input type="checkbox"/> | <input type="checkbox"/> |
| Taxi                  | <input type="checkbox"/> | <input type="checkbox"/> |
| Before Takeoff        | <input type="checkbox"/> | <input type="checkbox"/> |

Takeoff and Climb

| Task                     | Desired Outcome          |                          |
|--------------------------|--------------------------|--------------------------|
|                          | Practice                 | Perform                  |
| Normal/Crosswind Takeoff | <input type="checkbox"/> | <input type="checkbox"/> |
| Short-field Takeoff      | <input type="checkbox"/> | <input type="checkbox"/> |
| Soft-field Takeoff       | <input type="checkbox"/> | <input type="checkbox"/> |
| Climb                    | <input type="checkbox"/> | <input type="checkbox"/> |

Cruise

| Task            | Desired Outcome          |                          |
|-----------------|--------------------------|--------------------------|
|                 | Practice                 | Perform                  |
| Initial Cruise  | <input type="checkbox"/> | <input type="checkbox"/> |
| En Route Cruise | <input type="checkbox"/> | <input type="checkbox"/> |

Maneuvers

| Task  | Desired Outcome          |                          |
|---|--------------------------|--------------------------|
|   | Practice                 | Perform                  |
| Steep Turns                                       | <input type="checkbox"/> | <input type="checkbox"/> |
| Slow Flight                                       | <input type="checkbox"/> | <input type="checkbox"/> |
| Power-off Stalls<br>(Imminent, Full, Level, Bank) | <input type="checkbox"/> | <input type="checkbox"/> |
| Power-on Stalls<br>(Imminent, Full, Level, Bank)  | <input type="checkbox"/> | <input type="checkbox"/> |
| Autopilot Stall Recognition                       | <input type="checkbox"/> | <input type="checkbox"/> |

Descent and Landing

| Task                           | Desired Outcome          |                          |
|--------------------------------|--------------------------|--------------------------|
|                                | Practice                 | Perform                  |
| Descent and Arrival Procedures | <input type="checkbox"/> | <input type="checkbox"/> |
| Traffic pattern                | <input type="checkbox"/> | <input type="checkbox"/> |
| Normal/Crosswind Landing       | <input type="checkbox"/> | <input type="checkbox"/> |
| Short-field Landing            | <input type="checkbox"/> | <input type="checkbox"/> |
| Soft-field Landing             | <input type="checkbox"/> | <input type="checkbox"/> |
| 50% Flap Landing               | <input type="checkbox"/> | <input type="checkbox"/> |
| Zero Flap Landing              | <input type="checkbox"/> | <input type="checkbox"/> |
| Power-off Landing              | <input type="checkbox"/> | <input type="checkbox"/> |
| Go-around                      | <input type="checkbox"/> | <input type="checkbox"/> |
| After Landing                  | <input type="checkbox"/> | <input type="checkbox"/> |
| Shutdown                       | <input type="checkbox"/> | <input type="checkbox"/> |

Post Flight Briefing

| Task                                | Desired Outcome          |                          |
|-------------------------------------|--------------------------|--------------------------|
|                                     | Describe                 | Explain                  |
| Post Flight Discussion and Critique | <input type="checkbox"/> | <input type="checkbox"/> |

**Lesson Completion Standards**

This flight lesson will be complete when the Cirrus pilot satisfactorily demonstrates ADM and critical thinking skills by completing the required tasks using the assessment criteria within this course.

*Note:* The Cirrus pilot must be able to conduct the required maneuvers, takeoffs, and landings at the perform level prior to completing this lesson.

**Flight Lesson 3**

*Introduction to VFR Normal Procedures and BAIF*

Equipment: .....Aircraft or FTD

Approximate Pre and Post Briefing:.....1.5 Hours

Approximate Flight Time: .....2.0 Hours

Cross Country Legs Required: .....3

Takeoffs/Landings Required: .....2

Instrument Approaches Required: .....2

**Lesson Objectives**

- Conduct normal operations for all phases of a VFR/IFR cross country flight while using automation.
- Gain proficiency in deciding when to use various levels of automation and when hand flying the aircraft is the best option.
- Gain proficiency controlling the aircraft solely by reference to instruments.
- Practice properly recovering the aircraft from unusual attitudes.
- Introduce Cirrus pilot to instrument approach procedures in the Cirrus aircraft.

**Scenario**

The purpose of this lesson will be to introduce the Cirrus pilot to normal operations in a Cirrus aircraft while conducting a VFR cross country flight. The cross country will consist of 3 legs with a preferred length of 30 – 45 minutes per leg. This should provide for enough time for the Cirrus pilot to conduct normal operations such as checklists, en route, and arrival procedures while having enough time to explore the equipment installed in the aircraft. The Cirrus pilot should use the autopilot for most of this lesson to gain proficiency in operating the various avionics in the aircraft. The Cirrus pilot will also be introduced to Basic Attitude Instrument Flying (BAIF) while using the PFD and standby instruments.

*Leg 1* – The Cirrus pilot should be introduced to the normal procedures of the Cirrus aircraft with focus on setting up avionics properly for a cross country flight. Focus will be on basic operations of the GPS/FMS and autopilot. The Cirrus pilot should conduct a visual arrival to the airport.

*Leg 2* – The Cirrus pilot should continue to gain proficiency in normal operations. The instructor will introduce advanced functions of the GPS/FMS and autopilot. The Cirrus pilot should conduct an ILS approach using the autopilot at the destination airport.

*Leg 3* – The Cirrus pilot should continue to gain proficiency in normal operations while using all forms of automation and all functions of the GPS/FMS. The instructor will introduce BAIF during this leg to prepare the Cirrus pilot for advanced instrument flight. Recovery from unusual attitudes should also be practiced during this leg. If flying a turbo aircraft, this leg should be conducted at high altitude (above 12,500 ft) and may require a slightly longer leg length to accommodate the longer climb and descent while conducting the tasks. The leg should terminate with a full procedure, stand-alone GPS approach using the autopilot.

At the completion of each leg, the Cirrus pilot will conduct a brief review of the decisions made on that leg and possible alternative solutions that could have been used to operate more effectively, efficiently and safely. During the lesson, the Cirrus pilot shall demonstrate the ability to control the aircraft manually and demonstrate automation management.

**Scenario Summary**

*Leg 1 – Autopilot*

- Basic functions of FMS/GPS
- Basic functions of autopilot

*Leg 2 – Autopilot*

- Advanced functions of FMS/GPS
- Advanced functions of autopilot
  
- Instrument Approach Procedures
  - ILS Approach – Vectors

*Leg 3 – Hand Fly*

- (T) High Altitude Leg (above 12,500 ft)
  - All functions of FMS/GPS
  - All functions of autopilot
  - Basic Attitude Instrument Flying
  - Recovery from Unusual Attitudes
  
- Instrument Approach Procedures
  - Stand-alone GPS Approach – Full Procedure

**Task Checklist**

Within the context of the training event, the instructor should reference the “*List of Assessment Items*” to determine if the Cirrus pilot has met the required Desired Outcome for each task in the lesson.

Preflight Briefing

| Task              | Desired Outcome          |                          |
|-------------------|--------------------------|--------------------------|
|                   | Describe                 | Explain                  |
| Lesson Objectives | <input type="checkbox"/> | <input type="checkbox"/> |
| Flight Overview   | <input type="checkbox"/> | <input type="checkbox"/> |

Risk Management

| Task   | Desired Outcome          |                          |
|--|--------------------------|--------------------------|
|  | Practice                 | Manage/Decide            |
| Manage Risk Before the Flight Using the 5P Checklist | <input type="checkbox"/> | <input type="checkbox"/> |
| Manage Risk During the Flight Using the 5P Checklist | <input type="checkbox"/> | <input type="checkbox"/> |

Single Pilot Resource Management / Overall Flight

| Task                    | Desired Outcome          |                          |
|-------------------------|--------------------------|--------------------------|
|                         | Practice                 | Manage/Decide            |
| Task Management         | <input type="checkbox"/> | <input type="checkbox"/> |
| Automation Management   | <input type="checkbox"/> | <input type="checkbox"/> |
| Avionics Usage          | <input type="checkbox"/> | <input type="checkbox"/> |
| Radio Communication     | <input type="checkbox"/> | <input type="checkbox"/> |
| Risk Management and ADM | <input type="checkbox"/> | <input type="checkbox"/> |
| Situational Awareness   | <input type="checkbox"/> | <input type="checkbox"/> |
| CFIT Awareness          | <input type="checkbox"/> | <input type="checkbox"/> |

Pre-Takeoff

| Task                  | Desired Outcome          |                          |
|-----------------------|--------------------------|--------------------------|
|                       | Practice                 | Perform                  |
| Preflight Preparation | <input type="checkbox"/> | <input type="checkbox"/> |
| Engine Start          | <input type="checkbox"/> | <input type="checkbox"/> |
| Before Taxi           | <input type="checkbox"/> | <input type="checkbox"/> |
| Taxi                  | <input type="checkbox"/> | <input type="checkbox"/> |
| Before Takeoff        | <input type="checkbox"/> | <input type="checkbox"/> |

Takeoff and Climb

| Task                     | Desired Outcome          |                          |
|--------------------------|--------------------------|--------------------------|
|                          | Practice                 | Perform                  |
| Normal/Crosswind Takeoff | <input type="checkbox"/> | <input type="checkbox"/> |
| Climb                    | <input type="checkbox"/> | <input type="checkbox"/> |

Cruise

| Task            | Desired Outcome          |                          |
|-----------------|--------------------------|--------------------------|
|                 | Practice                 | Perform                  |
| Initial Cruise  | <input type="checkbox"/> | <input type="checkbox"/> |
| En Route Cruise | <input type="checkbox"/> | <input type="checkbox"/> |

