



CIRRUS PILOT

General Operations Manual

"Ignore at your Peril"



PLANE GENIUS™

General Operations Manual



The procedures in this publication may be derived from procedures in the FAA Approved Airplane Flight Manual and Pilot's Operating Handbook (POH). These procedures do not supersede the procedures in the basic POH. In the event of conflict, the basic POH shall take precedence.

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Introduction

General

The best safety records in the industry belong to airlines, corporate flight departments, and college aviation programs, all of which set standards for flight operations.

This publication has been designed to help you make safe operating decisions using the same model relied upon by many professional flight departments. Whether you are a low-time private pilot or an experienced commercial operator, this manual can be used to identify potential risks and make appropriate choices.

Pilots of Cirrus aircraft should refer to this publication for operational guidance; strive to operate with the safety, efficiency and professionalism of a corporate flight department.

Purpose

This publication should be used as a guide for the planning and execution of all flights in Cirrus aircraft. Although this publication is an excellent resource, it will not guarantee a safe flight. Minimizing flight risk requires sound judgment and sensible operating practices. Safety of flight ultimately depends upon the decisions made by you, the pilot.

Safe flights should be conducted according to regulations, ATC clearances, personal capabilities, and the aircraft operating limitations described in the FAA Approved Airplane Flight Manual and Pilot's Operating Handbook (POH). The operating procedures and guidelines found in this manual are advisory only and do not supersede the POH, Federal Aviation Regulations, Advisory Circulars or your authority as pilot in command of the aircraft. For operations outside the United States, refer to the appropriate regulations for that country. This publication should be in the pilot's possession during all flight operations.

Reference Materials

The following references supplement the content of this publication:

- Federal Aviation Regulations (FARs) or governing regulations, as applicable,
- Aeronautical Information Manual (AIM),
- FAA Approved Airplane Flight Manual and Pilot’s Operating Handbook,
- Advisory Circulars,
- Cirrus Design Training Guide,
- Cirrus Design Envelop of Safety,
- Avionics Pilot Guides and Manuals.

Contact Information

Air Safety Hotline	218-788-3400
CIRRUS Standardized Instructor Program	218-788-3845
	csip@cirrusdesign.com
Flight Standards and Operations	866-733-6273
	pilotsworld@cirrusdesign.com
Maintenance Hotline	800-279-4322
	fieldservice@cirrusdesign.com
Public Relations	218-529-7271
	kdougherty@cirrusdesign.com
Sales Department.....	888-750-9927
	info@cirrusdesign.com
Factory Transition Training.....	218-788-3217
	duluthftc@aero.und.edu

Pilot Qualification and Evaluation

General

The pilot in command of any Cirrus aircraft is responsible for its safe operation. It is recommended that all pilots operate in accordance with the policies and procedures prescribed within this publication. In no case does this document relieve the pilot in command from the responsibility of making safe decisions regarding the operation of the aircraft.

Training

Initial Training

Cirrus pilots should satisfactorily complete the Cirrus Transition Training Course or the Cirrus Standardized Instructor Program (CSIP) course prior to acting as pilot in command of a Cirrus aircraft.

- Note •

Instrument rated pilots should complete an instrument proficiency check prior to flying in IMC.

Recurrent Training

Cirrus pilots should complete recurrent training at a Cirrus Standardized Training Center (CSTC) or with a Cirrus Standardized Instructor (CSI) every 12 months. Recurrent training emphasizes aeronautical decision making, risk management and airmanship, which leads to increased proficiency. The recurrent training event is an opportunity to meet the requirements of a biennial flight review.

- Note •

Instrument rated pilots should complete an instrument proficiency check every 6 months.

Additional Resources

Pilot's World is a free online monthly proficiency program used to increase a pilot's knowledge, proficiency and safe utilization of a Cirrus aircraft. It is designed for pilots, with or without an instrument rating. Each month this program provides a Ground Segment and Flight

Segment that address important topics of value to all Cirrus pilots. Pilot's World is accessible at <http://www.cirrusdesign.com> by clicking on Pilot's World in the top menu.

