

CFI Bootcamp

Flight Instructor Training

Additional Aircraft Authorizations

Cirrus Training – High Performance Airplanes

Life in the Fast Lane

Cirrus Training - High Performance Airplanes

What is a high-performance airplane?

FAA – An airplane with a powerplant of over 200 HP



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What is a high-performance airplane?

General Pilot Population – Fast airplane with a big motor, retractable gear and advance avionics



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What is a the SR20 and SR22?

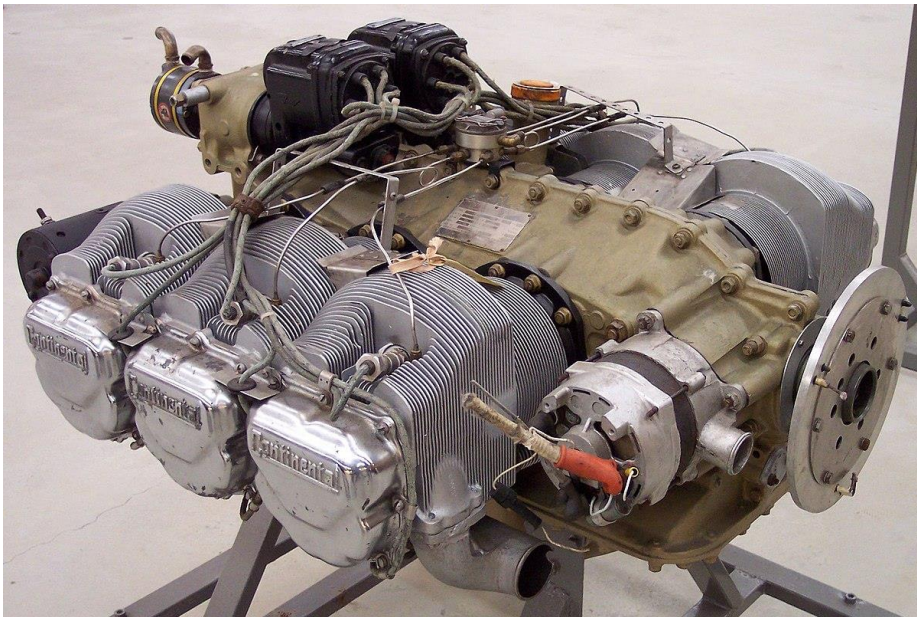
SR 20 – Sometimes High performance – 200 and 215 HP



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What is a the SR20 and SR22?

SR 22 – High performance – 310 HP



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What is a the SR20 and SR22?

Not Complex – Fixed gear



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FAA requirements for PIC

A High-Performance Endorsement – 61.31(f)

- (f) *Additional training required for operating high-performance airplanes.*
 - (1) Except as provided in [paragraph \(f\)\(2\)](#) of this section, no person may act as pilot in command of a high-performance airplane (an airplane with an engine of more than 200 horsepower), unless the person has—
 - (i) Received and logged ground and flight training from an authorized instructor in a high-performance airplane, or in a full flight simulator or flight training device that is representative of a high-performance airplane, and has been found proficient in the operation and systems of the airplane; and
 - (ii) Received a one-time endorsement in the pilot's logbook from an authorized instructor who certifies the person is proficient to operate a high-performance airplane.

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Parachute – CAPS?

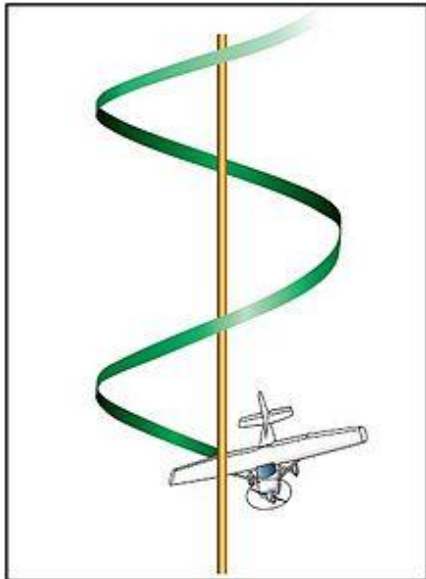
The Cirrus did pass the spin recovery tests in Europe



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Parachute – CAPS?