Descent and Landing

| Task                           | Desired Outcome          |                          |
|--------------------------------|--------------------------|--------------------------|
|                                | Practice                 | Perform                  |
| Descent and Arrival Procedures | <input type="checkbox"/> | <input type="checkbox"/> |
| Traffic pattern                | <input type="checkbox"/> | <input type="checkbox"/> |
| Normal/Crosswind Landing       | <input type="checkbox"/> | <input type="checkbox"/> |
| Short-field Landing            | <input type="checkbox"/> | <input type="checkbox"/> |
| Soft-field Landing             | <input type="checkbox"/> | <input type="checkbox"/> |
| 50% Flap Landing               | <input type="checkbox"/> | <input type="checkbox"/> |
| Zero Flap Landing              | <input type="checkbox"/> | <input type="checkbox"/> |
| Go-around                      | <input type="checkbox"/> | <input type="checkbox"/> |
| After Landing                  | <input type="checkbox"/> | <input type="checkbox"/> |
| Shutdown                       | <input type="checkbox"/> | <input type="checkbox"/> |

Instrument Procedures

| Task   | Desired Outcome          |                          |
|--|--------------------------|--------------------------|
|  | Practice                 | Perform                  |
| Basic Attitude Instrument Flying                 | <input type="checkbox"/> | <input type="checkbox"/> |
| Arrival Procedures                               | <input type="checkbox"/> | <input type="checkbox"/> |
| Instrument Approach Procedures (Precision - ILS) | <input type="checkbox"/> | <input type="checkbox"/> |
| Instrument Approach Procedures (Non-precision)   | <input type="checkbox"/> | <input type="checkbox"/> |
| Visual Approach Procedures                       | <input type="checkbox"/> | <input type="checkbox"/> |
| Missed Approach Procedures                       | <input type="checkbox"/> | <input type="checkbox"/> |
| Holding Procedures                               | <input type="checkbox"/> | <input type="checkbox"/> |
| Departure Procedures                             | <input type="checkbox"/> | <input type="checkbox"/> |
| Circling Approach                                | <input type="checkbox"/> | <input type="checkbox"/> |
| DME Arc Procedures                               | <input type="checkbox"/> | <input type="checkbox"/> |
| Loss of primary electronic flight instruments    | <input type="checkbox"/> | <input type="checkbox"/> |
| Unusual Attitude Recovery                        | <input type="checkbox"/> | <input type="checkbox"/> |

Post Flight Briefing

| Task                                | Desired Outcome          |                          |
|-------------------------------------|--------------------------|--------------------------|
|                                     | Describe                 | Explain                  |
| Post Flight Discussion and Critique | <input type="checkbox"/> | <input type="checkbox"/> |

**Lesson Completion Standards**

This flight lesson will be complete when the Cirrus pilot satisfactorily demonstrates ADM and critical thinking skills by completing the required tasks using the assessment criteria within this course.

### Flight Lesson 4

*Introduction to Basic IFR Procedures*

- Equipment: .....Aircraft or FTD
- Approximate Pre and Post Briefing:.....1.0 Hours
- Approximate Flight Time: .....2.5 Hours
- Cross Country Legs Required: .....0
- Takeoffs/Landings Required: .....1
- Instrument Approaches Required: .....3

**Lesson Objectives**

- Gain proficiency in conducting instrument approaches of various types and with various approach entries.

**Lesson Content**

The purpose of this lesson will be to introduce the Cirrus pilot to instrument approach procedures while using the autopilot and while hand flying under simulated instrument conditions. The instructor should choose at least 3 approaches of different types and various entries to each approach.

While the focus of this lesson is strictly on instrument approaches and not cross country or en route procedures, the instructor may want to conduct each approach at a different nearby airport to give the Cirrus pilot enough time to set up each approach. Depending on the Cirrus pilot’s experience, the instructor may introduce missed approach procedures and holding during this lesson.

**Approach Summary**

- ILS Approach
- GPS Approach
- VOR Approach

**Task Checklist**

Within the context of the training event, the instructor should reference the “*List of Assessment Items*” to determine if the Cirrus pilot has met the required Desired Outcome for each task in the lesson.

Preflight Briefing

| Task              | Desired Outcome          |                          |
|-------------------|--------------------------|--------------------------|
|                   | Describe                 | Explain                  |
| Lesson Objectives | <input type="checkbox"/> | <input type="checkbox"/> |
| Flight Overview   | <input type="checkbox"/> | <input type="checkbox"/> |

Risk Management

| Task   | Desired Outcome          |                          |
|--|--------------------------|--------------------------|
|  | Practice                 | Manage/Decide            |
| Manage Risk Before the Flight Using the 5P Checklist | <input type="checkbox"/> | <input type="checkbox"/> |
| Manage Risk During the Flight Using the 5P Checklist | <input type="checkbox"/> | <input type="checkbox"/> |

Single Pilot Resource Management / Overall Flight

| Task                    | Desired Outcome          |                          |
|-------------------------|--------------------------|--------------------------|
|                         | Practice                 | Manage/Decide            |
| Task Management         | <input type="checkbox"/> | <input type="checkbox"/> |
| Automation Management   | <input type="checkbox"/> | <input type="checkbox"/> |
| Avionics Usage          | <input type="checkbox"/> | <input type="checkbox"/> |
| Radio Communication     | <input type="checkbox"/> | <input type="checkbox"/> |
| Risk Management and ADM | <input type="checkbox"/> | <input type="checkbox"/> |
| Situational Awareness   | <input type="checkbox"/> | <input type="checkbox"/> |
| CFIT Awareness          | <input type="checkbox"/> | <input type="checkbox"/> |

Pre-Takeoff

| Task                  | Desired Outcome          |                          |
|-----------------------|--------------------------|--------------------------|
|                       | Practice                 | Perform                  |
| Preflight Preparation | <input type="checkbox"/> | <input type="checkbox"/> |
| Engine Start          | <input type="checkbox"/> | <input type="checkbox"/> |
| Before Taxi           | <input type="checkbox"/> | <input type="checkbox"/> |
| Taxi                  | <input type="checkbox"/> | <input type="checkbox"/> |
| Before Takeoff        | <input type="checkbox"/> | <input type="checkbox"/> |

Takeoff and Climb

| Task                | Desired Outcome          |                          |
|---------------------|--------------------------|--------------------------|
|                     | Practice                 | Perform                  |
| Appropriate Takeoff | <input type="checkbox"/> | <input type="checkbox"/> |
| Climb               | <input type="checkbox"/> | <input type="checkbox"/> |

Cruise

| Task            | Desired Outcome          |                          |
|-----------------|--------------------------|--------------------------|
|                 | Practice                 | Perform                  |
| Initial Cruise  | <input type="checkbox"/> | <input type="checkbox"/> |
| En Route Cruise | <input type="checkbox"/> | <input type="checkbox"/> |

Descent and Landing

| Task                           | Desired Outcome          |                          |
|--------------------------------|--------------------------|--------------------------|
|                                | Practice                 | Perform                  |
| Descent and Arrival Procedures | <input type="checkbox"/> | <input type="checkbox"/> |
| Appropriate Landing            | <input type="checkbox"/> | <input type="checkbox"/> |
| Go-around                      | <input type="checkbox"/> | <input type="checkbox"/> |
| After Landing                  | <input type="checkbox"/> | <input type="checkbox"/> |
| Shutdown                       | <input type="checkbox"/> | <input type="checkbox"/> |

Instrument Procedures

| Task  | Desired Outcome          |                          |
|---|--------------------------|--------------------------|
|   | Practice                 | Perform                  |
| Basic Attitude Instrument Flying                                | <input type="checkbox"/> | <input type="checkbox"/> |
| Arrival Procedures  | <input type="checkbox"/> | <input type="checkbox"/> |
| Instrument Approach Procedures (ILS – Vectors / Full Procedure) | <input type="checkbox"/> | <input type="checkbox"/> |
| Instrument Approach Procedures (GPS – Vectors / Full Procedure) | <input type="checkbox"/> | <input type="checkbox"/> |
| Instrument Approach Procedures (VOR – Vectors / Full Procedure) | <input type="checkbox"/> | <input type="checkbox"/> |
| Visual Approach Procedures                                      | <input type="checkbox"/> | <input type="checkbox"/> |
| Missed Approach Procedures                                      | <input type="checkbox"/> | <input type="checkbox"/> |
| Holding Procedures  | <input type="checkbox"/> | <input type="checkbox"/> |
| Departure Procedures  | <input type="checkbox"/> | <input type="checkbox"/> |
| Circling Approach   | <input type="checkbox"/> | <input type="checkbox"/> |
| DME Arc Procedures  | <input type="checkbox"/> | <input type="checkbox"/> |
| Loss of primary electronic flight instruments                   | <input type="checkbox"/> | <input type="checkbox"/> |
| Unusual Attitude Recovery                                       | <input type="checkbox"/> | <input type="checkbox"/> |

Post Flight Briefing

| Task                                | Desired Outcome          |                          |
|-------------------------------------|--------------------------|--------------------------|
|                                     | Describe                 | Explain                  |
| Post Flight Discussion and Critique | <input type="checkbox"/> | <input type="checkbox"/> |

**Lesson Completion Standards**

This flight lesson will be complete when the Cirrus pilot satisfactorily demonstrates ADM and critical thinking skills by completing the required tasks using the assessment criteria within this course.

## Flight Lesson 5

### *Introduction to Advanced IFR Procedures*

Equipment: .....Aircraft or FTD

Approximate Pre and Post Briefing:.....1.0 Hours

Approximate Flight Time: .....2.5 Hours

Cross Country Legs Required: .....3

Takeoffs/Landings Required: .....1

Instrument Approaches Required: .....3

### **Lesson Objectives**

- Gain further proficiency in conducting instrument approach procedures.
- Practice loading and following departure and arrival procedures into the GPS/FMS.
- Practice holding using the GPS/FMS and using ground-based navigation aids.
- Gain proficiency in en route IFR operations in the Cirrus aircraft.

### **Scenario**

The purpose of this lesson is to introduce departure, arrival, en route, and holding procedures in the Cirrus aircraft while continuing to refine the Cirrus pilot's skills at conducting instrument approaches. The lesson is designed as a 3-leg cross country with one of the airports using a departure and an arrival procedure if available. The instructor should command at least 2 missed approaches that lead to holding during this leg. The Cirrus pilot should use the autopilot for most of the lesson to gain proficiency with using the autopilot and programming the GPS/FMS.

*Leg 1* – This leg should be planned to an airport that has an available published arrival procedure if possible. The Cirrus pilot should plan a route that uses airways to reach the destination and file a published arrival. Coordination with ATC may be required to fly the arrival. The leg should terminate with an ILS approach.