HTMLeZ is a web-based program that allows pilots to stay up-to-date with training courseware. It also provides a point of reference for pilots looking for answers to training questions. To access HTMLeZ, go to <http://www.aero.und.edu/cirrus> and click on HTMLeZ. Click on Cirrus Owner Login and then follow the instructions on the welcome page, which will allow you to register and request access.

Medical Certificates

In order to exercise the privileges of a private pilot certificate the pilot must hold a third class medical certificate, which is valid for 24 months from the date of issue (36 months if the person is under 40.) In order to exercise the privileges of a commercial pilot certificate a pilot must hold and maintain a second-class medical certificate valid for 12 calendar months from the date of issue.

Pilot Proficiency

Takeoff and Landing Wind Considerations

A Cirrus pilot should not attempt to takeoff or land when the wind speed and direction exceed the individual's capabilities.

Non-Instrument Rated or Instrument Rated (Non-Proficient)

- Day: Maximum 25 knots sustained and 15 knots crosswind.
- Night: Maximum 25 knots sustained and 10 knots crosswind.

Instrument Rated (Proficient)

- Day: Maximum 30 knots sustained and 15 knots crosswind.
- Night: Maximum 25 knots sustained and 15 knots crosswind.

Instrument Rated (Proficient with Demonstrated Ability to Category I Minimums within 60 days)

- Maximum 35 knots sustained and 20 knots crosswind or maximum demonstrated crosswind component.

When taking off or landing on ice-covered runways (braking action reported POOR), the crosswind component should not exceed 50 percent of the aircraft's demonstrated crosswind component.

If the wind exceeds 25 knots or the gust factor exceeds 10 knots, takeoff and landing training should not be conducted. During normal operations land into the wind. Where airport layout or the type of operation requires landing with a tailwind - for example, an ILS approach - up to a 10 knot tailwind component is allowed per the Performance Section of the Pilot's Operating Handbook.

Takeoff, Enroute and Landing Minimums

Cirrus pilots should not operate below the following minimum ceiling and flight visibility limitations:

Non-Instrument Rated or Instrument Rated (Non-Proficient)

The pilot should only operate when the ceiling and visibility are at least 3000 feet and 5 miles, respectively, during the day. For night operations the minimum ceiling and visibility are 5000 feet and 10 miles, respectively.

Instrument Rated (Proficient)

A pilot who has fewer than 100 hours in a Cirrus aircraft should only operate in that aircraft type when the ceiling and visibility are at least 1000 feet and 3 miles, respectively.

For day operations, a pilot who has logged more than 100 hours in a Cirrus aircraft should only operate that aircraft type when the ceiling and visibility are at least 500 feet and 1 mile, respectively. For night operations, a pilot who has logged more than 100 hours in a Cirrus aircraft should only operate that aircraft type when the ceiling and visibility are at least 600 feet and 2 miles, respectively.

- Note •

Pilots should file an IFR flight plan any time the weather conditions are below 3000 feet and/or 5 miles.

Instrument Rated (Proficient with Demonstrated Ability to Category I Minimums within 60 days)

- Note •

Initial Category I currency should be obtained with a CSTC instructor or a CSI.

A pilot who has logged fewer than 100 hours in a Cirrus aircraft should only operate when the ceiling and visibility are at least 500 feet and 1

mile, respectively. A pilot who has logged more than 100 hours in a Cirrus aircraft should only operate that aircraft type when the ceiling and visibility are at least 200 feet and 1/2 mile, respectively.

- Note •

Pilots should file an IFR flight plan any time the weather conditions are below 3000 feet and/or 5 miles visibility.

Currency Requirements

VFR

The pilot should maintain VFR currency by completing each of the following items in a Cirrus aircraft:

- Completion of the Transition Training course,
- 3 takeoffs and 3 landings to a full stop within the previous 60 days,
- 10 hours as the PIC within the previous 60 days,
- Complete recurrent training within the previous 12 months.

The pilot should fly with a CSTC instructor or with a CSI to meet the flight currency requirement if currency lapses. Completion of the Recurrent Training course will also restore flight currency.