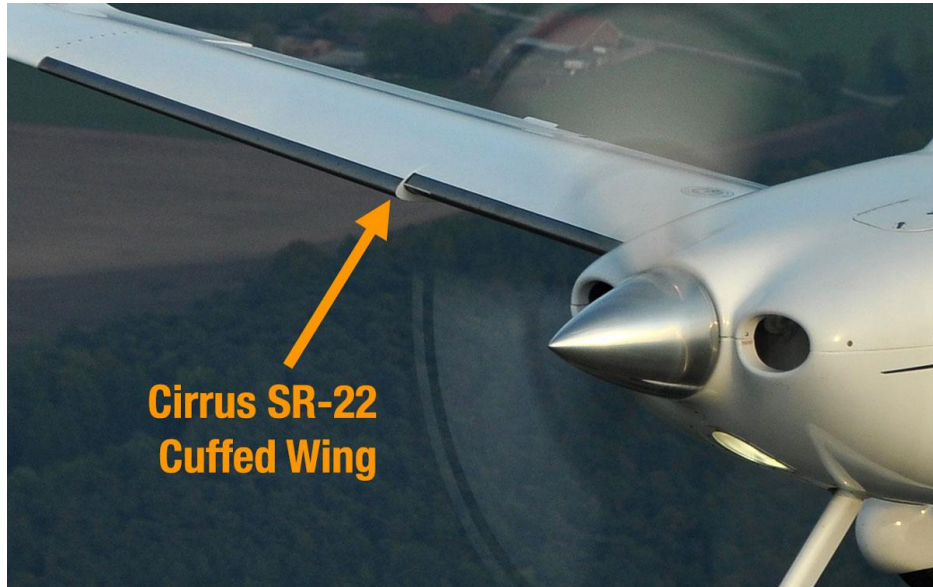
“The average pilot may not be able to recover the Cirrus from certain spin conditions – Hence the parachute



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Cuff wing design

The incidence between the inboard and outboard wing are separated using a cuff design



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Cuff wing design

Allows some aileron effectiveness when the inboard is stalled

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Transitioning into Fast Airplanes

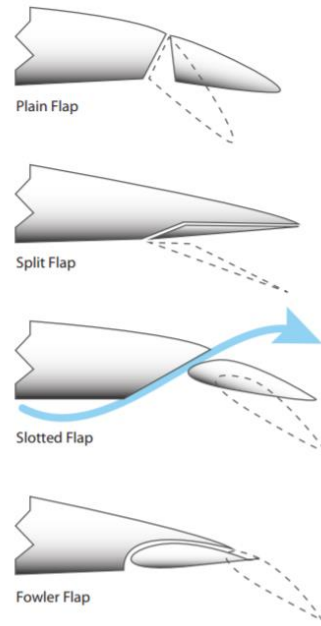
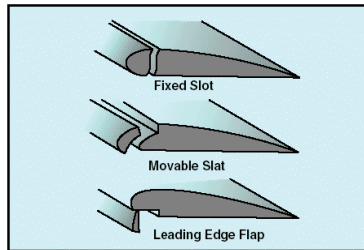
Power + Attitude = Performance



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Transitioning into Fast Airplanes

Drag devices available and speed limitations



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Transitioning into Fast Airplanes

Approach Category for IFR – A or B?

Aircraft category	Vat	Range of speeds for initial approach (and reversal and racetrack procedures)	Range of final approach speeds	Maximum speeds for circling	Maximum speeds for intermediate missed approach	Maximum speeds for final missed approach
A	<91	90/150 (110)	70/110	100	100	110
B	91/120	120/180 (110)	85/130	135	130	150
C	121/140	160/240	115/160	180	160	240
D	141/165	185/250	130/185	205	185	265
E	166/210	185/250	155/230	240	230	275

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Speeds and configurations for VFR pattern and landing



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Transitioning into Fast Airplanes

Go around characteristics – reduced power?



