

Cirrus Pilot Learning Plan

Edition 1

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Introduction

With the increased capabilities of a Cirrus aircraft, operators are now able to safely accomplish missions that were traditionally reserved for more experienced career/professional pilots. Risk increases as pilots choose to fly extended distances with the possibility of encountering multiple weather systems and navigation through complex and unfamiliar airspace and terrain. A systematic, proactive, and ongoing approach to training is needed to ensure pilots are proficient and capable of accomplishing these missions safely. The Cirrus Pilot Learning Plan provides the framework for the recommended training sequence for Cirrus owners and operators.

The Cirrus Pilot Learning Plan evolved from the existing recurrent training program in which all Cirrus Design company pilots are enrolled. Both the recurrent training program and the new learning plan focus on maintaining high levels of proficiency, self critique, and development of aeronautical decision making skills.

The Cirrus Pilot Learning Plan provides three training opportunities following the initial transition training over a twelve (12) month period. Cirrus pilots should continue to complete the training events on a six (6) month cycle following the first year. These training opportunities will help Cirrus pilots maintain a high level of proficiency and safety. Maintaining proficiency will result in greater utilization of the aircraft and the overall safety of each flight mission. While no amount of flight training can substitute sound judgment and good aeronautical decision making, flight training is the best insurance available to reduce the overall risk.

All training is considered “no jeopardy” training except for the Annual Proficiency Training event which consists of a Biennial Flight Review (BFR) and/or Instrument Proficiency Check (IPC). “No jeopardy” training consists of challenging scenarios that are neither pass nor fail. “No jeopardy” training reduces the pressure of typical evaluation flights and maximizes the potential for learning by emphasizing learner-centered grading.

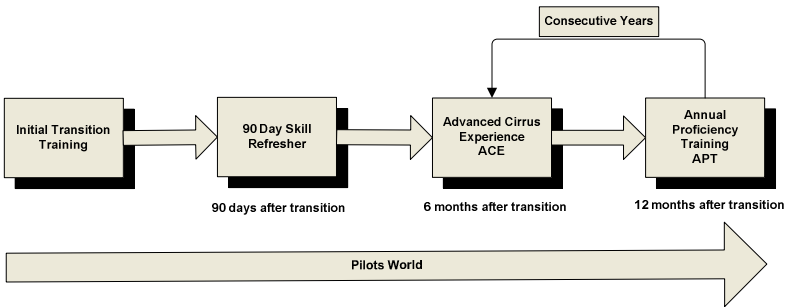
Cirrus pilots should utilize the Standardized Operating Procedures (SOPs) and the Cirrus General Operations Manual (GOM) developed by Cirrus Design.

Learning Plan Procedures

This section describes the proper use of this manual. Follow the guidance in this section when completing and recording each training event.

Training Timeline

Cirrus pilots are encouraged to follow the training timeline depicted below. The training events should be completed with a Cirrus Standardized Instructor or with a Cirrus Standardized Training Center under the guidance of this manual. Visit www.cirrusdesign.com to find a CSI/CSTC nearest you.



Overview of Training Events

Three (3) training events have been designed to model the learning plan over a twelve (12) month period following the initial transition training. Cirrus pilots should leave each training event with a clear understanding of their capabilities and instructor recommendations for future training. Cirrus pilots are strongly encouraged to continue the cycle of training every six (6) months after completion of the first year of training under the guidance of this manual.

90 Day Skill Refresher

The 90 Day Skill Refresher should be completed 90 days after the completion of the initial Cirrus transition training. This half day training event will assist in refining the skills that were developed during the initial transition into the aircraft. This training event will be an instructor-led, “no jeopardy”, flight training event that focuses on skills required to fly the aircraft using manual controls and refine skills used to effectively operate automation in the aircraft.

Advanced Cirrus Experience (ACE)

The Advanced Cirrus Experience should be completed six (6) months after the completion of transition training. ACE is a half day, “no jeopardy”, flight training event modeled after Line Oriented Flight Training (LOFT) concepts. Advanced abnormal/emergency situations are encountered in a scenario based format. Cirrus pilots will be required to exercise good decision making, while managing the aircraft and communications. It is recommended to complete this training event in a Cirrus specific flight training device (FTD), to allow for more realistic scenarios such as an emergency that leads to a CAPS deployment. However, if a Cirrus specific FTD is not available, this training event may be completed in the aircraft.