IFR

The pilot should maintain IFR currency by completing each of the following items in a Cirrus aircraft:

- VFR currency requirements,
- Completion of an IPC with CSTC instructor or a CSI within the previous 6 months,
- Flown 3 instrument approaches in actual or simulated instrument conditions within the previous 60 days.
- For Category I currency, demonstrate the ability to execute an instrument approach to Category I minimums within the previous 60 days.

- Note •

Initial Category I currency should be obtained with a CSTC instructor or a CSI.

Flight Operations Considerations

- Note •

All Cirrus aircraft shall be operated in accordance with the applicable Airplane Flight Manual, Pilot's Operating Handbook, and the Federal Aviation Regulations.

General

Checklist Usage

The pilot should refer to the appropriate checklist throughout the various phases of flight. No checklist should be completed solely from memory. The Pilot's Operating Handbook outlines emergency procedure memory items that should be completed from memory. If the time and situation permit reference the appropriate checklist.

Flight Plans

Pilots are encouraged to file VFR or IFR flight plans for all cross-country flights. Pilots should always plan an alternate, whether operating VFR or IFR.

Collision Avoidance

The pilot should maintain vigilance for other aircraft and use all resources available to avoid any situation which could result in a collision. Pilots are encouraged to file an IFR flight plan or request traffic advisories when operating in an ATC radar environment.

Aircraft Maintenance

Cirrus aircraft owners and operators are to maintain their aircraft in accordance with the Instructions for Continued Airworthiness found in the Airplane Maintenance Manual. Aircraft maintenance should be completed at a Cirrus Authorized Service Center.

There is a worldwide network of Cirrus authorized professionals that are trained to maintain Cirrus aircraft. Cirrus Authorized Service Centers are available for regularly scheduled aircraft maintenance or needed repairs. A complete listing of service centers is available at <http://www.cirrusdesign.com/serviceandupgrades/servicecenters>.

If a Cirrus aircraft is damaged or encounters mechanical difficulty that is hazardous to flight or ground operations away from home base, the pilot should land as soon as practical and not attempt to take off. The pilot should secure the aircraft and contact a Cirrus Authorized Service Center or call the Cirrus Hotline 800-279-4322. The purpose of this call is to assist the pilot in analyzing the problem and determining the best solution.

Grounding of Aircraft

A Cirrus pilot or mechanic has the authority to ground an aircraft anytime it is determined to be not airworthy.

Preflight

Evaluation

Every flight should begin with a comprehensive self evaluation to determine if the pilot is qualified and capable to safely perform the duties of the pilot in command. The following considerations should be evaluated:

- Illness
- Medication
- Stress
- Alcohol
- Fatigue
- Eating
- Pilot Currency
- Pilot Proficiency
- Familiarity with intended route

Weather

A critical factor in a successful flight is the pilot's evaluation of weather conditions. Many weather related accidents could have been prevented during preflight if the pilot had thoroughly evaluated the weather conditions. The following weather resources will be useful for evaluating the weather:

Flight Service Station 800-WX-BRIEF

Aviation Weather Center <http://www.aviationweather.gov>
Direct User Access Terminal Service (DUATS) ... <http://www.duats.com>
National Weather Service..... <http://www.nws.noaa.gov>

The go/no-go decision and the route to the intended destination greatly depend on the weather at the departure airport, along the route and destination. The pilot's ability to interpret and understand aviation weather is critical to the safety of flight. Follow the steps below when assessing the weather for every flight.

Overview

The first step to understanding the weather conditions along the intended route is to assess the big picture. The pilot should become familiar with pressure systems, frontal systems, precipitation, areas of marginal and IFR conditions, and areas of icing and turbulence. Weather products available include:

- Surface analysis chart,
- Weather radar,
- Satellite Imagery.

Hazards to Flight

The second step is to identify any potential hazards for the intended flight. The pilot should become familiar with areas of marginal VFR and IFR conditions, convective activity, and areas of icing and turbulence. Weather products available include:

- Weather depiction chart,
- AIRMETs, SIGMETs and Convective SIGMETs,
- Weather radar,
- Pilot reports,
- Area forecast,
- Current and forecasted icing potential tools,
- <http://www.aviationweather.gov>.