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Dissipating energy

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Managing an airplane going 250 Kts - VFR

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Managing an airplane going 140 Kts – IFR Approach

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You need to work between 250 and 140 kts.

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Over reliance on the autopilot

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Airline Flight Crew – Are fully capable of hand flying

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Resources for Cirrus Airplanes – *Thanks Kirsh Krithivasan*

Cirrus iFOM, differs by Avionics. Flight Operations Manual is an interactive book available on Apple Books

Transition courses on Cirrus Approach (official Cirrus portal)

Cirrus Aircraft paid Embark training (any time a Cirrus is bought, including used aircraft)

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Resources for Cirrus Airplanes

COPA Forums - Wealth of knowledge - people eager to help

CSIPs - Cirrus Standardized Instructor Pilots

Cirrus SR Series Systems course on Cirrus Approach

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Resources for Cirrus Airplanes

Cirrus maneuvers course - Mike Goulian on Cirrus Approach

Garmin Avionics Trainer - G1000 Perspective+ systems

Cirrus CAPS course - FREE on Cirrus Approach

Cirrus Icing course - FREE on Cirrus Approach

Transitioning to Cirrus



Rob Godfrey
FAA CFI, IGI
UK CAA Multi Instrument
SR20 and SR22

SR20 Vs 22

- Faster 155 vs 185 Kts TAS
- Higher payload, 600 vs 780lbs (full fuel)
- Performance 210 vs 300 HP
- Turbo
- FIKI, TKS
- Fuel Burn and hourly cost, 12 vs 17GPH





Differences

- Advanced Avionics, flight stream, perspective
- AOA
- Traffic
- Speed and Power
- CAPS
- General handling. Side Yoke, Agricultural feel
- Variable Pitch Prop
- Aileron Trim
- Fuel Pump and Hot starts
- Advanced features, IR camera, Air conditioning, Sirius XM
- FIKI
- Room and comfort