Annual Proficiency Training (APT)

Annual Proficiency Training should be completed twelve (12) months after completion of the initial transition training. The Annual Proficiency Training event is a full day training event that allows time to complete a BFR or an IPC. The first half of the day is designated for flight training, which is flexible to meet the needs of the Cirrus pilot. The second half of the day consists of the evaluation to complete the BFR or IPC. A Cirrus specific FTD or aircraft may be used to complete portions of this training event.

Instructor / Pilot Training Responsibilities

While providing flight training, the instructor will:

- Be the sole and final authority regarding whether or not the desired outcomes are considered complete.
- Facilitate situations and scenarios that lead to learning.
- Provide constructive recommendations and insight.

While performing flight training, the Cirrus pilot will:

- Act as the pilot-in-command when appropriately rated in the aircraft and is the sole manipulator of the controls.
- Transfer controls using positive exchange of flight controls procedures as outlined in the Practical Test Standards (PTS).

Authorized Instructors

Qualified Cirrus Standardized Instructors (CSI) and Cirrus Standardized Training Center (CSTC) instructors are allowed to provide training for the Cirrus Pilot Learning Plan training events. Flying with a CSI or CSTC will help ensure the highest quality of instruction possible. Visit www.cirrusdesign.com to find a CSI/CSTC nearest you.

Syllabus Overview

Each training event has a designated syllabus contained in the following sections of this manual. The syllabus is comprised of four (4) components to be referenced for each training event.

Objective

The objective describes the specific goals for each training event. Use the objective to gain an understanding of the overall purpose and requirements for that training event.

Scenario

The scenario gives a detailed description of how the training event is structured and executed, and it provides important information about leg distance requirements, scenario requirements and other useful information for planning the training event.

Approximate times are provided with each lesson to orient the instructor and the Cirrus pilot to the mental and physical requirements for completion of the lesson. These times are approximate; the actual time needed to complete a lesson may differ due to an individual's experience and skill level. The most important aspect of each lesson is successful completion of all the assessment items regardless of the actual time needed.

Syllabus

The syllabus is a tool used for tracking the tasks and performance levels during the training event. The syllabus contains required and optional tasks. As implied, the required tasks must be completed during the training event. Optional tasks may be executed at the request of the instructor or the Cirrus pilot.

Along with the required and optional tasks, the syllabus also allows the Cirrus pilot and the instructor to track the performance level for each individual task. Below is an example of the syllabus. 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 *recommended* performance level for that task. The performance level describes which desired outcome was attained. More information about Performance Levels can be found in the next section of this manual.

Note: Optional tasks are not shaded.

Task	Performance Level	
	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"/>

Learning Plan

Each training event will be complete when the Cirrus pilot meets the lesson objectives and 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.

A summary sheet is provided to record the specific data for each flight training event. This information can be referenced for future training events.

Desired Outcomes

The following desired outcomes will be applied throughout the Cirrus Pilot Learning Plan to guide the instructor and Cirrus pilot.

Desired Scenario Outcomes – The object of scenario-based training is to strengthen the thought processes, habits, and behaviors of the Cirrus pilot during the planning and execution of the scenario. The success of the training is measured in the following desired outcomes:

Maneuver Grades (Tasks)

- Practice – At the completion of the task, the Cirrus pilot will be able to practice the scenario activity with input from the instructor. With coaching and/or assistance from the instructor, the Cirrus pilot will quickly correct deviations and errors identified by the instructor.

- Perform – At the completion of the scenario, the Cirrus pilot will be able to perform the activity without assistance from the instructor. 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.

Single Pilot Resource Management (SRM) Grades

- Explain – The Cirrus pilot can verbally identify, describe, and understand the risks inherent in the flight scenario. The Cirrus pilot will need to be prompted to identify risks and make decisions.
- Practice – The Cirrus pilot is able to identify, understand, and apply Single Pilot Resource Management (SRM) principles to the actual flight situation. Coaching, instruction, and/or assistance from the instructor will quickly correct deviations and errors identified by the instructor. The Cirrus pilot will be an active decision maker.
- Manage/Decide – At the completion of the scenario, the Cirrus pilot will be able to correctly gather the most important data available both in and outside the cockpit, identify possible courses of action, evaluate the inherent risk in each course of action and make the appropriate decision. “Manage/Decide” will be used to signify that the Cirrus pilot is satisfactorily demonstrating acceptable SRM skills.

Completion Standards

At a minimum, Cirrus pilots shall perform the maneuvers and procedures at the standard defined in the FAA Practical Test Standards (or international equivalent) for the pilot certificate held. Additional training is highly recommended if standards can not be achieved.