Current Observations

The third step is to become familiar with the current observations along the intended flight. Current weather observations within 50 miles of the departure, intended route and destination airport should be analyzed. Weather products available include:

- METARs,
- Pilot reports.

• Note •

Go to <http://adds.aviationweather.gov/java/> for an interactive weather tool.

Forecasted Weather

The fourth step is to understand what the weather is expected to do during your flight. Evaluate the weather +/- 2 hours from your estimated time of arrival at the destination or planned alternate. Weather products available include:

- TAFs,
- Area forecast,
- Prognostic charts,
- Winds and temperature aloft,
- AIRMETs, SIGMETs and Convective SIGMETs.

NOTAMS

The fifth step is to become aware of any NOTAMS that may affect the flight. Pay close attention to any TFRs that may interfere with your routing.

Weather Assessment

Pilots should determine if the weather conditions exceed their qualifications and capabilities. A decision should be made to postpone the flight if the weather is not acceptable. Flight planning should continue if the weather is acceptable.

Flight Planning

The pilot should complete the following flight planning responsibilities: Determine the best route and altitude considering; winds aloft, freezing levels, cloud bases and tops, turbulence, terrain, airspace and TFRs.

- Determine alternate airport.
- Calculate fuel requirements.
- Verify aircraft is within weight and balance limitations.
- Calculate takeoff and landing distances. Verify runway lengths for intended airports.
- File flight plan.

• Note •

To facilitate flight planning, the U.S. Government provides a free Direct User Access Terminal Service (DUATS) for all licensed pilots at <http://www.duats.com>.

Fuel Requirements

No person may operate an aircraft in IFR conditions unless there is enough fuel (considering weather reports, forecasts, and weather conditions) to:

- Complete the flight to the first airport of intended landing,
- Fly from that airport to the alternate airport,
- Fly after that for 45 minutes at normal cruising speed.

No person may begin a flight in an aircraft under VFR conditions unless (considering wind and forecast weather conditions) there is enough fuel to fly to the first point of intended landing and assuming normal cruising speed and at least an additional 45 minutes beyond that point in either day or night conditions.

Minimum Runway Length

Except in an emergency, Cirrus pilots are encouraged to operate off a minimum runway length of 2,500 feet or twice the expected takeoff and /or landing distance, whichever is higher.

Aircraft Preflight Inspection

It is the pilot's responsibility to assure that the aircraft is in an airworthy condition prior to beginning any flight. The preflight inspection shall be conducted in accordance with the preflight checklist in the FAA Approved Airplane Flight Manual and Pilot's Operating Handbook. The pilot shall ensure that everyone aboard is equipped with the appropriate clothing and survival equipment for all flights.

The pilot is responsible for ensuring that the aircraft has been fueled to the required level prior to flight. The pilot should confirm the amount indicated on the fuel gauges by visually checking the fuel tanks.

Documentation

The following documents must be in the aircraft for the flight:

- Certificate of Airworthiness,
- Registration,
- FAA Approved Airplane Flight Manual and Pilot's Operating Handbook,
- Radio station license for international operations,
- Appropriate avionics publications.

Equipment

The following equipment should be carried in the aircraft when appropriate:

- Survival kit (appropriate to the climate and conditions),
- Approved floatation devices for flights outside glide distance to land,
- Supplemental oxygen system for high altitude operations,
- Chocks, tie downs, extra oil, tow bar, engine and airplane covers.

Weather Criteria

IFR Alternate Airport Weather Requirements

If from 1 hour before to 1 hour after the estimated time of arrival at the destination airport, the weather is forecast to be at least 2,000 foot ceilings and 3 mile visibilities, no alternate is required by the FARs,

though it is important to be familiar with the area if a diversion is required. If weather conditions are less than 2,000 feet and 3 miles, an alternate must be filed.

A pilot may only include an alternate airport in an IFR flight plan when appropriate weather reports or forecasts, or a combination of them, indicate that, at the estimated time of arrival at the alternate airport, the ceiling and visibility at that airport will be at or above the following weather minima:

- For a precision approach procedure. Ceiling 600 feet and visibility 2 statute miles.
- For a Non-precision approach procedure. Ceiling 800 feet and visibility 2 statute miles.