MANEUVERING
EED WA 122 RAIN
CATEGORY AIRPLANE
ADDITIONAL MANEUVERS
AND SPINNS APPROVED
1925CC

PTT
MCP Disc

Airspeed: 155 knots
Altitude: 4500 ft
Heading: 248°

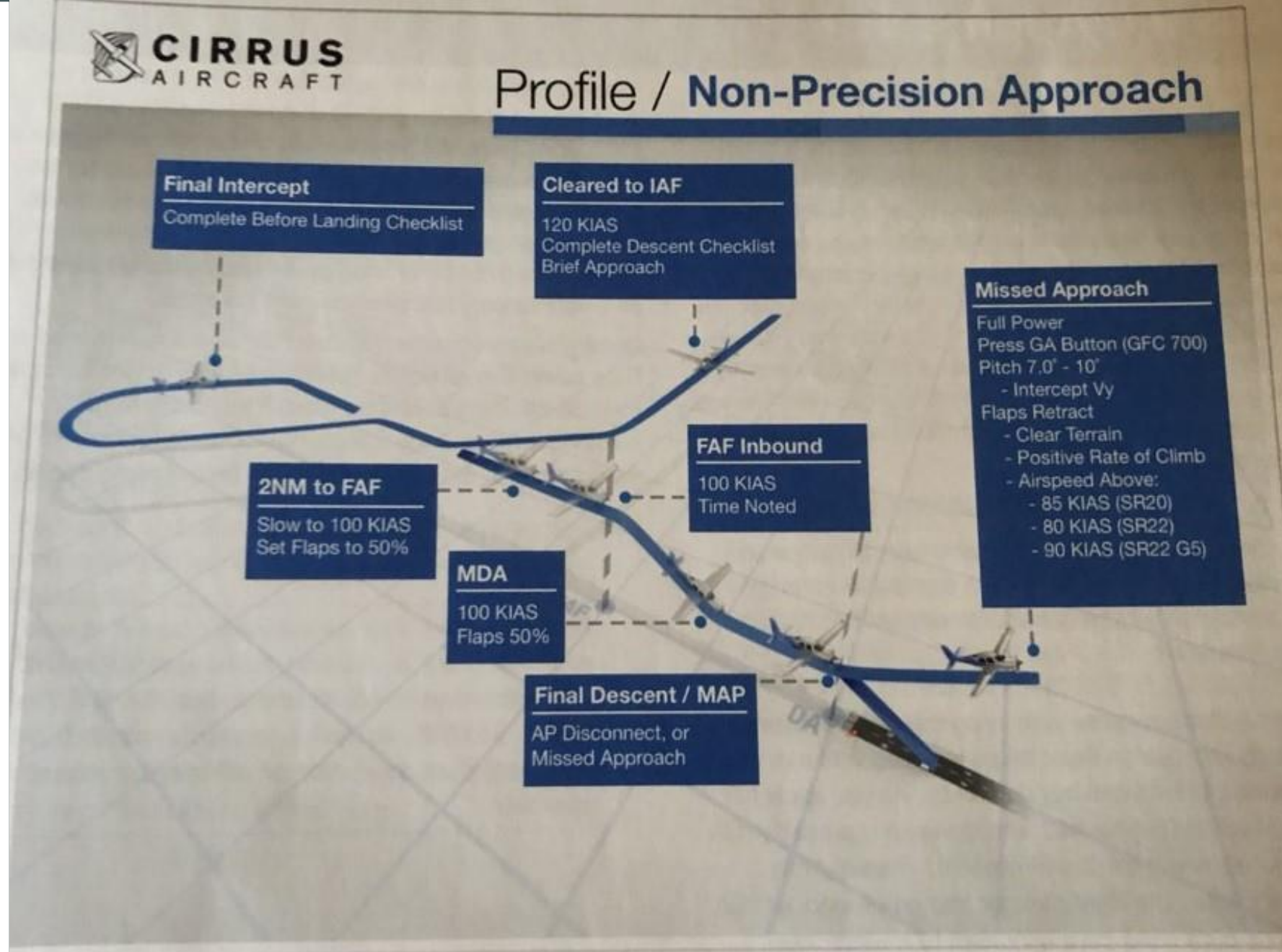
COM, BARO, RANGE, VFR, IDENT, TRNG, WPT, ADVISORY

HOG, CRS, ALT SEL, RANGE

ALPHABETIC KEYS: A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z, CLR, DEL, CLR, CLR

Training

- Cirrus Transition – CSIP
- 10 -20 hours
- Use of SOPs
- Checklists and Flows
- VFR / IFR
- Currency
- Engine leaning ROP/ LOP
- CHTs < 400F
- Correct seat belt placement
- Cirrus training website



Cirrus Transition Training Course
Flight Training Task List
 Syllabus Suite – Original Issue, Feb 2011

Rob Godfrey

Customer Name

John McGwyne

Flight Instructor Name(s)

CIRRUS
 AIRCRAFT

	Task	Unsatisfactory Attempts	Satisfactory Attempts
Normal Procedures	Pre-course Briefing	<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"/> <input type="checkbox"/>	<input checked="" type="checkbox"/>
	Preflight Preparation	<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"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	Engine Start	<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"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	Before Taxi / Taxi	<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"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	Before Takeoff	<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"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	Normal Takeoff	<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"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	Climb	<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"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	Cruise	<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"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	Descent	<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"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	Traffic Pattern	<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"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	Normal Landing	<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"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	Crosswind Landing	<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"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	After Landing / Shutdown	<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"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
	Avionics Management	<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"/> <input type="checkbox"/>	<input checked="" type="checkbox"/>
Autopilot Management	<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"/> <input type="checkbox"/>	<input checked="" type="checkbox"/>	
SRM	Single Pilot Resource Mgmt	<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"/> <input type="checkbox"/>	<input checked="" type="checkbox"/>