Pre/Post Briefing Guidelines

Preflight Briefing

In addition to any FAR requirements (or international equivalent), the Cirrus pilot and instructor should discuss the following items prior to beginning a training event.

- Type of equipment flown
 Consideration 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 training event.

- Amount and recency of flight experience
Review the Cirrus pilot's experience including total time and recency of experience to effectively evaluate the need for a particular task.
- Goals and Objectives
Cirrus pilots should have specific goals and objectives to accomplish during the training event. Instructors should customize the training event to include the requested tasks and verify all required tasks for the training event are completed.
- Additional training resources such as FAA (or international equivalent), COPA, AOPA, Jeppesen, UND Aerospace, and other 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; the pilot should be encouraged to utilize these resources not only before and during the training, but as a continuing education program.
- Planning and recording the training event.
A formal plan of action should be developed for each training event. Upon satisfactory completion of training, the instructor shall complete the summary sheet for his/her records and ensure appropriate logbook entries are completed.
- 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. The instructor may wish to employ a variety of reference sources, such as the AIM, to ensure that the pilot's knowledge meets current standards.

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. The instructor should keep detailed notes throughout the flight so an effective critique can be accomplished after each training event. For additional information on performing effective critiques utilize Chapter 6 of the FAA Aviation Instructor Handbook (FAA-H-8083-9).

Reference Materials

All instructional procedures, materials, and training activities will conform to the guidelines established by Cirrus Design and FAA Industry Training Standards (FITS).

Reference Materials:

- Cirrus General Operations Manual (GOM)
- Cirrus Standard Operating Procedures (SOPs)
- Publications
 - Pilots Operating Handbook
 - Appropriate avionics manuals
- Additional Training Resources:
 - Cirrus Aircraft Training Software (CATS)
 - Aerosim Avionics System Training (AST)
- Practical Test Standards (PTS) as appropriate

Training Resource:

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 segment and flight segment. The ground segment contains discussion, information and activities pertinent to that month's topic. The flight segment has suggested flight training activities related to the ground segment. Topics on Pilots World have ranged from Preventing Controlled Flight into Terrain (CFIT) to Single Pilot IFR Operations.

Access to Pilots World is free and open to anyone. Your account can be set up at www.cirrusdesign.com. Previous month's topics are archived for reference. Cirrus pilots are strongly encouraged to sign in monthly to keep up with the latest and greatest information. An email address is provided in Pilots World to suggest future topics, ask questions or voice concerns.

Risk Management Tool:

The 5P checklist is a risk management tool available to pilots to aid in sound judgment, resource management and risk management.

5P Checklist

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

Cirrus Pilots are encouraged to use the 5P Checklist at these intervals:

- Flight Planning
- Before Takeoff
- Enroute every hour
- Top of Descent

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90 Day Skill Refresher

Approximate Time: 4.0 Hours

Aircraft

Complete 90 days after transition training

Half-day training event devoted to refining skills learned in the factory training course.

Objectives

- Review and refresh skills learned during initial transition training with emphasis on manually controlling the aircraft.
- Review and refresh the skills necessary to effectively use automation to control the aircraft.
- Identify and complete tasks that the Cirrus pilot would like to review to increase proficiency.
- Define personal capabilities and weather minimums.
- Develop plan for future learning

Scenario

All training will be conducted in accordance with the Pilots Operating Handbook, FAA regulations (or international equivalent), Cirrus Standard Operating Procedures (SOPs) 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.

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 will be included in the training event to meet the specific goals and objectives of the Cirrus pilot.

The cross country flight should include at least two (2) legs, and be conducted in a manner in which the Cirrus pilot has 30 to 60 minutes to conduct normal operations, maneuvers, landings and automation management. The first leg will focus on hand flying skills. The second leg will focus on automation management, and optional items discussed in the briefing.

Leg 1 (30 – 60 Minutes)

- VFR Leg
 - Review of manually controlling the aircraft
 - Review of normal operations
 - Review of maneuvers
 - Review of landings

Leg 2 – VFR or IFR Leg (30 – 60 Minutes)

Instrument rated Cirrus pilots should fly this leg under simulated or actual instrument conditions.

- VFR Leg
 - Review of automation management
 - Review of avionics management
 - Review areas as requested by Cirrus pilot

- IFR Leg
 - Instrument approach procedures
 - Review of automation management
 - Review of avionics management
 - Review areas as requested by Cirrus pilot

90 Day Skill Refresher Syllabus

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 (ADM) process to implement effective decisions.