If no instrument approach procedure has been published, the ceiling and visibility minima are those allowing descent from the MEA, approach and landing under basic VFR.

Thunderstorm Flying

Never regard a thunderstorm lightly - even when radar observers report the echoes are of light intensity. Avoiding thunderstorms is the best policy. Following are some Do's and Don'ts of thunderstorm avoidance:

- Don't land or takeoff in the face of an approaching thunderstorm. A sudden gust front of low level turbulence could cause loss of control.
- Don't attempt to fly under a thunderstorm even if you can see through to the other side. Turbulence and wind shear under the storm could be disastrous.
- Don't trust the visual appearance to be a reliable indicator of the turbulence inside a thunderstorm.
- Do avoid by at least 20 miles any thunderstorm identified as severe or giving an intense radar echo. This is especially true under the anvil of a large cumulonimbus.
- Do circumnavigate the entire area if the area has 6/10 thunderstorm coverage.
- Do remember that vivid and frequent lightning indicates the existence of a strong thunderstorm.

Do regard as extremely hazardous any thunderstorm with tops 35,000 feet or higher, whether the top is visually sighted or determined by radar.

Temperature Minimums

Flight training operations should not be undertaken when the outside air temperature falls below -20 Fahrenheit. Cirrus aircraft should be preheated if exposed to ground temperatures below 20 Fahrenheit for more than two hours. Do not operate the engine at speeds above 1700 RPM unless oil temperature is 75 Fahrenheit or higher and oil pressure is within specified limits of 30-60 PSI. When oil temperature has reached 100 Fahrenheit and oil pressure does not exceed 60 PSI at 2500 RPM, the engine has been warmed sufficiently to accept full rated power.

Operations in Icing Conditions

A pilot should not take off in an aircraft that has frost, snow, or ice adhering to any external surface.

A pilot can expect icing when flying in visible moisture, such as rain, snow or clouds, and the temperature of the aircraft is below freezing. If icing is detected a pilot should turn on all available anti-icing equipment and do one of two things; get out of the area of visible moisture or go to an altitude where the temperature is above freezing. The warmer altitude may not always be a lower altitude. Proper preflight action includes obtaining information on the freezing level. Report icing to ATC, and if operating IFR, request new routing or altitude if icing is encountered.

Departure

Passenger Flight Briefing

Pilots should brief all passengers prior to beginning each flight. The briefing shall cover the use of the CAPS, seat belts, exits, sterile cabin procedures and any other safety equipment on the aircraft. Emergency procedures should also be discussed.

Engine Start/Taxi

During engine start the aircraft should be positioned so that the propeller blast is not directed toward any aircraft, hangar, or person.

Taxiing Near Large Aircraft

Precautions must be taken during ground operations to avoid jet blast and wake turbulence near large and heavy aircraft.

Turns after Takeoff

The recommended turn altitude after takeoff is 400 feet AGL, unless obstacle departure procedures or ATC instructions preclude otherwise. When cleared to Fly Runway Heading pilots should maintain the heading that corresponds with the extended centerline of the departure runway until otherwise directed by ATC. Drift correction should not be applied; i.e., Runway 04, actual magnetic heading of the runway centerline is 044 degrees, fly 044 degrees.

Noise Abatement

When operating out of noise sensitive airports pilots are encouraged to follow local noise abatement procedures and consider a power reduction during the climb if necessary and safe.

Enroute

Weather Status

Pilots should monitor the weather along the route and destination airport for deteriorating conditions using onboard weather resources and ground based weather resources. Enroute Flight Advisory Service, Flight Watch, is generally available on 122.0 anywhere in the contiguous United States. A diversion may be necessary if the weather deteriorates beyond the pilot's qualifications and/or capabilities.

Aircraft Systems Status

Pilots should monitor the flight, engine and system parameters throughout the flight. Verify adequate fuel remains to reach the intended destination and switch fuel tanks as required to maintain an equal balance.

Pilot Status

Pilots should monitor fatigue and stress levels during the flight. A diversion may be necessary if the pilot has any reason to believe the flight can not be safely completed.