*Leg 2* – The Cirrus pilot should hand fly this leg to gain proficiency in controlling the aircraft manually during simulated instrument conditions. If available, the Cirrus pilot will depart from the airport using a published pilot navigation departure procedure.. Coordination with ATC may be

required to fly the departure procedure. The Cirrus pilot should file a flight plan that involves the use of airways to the next destination. The instructor will issue a crossing restriction on the descent to the airport. The leg should terminate with an overlaid GPS approach and the Cirrus pilot should plan to hold at the Initial Approach Fix (IAF). At the instructor's discretion, a missed approach may be flown depending on the simulated conditions at the destination airport.

*Leg 3* – If flying a turbo aircraft, this leg should be conducted at high altitude (above 12,500 ft) and may require a slightly longer leg length to accommodate the longer climb and descent while conducting the tasks. During this leg, the instructor will command the Cirrus pilot to hold at random, unpublished intersections or VOR radials and DME. The Cirrus pilot should practice holding in this manner using both the GPS and the VOR receiver. The instructor will give another crossing restriction on the descent to the airport. The leg should terminate with a full procedure VOR approach. At the instructor's discretion, a missed approach may be flown depending on the simulated conditions at the destination airport.

At the completion of each leg, the Cirrus pilot will conduct a brief review of the decisions made on that leg and possible alternative solutions that could have been used to operate more effectively, efficiently and safely. During the lesson, the Cirrus pilot shall demonstrate the ability to control the aircraft manually and demonstrate automation management.

### **Scenario Summary**

#### *Leg 1 – Autopilot*

- Airway navigation
- Arrival Procedure
- Instrument Approach Procedures
  - ILS Approach – Vectors

#### *Leg 2 – Hand Fly*

- Departure Procedure
- Airway Navigation
- Crossing Restriction
- Instrument Approach Procedures
  - GPS Overlay Approach – Full Procedure

#### *Leg 3 – Autopilot*

- (T) High Altitude Leg (above 12,500 ft)
- Random Waypoint Holding

- Crossing Restriction
- Instrument Approach Procedures
  - VOR Approach – Full Procedure

**Task Checklist**

Within the context of the training event, the instructor should reference the “List of Assessment Items” to determine if the Cirrus pilot has met the required Desired Outcome for each task in the lesson.

Preflight Briefing

| Task              | Desired Outcome          |                          |
|-------------------|--------------------------|--------------------------|
|                   | Describe                 | Explain                  |
| Lesson Objectives | <input type="checkbox"/> | <input type="checkbox"/> |
| Flight Overview   | <input type="checkbox"/> | <input type="checkbox"/> |

Risk Management

| Task   | Desired Outcome          |                          |
|--|--------------------------|--------------------------|
|  | Practice                 | Manage/Decide            |
| Manage Risk Before the Flight Using the 5P Checklist | <input type="checkbox"/> | <input type="checkbox"/> |
| Manage Risk During the Flight Using the 5P Checklist | <input type="checkbox"/> | <input type="checkbox"/> |

Single Pilot Resource Management

| Task                    | Desired Outcome          |                          |
|-------------------------|--------------------------|--------------------------|
|                         | Practice                 | Manage/Decide            |
| Task Management         | <input type="checkbox"/> | <input type="checkbox"/> |
| Automation Management   | <input type="checkbox"/> | <input type="checkbox"/> |
| Avionics Usage          | <input type="checkbox"/> | <input type="checkbox"/> |
| Radio Communication     | <input type="checkbox"/> | <input type="checkbox"/> |
| Risk Management and ADM | <input type="checkbox"/> | <input type="checkbox"/> |
| Situational Awareness   | <input type="checkbox"/> | <input type="checkbox"/> |
| CFIT Awareness          | <input type="checkbox"/> | <input type="checkbox"/> |

Pre-Takeoff

| Task                  | Desired Outcome          |                          |
|-----------------------|--------------------------|--------------------------|
|                       | Practice                 | Perform                  |
| Preflight Preparation | <input type="checkbox"/> | <input type="checkbox"/> |
| Engine Start          | <input type="checkbox"/> | <input type="checkbox"/> |
| Before Taxi           | <input type="checkbox"/> | <input type="checkbox"/> |
| Taxi                  | <input type="checkbox"/> | <input type="checkbox"/> |
| Before Takeoff        | <input type="checkbox"/> | <input type="checkbox"/> |

Takeoff and Climb

| Task                 | Desired Outcome          |                          |
|----------------------|--------------------------|--------------------------|
|                      | Practice                 | Perform                  |
| Appropriate Takeoff  | <input type="checkbox"/> | <input type="checkbox"/> |
| Climb                | <input type="checkbox"/> | <input type="checkbox"/> |
| Departure Procedures | <input type="checkbox"/> | <input type="checkbox"/> |

Cruise

| Task            | Desired Outcome          |                          |
|-----------------|--------------------------|--------------------------|
|                 | Practice                 | Perform                  |
| Initial Cruise  | <input type="checkbox"/> | <input type="checkbox"/> |
| En Route Cruise | <input type="checkbox"/> | <input type="checkbox"/> |

Descent and Landing

| Task                           | Desired Outcome          |                          |
|--------------------------------|--------------------------|--------------------------|
|                                | Practice                 | Perform                  |
| Descent and Arrival Procedures | <input type="checkbox"/> | <input type="checkbox"/> |
| Appropriate Landing            | <input type="checkbox"/> | <input type="checkbox"/> |
| Go-around                      | <input type="checkbox"/> | <input type="checkbox"/> |
| After Landing                  | <input type="checkbox"/> | <input type="checkbox"/> |
| Shutdown                       | <input type="checkbox"/> | <input type="checkbox"/> |

Instrument Procedures

| Task  | Desired Outcome          |                          |
|---|--------------------------|--------------------------|
|   | Practice                 | Perform                  |
| Basic Attitude Instrument Flying                      | <input type="checkbox"/> | <input type="checkbox"/> |
| Arrival Procedures                                    | <input type="checkbox"/> | <input type="checkbox"/> |
| Instrument Approach Procedures (ILS – Vectors)        | <input type="checkbox"/> | <input type="checkbox"/> |
| Instrument Approach Procedures (GPS – Full Procedure) | <input type="checkbox"/> | <input type="checkbox"/> |
| Instrument Approach Procedures (VOR – Full Procedure) | <input type="checkbox"/> | <input type="checkbox"/> |
| Visual Approach procedures                            | <input type="checkbox"/> | <input type="checkbox"/> |
| Missed Approach Procedures                            | <input type="checkbox"/> | <input type="checkbox"/> |
| Holding Procedures                                    | <input type="checkbox"/> | <input type="checkbox"/> |
| Departure Procedures                                  | <input type="checkbox"/> | <input type="checkbox"/> |
| Circling Approach                                     | <input type="checkbox"/> | <input type="checkbox"/> |
| DME Arc Procedures                                    | <input type="checkbox"/> | <input type="checkbox"/> |
| Loss of primary electronic flight instruments         | <input type="checkbox"/> | <input type="checkbox"/> |
| Unusual Attitude Recovery                             | <input type="checkbox"/> | <input type="checkbox"/> |

Post Flight Briefing

| Task                                | Desired Outcome          |                          |
|-------------------------------------|--------------------------|--------------------------|
|                                     | Describe                 | Explain                  |
| Post Flight Discussion and Critique | <input type="checkbox"/> | <input type="checkbox"/> |

**Lesson Completion Standards**

This flight lesson will be complete when the Cirrus pilot satisfactorily demonstrates ADM and critical thinking skills by completing the required tasks using the assessment criteria within this course.

**Flight Lesson 6**

*IFR Scenarios*

Equipment: .....Aircraft or FTD (FTD Preferred)  
 Approximate Pre and Post Briefing:.....1.0 Hours  
 Approximate Flight Time: .....1.5 Hours  
 Cross Country Legs Required: .....3  
 Takeoffs/Landings Required: .....1  
 Instrument Approaches Required: .....3

**Lesson Objectives**

- Practice procedures that are known from previously flown aircraft and apply them to Cirrus aircraft.
- Simulated use of the Cirrus Airframe Parachute System (CAPS) when presented with an applicable scenario and it is appropriate.
- Practice using the autopilot to aid in escaping from an inadvertent encounter with Instrument Meteorological Conditions (IMC).

**Scenario**

The purpose of this lesson is to begin to present abnormal scenarios to the Cirrus pilot while in simulated IMC conditions. The tasks of this lesson are best accomplished in a Flight Training Device (FTD) to achieve the greatest amount of learning, but the lesson can also be conducted in an aircraft. The Cirrus pilot should be familiar with the recommended procedures for resolving most of the scenarios presented in this lesson and should be able to make decisions based on past experience and training. The Cirrus pilot will practice a combination of autopilot usage and hand flying to gain proficiency in both operations.

*Leg 1* – The Cirrus pilot should depart on a VFR cross country flight while hand flying the aircraft. During the flight, the instructor should simulate a failure of the Air Data Computer which would affect the pitot/static instruments. The Cirrus pilot should take the appropriate corrective action and make the determination of whether to continue the flight or divert to a nearby airport. The instructor will indicate that the weather ahead is progressively deteriorating, and will eventually turn to IMC. Once in IMC, the aircraft should begin to accumulate ice. The Cirrus pilot should take appropriate action to exit IMC and icing conditions while using the autopilot to prevent entering an unusual attitude during the high workload caused by operating without the use of primary electronic flight instruments. If the Cirrus pilot decides to get a

pop-up IFR clearance, he/she should actually contact ATC or Flight Service to initiate an IFR flight plan. The Cirrus pilot should make a determination of how to either: continue the flight IFR and find non-icing conditions, or divert to another airport. The leg should terminate with an hand flown approach that does not involve the use of the primary electronic flight instruments. At the instructor's discretion, a missed approach may be flown depending on the simulated conditions at the destination airport.

*Leg 2* – During vectors to a non-precision approach in simulated mountainous terrain, the instructor will simulate a loss of communication. The Cirrus pilot should take the appropriate action per the Federal Aviation Regulations (FAR's) and the Aeronautical Information Manual (AIM). If action is not taken to avoid terrain, the instructor will simulate a TAWS alert. The Cirrus pilot should take appropriate evasive action to avoid terrain and then either begin the approach again or divert to the alternate airport.