Risk Management

Task	Performance Level	
	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 5Ps	<input type="checkbox"/>	<input type="checkbox"/>

Single Pilot Resource Management

Task	Performance Level	
	Practice	Manage/Decide
PIC Responsibility	<input type="checkbox"/>	<input type="checkbox"/>
Resource Use	<input type="checkbox"/>	<input type="checkbox"/>
Workload Management	<input type="checkbox"/>	<input type="checkbox"/>
Effective Communication	<input type="checkbox"/>	<input type="checkbox"/>
Situational Awareness	<input type="checkbox"/>	<input type="checkbox"/>

Aeronautical Decision-Making

Task	Performance Level	
	Practice	Manage/Decide
ADM process	<input type="checkbox"/>	<input type="checkbox"/>

Pre-Takeoff

Procedure	Performance Level	
	Practice	Perform
Preflight inspection	<input type="checkbox"/>	<input type="checkbox"/>
Engine start	<input type="checkbox"/>	<input type="checkbox"/>
Before taxiing	<input type="checkbox"/>	<input type="checkbox"/>
Taxiing	<input type="checkbox"/>	<input type="checkbox"/>
Before takeoff	<input type="checkbox"/>	<input type="checkbox"/>

Takeoff and Climb

Procedure	Performance Level	
	Practice	Perform
Normal/crosswind takeoff	<input type="checkbox"/>	<input type="checkbox"/>
Short-field takeoff	<input type="checkbox"/>	<input type="checkbox"/>
Climb	<input type="checkbox"/>	<input type="checkbox"/>

Optional Takeoff

Procedure	Performance Level	
	Practice	Perform
Soft-field takeoff	<input type="checkbox"/>	<input type="checkbox"/>

Cruise

Procedure	Performance Level	
	Practice	Perform
Initial cruise	<input type="checkbox"/>	<input type="checkbox"/>
Enroute cruise	<input type="checkbox"/>	<input type="checkbox"/>

Maneuvers

Maneuver	Performance Level	
	Practice	Perform
Slow flight	<input type="checkbox"/>	<input type="checkbox"/>
Power-off stalls	<input type="checkbox"/>	<input type="checkbox"/>

Optional Maneuvers

Procedure	Performance Level	
	Practice	Perform
Steep turns	<input type="checkbox"/>	<input type="checkbox"/>
Power-on stalls	<input type="checkbox"/>	<input type="checkbox"/>
Autopilot stall recognition	<input type="checkbox"/>	<input type="checkbox"/>

Optional Instrument Maneuvers/Procedures

Procedure	Performance Level	
	Practice	Perform
Basic attitude instrument flying	<input type="checkbox"/>	<input type="checkbox"/>
Unusual attitudes	<input type="checkbox"/>	<input type="checkbox"/>
Departure procedures	<input type="checkbox"/>	<input type="checkbox"/>
Arrival procedures	<input type="checkbox"/>	<input type="checkbox"/>
DME ARC	<input type="checkbox"/>	<input type="checkbox"/>
Precision approach VTF/full	<input type="checkbox"/>	<input type="checkbox"/>
VOR approach VTF/full	<input type="checkbox"/>	<input type="checkbox"/>
LOC approach VTF/full	<input type="checkbox"/>	<input type="checkbox"/>
GPS approach VTF/full	<input type="checkbox"/>	<input type="checkbox"/>
Partial panel operations	<input type="checkbox"/>	<input type="checkbox"/>
Circling approach	<input type="checkbox"/>	<input type="checkbox"/>
Missed approach	<input type="checkbox"/>	<input type="checkbox"/>
Holding	<input type="checkbox"/>	<input type="checkbox"/>

Descent and Landing

Procedure	Performance Level	
	Practice	Perform
Descent	<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"/>
Go-around	<input type="checkbox"/>	<input type="checkbox"/>
After landing	<input type="checkbox"/>	<input type="checkbox"/>
Shutdown	<input type="checkbox"/>	<input type="checkbox"/>

Optional Landings

Procedure	Performance Level	
	Practice	Perform
Soft-field landing	<input type="checkbox"/>	<input type="checkbox"/>
Flaps-up landing (50% or 0%)	<input type="checkbox"/>	<input type="checkbox"/>
Power-off landing	<input type="checkbox"/>	<input type="checkbox"/>