Situational Awareness

Pilots should maintain situational awareness throughout the entire flight using all available equipment and resources.

Supplemental Oxygen

According to FAR 91.211 no person may operate an aircraft-

1. At cabin pressure altitudes above 12,500 feet (MSL) up to and including 14,000 feet (MSL) unless the required minimum flight crew is provided with and uses supplemental oxygen for that part of the flight at those altitudes that is of more than 30 minutes duration;
2. At cabin pressure altitudes above 14,000 feet (MSL) unless the required minimum flight crew is provided with and uses supplemental oxygen during the entire flight time at those altitudes; and
3. At cabin pressure altitudes above 15,000 feet (MSL) unless each occupant of the aircraft is provided with supplemental oxygen.

• Note •

For optimal protection pilots are encouraged to use supplemental oxygen above 10,000 feet during the day and above 5,000 feet during the night.

Arrival

Descent Planning

Pilots should plan descents to allow enough time for the aircraft to reach the approach and arrival altitudes and target airspeeds without unnecessary maneuvering or abrupt power changes.

Approach Briefing

The pilot should thoroughly brief arrival, approach, and airport information prior to the initial descent from cruise flight. Items to consider are:

- Current Weather,
- Arrival Procedure,
- Instrument Approach Chart,
- Communication Frequencies,
- Navigation Frequencies,
- Airport Layout.

Use of Electronic Charts

Pilots are encouraged to use electronic approach charts when they are current and available in the aircraft. Avidyne CMax approach charts are approved as the primary source of chart information. However, it is recommended that backup charts for the departure, destination and alternate airports be accessible during the flight.

Autopilot Coupled Approaches

On all autopilot-coupled approaches the pilot should:

- Monitor all controls by having one hand near the control yoke and the other hand on the throttle. The pilot's feet should be on the lower portion of the rudder pedals;
- Be in a position to immediately disconnect the autopilot if necessary; and
- Disconnect the autopilot prior to descending below the MDA or DH.

Stabilized Approach Requirements

A stabilized approach must be established before descending below the following minimum altitudes:

- IMC - 1000 feet AGL,
- VMC - 200 feet AGL.

The criteria for a stabilized approach include:

- Proper airspeed,
- Correct flight path,
- Correct configuration,
- Power setting appropriate for aircraft configuration,
- Normal sink rate,
- Appropriate checklists are complete.

These requirements must be maintained throughout the rest of the approach for it to be considered a stabilized approach. If the stabilized approach requirements cannot be satisfied by the minimum altitudes specified in this section or maintained throughout the rest of the approach, the pilot should execute a go-around or missed approach.

Approach and Landing

The pilot must make a decision whether or not to continue an approach after considering the appropriate information from available sources, including ATIS, forecasts, PIREPS, ATC reports, etc. The decision points and options are:

- Prior to initial descent from cruise altitude: continue, hold, or divert;
- Prior to entering Final Approach Segment: continue, hold, or divert; and
- Arrival at DA / MDA: land, or missed approach.

Decision Factors: Various individual and cumulative factors will influence the decision to begin and continue an approach to a landing or missed approach. Those factors may include, but are not limited to:

- Ceiling,
- Visibility / RVR,
- Crosswind,
- Icing,
- Runway contamination / braking conditions,
- Fuel Quantity,
- Wind shear,
- Convective activity,

- Turbulence,
- Pilots should be especially aware of the cumulative factors and trends. For example, beginning an approach when visibility is deteriorating and minimum fuel state might suggest diversion for fuel. Thunderstorms approaching an airport suggests holding until passage.

Missed Approach

Pilots should execute every approach with the presumption that a missed approach may be necessary. Plan each approach through the missed approach procedure and make the decision to land only when all required criteria are safely satisfied.

Enhanced Ground Proximity Warning System

An aircraft may be equipped with a Terrain Awareness and Warning System. The Honeywell KGP 560 system supports:

- Alerting for premature descent,
- Alerting for excessive rate of climb/descent,
- Altitude callout (500 feet) and alerting within 5 nm of 2000 feet public runways,
- Look-ahead algorithms and integrated terrain/obstacle database.