*Leg 3* – The Cirrus pilot should hand fly during this leg. During cruise flight either in or above IMC, the instructor will simulate an engine malfunction. This should lead to a simulated emergency landing or a simulated CAPS deployment if no suitable landing area is available.

At the completion of each leg, the Cirrus pilot will conduct a brief review of the decisions made on that leg and possible alternative solutions that could have been used to operate more effectively, efficiently and safely. During the lesson, the Cirrus pilot shall demonstrate the ability to control the aircraft manually and demonstrate automation management.

**Scenario Summary**

*Leg 1 – Hand Fly*

- Air Data Failure
- Inadvertent IMC and Icing

- Instrument Approach Procedures
  - ILS Partial Panel

*Leg 2 – Autopilot*

- Loss of Communication
- TAWS Escape Maneuver

- Instrument Approach Procedures
  - Non-precision – Vectors

*Leg 3 – Hand Fly*

- Engine Malfunction

**Task Checklist**

Within the context of the training event, the instructor should reference the “List of Assessment Items” to determine if the Cirrus pilot has met the required Desired Outcome for each task in the lesson.

Preflight Briefing

| Task              | Desired Outcome          |                          |
|-------------------|--------------------------|--------------------------|
|                   | Describe                 | Explain                  |
| Lesson Objectives | <input type="checkbox"/> | <input type="checkbox"/> |
| Flight Overview   | <input type="checkbox"/> | <input type="checkbox"/> |

Risk Management

| Task   | Desired Outcome          |                          |
|--|--------------------------|--------------------------|
|  | Practice                 | Manage/Decide            |
| Manage Risk Before the Flight Using the 5P Checklist | <input type="checkbox"/> | <input type="checkbox"/> |
| Manage Risk During the Flight Using the 5P Checklist | <input type="checkbox"/> | <input type="checkbox"/> |

Single Pilot Resource Management / Overall Flight

| Task                    | Desired Outcome          |                          |
|-------------------------|--------------------------|--------------------------|
|                         | Practice                 | Manage/Decide            |
| Task Management         | <input type="checkbox"/> | <input type="checkbox"/> |
| Automation Management   | <input type="checkbox"/> | <input type="checkbox"/> |
| Avionics Usage          | <input type="checkbox"/> | <input type="checkbox"/> |
| Radio Communication     | <input type="checkbox"/> | <input type="checkbox"/> |
| Risk Management and ADM | <input type="checkbox"/> | <input type="checkbox"/> |
| Situational Awareness   | <input type="checkbox"/> | <input type="checkbox"/> |
| CFIT Awareness          | <input type="checkbox"/> | <input type="checkbox"/> |

Pre-Takeoff

| Task                  | Desired Outcome          |                          |
|-----------------------|--------------------------|--------------------------|
|                       | Practice                 | Perform                  |
| Preflight Preparation | <input type="checkbox"/> | <input type="checkbox"/> |
| Engine Start          | <input type="checkbox"/> | <input type="checkbox"/> |
| Before Taxi           | <input type="checkbox"/> | <input type="checkbox"/> |
| Taxi                  | <input type="checkbox"/> | <input type="checkbox"/> |
| Before Takeoff        | <input type="checkbox"/> | <input type="checkbox"/> |

Takeoff and Climb

| Task                | Desired Outcome          |                          |
|---------------------|--------------------------|--------------------------|
|                     | Practice                 | Perform                  |
| Appropriate Takeoff | <input type="checkbox"/> | <input type="checkbox"/> |
| Climb               | <input type="checkbox"/> | <input type="checkbox"/> |

Cruise

| Task                | Desired Outcome          |                          |
|---------------------|--------------------------|--------------------------|
|                     | Practice                 | Perform                  |
| Initial Cruise      | <input type="checkbox"/> | <input type="checkbox"/> |
| En Route Cruise     | <input type="checkbox"/> | <input type="checkbox"/> |
| Departure Procedure | <input type="checkbox"/> | <input type="checkbox"/> |

Abnormal / Emergency Procedures

| Task                      | Desired Outcome          |                          |
|---------------------------|--------------------------|--------------------------|
|                           | Practice                 | Manage/Decide            |
| Air Data Computer Failure | <input type="checkbox"/> | <input type="checkbox"/> |
| Engine Malfunction        | <input type="checkbox"/> | <input type="checkbox"/> |
| TAWS Escape               | <input type="checkbox"/> | <input type="checkbox"/> |
| Weather Diversion         | <input type="checkbox"/> | <input type="checkbox"/> |
| Inadvertent IMC Encounter | <input type="checkbox"/> | <input type="checkbox"/> |
| Inadvertent Ice Encounter | <input type="checkbox"/> | <input type="checkbox"/> |

Descent and Landing

| Task                           | Desired Outcome          |                          |
|--------------------------------|--------------------------|--------------------------|
|                                | Practice                 | Perform                  |
| Descent and Arrival Procedures | <input type="checkbox"/> | <input type="checkbox"/> |
| Appropriate Landing            | <input type="checkbox"/> | <input type="checkbox"/> |
| Power-off Landing              | <input type="checkbox"/> | <input type="checkbox"/> |
| Go Around                      | <input type="checkbox"/> | <input type="checkbox"/> |
| After Landing                  | <input type="checkbox"/> | <input type="checkbox"/> |
| Shutdown                       | <input type="checkbox"/> | <input type="checkbox"/> |

Instrument Procedures

| Task   | Desired Outcome          |                          |
|--|--------------------------|--------------------------|
|  | Practice                 | Perform                  |
| Basic Attitude Instrument Flying                 | <input type="checkbox"/> | <input type="checkbox"/> |
| Arrival Procedures                               | <input type="checkbox"/> | <input type="checkbox"/> |
| Instrument Approach Procedures (Precision - ILS) | <input type="checkbox"/> | <input type="checkbox"/> |
| Instrument Approach Procedures (Non-precision)   | <input type="checkbox"/> | <input type="checkbox"/> |

|   |                          |                          |
|---|--------------------------|--------------------------|
| Visual Approach Procedures                    | <input type="checkbox"/> | <input type="checkbox"/> |
| Missed Approach Procedures                    | <input type="checkbox"/> | <input type="checkbox"/> |
| Holding Procedures                            | <input type="checkbox"/> | <input type="checkbox"/> |
| Departure Procedures                          | <input type="checkbox"/> | <input type="checkbox"/> |
| Circling Approach                             | <input type="checkbox"/> | <input type="checkbox"/> |
| DME Arc Procedures                            | <input type="checkbox"/> | <input type="checkbox"/> |
| Loss of primary electronic flight instruments | <input type="checkbox"/> | <input type="checkbox"/> |
| Unusual Attitude Recovery                     | <input type="checkbox"/> | <input type="checkbox"/> |

Post Flight Briefing

| Task                                | Desired Outcome          |                          |
|-------------------------------------|--------------------------|--------------------------|
|                                     | Describe                 | Explain                  |
| Post Flight Discussion and Critique | <input type="checkbox"/> | <input type="checkbox"/> |

**Lesson Completion Standards**

This flight lesson will be complete when the Cirrus pilot satisfactorily demonstrates ADM and critical thinking skills by completing the required tasks using the assessment criteria within this course.

## Flight Lesson 7

### Systems Malfunctions

Equipment: .....Aircraft or FTD  
 Approximate Pre and Post Briefing:.....1.0 Hours  
 Approximate Flight Time: .....2.5 Hours  
 Cross Country Legs Required: .....3  
 Takeoffs/Landings Required: .....1  
 Instrument Approaches Required: .....2

### Lesson Objectives

- Practice managing malfunctions of critical systems of the aircraft while hand flying and using the autopilot.

### Scenario

This lesson will focus on malfunctions of critical systems of the aircraft. The lesson will be in a 3-leg cross country format with enough time on each leg for the Cirrus pilot to conduct normal procedures and to manage any scenario presented by the instructor. The Cirrus pilot will practice a combination of hand flying and using the autopilot to gain proficiency in both operations. The instructor must command at least 1 missed approach to a hold during this lesson.

*Leg 1* – During cruise flight, the instructor will introduce an electrical malfunction. The Cirrus pilot should take the appropriate action and make a determination of whether to continue the flight or divert to another airport. The instructor will present the weather for the scenario in a way that forces the Cirrus pilot to fly an instrument approach at the end of the leg. At the instructor's discretion, a missed approach may be flown depending on the simulated conditions at the destination airport. The Cirrus pilot should hand fly this leg to gain proficiency controlling the aircraft manually with an increased workload.

*Leg 2* – The content of this leg will be dependent on the specific model of aircraft used for training. If using a turbo aircraft this leg should be conducted at an altitude above 12,500 ft and the instructor should simulate becoming hypoxic. The Cirrus pilot should recognize the instructor's condition and the instructor pilot will inform the Cirrus pilot of the simulated malfunction with the oxygen system. The Cirrus pilot should take corrective action to resolve the oxygen system failure or descend to an altitude that does not require oxygen. Once this situation has been safely resolved, the instructor will simulate inadvertent loss of

manifold pressure (turbo AC). The desired corrective action is to divert to the nearest airport. The Cirrus pilot may be allowed to use the autopilot during this leg.

If the aircraft is normally aspirated, the instructor should simulate a governor failure. The desired corrective action is to divert to the nearest airport. The Cirrus pilot may be allowed to use the autopilot during this leg.

*Leg 3* – The content of this leg will be at the instructor's and Cirrus pilot's discretion. Any areas of operation that the instructor and/or Cirrus pilot would like to review prior to the final flight should be done on this leg.

At the completion of each leg, the Cirrus pilot will conduct a brief review of the decisions made on that leg and possible alternative solutions that could have been used to operate more effectively, efficiently, and safely. During the lesson, the Cirrus pilot shall demonstrate the ability to control the aircraft manually and demonstrate automation management.

### Scenario Summary

#### Leg 1 – Hand Fly

- Alternator 1 failure
- Instrument Approach Procedures
  - Appropriate Instrument Approach

#### Leg 2 – Autopilot

- Engine Malfunction
  - Hypoxia / Oxygen System Malfunction
  - **(T)** Turbo System Malfunction

Or

- **(Normally Aspirated)** Governor Failure

#### Leg 3 – Autopilot

- Instructor Discretion
- Instrument Approach Procedure
  - Circle to Land – DME Arc

### Task Checklist

Within the context of the training event, the instructor should reference the “*List of Assessment Items*” to determine if the Cirrus pilot has met the required Desired Outcome for each task in the lesson.