Optional Abnormal / Emergency Procedures

Procedure	Performance Level	
	Practice	Perform
PFD screen failure	<input type="checkbox"/>	<input type="checkbox"/>
PFD AHRS failure	<input type="checkbox"/>	<input type="checkbox"/>
Alt 1 failure	<input type="checkbox"/>	<input type="checkbox"/>
Engine failure	<input type="checkbox"/>	<input type="checkbox"/>
Low oil pressure	<input type="checkbox"/>	<input type="checkbox"/>
Inadvertent IMC	<input type="checkbox"/>	<input type="checkbox"/>
Inadvertent ice	<input type="checkbox"/>	<input type="checkbox"/>
Emergency descent	<input type="checkbox"/>	<input type="checkbox"/>
Flap Malfunction	<input type="checkbox"/>	<input type="checkbox"/>

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90 Day Skill Refresher Summary Sheet

Cirrus Pilot: _____

Instructor: _____

Aircraft Type: _____

Aircraft Registration: _____

Date	Ground Time		Flight Time		Instrument Time		Landings

Additional training if completed

I understand that the 90 Day Skill Refresher is provided as “no jeopardy” training and I must comply with FARs (or international equivalent), 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 90 Day Skill Refresher syllabus.

Cirrus Pilot Signature

Instructor Signature

Date

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Advanced Cirrus Experience (ACE)

Approximate time: 4.0 hours

Flight Training Device or Aircraft

Complete 6 months after transition training

Scenario based training event focusing on ADM during abnormal and emergency procedures.

Objectives

- Enhance critical decision-making skills through scenario based training (SBT).
- Identify and complete tasks that the Cirrus pilot would like to review to increase proficiency.
- Define personal capabilities and weather minimums.
- Develop a plan for future learning

Scenario

All training will be conducted in accordance with the Pilots Operating Handbook, FAA regulation (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 a 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 will be included in the training event to meet the specific goals and objectives of the Cirrus pilot.

The use of a Cirrus specific flight training device (FTD) is strongly encouraged to allow the most realistic flight training scenarios. However, an aircraft may be substituted, if an FTD is not available.

Cirrus Design will have a Cirrus FTD at the factory in Duluth, MN starting July 1st, 2007. Contact Cirrus Concierge at (218) 788-3338 for information about scheduling simulator time and training programs available.

The cross country flight should include at least two (2) legs and be conducted in a manner in which the Cirrus pilot has 30 to 45 minutes to conduct normal procedures. The first leg will consist of a scenario based on weather and/or malfunctions of important equipment. The Cirrus pilot shall determine the appropriate course of action, and implement decisions to resolve the situation while managing the aircraft. The second leg will give the Cirrus pilot an opportunity to practice maneuvers and procedures deemed necessary by the Cirrus pilot and the instructor.

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 and efficiently.

Leg 1 (30 – 45 Minutes)

Instrument rated Cirrus pilots should fly this leg under simulated or actual instrument conditions.

This leg will introduce the Cirrus pilot to a scenario that requires them to exercise judgment, which may lead to a diversion. The scenario will be based on weather and/or malfunctions of important equipment.

- VFR Leg
 - Review of normal operations
 - Adverse weather scenario

- IFR Leg
 - Review of normal operations
 - This flight will be flown on victor airways utilizing both the GPS and VOR for course guidance.
 - Adverse weather scenario
 - Non-precision approach

Leg 2 – VFR or IFR Leg (30 – 45 Minutes)

Instrument rated Cirrus pilots should fly this leg under simulated or actual instrument conditions.

Identify and complete tasks that the Cirrus pilot would like to review to increase proficiency.

- VFR Leg
 - Review of automation management
 - Review of avionics management
 - Review areas as requested by Cirrus pilot

- IFR Leg
 - Instrument approach procedures
 - Review of automation management
 - Review of avionics management
 - Review areas as requested by Cirrus pilot

This lesson will require a minimum of two legs.

ACE Syllabus

System Safety

Within the context of the training event, you will be able to use tools to manage risk, apply SRM skills, and use the ADM process to implement effective decisions.