Only vertical maneuvers are recommended responses to warnings and alerts unless operating in VMC or the pilot determines, using all available information and instruments, that a turn, in addition to the vertical escape maneuver, is the safest course of action.

Postflight

Aircraft Parking

The Pilot in Command of the aircraft is responsible for parking and securing the aircraft. The aircraft should be parked on a ramp or in a hangar. If the aircraft is parked outside, it should be chocked and tied down if possible.

Pilot Duty Considerations

Duty Time and Rest

Pilot should avoid a duty period greater than 12 hours including a maximum flight time of 8 hours. A pilot flying the following day should have a 12-hour rest period.

Physiological

Intoxicants

Pilots should not consume alcohol or other intoxicants within 12 hours prior to flying.

Blood Donations

A pilot should not operate an aircraft within 72 hours after a blood donation or transfusion due to temporary lowering of oxygen carrying capacity of blood following a blood donation or transfusion.

Scuba Diving

A pilot or passenger who intends to fly after scuba diving should allow the body sufficient time to rid itself of excess nitrogen absorbed during the dive. The recommended wait times are as follows:

- 12 hours - flight below 8,000 feet pressure altitude and dive did not require a controlled ascent.
- 24 hours - flights above 8,000 feet pressure altitude or a dive which required a controlled ascent.

Flight Safety

General

In addition to the operating limitations specific to each aircraft type, the following actions are not recommended:

- Parachuting activities,
- Hand propped engine starts,
- Flight below 500' AGL except for takeoff and landing,
- Flight beyond the safe gliding distance of land.

• Note •

The pilot should ensure that adequate survival gear is readily accessible if flight beyond the safe gliding distance is required.

Sterile Cabin

During sterile cabin operations all distractions such as XM radio, non-flight related materials and unnecessary communication with passengers should be minimized. A sterile cabin should be observed during departure, arrival and abnormal/emergency operations.

Smoking

Smoking is prohibited inside or near aircraft and hangars. It is the responsibility of the pilot to ensure that their passengers comply with these restrictions.

International Border Operations

Preflight

- Appropriate charts and flight supplements

Personal Documentation

- Pilot certificate,
- Medical certificate,
- Notarized letter authorizing children to fly (only if accompanied by one parent),
- Proof of citizenship,
- Passport,
- Birth certificate (original or certified true copy),
- Photo ID (required with birth certificate),
- Resident alien ID Card,
- Other Visa documentation as required,
- Restricted Radiotelephone Operator Permit.

Aircraft Documentation

- Airworthiness certificate,
- Registration certificate (not temporary registration certificate),
- Operating limitations,
- Weight and balance information,
- Experimental Aircraft - Standardized Validation (for operations in Canada) or Special Flight Authorization (for operations in U.S.),
- Proof of liability insurance for the specific country,
- FAA Form 337 (U.S. aircraft only) or STC documentation if fuel tanks have been added compartments,
- Aircraft Radio Station License,
- Customs Form 339A: Annual User Fee Decal Request - Aircraft.

Crossing the United States and Canadian Border

Departure

- Give advance notification to Customs.
- U.S. to Canada - contact CANPASS no less than two hours before and no more than 48 hours before arrival at 888-CANPASS or 888-226-7277.
- Canada to U.S. - telephone Customs office at airport of entry no less than two hours or more then 23 hours before arrival; enter ADCUS in Remarks block of flight plan form.
- File and activate a VFR or IFR flight plan.
- Advise Customs if any change in ETA at AOE via ATC/FSS while in flight, get badge number and name of Customs official that ATC/FSS is communication with.

Arrival

- Make first landing at an airport of entry (AOE).
- Taxi to Customs area on ramp.
- In U.S. - Do not be early and no more than 15 minutes off ETA; wait for Customs official to motion you out of aircraft.
- In Canada - if not met, find a telephone and call 888-CANPASS, follow directions from Customs official, obtain arrival report number.
- If inspected, present documentation as required, fill out any declaration forms and pay appropriate duties and taxes.
- Close your flight plan.

