

## Cirrus Experience and Pilot Check Flight

The Cirrus Experience and Pilot Check consists of ground instruction (excluding self-study) and 2 hours of flight instruction and 1.5 flight hours for the Pilot Check Flight.

Next to the "traditional" IFR and VFR manoeuvres:

- Normal turns, steep turns, stall, approach to stall, slow flight, engine failure
- Visual circuits
- Touch and Go's (normal, flap less landing, power closed approach)

we will put our attention on the underneath system specific aspects.

### Self Study and homework

The following documents need to be read, understood by self-study and prepared:

- Pilot's Operating Handbook & Cirrus Flight Operations Manual
- Pilot's Avionics Guide
- Working with the computer avionics simulator
- SR series workbook

### Ground Instruction

- Discuss home work
- Discuss the CAPS system
- Discuss the limitations of the anti icing system
- Detailed pre-flight as described in the POH
- Discuss fuelling (tabs, capacity etc)
- We also discuss specific passenger issues:
  - Leave the head sets disconnected while boarding the pax
  - Discuss risks of slamming the door (especially for older model Cirrus)
  - Discuss the safety briefing
  - Discuss the intercom system
  - Departure briefings

Preparation for all flights: prepare a weight and balance, check flight and radio procedures at the location of the flights, collect weather information and NOTAMS, print VFR and IFR charts, file flight plans.

### Taxiing

- Control using differential braking (To be discussed if the candidate does not have experience with this type of ground control)
- Demonstrate the use of on-board checklist (Avidyne or G1000)
- Demonstrate system taxi charts (if present and valid)

### In-Flight:

- Engine management; leaning and lean assist. Fuel management
- Use of the auto pilot (GPS route following, various autopilot modes, various tips and tricks)
- Use of the FMS / GPS system (Flight planning using GNS430 / GNS450 / G1000, if candidate is not familiar with the respective systems)
- Turns, stalls, slow flight (Including stick and rudder feel. Not extensively required with experienced candidates)
- Demonstrate the use of the anti ice system
- Circuits: power settings and speeds
- Display failures

### IFR

- FMS / System setup: Use of VOR, DME, ADF (if present) and GPS
- Fly a departure: Demonstrate the use of autopilot and various modes
- Demonstrate planning and executing a hold procedure assisted with the avionics
- Fly a precision approach: ILS with a missed approach (assisted by the GPS)
- Fly a Non precision approach
- Fly a GPS approach (precision or non-precision)
- Circling approach

Focus is not IFR flying but the use of the system and power setting.

### Proficiency Check

Proficiency check to evaluate standard operating procedures under various conditions carried out by the pilot in accordance with the procedures as set out by the instructor.

### Line Training

After successful completion of the pilot proficiency check Fly Aeolus will schedule and conduct a line training with the pilot candidate. The training aims to make the pilot candidate familiar with passengers, the Fly Aeolus operations and dispatchers. The training will take place under supervision of a current Fly Aeolus pilot