Risk Management

Task	Performance Level	
	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 5Ps	<input type="checkbox"/>	<input type="checkbox"/>

Single Pilot Resource Management

Task	Performance Level	
	Practice	Manage/Decide
PIC Responsibility	<input type="checkbox"/>	<input type="checkbox"/>
Resource Use	<input type="checkbox"/>	<input type="checkbox"/>
Workload Management	<input type="checkbox"/>	<input type="checkbox"/>
Effective Communication	<input type="checkbox"/>	<input type="checkbox"/>
Situational Awareness	<input type="checkbox"/>	<input type="checkbox"/>

Aeronautical Decision-Making

Task	Performance Level	
	Practice	Manage/Decide
ADM process	<input type="checkbox"/>	<input type="checkbox"/>

Pre-Takeoff

Procedure	Performance Level	
	Practice	Perform
Preflight inspection	<input type="checkbox"/>	<input type="checkbox"/>
Engine start	<input type="checkbox"/>	<input type="checkbox"/>
Before taxiing	<input type="checkbox"/>	<input type="checkbox"/>
Taxiing	<input type="checkbox"/>	<input type="checkbox"/>
Before takeoff	<input type="checkbox"/>	<input type="checkbox"/>

Takeoff and Climb

Procedure	Performance Level	
	Practice	Perform
Normal/Crosswind Takeoff	<input type="checkbox"/>	<input type="checkbox"/>
Climb	<input type="checkbox"/>	<input type="checkbox"/>

Optional Takeoffs

Procedure	Performance Level	
	Practice	Perform
Short Field Takeoff	<input type="checkbox"/>	<input type="checkbox"/>
Soft Field Takeoff	<input type="checkbox"/>	<input type="checkbox"/>

Cruise

Procedure	Performance Level	
	Practice	Perform
Initial cruise	<input type="checkbox"/>	<input type="checkbox"/>
Enroute cruise	<input type="checkbox"/>	<input type="checkbox"/>
Adverse Weather Scenario	<input type="checkbox"/>	<input type="checkbox"/>

Optional Abnormal / Emergency Procedures

Procedure	Performance Level	
	Practice	Perform
PFD screen failure	<input type="checkbox"/>	<input type="checkbox"/>
PFD AHRS failure	<input type="checkbox"/>	<input type="checkbox"/>
Alt 1 failure	<input type="checkbox"/>	<input type="checkbox"/>
Engine failure	<input type="checkbox"/>	<input type="checkbox"/>
Low oil pressure	<input type="checkbox"/>	<input type="checkbox"/>
Inadvertent IMC	<input type="checkbox"/>	<input type="checkbox"/>
Inadvertent ice	<input type="checkbox"/>	<input type="checkbox"/>
Emergency descent	<input type="checkbox"/>	<input type="checkbox"/>
Flap Malfunction	<input type="checkbox"/>	<input type="checkbox"/>

Optional Instrument Maneuvers/Procedures

Procedure	Performance Level	
	Practice	Perform
Basic attitude instrument flying	<input type="checkbox"/>	<input type="checkbox"/>
Unusual attitudes	<input type="checkbox"/>	<input type="checkbox"/>
Departure procedures	<input type="checkbox"/>	<input type="checkbox"/>
Arrival procedures	<input type="checkbox"/>	<input type="checkbox"/>
DME ARC	<input type="checkbox"/>	<input type="checkbox"/>
Precision approach VTF/full	<input type="checkbox"/>	<input type="checkbox"/>
VOR approach VTF/full	<input type="checkbox"/>	<input type="checkbox"/>
LOC approach VFT/full	<input type="checkbox"/>	<input type="checkbox"/>
GPS approach VTF/full	<input type="checkbox"/>	<input type="checkbox"/>
Partial panel operations	<input type="checkbox"/>	<input type="checkbox"/>
Circling approach	<input type="checkbox"/>	<input type="checkbox"/>
Missed approach	<input type="checkbox"/>	<input type="checkbox"/>
Holding	<input type="checkbox"/>	<input type="checkbox"/>

Descent and Landing

Procedure	Performance Level	
	Practice	Perform
Descent	<input type="checkbox"/>	<input type="checkbox"/>
Normal/crosswind landing	<input type="checkbox"/>	<input type="checkbox"/>
After landing	<input type="checkbox"/>	<input type="checkbox"/>
Shutdown	<input type="checkbox"/>	<input type="checkbox"/>

Optional Landings

Procedure	Performance Level	
	Practice	Perform
Traffic pattern	<input type="checkbox"/>	<input type="checkbox"/>
Go-around	<input type="checkbox"/>	<input type="checkbox"/>
Soft-field landing	<input type="checkbox"/>	<input type="checkbox"/>
Short-field landing	<input type="checkbox"/>	<input type="checkbox"/>
Flaps-up landing (50% or 0%)	<input type="checkbox"/>	<input type="checkbox"/>
Power off landing	<input type="checkbox"/>	<input type="checkbox"/>

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ACE Course Summary

Cirrus Pilot: _____

Instructor: _____

FTD or Aircraft Type: _____

Aircraft Registration: _____

Date	Ground Time		FTD/Flight Time		Instrument Time		Landings

Additional training if completed

I understand that the ACE training event is provided as “no jeopardy” training and 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 ACE syllabus.

