

**CIRRUS**  
AIRCRAFT

## Training Course

### Avionics Type

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# Cirrus Advanced Transition Training Course

## Flight Training Task List

**CIRRUS**  
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Syllabus Suite – Original Issue, Feb 2011

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

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

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

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Syllabus Suite – Original Issue, Feb 2011

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

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

|                     | Task                        | Unsatisfactory Attempts | Satisfactory Attempts |
|---------------------|-----------------------------|-------------------------|-----------------------|
| Maneuvers           | Power-off Stall             |                         |                       |
|                     | Power-on Stall              |                         |                       |
|                     | Autopilot Stall Recognition |                         |                       |
|                     | Slow Flight                 |                         |                       |
|                     | Steep Turns                 |                         |                       |
| Special Procedures  | Short Field Takeoff         |                         |                       |
|                     | Short Field Landing         |                         |                       |
|                     | 50% Flap Landing            |                         |                       |
|                     | 0% Flap Landing             |                         |                       |
|                     | Power-off Landing           |                         |                       |
|                     | Go-Around                   |                         |                       |
| Abnormal Procedures | Electrical Malfunction      |                         |                       |
|                     | PFD Malfunction             |                         |                       |
|                     | Engine Malfunction          |                         |                       |
|                     | Open Door                   |                         |                       |
|                     | Simulated CAPS Deployment   |                         |                       |
|                     | TAWS Escape                 |                         |                       |
|                     | Inadvertent IMC / Icing     |                         |                       |

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

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

|                                | Task  | Unsatisfactory Attempts | Satisfactory Attempts |
|--------------------------------|---|-------------------------|-----------------------|
| Basic Inst Skills              | Basic Attitude Instrument Flying              |                         |                       |
|                                | Unusual Attitudes                             |                         |                       |
| ATC Clearances                 | Crossing Restrictions                         |                         |                       |
|                                | Departure Procedures                          |                         |                       |
|                                | Standard Terminal Arrival Procedures          |                         |                       |
|                                | Victor / Jet Airway Navigation                |                         |                       |
|                                | Holding Procedures                            |                         |                       |
| Navigation Systems             | Intercepting and Tracking Navigation Systems  |                         |                       |
|                                | DME Arc                                       |                         |                       |
| Instrument Approach Procedures | Non-precision Approach (Coupled)              |                         |                       |
|                                | Non-precision Approach (Hand-flown)           |                         |                       |
|                                | Precision Approach (Coupled)                  |                         |                       |
|                                | Precision Approach (Hand-flown)               |                         |                       |
|                                | Missed Approach Procedures                    |                         |                       |
|                                | Circling Approach                             |                         |                       |
|                                | Approach with Loss of PFD                     |                         |                       |
|                                | Landing from Straight-in or Circling Approach |                         |                       |

# Cirrus Advanced Transition Training Course

## Guidance for Establishing Personal Weather Minimums

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

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

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

**Age:** Add 2 points for 65 or older

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

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

**Crew:** Subtract 1 point for flying with licensed pilot

**Training:** Add 2 points for not completing Cirrus Transition Training

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

### General Pilot Category

 > 22  
 14-22  
 < 14

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

**Crew:** Subtract 1 point for flying with licensed pilot

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

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

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

### Instrument Pilot Category

 > 18  
 8-18  
 < 8

Customer Initial \_\_\_\_\_

# Cirrus Advanced Transition Training Course




## Personal Weather Minimums and Training Plan




**CIRRUS**  
A I R C R A F T

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

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

### Personal Weather Minimums

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

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

### Flight Training Plan

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

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

\_\_\_\_\_  
Training Date

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

\_\_\_\_\_  
Customer Initial

### Instructor Recommendations for Future Flight Training

#### Training Due Dates

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

\_\_\_\_\_  
90 Day Recurrent Check

\_\_\_\_\_  
6 Month Recurrent Check

\_\_\_\_\_  
Flight Review

\_\_\_\_\_  
Instrument Proficiency Check

\_\_\_\_\_  
Medical Certificate

\_\_\_\_\_  
Icing Awareness Course

# Cirrus Advanced Transition Training Course

## Training Course Summary Report

**CIRRUS**  
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Customer Name

Flight Instructor Name(s)

Aircraft Registration(s)

Customer Pilot Certificate #

Flight Instructor Certificate #(s)

Aircraft Model

Start Date

Completion Date

Avionics Type

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

### Course Completion Status

Satisfactorily Complete

Incomplete (notes required)

Notes:

### Records and Endorsements

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

Yes / No

Completion Certificate Issued

Flight Review

Instrument Proficiency Check

High Performance Endorsement

Cirrus Icing Awareness Course

### Terms of Training

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

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

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

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

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

Customer Signature

Flight Instructor Signature

Date

Date