Preflight Briefing

| Task              | Desired Outcome          |                          |
|-------------------|--------------------------|--------------------------|
|                   | Describe                 | Explain                  |
| Lesson Objectives | <input type="checkbox"/> | <input type="checkbox"/> |
| Flight Overview   | <input type="checkbox"/> | <input type="checkbox"/> |

Risk Management

| Task   | Desired Outcome          |                          |
|--|--------------------------|--------------------------|
|  | Practice                 | Manage/Decide            |
| Manage Risk Before the Flight Using the 5P Checklist | <input type="checkbox"/> | <input type="checkbox"/> |
| Manage Risk During the Flight Using the 5P Checklist | <input type="checkbox"/> | <input type="checkbox"/> |

Single Pilot Resource Management / Overall Flight

| Task                    | Desired Outcome          |                          |
|-------------------------|--------------------------|--------------------------|
|                         | Practice                 | Manage/Decide            |
| Task Management         | <input type="checkbox"/> | <input type="checkbox"/> |
| Automation Management   | <input type="checkbox"/> | <input type="checkbox"/> |
| Avionics Usage          | <input type="checkbox"/> | <input type="checkbox"/> |
| Radio Communication     | <input type="checkbox"/> | <input type="checkbox"/> |
| Risk Management and ADM | <input type="checkbox"/> | <input type="checkbox"/> |
| Situational Awareness   | <input type="checkbox"/> | <input type="checkbox"/> |
| CFIT Awareness          | <input type="checkbox"/> | <input type="checkbox"/> |

Pre-Takeoff

| Task                  | Desired Outcome          |                          |
|-----------------------|--------------------------|--------------------------|
|                       | Practice                 | Perform                  |
| Preflight Preparation | <input type="checkbox"/> | <input type="checkbox"/> |
| Engine Start          | <input type="checkbox"/> | <input type="checkbox"/> |
| Before Taxi           | <input type="checkbox"/> | <input type="checkbox"/> |
| Taxi                  | <input type="checkbox"/> | <input type="checkbox"/> |
| Before Takeoff        | <input type="checkbox"/> | <input type="checkbox"/> |

Takeoff and Climb

| Task                | Desired Outcome          |                          |
|---------------------|--------------------------|--------------------------|
|                     | Practice                 | Perform                  |
| Appropriate Takeoff | <input type="checkbox"/> | <input type="checkbox"/> |
| Climb               | <input type="checkbox"/> | <input type="checkbox"/> |
| Departure Procedure | <input type="checkbox"/> | <input type="checkbox"/> |

Cruise

| Task           | Desired Outcome          |                          |
|----------------|--------------------------|--------------------------|
|                | Practice                 | Perform                  |
| Initial Cruise | <input type="checkbox"/> | <input type="checkbox"/> |

|                 |                          |                          |
|-----------------|--------------------------|--------------------------|
| En Route Cruise | <input type="checkbox"/> | <input type="checkbox"/> |
|-----------------|--------------------------|--------------------------|

Abnormal / Emergency Procedures

| Task                                  | Desired Outcome          |                          |
|---------------------------------------|--------------------------|--------------------------|
|                                       | Practice                 | Manage/Decide            |
| PFD Failure                           | <input type="checkbox"/> | <input type="checkbox"/> |
| AHRS Failure                          | <input type="checkbox"/> | <input type="checkbox"/> |
| Air Data Computer Failure             | <input type="checkbox"/> | <input type="checkbox"/> |
| MFD Failure                           | <input type="checkbox"/> | <input type="checkbox"/> |
| GPS Failure                           | <input type="checkbox"/> | <input type="checkbox"/> |
| Autopilot Failure                     | <input type="checkbox"/> | <input type="checkbox"/> |
| Alternator Failure                    | <input type="checkbox"/> | <input type="checkbox"/> |
| Engine Malfunction                    | <input type="checkbox"/> | <input type="checkbox"/> |
| Flap Malfunction                      | <input type="checkbox"/> | <input type="checkbox"/> |
| Open Door                             | <input type="checkbox"/> | <input type="checkbox"/> |
| Cabin Fire                            | <input type="checkbox"/> | <input type="checkbox"/> |
| TAWS Escape                           | <input type="checkbox"/> | <input type="checkbox"/> |
| Weather Diversion                     | <input type="checkbox"/> | <input type="checkbox"/> |
| Emergency Approach and Landing        | <input type="checkbox"/> | <input type="checkbox"/> |
| Inadvertent IMC Encounter             | <input type="checkbox"/> | <input type="checkbox"/> |
| Inadvertent Ice Encounter             | <input type="checkbox"/> | <input type="checkbox"/> |
| Turbo System Malfunction (T)          | <input type="checkbox"/> | <input type="checkbox"/> |
| Governor Failure (Normally aspirated) | <input type="checkbox"/> | <input type="checkbox"/> |
| Oxygen System Malfunction             | <input type="checkbox"/> | <input type="checkbox"/> |

Descent and Landing

| Task                           | Desired Outcome          |                          |
|--------------------------------|--------------------------|--------------------------|
|                                | Practice                 | Perform                  |
| Descent and Arrival Procedures | <input type="checkbox"/> | <input type="checkbox"/> |
| Appropriate Landing            | <input type="checkbox"/> | <input type="checkbox"/> |
| Go-around                      | <input type="checkbox"/> | <input type="checkbox"/> |
| After Landing                  | <input type="checkbox"/> | <input type="checkbox"/> |
| Shutdown                       | <input type="checkbox"/> | <input type="checkbox"/> |

Instrument Procedures

| Task   | Desired Outcome          |                          |
|--|--------------------------|--------------------------|
|  | Practice                 | Perform                  |
| Basic Attitude Instrument Flying                 | <input type="checkbox"/> | <input type="checkbox"/> |
| Arrival Procedures                               | <input type="checkbox"/> | <input type="checkbox"/> |
| Instrument Approach Procedures (Precision - ILS) | <input type="checkbox"/> | <input type="checkbox"/> |
| Instrument Approach Procedures (Non-precision)   | <input type="checkbox"/> | <input type="checkbox"/> |
| Visual Approach Procedures                       | <input type="checkbox"/> | <input type="checkbox"/> |
| Missed Approach Procedures                       | <input type="checkbox"/> | <input type="checkbox"/> |
| Holding Procedures                               | <input type="checkbox"/> | <input type="checkbox"/> |
| Departure Procedures                             | <input type="checkbox"/> | <input type="checkbox"/> |
| Circling Approach                                | <input type="checkbox"/> | <input type="checkbox"/> |
| DME Arc Procedures                               | <input type="checkbox"/> | <input type="checkbox"/> |
| Loss of primary electronic flight instruments    | <input type="checkbox"/> | <input type="checkbox"/> |
| Unusual Attitude Recovery                        | <input type="checkbox"/> | <input type="checkbox"/> |

Post Flight Briefing

| Task                                | Desired Outcome          |                          |
|-------------------------------------|--------------------------|--------------------------|
|                                     | Describe                 | Explain                  |
| Post Flight Discussion and Critique | <input type="checkbox"/> | <input type="checkbox"/> |

**Lesson Completion Standards**

This flight lesson will be complete when the Cirrus pilot satisfactorily demonstrates ADM and critical thinking skills by completing the required tasks using the assessment criteria within this course.

**Flight Lesson 8**

*Avionics Malfunctions*

Equipment: .....Aircraft or FTD  
 Approximate Pre and Post Briefing:.....1.0 Hours  
 Approximate Flight Time: .....2.5 Hours  
 Cross Country Legs Required: .....3  
 Takeoffs/Landings Required: .....1  
 Instrument Approaches Required: .....3

**Lesson Objectives**

- Practice managing malfunctions of the avionics installed in the aircraft while hand flying and using automation.

**Scenario**

This lesson will focus on malfunctions of the avionics installed in the aircraft such as the PFD, MFD, GPS receiver, and the autopilot. The lesson will be in a 3-leg cross country format with enough time on each leg for the Cirrus pilot to conduct normal procedures and to manage any scenario presented by the instructor. The Cirrus pilot will practice a combination of hand flying and using the autopilot to gain proficiency in both operations.

*Leg 1* – While in cruise flight, the instructor will introduce an autopilot failure. The Cirrus pilot should hand fly the aircraft and decide whether to continue to the destination or to divert, taking into account personal minimums, pilot capability, and workload. Once this determination is made, the instructor will introduce an AHRS failure. The Cirrus pilot should take the appropriate corrective action and make the determination of whether to continue the flight or divert to another airport. The leg should terminate with the Cirrus pilot conducting an approach without the use of primary electronic flight instruments. .

*Leg 2* – During cruise flight the instructor will fail the PFD. The Cirrus pilot should carry out the appropriate action for this failure. Emphasis should be placed on using the autopilot to ease workload. The Cirrus pilot should conduct another approach without the use of primary electronic flight instruments.

*Leg 3* – The Cirrus pilot should hand fly during this leg. The instructor will introduce a GPS malfunction during cruise flight. The Cirrus pilot should make a determination as to the extent that the airplane’s and the pilot’s capability has been degraded. Pilots will be limited to the use of ground-based radio navigation from this point onward. The Cirrus pilot should

make a determination of whether to continue the flight or divert to a nearby airport. At the destination airport, the Cirrus pilot should conduct a VOR or ILS approach and hold at the Initial Approach Fix.

At the completion of each leg, the Cirrus pilot will conduct a brief review of the decisions made on that leg and possible alternative solutions that could have been used to operate more effectively, efficiently and safely. During the lesson, the Cirrus pilot shall demonstrate the ability to control the aircraft manually and demonstrate automation management.

**Scenario Summary**

*Leg 1 – Hand Fly*

- Autopilot Failure
- AHRs Failure
  
- Instrument Approach Procedures
  - Partial Panel GPS

*Leg 2 – Autopilot*

- PFD Failure
  
- Instrument Approach Procedures
  - Partial Panel GPS

*Leg 3 – Hand Fly*

- GPS Malfunction
- Air Data Failure
  
- Instrument Approach Procedures
  - VOR or ILS – Full Procedure

**Task Checklist**

Within the context of the training event, the instructor should reference the “List of Assessment Items” to determine if the Cirrus pilot has met the required Desired Outcome for each task in the lesson.