Cirrus Pilot Signature

Instructor Signature

Date

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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)

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	<input type="checkbox"/>	<input type="checkbox"/>
Manage risk during the flight using the 5Ps	<input type="checkbox"/>	<input type="checkbox"/>

Single Pilot Resource Management

Task	Performance Level	
	Practice	Manage/Decide
PIC Responsibility	<input type="checkbox"/>	<input type="checkbox"/>
Resource Use	<input type="checkbox"/>	<input type="checkbox"/>
Workload Management	<input type="checkbox"/>	<input type="checkbox"/>
Effective Communication	<input type="checkbox"/>	<input type="checkbox"/>
Situational Awareness	<input type="checkbox"/>	<input type="checkbox"/>

Aeronautical Decision-Making

Task	Performance Level	
	Practice	Manage/Decide
ADM process	<input type="checkbox"/>	<input type="checkbox"/>

Pre-Takeoff

Procedure	Performance Level	
	Practice	Perform
Preflight inspection	<input type="checkbox"/>	<input type="checkbox"/>
Engine start	<input type="checkbox"/>	<input type="checkbox"/>
Before taxiing	<input type="checkbox"/>	<input type="checkbox"/>
Taxiing	<input type="checkbox"/>	<input type="checkbox"/>
Before takeoff	<input type="checkbox"/>	<input type="checkbox"/>

Takeoff and Climb

Procedure	Performance Level	
	Practice	Perform
Normal/Crosswind Takeoff	<input type="checkbox"/>	<input type="checkbox"/>
Climb	<input type="checkbox"/>	<input type="checkbox"/>

Optional Takeoffs

Procedure	Performance Level	
	Practice	Perform
Short Field Takeoff	<input type="checkbox"/>	<input type="checkbox"/>
Soft Field Takeoff	<input type="checkbox"/>	<input type="checkbox"/>

Cruise

Procedure	Performance Level	
	Practice	Perform
Initial cruise	<input type="checkbox"/>	<input type="checkbox"/>
Enroute cruise	<input type="checkbox"/>	<input type="checkbox"/>

Optional Instrument Maneuvers/Procedures

Procedure	Performance Level	
	Practice	Perform
Basic attitude instrument flying	<input type="checkbox"/>	<input type="checkbox"/>
Unusual attitudes	<input type="checkbox"/>	<input type="checkbox"/>
Departure procedures	<input type="checkbox"/>	<input type="checkbox"/>
Arrival procedures	<input type="checkbox"/>	<input type="checkbox"/>
DME ARC	<input type="checkbox"/>	<input type="checkbox"/>
Precision approach VTF/full	<input type="checkbox"/>	<input type="checkbox"/>
VOR approach VTF/full	<input type="checkbox"/>	<input type="checkbox"/>
LOC approach VTF/full	<input type="checkbox"/>	<input type="checkbox"/>
GPS approach VTF/full	<input type="checkbox"/>	<input type="checkbox"/>
Partial panel operations	<input type="checkbox"/>	<input type="checkbox"/>
Circling approach	<input type="checkbox"/>	<input type="checkbox"/>
Missed approach	<input type="checkbox"/>	<input type="checkbox"/>
Holding	<input type="checkbox"/>	<input type="checkbox"/>

Descent and Landing

Procedure	Performance Level	
	Practice	Perform
Descent	<input type="checkbox"/>	<input type="checkbox"/>
Traffic pattern	<input type="checkbox"/>	<input type="checkbox"/>
Normal/crosswind landing	<input type="checkbox"/>	<input type="checkbox"/>
After landing	<input type="checkbox"/>	<input type="checkbox"/>
Shutdown	<input type="checkbox"/>	<input type="checkbox"/>

Optional Landings

Procedure	Performance Level	
	Practice	Perform
Go-around	<input type="checkbox"/>	<input type="checkbox"/>
Soft-field landing	<input type="checkbox"/>	<input type="checkbox"/>
Short-field landing	<input type="checkbox"/>	<input type="checkbox"/>
Flaps-up landing (50% or 0%)	<input type="checkbox"/>	<input type="checkbox"/>
Power off landing	<input type="checkbox"/>	<input type="checkbox"/>

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	<input type="checkbox"/>	<input type="checkbox"/>
Manage risk during the flight using the 5Ps	<input type="checkbox"/>	<input type="checkbox"/>