Rob Godfrey

Customer Name

John McGwyne


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	1
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	2
Total Time	> 2000	1000-2000	750-999	500-749	< 500	3
Hours Logged in Last 12 Months	> 200	150-200	100-149	50-99	< 50	4
Hours in Cirrus in Last 90 Days	> 50	35-50	25-34	10-24	< 10	5
Pilot Mishap in Last 24 Months				Incident	Accident	
Cirrus Landings in Last 30 Days	> 10	6-9	3-5	1-2	0	2
Total						18

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



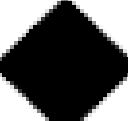
Instrument Flight*	1	2	3	4	5	Your Rating
Years Actively Flying IFR	> 5		1-5		< 1	1
Hours Flown IFR in Last 90 Days	> 35	25-35	10-24	5-9	< 5	5
Simulated/Actual Inst Hours in Cirrus in Last 90 Days	> 3		1-3		< 1	3
Inst Approaches in Last 90 Days (Coupled)	>4		1-4		0	3
Inst Approaches in Last 90 Days (Hand Flown)	>2		1		0	3
Received Avionics-Specific IFR Training from CSIP/CTC	Yes				No	1
Total						16




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 _____

Personal Weather Minimums

Current Pilot Capability	Wind (kts)	VFR Minimums	
		Day	Night
	Total: 15	5000' Ceiling 10 SM Visibility	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 <i>(If Different)</i>			

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

**Cirrus Transition Training Course
Training Course Details**



Rob Godfrey

Customer Name

John McGwyne

Flight Instructor Name(s)

N925CC

Aircraft Registration(s)

Transition Training

Training Course

Customer Pilot Certificate #

Flight Instructor Certificate #(s)

SR22

Aircraft Model

Avidyne Entegra

Avionics Type

Date	Hobbs		Training Hours				Landings	Approaches		Route	Notes	Instructor
	Start	End	Airplane	Sim	Ground	Instrument		#	Type(s)			
7/7/2012	1.0	2.0	1.0				3			EGSX LOCAL	GH CCTS NOTE THIS TRAINING DAY WAS ON SR20 GGODA Avedyne	JM
9/8/2012	2.0	3.0	1.0				2			EGSX-LFAC	NAV Note this training was on SR20 GGODA Avedyne	JM
9/8/2012	3.0	4.0	1.0				1			LFAC-EGSX	Nav	JM
1/22/2019	3.0	4.4	1.4				3			EGSX- Wellesbourne	NAV	JM
1/22/2019	5.0	6.9	1.9				3			Wellesbourne - EGX via Shobden	NAV	JM
Course Totals			6.3	0.0	0.0	0.0	12	0				
			6.3									



SAFETY & SECURITY
REMOVE BEFORE FLIGHT

SR22



DEPT 10000
LFAC 500 1.0m
DNR / LFAC
DNR 100' 1.0m 1000ft
ALT
1000ft
SELECTED SHIPBOARD NUMBER

Tips and Takeaways

- Fast touring aircraft. Great Twin alternative.
- TAA
- Easy to fly
- High cross wind capability
- SR22 approx. 17GPH
- Ergonomic design- Designed around PAX
- No FADEC
- More right rudder! Especially on Go Around
- Family and non aviators love it!