Preflight Briefing

| Task              | Desired Outcome          |                          |
|-------------------|--------------------------|--------------------------|
|                   | Describe                 | Explain                  |
| Lesson Objectives | <input type="checkbox"/> | <input type="checkbox"/> |
| Flight Overview   | <input type="checkbox"/> | <input type="checkbox"/> |

Risk Management

| Task   | Desired Outcome          |                          |
|--|--------------------------|--------------------------|
|  | Practice                 | Manage/Decide            |
| Manage Risk Before the Flight Using the 5P Checklist | <input type="checkbox"/> | <input type="checkbox"/> |
| Manage Risk During the Flight Using the 5P Checklist | <input type="checkbox"/> | <input type="checkbox"/> |

Single Pilot Resource Management / Overall Flight

| Task                    | Desired Outcome          |                          |
|-------------------------|--------------------------|--------------------------|
|                         | Practice                 | Manage/Decide            |
| Task Management         | <input type="checkbox"/> | <input type="checkbox"/> |
| Automation Management   | <input type="checkbox"/> | <input type="checkbox"/> |
| Avionics Usage          | <input type="checkbox"/> | <input type="checkbox"/> |
| Radio Communication     | <input type="checkbox"/> | <input type="checkbox"/> |
| Risk Management and ADM | <input type="checkbox"/> | <input type="checkbox"/> |
| Situational Awareness   | <input type="checkbox"/> | <input type="checkbox"/> |
| CFIT Awareness          | <input type="checkbox"/> | <input type="checkbox"/> |

Pre-Takeoff

| Task                  | Desired Outcome          |                          |
|-----------------------|--------------------------|--------------------------|
|                       | Practice                 | Perform                  |
| Preflight Preparation | <input type="checkbox"/> | <input type="checkbox"/> |
| Engine Start          | <input type="checkbox"/> | <input type="checkbox"/> |
| Before Taxi           | <input type="checkbox"/> | <input type="checkbox"/> |
| Taxi                  | <input type="checkbox"/> | <input type="checkbox"/> |
| Before Takeoff        | <input type="checkbox"/> | <input type="checkbox"/> |

Takeoff and Climb

| Task                | Desired Outcome          |                          |
|---------------------|--------------------------|--------------------------|
|                     | Practice                 | Perform                  |
| Appropriate Takeoff | <input type="checkbox"/> | <input type="checkbox"/> |
| Climb               | <input type="checkbox"/> | <input type="checkbox"/> |
| Departure Procedure | <input type="checkbox"/> | <input type="checkbox"/> |

Cruise

| Task            | Desired Outcome          |                          |
|-----------------|--------------------------|--------------------------|
|                 | Practice                 | Perform                  |
| Initial Cruise  | <input type="checkbox"/> | <input type="checkbox"/> |
| En Route Cruise | <input type="checkbox"/> | <input type="checkbox"/> |

Abnormal / Emergency Procedures

| Task              | Desired Outcome          |                          |
|-------------------|--------------------------|--------------------------|
|                   | Practice                 | Manage/Decide            |
| PFD Failure       | <input type="checkbox"/> | <input type="checkbox"/> |
| AHRS Failure      | <input type="checkbox"/> | <input type="checkbox"/> |
| MFD Failure       | <input type="checkbox"/> | <input type="checkbox"/> |
| Air Data Failure  | <input type="checkbox"/> | <input type="checkbox"/> |
| GPS Failure       | <input type="checkbox"/> | <input type="checkbox"/> |
| Autopilot Failure | <input type="checkbox"/> | <input type="checkbox"/> |

Descent and Landing

| Task                           | Desired Outcome          |                          |
|--------------------------------|--------------------------|--------------------------|
|                                | Practice                 | Perform                  |
| Descent and Arrival Procedures | <input type="checkbox"/> | <input type="checkbox"/> |
| Appropriate Landing            | <input type="checkbox"/> | <input type="checkbox"/> |
| Go-around                      | <input type="checkbox"/> | <input type="checkbox"/> |
| After Landing                  | <input type="checkbox"/> | <input type="checkbox"/> |
| Shutdown                       | <input type="checkbox"/> | <input type="checkbox"/> |

Instrument Procedures

| Task  | Desired Outcome          |                          |
|---|--------------------------|--------------------------|
|   | Practice                 | Perform                  |
| Basic Attitude Instrument Flying                          | <input type="checkbox"/> | <input type="checkbox"/> |
| Arrival Procedures  | <input type="checkbox"/> | <input type="checkbox"/> |
| Instrument Approach Procedures (Precision - ILS)          | <input type="checkbox"/> | <input type="checkbox"/> |
| Instrument Approach Procedures (Non-precision)            | <input type="checkbox"/> | <input type="checkbox"/> |
| Visual Approach Procedures                                | <input type="checkbox"/> | <input type="checkbox"/> |
| Missed Approach Procedures                                | <input type="checkbox"/> | <input type="checkbox"/> |
| Holding Procedures  | <input type="checkbox"/> | <input type="checkbox"/> |
| Departure Procedures                                      | <input type="checkbox"/> | <input type="checkbox"/> |
| Circling Approach   | <input type="checkbox"/> | <input type="checkbox"/> |
| DME Arc Procedures  | <input type="checkbox"/> | <input type="checkbox"/> |
| Loss of primary electronic flight instruments (#1 and #2) | <input type="checkbox"/> | <input type="checkbox"/> |
| Unusual Attitude Recovery                                 | <input type="checkbox"/> | <input type="checkbox"/> |

Post Flight Briefing

| Task                                | Desired Outcome          |                          |
|-------------------------------------|--------------------------|--------------------------|
|                                     | Describe                 | Explain                  |
| Post Flight Discussion and Critique | <input type="checkbox"/> | <input type="checkbox"/> |

**Lesson Completion Standards**

This flight lesson will be complete when the Cirrus pilot satisfactorily demonstrates ADM and critical thinking skills by completing the required tasks using the assessment criteria within this course.

## Flight Lesson 9

### LOFT Scenario and Review

Equipment: .....Aircraft or FTD (FTD Preferred)  
 Approximate Pre and Post Briefing:.....1.0 Hours  
 Approximate Flight Time: .....2.5 Hours  
 Cross Country Legs Required: .....2  
 Takeoffs/Landings Required: .....2  
 Instrument Approaches Required: .....2

### Lesson Objectives

- Cirrus pilot will further refine his/her skills and proficiency by experiencing a realistic IFR scenario.
- Review weak procedures as determined by the Cirrus pilot and/or the instructor in preparation for the evaluation and IPC.

### Scenario

The purpose of this lesson is to enhance the Cirrus pilot’s skills through the use of a realistic IFR scenario. The lesson can also serve as a review of any maneuvers or procedures that the instructor and the Cirrus pilot want to review in order to prepare for the evaluation and the IPC.

Guidance on conducting effective scenarios and scenario ideas can be found in the instructor guide or on the eZ LMS website. Instructors should tailor the scenario to the type of flying that the Cirrus pilot will typically encounter or situations that he/she is not familiar with. The use of a Flight Training Device (FTD) will allow the instructor to greatly customize the scenario for the strongest possible learning experience.

At the completion of each leg, the Cirrus pilot will conduct a brief review of the decisions made on that leg and possible alternative solutions that could have been used to operate more effectively, efficiently and safely. During the lesson, the Cirrus pilot shall demonstrate the ability to control the aircraft manually and demonstrate automation management.

### Scenario Summary

Leg 1 – As designated by instructor

Leg 2 – As designated by instructor

## Task Checklist

Within the context of the training event, the instructor should reference the “List of Assessment Items” to determine if the Cirrus pilot has met the required Desired Outcome for each task in the lesson.

### Preflight Briefing

| Task              | Desired Outcome          |                          |
|-------------------|--------------------------|--------------------------|
|                   | Describe                 | Explain                  |
| Lesson Objectives | <input type="checkbox"/> | <input type="checkbox"/> |
| Flight Overview   | <input type="checkbox"/> | <input type="checkbox"/> |

### Risk Management

| Task   | Desired Outcome          |                          |
|--|--------------------------|--------------------------|
|  | Practice                 | Manage/Decide            |
| Manage Risk Before the Flight Using the 5P Checklist | <input type="checkbox"/> | <input type="checkbox"/> |
| Manage Risk During the Flight Using the 5P Checklist | <input type="checkbox"/> | <input type="checkbox"/> |

### Single Pilot Resource Management / Overall Flight

| Task                    | Desired Outcome          |                          |
|-------------------------|--------------------------|--------------------------|
|                         | Practice                 | Manage/Decide            |
| Task Management         | <input type="checkbox"/> | <input type="checkbox"/> |
| Automation Management   | <input type="checkbox"/> | <input type="checkbox"/> |
| Avionics Usage          | <input type="checkbox"/> | <input type="checkbox"/> |
| Radio Communication     | <input type="checkbox"/> | <input type="checkbox"/> |
| Risk Management and ADM | <input type="checkbox"/> | <input type="checkbox"/> |
| Situational Awareness   | <input type="checkbox"/> | <input type="checkbox"/> |
| CFIT Awareness          | <input type="checkbox"/> | <input type="checkbox"/> |

### Pre-Takeoff

| Task                  | Desired Outcome          |                          |
|-----------------------|--------------------------|--------------------------|
|                       | Practice                 | Perform                  |
| Preflight Preparation | <input type="checkbox"/> | <input type="checkbox"/> |
| Engine Start          | <input type="checkbox"/> | <input type="checkbox"/> |
| Before Taxi           | <input type="checkbox"/> | <input type="checkbox"/> |
| Taxi                  | <input type="checkbox"/> | <input type="checkbox"/> |
| Before Takeoff        | <input type="checkbox"/> | <input type="checkbox"/> |

Takeoff and Climb

| Task                | Desired Outcome          |                          |
|---------------------|--------------------------|--------------------------|
|                     | Practice                 | Perform                  |
| Appropriate Takeoff | <input type="checkbox"/> | <input type="checkbox"/> |
| Climb               | <input type="checkbox"/> | <input type="checkbox"/> |
| Departure Procedure | <input type="checkbox"/> | <input type="checkbox"/> |