Incident and Accident Procedures

The pilot shall immediately notify the nearest National Transportation Safety Board field office if an aircraft incident or accident defined in NTSB 830 occurs. The proper law enforcement agency and/or search and rescue shall be notified if necessary. The pilot should complete the Aircraft Accident and Incident Report, found in this section, after any accident or incident. The pilot should not discuss the circumstances with anyone not involved with the investigation.

Emergency Landing

If a Cirrus aircraft makes an emergency landing at a site not designated as an airport, the pilot should not attempt to take off, but should immediately contact the proper authorities.

Aircraft Incident and Accident Notification

An Aircraft Incident and Accident Report should be completed by the pilot any time a Cirrus aircraft sustains any damage or is involved in an accident or incident. The information may be useful in a future investigation. The report form is found in this manual.

NTSB Field Office

Southeast - Atlanta	404-562-1666
Southeast - Miami.....	305-597-4610
North Central	630-377-8177
Northeast - Parsippany.....	973-334-6420
Northeast - Ashburn	571-223-3930
Central Mountain	303-373-3500
South Central.....	817-652-7800
Northwest	206-870-2200
Southwest.....	310-380-5660
Alaska.....	907-271-5001

Aircraft Incident and Accident Report

Date of accident: _____ Time: _____

Pilot's Name: _____ Phone No: _____

Owner and/or Operator: _____

Aircraft Type: _____ N-No: _____

Type of Event (circle one): Accident Incident Damage

Last point of departure: _____

Point of intended landing: _____

Position of aircraft in reference to an easily defined geographical point:

Number of persons aboard: _____ Fatalities: _____ Injured: _____

Description of injuries: (if applicable): _____

Names of passengers: _____

Weather conditions (attach weather print-off if available):

Wind Direction: _____ Wind Velocity: _____

Visibility: _____ Sky Condition: _____

Temp/Dewpoint: _____ Altimeter Setting: _____

Other _____

Eye Witnesses:

Name



Phone Number

1. _____

2. _____

3. _____

The Envelope of Safety is only one of many considerations that should precede the decision to fly. As the Pilot in Command, you are responsible for the operation of the flight and ensuring that all levels of safety have been met, including those not addressed by this card.

QUALIFICATION	DAY		NIGHT		MAX WIND: T-O & LND	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
NON-INSTRUMENT RATED -OR- INSTRUMENT RATED (NON-PROFICIENT) Operate at or Above 3000' Ceilings 5 SM Visibility			Operate at or Above 5000' Ceilings 10 SM Visibility	Operate at or Above 5000' Ceilings 10 SM Visibility	25 knots total sustained 15 knot crosswind	25 knots total sustained 10 knot crosswind
INSTRUMENT RATED [PROFICIENT] Note: File IFR anytime the weather is below 3000' / 5 SM	Less than 100 hours in Type Operate at or Above 1000' Ceilings 3 SM Visibility	Greater than 100 hours in Type Operate at or Above 500' Ceilings 1 SM Visibility	Less than 100 hours in Type Operate at or Above 1000' Ceilings 3 SM Visibility	Greater than 100 hours in Type Operate at or Above 600' Ceilings 2 SM Visibility	DAY	30 knots total sustained 15 knot crosswind
INSTRUMENT RATED [PROFICIENT WITH DEMONSTRATED ABILITY TO CAT 1 MINIMUMS WITHIN 60 DAYS] Note: File IFR anytime the weather is below 3000' / 5 SM	Less than 100 hours in Type Operate at or Above 500' Ceilings 1 SM Visibility	Greater than 100 hours in Type Operate at or Above 200' Ceilings 1/2 SM Visibility	Less than 100 hours in Type Operate at or Above 500' Ceilings 1 SM Visibility	Greater than 100 hours in Type Operate at or Above 200' Ceilings 1/2 SM Visibility	DAY	35 knots total sustained 20 knot crosswind or max demonstrated
ICING CONDITIONS: Flight into known icing conditions is prohibited.					NIGHT	35 knots total sustained 20 knot crosswind or max demonstrated
Minimum runway is 2.5 times the expected T-O and LND distance						