Annual Proficiency Training

Approximate time: 8.0 hours
Aircraft and/or FTD
Complete 12 months after transition training

Full-day training event designated for reviewing and evaluating skills learned during previous flight experience.

Objectives

- Enhance critical decision-making skills through scenario based training.
- Identify and complete tasks that the Cirrus pilot would like to review to increase proficiency.
- Review and refresh the skills necessary to effectively operate the aircraft using manual controls and automation.
- Define personal capabilities and weather minimums.
- The Cirrus pilot will complete a Biennial Flight Review and/or an Instrument Proficiency Check as desired.

Scenario

All training will be conducted in accordance with the Pilots Operating Handbook, FAA regulations (or international equivalent), Cirrus Standard Operating Procedures (SOP) and General Operations Manual (GOM).

The instructor shall reference page 6 of this document for guidance on conducting the pre and post briefings.

The instructor will begin the training by creating the safety "culture" expected throughout the training and developing the instructor/learner relationship. This includes an assessment done by the Cirrus pilot to determine personal readiness to safely begin training including review of personal weather minimums.

The instructor will guide the Cirrus pilot through a discussion on the life long learning practices. Additionally, during this time the instructor and Cirrus pilot should determine which optional tasks from the syllabus should be included in the training event to meet the specific goals and objectives of the Cirrus pilot.

The first half of the day is designated as “no jeopardy” flight training which can be conducted in an FTD or aircraft. The training should be customized to the needs of the Cirrus pilot based on the preflight discussion.

The second half of the day is designated as an evaluation of the Cirrus pilot’s skills. A BFR or IPC may be completed as appropriate.

The instructor should define the lesson structure for the Annual Proficiency Training considering lesson requirements and optional tasks. It is the responsibility of the instructor to determine the appropriate number of legs and the distance between airports to achieve the overall objectives.

First half of day (Aircraft or FTD)

- Flight training tailored to the individual Cirrus pilot
- Re-enforce those areas of weakness in normal and abnormal operations.
  - Automation Management
  - Aircraft Control
  - Workload Management
  - System malfunctions
  - As appropriate
  - Instrument approach (if Cirrus pilot instrument rated)

Second half of day (Aircraft)

- Evaluation tailored to the individual Cirrus pilot
  - IPC if requested
  - BFR if requested
  - Automation Management
  - Aircraft Control
  - Workload Management
  - System malfunctions
  - Instrument approaches (if Cirrus pilot instrument rated)

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CIRRUS Design, Duluth, MN 55811

Annual Proficiency Training Syllabus

First Half of Day ("No Jeopardy")

System Safety

Within the context of the training event, you will be able to use tools to manage risk, apply single-pilot resource management (SRM) skills and use the aeronautical decision-making process to implement effective decisions.

Risk Management

Task	Performance Level	
	Practice	Manage/Decide
Manage risk before the flight using the 5P Checklist	❑	❑
Manage risk during the flight using the 5Ps	❑	❑

Single Pilot Resource Management

Task	Performance Level	
	Practice	Manage/Decide
PIC Responsibility	❑	❑
Resource Use	❑	❑
Workload Management	❑	❑
Effective Communication	❑	❑
Situational Awareness	❑	❑

Aeronautical Decision-Making

Task	Performance Level	
	Practice	Manage/Decide
ADM process	❑	❑

Pre-Takeoff

Procedure	Performance Level	
	Practice	Perform
Preflight inspection	❑	❑
Engine start	❑	❑
Before taxiing	❑	❑
Taxiing	❑	❑
Before takeoff	❑	❑

Takeoff and Climb

Procedure	Performance Level	
	Practice	Perform
Normal/Crosswind Takeoff	❑	❑
Climb	❑	❑

Optional Takeoffs

Procedure	Performance Level	
	Practice	Perform
Short Field Takeoff	❑	❑
Soft Field Takeoff	❑	❑

Cruise

Procedure	Performance Level	
	Practice	Perform
Initial cruise	❑	❑
Enroute cruise	❑	❑

Optional Instrument Maneuvers/Procedures

Procedure	Performance Level	
	Practice	Perform
Basic attitude instrument flying	❑	❑
Unusual attitudes	❑	❑
Departure procedures	❑	❑
Arrival procedures	❑	❑
DME ARC	❑	❑
Precision approach VTF/full	❑	❑
VOR approach VTF/full	❑	❑
LOC approach VFT/full	❑	❑
GPS approach VTF/full	❑	❑
Partial panel operations	❑	❑
Circling approach	❑	❑
Missed approach	❑	❑
Holding	❑	❑

Descent and Landing

Procedure	Performance Level	
	Practice	Perform
Descent	❑	❑
Traffic pattern	❑	❑
Normal/crosswind landing	❑	❑
After landing	❑	❑
Shutdown	❑	❑

Optional Landings

Procedure	Performance Level	
	Practice	Perform
Go-around	❑	❑
Soft-field landing	❑	❑
Short-field landing	❑	❑
Flaps-up landing (50% or 0%)	❑	❑
Power off landing	❑	❑

Second Half of Day (Evaluation)

System Safety

Within the context of the training event, you will be able to use tools to manage risk, apply single-pilot resource management (SRM) skills and use the aeronautical decision-making process to implement effective decisions.