Cruise

| Task            | Desired Outcome          |                          |
|-----------------|--------------------------|--------------------------|
|                 | Practice                 | Perform                  |
| Initial Cruise  | <input type="checkbox"/> | <input type="checkbox"/> |
| En Route Cruise | <input type="checkbox"/> | <input type="checkbox"/> |

Abnormal / Emergency Procedures

| Task                           | Desired Outcome          |                          |
|--------------------------------|--------------------------|--------------------------|
|                                | Practice                 | Manage/Decide            |
| PFD Failure                    | <input type="checkbox"/> | <input type="checkbox"/> |
| AHRS Failure                   | <input type="checkbox"/> | <input type="checkbox"/> |
| Air Data Failure               | <input type="checkbox"/> | <input type="checkbox"/> |
| MFD Failure                    | <input type="checkbox"/> | <input type="checkbox"/> |
| GPS Failure                    | <input type="checkbox"/> | <input type="checkbox"/> |
| Autopilot Failure              | <input type="checkbox"/> | <input type="checkbox"/> |
| Alternator Failure             | <input type="checkbox"/> | <input type="checkbox"/> |
| Engine Malfunction             | <input type="checkbox"/> | <input type="checkbox"/> |
| Flap Malfunction               | <input type="checkbox"/> | <input type="checkbox"/> |
| Open Door                      | <input type="checkbox"/> | <input type="checkbox"/> |
| Cabin Fire                     | <input type="checkbox"/> | <input type="checkbox"/> |
| TAWS Escape                    | <input type="checkbox"/> | <input type="checkbox"/> |
| Weather Diversion              | <input type="checkbox"/> | <input type="checkbox"/> |
| Emergency Approach and Landing | <input type="checkbox"/> | <input type="checkbox"/> |
| Inadvertent IMC Encounter      | <input type="checkbox"/> | <input type="checkbox"/> |
| Inadvertent Ice Encounter      | <input type="checkbox"/> | <input type="checkbox"/> |
| Turbo System Malfunction (T)   | <input type="checkbox"/> | <input type="checkbox"/> |
| Oxygen System Malfunction      | <input type="checkbox"/> | <input type="checkbox"/> |

Descent and Landing

| Task                           | Desired Outcome          |                          |
|--------------------------------|--------------------------|--------------------------|
|                                | Practice                 | Perform                  |
| Descent and Arrival Procedures | <input type="checkbox"/> | <input type="checkbox"/> |
| Traffic pattern                | <input type="checkbox"/> | <input type="checkbox"/> |
| Appropriate Landing            | <input type="checkbox"/> | <input type="checkbox"/> |
| Go-around                      | <input type="checkbox"/> | <input type="checkbox"/> |
| After Landing                  | <input type="checkbox"/> | <input type="checkbox"/> |
| Shutdown                       | <input type="checkbox"/> | <input type="checkbox"/> |

Instrument Procedures

| Task   | Desired Outcome          |                          |
|--|--------------------------|--------------------------|
|  | Practice                 | Perform                  |
| Basic Attitude Instrument Flying                 | <input type="checkbox"/> | <input type="checkbox"/> |
| Arrival Procedures                               | <input type="checkbox"/> | <input type="checkbox"/> |
| Instrument Approach Procedures (Precision - ILS) | <input type="checkbox"/> | <input type="checkbox"/> |
| Instrument Approach Procedures (Non-precision)   | <input type="checkbox"/> | <input type="checkbox"/> |
| Visual Approach Procedures                       | <input type="checkbox"/> | <input type="checkbox"/> |
| Missed Approach Procedures                       | <input type="checkbox"/> | <input type="checkbox"/> |
| Holding Procedures                               | <input type="checkbox"/> | <input type="checkbox"/> |
| Departure Procedures                             | <input type="checkbox"/> | <input type="checkbox"/> |
| Circling Approach                                | <input type="checkbox"/> | <input type="checkbox"/> |
| DME Arc Procedures                               | <input type="checkbox"/> | <input type="checkbox"/> |
| Loss of primary electronic flight instruments    | <input type="checkbox"/> | <input type="checkbox"/> |
| Unusual Attitude Recovery                        | <input type="checkbox"/> | <input type="checkbox"/> |

Post Flight Briefing

| Task                                | Desired Outcome          |                          |
|-------------------------------------|--------------------------|--------------------------|
|                                     | Describe                 | Explain                  |
| Post Flight Discussion and Critique | <input type="checkbox"/> | <input type="checkbox"/> |

**Lesson Completion Standards**

This flight lesson will be complete when the Cirrus pilot satisfactorily demonstrates ADM and critical thinking skills by completing the required tasks using the assessment criteria within this course.

## Flight Lesson 10

### Final Evaluation

Equipment: .....Aircraft  
 Approximate Pre and Post Briefing:.....1.0 Hours  
 Approximate Flight Time: .....2.0 Hours  
 Cross Country Legs Required: .....3  
 Takeoffs/Landings Required: .....3  
 Instrument Approaches Required: .....3

### Lesson Objectives

- Demonstrate a manage/decide level of competency for the entire flight.
- Demonstrate judgment, aeronautical decision making, and single pilot resource management skills necessary to effectively, efficiently, and safely operate the Cirrus aircraft under IFR flight rules
- Demonstrate the skill required to complete the tasks of an Instrument Proficiency Check (IPC) as required by the current edition of the Instrument Rating Practical Test Standards.

Note: The instructor is responsible for ensuring the Cirrus pilot meets acceptable standards in all subject matter areas, procedures and maneuvers included in the tasks within the appropriate instrument rating practical test standards required for an IPC.

### Scenario

This lesson is the final evaluation flight for the course to determine whether the Cirrus pilot can safely operate the aircraft in single pilot operations while IFR and complete the tasks of an IPC. The lesson will be in a 3-leg cross country format with enough time on each leg for the Cirrus pilot to conduct normal procedures and to manage any scenario presented by the instructor. The Cirrus pilot will practice a combination of hand flying and using the autopilot to demonstrate proficiency in both operations.

*Leg 1* – During initial cruise flight the Cirrus pilot shall demonstrate competency recovering from unusual attitudes. The Cirrus pilot will then continue to the first destination. This leg should terminate with a full procedure VOR approach. The instructor will present a weather scenario in which a missed approach may be necessary. A missed approach shall be conducted and the Cirrus pilot should make 2 turns in holding. The

Cirrus pilot should use the autopilot during this leg to demonstrate proficiency.

*Leg 2* – The Cirrus pilot should proceed to the alternate and continue to hand fly.. The instructor should present an electrical malfunction during cruise flight. The Cirrus pilot should take the appropriate action to resolve the situation and conduct an ILS approach to a full stop landing.

*Leg 3* – The Cirrus pilot should continue to hand fly during this leg. During cruise flight, the instructor will fail the PFD. The Cirrus pilot shall take the appropriate action to resolve the situation and conduct a full procedure, stand-alone GPS approach while flying without the use of the primary electronic flight instruments.. The approach will terminate with a circle to land procedure.

At the completion of each leg, the Cirrus pilot will conduct a brief review of the decisions made on that leg and possible alternative solutions that could have been used to operate more effectively, efficiently and safely. During the lesson, the Cirrus pilot shall demonstrate the ability to control the aircraft manually and demonstrate automation management.

### Scenario Summary

#### *Leg 1 – Autopilot Usage*

- Weather Diversion
- Instrument Approach Procedures
  - VOR Approach – Full Procedure

#### *Leg 2 – Hand Fly*

- Electrical Malfunction
- Instrument Approach Procedures
  - ILS Approach – Vectors

#### *Leg 3 – Hand Fly*

- PFD Malfunction
- Instrument Approach Procedures
  - Partial Panel GPS Approach – Full Procedure

**Task Checklist**

Within the context of the training event, the instructor should reference the “*List of Assessment Items*” to determine if the Cirrus pilot has met the required Desired Outcome for each task in the lesson.

Preflight Briefing

| Task              | Desired Outcome          |                          |
|-------------------|--------------------------|--------------------------|
|                   | Describe                 | Explain                  |
| Lesson Objectives | <input type="checkbox"/> | <input type="checkbox"/> |
| Flight Overview   | <input type="checkbox"/> | <input type="checkbox"/> |

Risk Management

| Task   | Desired Outcome          |                          |
|--|--------------------------|--------------------------|
|  | Practice                 | Manage/Decide            |
| Manage Risk Before the Flight Using the 5P Checklist | <input type="checkbox"/> | <input type="checkbox"/> |
| Manage Risk During the Flight Using the 5P Checklist | <input type="checkbox"/> | <input type="checkbox"/> |

Single Pilot Resource Management / Overall Flight

| Task                    | Desired Outcome          |                          |
|-------------------------|--------------------------|--------------------------|
|                         | Practice                 | Manage/Decide            |
| Task Management         | <input type="checkbox"/> | <input type="checkbox"/> |
| Automation Management   | <input type="checkbox"/> | <input type="checkbox"/> |
| Avionics Usage          | <input type="checkbox"/> | <input type="checkbox"/> |
| Radio Communication     | <input type="checkbox"/> | <input type="checkbox"/> |
| Risk Management and ADM | <input type="checkbox"/> | <input type="checkbox"/> |
| Situational Awareness   | <input type="checkbox"/> | <input type="checkbox"/> |
| CFIT Awareness          | <input type="checkbox"/> | <input type="checkbox"/> |

Pre-Takeoff

| Task                  | Desired Outcome          |                          |
|-----------------------|--------------------------|--------------------------|
|                       | Practice                 | Perform                  |
| Preflight Preparation | <input type="checkbox"/> | <input type="checkbox"/> |
| Engine Start          | <input type="checkbox"/> | <input type="checkbox"/> |
| Before Taxi           | <input type="checkbox"/> | <input type="checkbox"/> |
| Taxi                  | <input type="checkbox"/> | <input type="checkbox"/> |
| Before Takeoff        | <input type="checkbox"/> | <input type="checkbox"/> |

