

Cirrus Transition Training Course
Training Course Details

CIRRUS
 AIRCRAFT

Marvin Casey

Customer Name

Karl Fischbach

Flight Instructor Name(s)

N173CT

Aircraft Registration(s)

Transition Training

Training Course

[REDACTED]

Customer Pilot Certificate #

[REDACTED]

Flight Instructor Certificate #(s)

SR22TN

Aircraft Model

Avidyne Entegra

Avionics Type

Date	Hobbs		Training Hours				Landings	Approaches		Route	Notes	Instructor
	Start	End	Airplane	Sim	Ground	Instrument		#	Type(s)			
8/27/2017	1,410.9	1,413.3	2.4		1.0		7			KABI KABI	Slow flight, pwr off stall, traffic pattern ops	KCF
8/27/2017	1,413.3	1,415.0	1.7		2.0		3			KABI KSNK KABI	XwInd Idgs, checklist ops	KCF
9/1/2017	1,417.6	1,419.4	1.8		1.0		3			KABI KSJT KABI	autopilot stall recog, autopilot ops	KCF
9/2/2017	1,421.4	1,423.1	1.7		1.0		3			KABI KRBD	Xcountry, SPRM	KCF
9/2/2017	1,423.1	1,424.5	1.4		2.5		1			KRBD KABI	Emergency procedures, CAPS scenarios	KCF
9/3/2017	1,426.4	1,428.3	1.9		1.0		5			KABI KSJT KABI	Per off Idgs, CAPS over short runway	KCF
Course Totals			10.9	0.0	8.5	0.0	22	0				
			10.9									

Cirrus Transition Training Course

Flight Training Task List

Syllabus Suite – Original Issue, Feb 2011

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	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	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☒

Cirrus Transition Training Course Flight Training Task List

Syllabus Suite – Original Issue, Feb 2011

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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	Use CAPS Syllabus Task List		
	TAWS Escape	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☒	
	Inadvertent IMC / Icing	☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐	☒	

Ground Task		Check if Completed	
Ground Training Emphasis Areas	CAPS Presentation	☒	
	CAPS Video	☒	
	CAPS Scenario Discussion	☒	
	CAPS Muscle Memory & Procedure Cockpit Training	☒	

CAPS Flight Training Task List		Unsatisfactory Attempts						Satisfactory Attempts		
Ground										
CAPS Emphasis Areas	CAPS Course Briefing									Required Tasks
	CAPS Passenger Briefing									
	CAPS Takeoff Briefing									
	CAPS Call Out									
	CAPS Management									
CAPS Scenarios	Engine Failure Over a Runway									Pick Three
	Engine Failure on Takeoff									
	Engine Failure No Runway									
	Engine Failure in IMC/Night									
	Spin Recovery									Pick Two
	Severe Icing									
	Loss of Control									
	Structural Failure									
	Midair Collision									

Cirrus Transition Training Course
Guidance for Establishing Personal Weather Minimums

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General Flight	1	2	3	4	5	Your Rating
Years Actively Flying	> 10 Years	6-10 Years	2-5 Years		< 2 Years	3
Last Recurrent Training Event	< 6 Months		6-12 Months		> 12 Months	1
Certificate Held	ATP or CFI	Com / Inst	Pvt / Inst	Private Pilot	Student Pilot	4
Total Time	> 2000	1000-2000	750-999	500-749	< 500	5
Hours Logged in Last 12 Months	> 200	150-200	100-149	50-99	< 50	3
Hours in Cirrus in Last 90 Days	> 50	35-50	25-34	10-24	< 10	2
Pilot Mishap in Last 24 Months				Incident	Accident	
Cirrus Landings in Last 30 Days	> 10	6-9	3-5	1-2	0	1
					Total	19

Age: Add 2 points for 65 or older

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

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

Crew: Subtract 1 point for flying with licensed pilot

Training: Add 2 points for not completing Cirrus Transition Training

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

General Pilot Category

● > 22

■ 14-22

◆ < 14

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

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

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Personal Weather Minimums

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

Current Pilot Capability	IFR Approach Minimums
	1500' Ceiling 3 SM Vis bility
	500' / 2 SM Above Published Approach Minimums
	Published Approach Minimums
Instructor Recommendation (If Different)	

Flight Training Plan

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



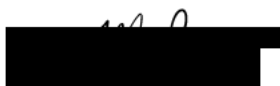
I plan to conduct my next Cirrus recurrent training event with a Cirrus Training Partner on the following date:

Before Dec 3, 2017

Training Date



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



Customer Initial

Instructor Recommendations for Future Flight Training

Recommend 90 day VFR recurrency and 6 month Schedule B training. Also, I think you are ready to begin your IFR training. The training really makes you a better pilot and insurance rates go down!

Training Due Dates

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

3 Dec 17	90 Day Recurrent Check
3 Mar 18	6 Month Recurrent Check
NA	Flight Review
NA	Instrument Proficiency Check
NA	Medical Certificate
NA	Icing Awareness Course

Cirrus Transition Training Course
Training Course Summary Report

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N173CT
Aircraft Registration(s)

[Redacted]
Customer Pilot Certificate #

[Redacted]
Flight Instructor Certificate #(s)

SR22TN
Aircraft Model

8/27/2017
Start Date

9/3/2017
Completion Date

Avidyne Entegra
Avionics Type

	Flight Hours				Instrument Approaches	Landings	Ground Instruction
	Total	Airplane	Simulator	Instrument			
Actual	10.9	10.9	0.0	0.0	0	22	8.5
Required	6.0	0.0	0.0	0.0	0	15	0.0

Course Completion Status

- ☒ Satisfactorily Complete
☐ Incomplete (notes required)

Notes:

Great job with the transition. You were well prepared and able to absorb the fast pace of the training. Keep practicing those emergency and abnormal procedures to maintain familiarity. The COPA pilot proficiency program is also a great resource for continuation training.

Terms of Training

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

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

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

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

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

[Redacted Signature]
Customer Signature

9/3/2017
Date

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 |

[Redacted Signature]
Flight Instructor Signature

9/3/2017
Date