Risk Management

Task	Performance Level	
	Practice	Manage/Decide
Manage risk before the flight using the 5P Checklist	❑	❑
Manage risk during the flight using the 5Ps	❑	❑

Single Pilot Resource Management

Task	Performance Level	
	Practice	Manage/Decide
PIC Responsibility	❑	❑
Resource Use	❑	❑
Workload Management	❑	❑
Effective Communication	❑	❑
Situational Awareness	❑	❑

Aeronautical Decision-Making

Task	Performance Level	
	Practice	Manage/Decide
ADM process	❑	❑

Pre-Takeoff

Procedure	Performance Level	
	Practice	Perform
Preflight inspection	❑	❑
Engine start	❑	❑
Before taxiing	❑	❑
Taxiing	❑	❑
Before takeoff	❑	❑

Recommended Tasks for a BFR

Reference the FAA's "Guide to Conducting an Effective Flight Review" for guidance on conducting the BFR.

Procedure	Performance Level	
	Explain	
Ground Training per FAR 61.56	❑	
	Practice	Perform
Normal/Crosswind Takeoff	❑	❑
Climb	❑	❑
Short Field Takeoff	❑	❑
Soft Field Takeoff	❑	❑
Initial cruise	❑	❑
Enroute cruise	❑	❑
Descent	❑	❑
Traffic pattern	❑	❑
Normal/crosswind landing	❑	❑
After landing	❑	❑
Shutdown	❑	❑
Go-around	❑	❑
Soft-field landing	❑	❑
Short-field landing	❑	❑
Flaps-up landing (50% or 0%)	❑	❑
Power off landing	❑	❑
Additional Items		
	❑	❑
	❑	❑
	❑	❑
	❑	❑
	❑	❑

Required Tasks for an IPC

See the current edition of the Instrument Rating Practical Test Standards for guidance on conducting the IPC or international equivalent.

Procedure	Performance Level	
	Practice	Perform
Basic attitude instrument flying	❑	❑
Unusual attitudes	❑	❑
DME Arc	❑	❑
Precision approach VTF/full	❑	❑
Non-precision approach VTF/full	❑	❑
Partial panel approach	❑	❑
Circling approach	❑	❑
Missed approach	❑	❑
Holding	❑	❑
Landing from IAP	❑	❑

Optional Abnormal / Emergency Procedures

Procedure	Performance Level	
	Practice	Perform
PFD screen failure	❑	❑
PFD AHRS failure	❑	❑
Alt 1 failure	❑	❑
Engine failure	❑	❑
Low oil pressure	❑	❑
Inadvertent IMC	❑	❑
Inadvertent ice	❑	❑
Emergency descent	❑	❑
Flap Malfunction	❑	❑

Descent and Landing

Procedure	Performance Level	
	Practice	Perform
Normal/crosswind landing	❑	❑
After landing	❑	❑
Shutdown	❑	❑

Learning Plan

This training event will be complete when the Cirrus pilot develops a learning plan with his/her instructor. This plan shall include guidance for areas of improvement, recommendations for future training, and assessment of personal weather minimums.

Analysis

Provide an overview of the flight including areas in need of improvement. Also describe current personal weather minimums for day and night operations which should include: ceiling, visibility, and wind.

Goals & Objectives

Provide a customized learning plan for the Cirrus pilot to meet his or her goals and objectives.

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Annual Proficiency Training Course Summary

Cirrus Pilot: _____

Instructor: _____

FTD or Aircraft Type: _____

Aircraft Registration: _____

Date	Ground Time		FTD/Flight Time		Instrument Time		Landings
Additional training if completed							

Summary
Note: "**C**" indicates items is complete
"**I**" indicates item is incomplete or not attempted

C **I**

❑ ❑ Flight Review
Certificate Awarded
Logbook Endorsed

❑ ❑ Instrument Proficiency Check
Certificate Awarded
Logbook Endorsed

I understand that I must comply with FARs, exercise sound judgment, and maintain a high level of flying proficiency in order to minimize the risk associated with flight.

I certify that the training was conducted in accordance with the Annual Proficiency Training syllabus.

_____ _____ _____

CIrrus Pilot Signature Instructor Signature Date