Takeoff and Climb

| Task                     | Desired Outcome          |                          |
|--------------------------|--------------------------|--------------------------|
|                          | Practice                 | Perform                  |
| Normal/Crosswind Takeoff | <input type="checkbox"/> | <input type="checkbox"/> |
| Short-field Takeoff      | <input type="checkbox"/> | <input type="checkbox"/> |
| Soft-field Takeoff       | <input type="checkbox"/> | <input type="checkbox"/> |
| Climb                    | <input type="checkbox"/> | <input type="checkbox"/> |

Cruise

| Task            | Desired Outcome          |                          |
|-----------------|--------------------------|--------------------------|
|                 | Practice                 | Perform                  |
| Initial Cruise  | <input type="checkbox"/> | <input type="checkbox"/> |
| En Route Cruise | <input type="checkbox"/> | <input type="checkbox"/> |

Abnormal / Emergency Procedures

| Task               | Desired Outcome          |                          |
|--------------------|--------------------------|--------------------------|
|                    | Practice                 | Manage/Decide            |
| PFD Failure        | <input type="checkbox"/> | <input type="checkbox"/> |
| Alternator Failure | <input type="checkbox"/> | <input type="checkbox"/> |
| Weather Diversion  | <input type="checkbox"/> | <input type="checkbox"/> |

Descent and Landing

| Task                           | Desired Outcome          |                          |
|--------------------------------|--------------------------|--------------------------|
|                                | Practice                 | Perform                  |
| Descent and Arrival Procedures | <input type="checkbox"/> | <input type="checkbox"/> |
| Traffic pattern                | <input type="checkbox"/> | <input type="checkbox"/> |
| Normal/Crosswind Landing       | <input type="checkbox"/> | <input type="checkbox"/> |
| Short-field Landing            | <input type="checkbox"/> | <input type="checkbox"/> |
| Soft-field Landing             | <input type="checkbox"/> | <input type="checkbox"/> |
| 50% Flap Landing               | <input type="checkbox"/> | <input type="checkbox"/> |
| Zero Flap Landing              | <input type="checkbox"/> | <input type="checkbox"/> |
| Power-off Landing              | <input type="checkbox"/> | <input type="checkbox"/> |
| Go-around                      | <input type="checkbox"/> | <input type="checkbox"/> |
| After Landing                  | <input type="checkbox"/> | <input type="checkbox"/> |
| Shutdown                       | <input type="checkbox"/> | <input type="checkbox"/> |

Instrument Procedures

| Task   | Desired Outcome          |                          |
|--|--------------------------|--------------------------|
|  | Practice                 | Perform                  |
| Basic Attitude Instrument Flying                             | <input type="checkbox"/> | <input type="checkbox"/> |
| Arrival Procedures   | <input type="checkbox"/> | <input type="checkbox"/> |
| Instrument Approach Procedures (Precision - ILS)             | <input type="checkbox"/> | <input type="checkbox"/> |
| Instrument Approach Procedures (Non-precision)               | <input type="checkbox"/> | <input type="checkbox"/> |
| Instrument Approach Procedures (Non-precision) Partial Panel | <input type="checkbox"/> | <input type="checkbox"/> |
| Visual Approach Procedures                                   | <input type="checkbox"/> | <input type="checkbox"/> |
| Missed Approach Procedures                                   | <input type="checkbox"/> | <input type="checkbox"/> |
| Holding Procedures   | <input type="checkbox"/> | <input type="checkbox"/> |
| Departure Procedures   | <input type="checkbox"/> | <input type="checkbox"/> |
| Circling Approach  | <input type="checkbox"/> | <input type="checkbox"/> |
| DME Arc Procedures   | <input type="checkbox"/> | <input type="checkbox"/> |
| Loss of primary electronic flight instruments                | <input type="checkbox"/> | <input type="checkbox"/> |
| Unusual Attitude Recovery                                    | <input type="checkbox"/> | <input type="checkbox"/> |

Post Flight Briefing

| Task                                | Desired Outcome          |                          |
|-------------------------------------|--------------------------|--------------------------|
|                                     | Describe                 | Explain                  |
| Post Flight Discussion and Critique | <input type="checkbox"/> | <input type="checkbox"/> |

**Lesson Completion Standards**

This flight lesson will be complete when the Cirrus pilot satisfactorily demonstrates ADM and critical thinking skills by completing the required tasks using the assessment criteria within this course and completes the items required for an Instrument Proficiency Check as required by the current edition of the Instrument Rating Practical Test Standards.

**Biennial Flight Review**

*Optional*

Equipment: Aircraft

Approximate Time: 4.0 Hours

**Lesson Objectives**

- Complete items required by FAR 61.56 to satisfy requirements of a Biennial Flight Review

*Note:* A Biennial Flight Review is not a part of the transition training, but is a requirement of the Federal Aviation Regulations which should be accomplished in accordance with the guidelines set forth by FAR 61.56 and the supporting advisory circular (AC 61-98A).

*Note:* BFR training can only be conducted after satisfactory completion of the transition course. An additional half-day of training may be required to cover information required by the regulations.

**Task Checklist**

Ground Items Required by FAR 61.56 and Advisory Circular

| Task               | Desired Outcome          |                          |
|--------------------|--------------------------|--------------------------|
|                    | Describe                 | Explain                  |
| BFR Ground Segment | <input type="checkbox"/> | <input type="checkbox"/> |

Flight Items Required by FAR 61.56 and Advisory Circular

| Task               | Desired Outcome          |                          |
|--------------------|--------------------------|--------------------------|
|                    | Practice                 | Perform                  |
| BFR Flight Segment | <input type="checkbox"/> | <input type="checkbox"/> |

**Completion Standards**

The Biennial Flight Review will be complete when the Cirrus pilot has satisfactorily demonstrated to a Perform level those maneuvers and procedures that, at the discretion of the person giving the review, are necessary for the Cirrus pilot to safely exercise the privileges of the pilot certificate he/she holds and has been given the appropriate logbook endorsement.

**Course Summary: IFR Transition Training**

**Customer:** \_\_\_\_\_  
**Aircraft Type:** \_\_\_\_\_  
**Aircraft Registration:** \_\_\_\_\_  
**Date:** \_\_\_\_\_

| Flight Time Summary | Ground Time |  | FTD/Flight Time |  | Landings |  |
|---------------------|-------------|--|-----------------|--|----------|--|
|                     |             |  |                 |  |          |  |
|                     |             |  |                 |  |          |  |



|  |
|--|
| <p><b>Course Summary</b><br/> <i>Note: "C" indicates items is complete</i><br/> <i>"I" indicates item is incomplete or not attempted</i></p> <p><b>C I</b><br/> <input type="checkbox"/> <input type="checkbox"/> Completion Certificate Awarded<br/>                 IPC Logbook Endorsement<br/>                 If Incomplete, please provide explanation:<br/>                 _____</p> <p><input type="checkbox"/> <input type="checkbox"/> High Performance Logbook Endorsement<br/> <input type="checkbox"/> <input type="checkbox"/> Biennial Flight Review<br/>                 Logbook Endorsed</p> <p>Because the dangers of flight at higher altitudes it is recommended you complete the high altitude chamber training if flying a turbo Cirrus aircraft.</p> <p>Please initial one of the following boxes:<br/> <input type="checkbox"/> I will be participating the high altitude chamber training immediately after aircraft training<br/> <input type="checkbox"/> I will not be participating in the high altitude chamber training at this time.</p> <p>I understand the following training is provided as transition training for the Cirrus aircraft and I (pilot) must continue to comply with FAR's, exercise sound judgment and maintain a high level of flying proficiency in order to minimize the risk associated with flight.</p> <p>I have reviewed and accept the course summary and agree with the above statements.</p> <p>_____<br/>                 Customer Signature      Instructor Signature      Date</p> |
|--|

**Acknowledgments for Course Development**

This training guide has been developed through a collaborative effort between Cirrus Design, University of North Dakota Aerospace Foundation (UNDAF), and the FAA/Industry Training Standards (FITS) research team.



Flying within the Envelope of Safety will not guarantee a safe flight. Pilots must comply with FARs, exercise sound judgment and maintain a high level of flying proficiency in order to minimize the risks associated with flight.

| QUALIFICATION  | DAY   |   | NIGHT  |   | MAX WIND: T0&LND   |
|--|---|---|--|---|--|
|  | DAY   | NIGHT   | DAY  | NIGHT   |  |
| NON-INSTRUMENT RATED<br>-OR-<br>INSTRUMENT RATED [NON-PROFICIENT]  | <br>Operate at or Above<br>3000' Ceilings<br>5 SM Visibility | <br>Operate at or Above<br>5000' Ceilings<br>10 SM Visibility | 25 knots total sustained<br>15 knot crosswind            | 25 knots total sustained<br>10 knot crosswind             | DAY  |
| INSTRUMENT RATED [PROFICIENT]  | Less than 100 hours in Type   | Greater than 100 hours in Type  | Less than 100 hours in Type                              | Greater than 100 hours in Type                            | DAY  |
|  | Operate at or Above<br>1000' Ceilings<br>3 SM Visibility  | Operate at or Above<br>500' Ceilings<br>1 SM Visibility   | Operate at or Above<br>1000' Ceilings<br>3 SM Visibility | Operate at or Above<br>600' Ceilings<br>2 SM Visibility   | NIGHT  |
| INSTRUMENT RATED [PROFICIENT WITH DEMONSTRATED ABILITY TO CAT 1 MINIMUMS WITHIN 60 DAYS]                         | Less than 100 hours in Type   | Greater than 100 hours in Type  | Less than 100 hours in Type                              | Greater than 100 hours in Type                            | DAY  |
|  | Operate at or Above<br>500' Ceilings<br>1 SM Visibility   | Operate at or Above<br>200' Ceilings<br>1/2 SM Visibility   | Operate at or Above<br>500' Ceilings<br>1 SM Visibility  | Operate at or Above<br>200' Ceilings<br>1/2 SM Visibility | NIGHT  |
| Note: File IFR anytime the weather is below 3000/ 5 SM<br>Note: File IFR anytime the weather is below 3000/ 5 SM |   |   |  |   | Minimum runway is 2.5 times the expected T-O or LND distance |
| <b>ICING CONDITIONS: Flight into known icing conditions is prohibited.</b>                                       |   |   |  |   |  |

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For more information e-mail: pilotsworld@cirrusdesign.com

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