Single Pilot Resource Management

Task	Performance Level	
	Practice	Manage/Decide
PIC Responsibility	<input type="checkbox"/>	<input type="checkbox"/>
Resource Use	<input type="checkbox"/>	<input type="checkbox"/>
Workload Management	<input type="checkbox"/>	<input type="checkbox"/>
Effective Communication	<input type="checkbox"/>	<input type="checkbox"/>
Situational Awareness	<input type="checkbox"/>	<input type="checkbox"/>

Aeronautical Decision-Making

Task	Performance Level	
	Practice	Manage/Decide
ADM process	<input type="checkbox"/>	<input type="checkbox"/>

Pre-Takeoff

Procedure	Performance Level	
	Practice	Perform
Preflight inspection	<input type="checkbox"/>	<input type="checkbox"/>
Engine start	<input type="checkbox"/>	<input type="checkbox"/>
Before taxiing	<input type="checkbox"/>	<input type="checkbox"/>
Taxiing	<input type="checkbox"/>	<input type="checkbox"/>
Before takeoff	<input type="checkbox"/>	<input type="checkbox"/>

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	<input type="checkbox"/>	
	Practice	Perform
Normal/Crosswind Takeoff	<input type="checkbox"/>	<input type="checkbox"/>
Climb	<input type="checkbox"/>	<input type="checkbox"/>
Short Field Takeoff	<input type="checkbox"/>	<input type="checkbox"/>
Soft Field Takeoff	<input type="checkbox"/>	<input type="checkbox"/>
Initial cruise	<input type="checkbox"/>	<input type="checkbox"/>
Enroute cruise	<input type="checkbox"/>	<input type="checkbox"/>
Descent	<input type="checkbox"/>	<input type="checkbox"/>
Traffic pattern	<input type="checkbox"/>	<input type="checkbox"/>
Normal/crosswind landing	<input type="checkbox"/>	<input type="checkbox"/>
After landing	<input type="checkbox"/>	<input type="checkbox"/>
Shutdown	<input type="checkbox"/>	<input type="checkbox"/>
Go-around	<input type="checkbox"/>	<input type="checkbox"/>
Soft-field landing	<input type="checkbox"/>	<input type="checkbox"/>
Short-field landing	<input type="checkbox"/>	<input type="checkbox"/>
Flaps-up landing (50% or 0%)	<input type="checkbox"/>	<input type="checkbox"/>
Power off landing	<input type="checkbox"/>	<input type="checkbox"/>
Additional Items		
	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>

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	<input type="checkbox"/>	<input type="checkbox"/>
Unusual attitudes	<input type="checkbox"/>	<input type="checkbox"/>
DME Arc	<input type="checkbox"/>	<input type="checkbox"/>
Precision approach VTF/full	<input type="checkbox"/>	<input type="checkbox"/>
Non-precision approach VTF/full	<input type="checkbox"/>	<input type="checkbox"/>
Partial panel approach	<input type="checkbox"/>	<input type="checkbox"/>
Circling approach	<input type="checkbox"/>	<input type="checkbox"/>
Missed approach	<input type="checkbox"/>	<input type="checkbox"/>
Holding	<input type="checkbox"/>	<input type="checkbox"/>
Landing from IAP	<input type="checkbox"/>	<input type="checkbox"/>

Optional Abnormal / Emergency Procedures

Procedure	Performance Level	
	Practice	Perform
PFD screen failure	<input type="checkbox"/>	<input type="checkbox"/>
PFD AHRS failure	<input type="checkbox"/>	<input type="checkbox"/>
Alt 1 failure	<input type="checkbox"/>	<input type="checkbox"/>
Engine failure	<input type="checkbox"/>	<input type="checkbox"/>
Low oil pressure	<input type="checkbox"/>	<input type="checkbox"/>
Inadvertent IMC	<input type="checkbox"/>	<input type="checkbox"/>
Inadvertent ice	<input type="checkbox"/>	<input type="checkbox"/>
Emergency descent	<input type="checkbox"/>	<input type="checkbox"/>
Flap Malfunction	<input type="checkbox"/>	<input type="checkbox"/>

Descent and Landing

Procedure	Performance Level	
	Practice	Perform
Normal/crosswind landing	<input type="checkbox"/>	<input type="checkbox"/>
After landing	<input type="checkbox"/>	<input type="checkbox"/>
Shutdown	<input type="checkbox"/>	<input type="checkbox"/>

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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

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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.