GARMIN

111.35 111.10
114.35 → 111.10

NAV1 TRK 163° BRG 185° ETE 04:42
NAV2 WPT - APPROACH INFORMATION

LDG 12:42 UTC DEST F00 50 Gal ETE 08:35
LFLC DIS 21.5 NM BRG 216°

Z Pwr 67
RPM 2570
Man Tq 24.4



Gal Used 31.0
Oil F 192
Oil PSI 45
Bottl A -1
Evo Bus V 28.0

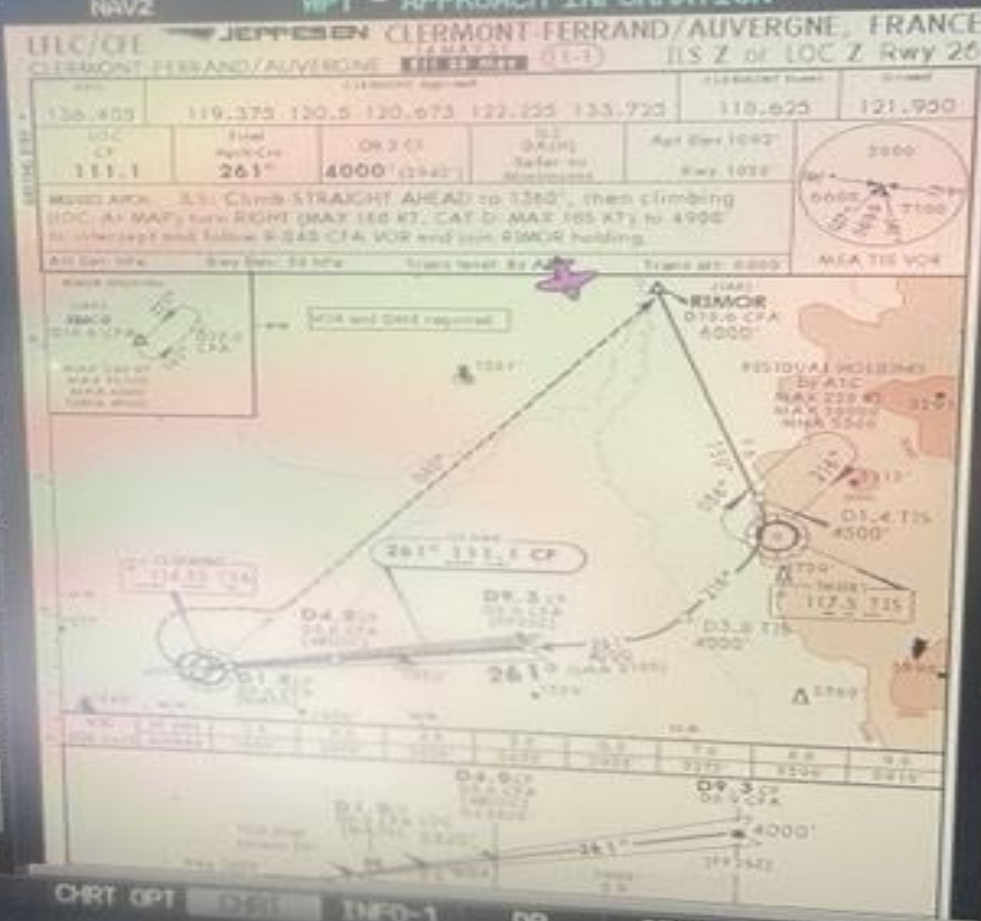


CHT F 288



EST F 1400

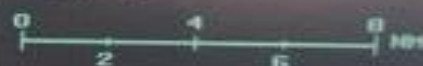
ENGINE



AIRPORT
LFLC PUBLIC
CLERMONT FERRAND AUVERGNE
CLERMONT FERRAND AUVERGN

APPROACH
ILS Z OR LOC Z RWY 26, (11-

SCALE



CHRT OPT INFO-1 DP STAR APR WX NOTAM GO BACK CHKLIST

Thank you

An aerial photograph taken from the perspective of someone sitting on an airplane, looking out over the wing. The wing is white and occupies the bottom right portion of the frame. Below the wing, a coastline is visible, featuring a sandy beach, a rocky cliffside, and a body of water. The sky is filled with large, dramatic clouds, with some light breaking through. The overall scene is a mix of natural beauty and human-made infrastructure.

Rob Godfrey
robgodfreygb@gmail.com