

MAA Cirrus SR20 Transition Training – A Pilot’s Guide

Checkout Process:

- Majority of material/procedures based on manufacturer publications
- Some modifications to factory procedures are done to enhance safety or equipment longevity (such as COPA leaning technique, or Alternator 2 management)

Training Process:

To ensure a thorough yet efficient transition to fly the SR20, training will follow these three steps:

- a. Self-study
- b. Aircraft and Avionics Familiarization on the ground
- c. Transition Flight Training

Specifics of Training Process: Note: Documents in [underlined Blue Text](#) are links to documents on the MAA website

A. Self-study.

The better prepared you are, the less instructor time will be required. There is a significant amount of information available about the Cirrus, quite a bit is available on our website here: <http://www.flymaa.org/resources.html>

BARE MINIMUM:

[Cirrus POH](#): The Cirrus POH should be read so you understand the aircraft. Pay attention to the two-bus electrical system.

[Cirrus FOM](#): The Cirrus FOM is an expanded "normal procedures" section of the POH. Use it to “chair fly” (think through a flight) from preflight to postflight. Memorize air speeds for takeoff and landing.

[MAA Policies & Proc](#): The Cirrus section of the MAA Policies and Procedures covers quite a few club-specific procedures that help preserve our aircraft in top condition.

Engine Leaning:

- [Watch this engine leaning video. https://youtu.be/h3bATVXMHQg](https://youtu.be/h3bATVXMHQg) Even though it isn’t filmed in a Cirrus, the principles are the same. It is fairly easy to do using the Cirrus engine page, as long as you understand the theory.
- [COPA Lean of Peak](#): MAA revised version of COPA document

[SR20 Transition test](#): Complete the Cirrus SR20 Transition test (MAA file) supplied by the CFI. It covers important/basic SR20 items. May be similar/expanded upon the [Cirrus Checkout](#) document

-Pick an electronic W&B system. ForeFlight works great. So does Cirrus Pro-Flite, a free iPhone app that focuses just on W&B and runway performance. I will give you the empty weight and moment at our first lesson. I will assume you are capable of calculating W&B manually, and will not require this (unless you decide against using an electronic W&B system).

[CAPS](#): Read about CAPS (the parachute system) Information is in the FOM and POH

RECOMMENDED:

[Avidyne MFD](#) and [Avidyne PFD](#): Review the PFD and MFD manuals. This will make the avionics familiarization smoother.

[Garmin GTX-345](#): Review the GTX-345 (ADS-B Transponder) manual, particularly how to pair your iPad.

[STEC 55x](#): Review the autopilot manual.

iFOM: If you have an iPad, consider buying the iFOM (interactive FOM - includes interactive graphics and videos) from the iBooks store (NOT the app store) for \$50.

ADDITIONAL RESOURCES:

[Cirrus Workbook](#): Use the Cirrus Workbook to “test” your POH knowledge. Focus on the “I should know that” questions.

[Join COPA](#): Cirrus Owners and Pilots Association (COPA) at cirruspilots.org

[Enroll in the Cirrus Approach](#): <https://www.cirrusapproach.com>. This website contains quite a few free resources that you can review at your own pace. The paid courses are designed to integrate with factory-supported CFIs but are still valuable if you are interested. Some of the videos are similar / identical to the iFOM videos.

[Cirrus Syllabus Suite](#): Basic Cirrus flight operation checklist. Focus on Chapter 2 transition training task list. A number of items will be covered but not demonstrated while flying. For IFR review Chapter 3.

[Cirrus Passenger Brief](#): Covers training passenger on CAPS (Instruction card in aircraft too)

[Cirrus Electrical](#): Good to Battery 1 & 2 understand

B. Avionics and Aircraft Familiarization

Plan to spend about 2-3 hours at the airport with the aircraft. Pull the aircraft outside (so it can see satellites), plug it into ground power, and review all the functions/pages of the PFD and MFD.

Schedule time with a CFI. Everything you learn when the Hobbs meter isn't running saves money later on. This time can also be used to cover a few pre-flight highlights, and answer any questions you have after your self-study.

C. Transition Flight Training

Expect a VFR transition to take a minimum of 3-4 hours of aircraft time, depending on how quickly you get the hang of the controls. Quite simply, there is a lot of ground to cover.

The manufacturer's VFR transition is a minimum of 6 hours, and averages 10. This is shortened in several ways.

- We will discuss most “abnormal operations” on the ground.
- It is assumed you are otherwise aviation-current, and won't spend time on generic aviation stuff.
- Your first flight after sign off will be a local practice flight, and not an ambitious cross-country while you're trying to remember what you just learned.

SR20 transition objectives:

- Maneuvering the aircraft
- Landing the aircraft
- Managing the engine during climb, cruise, and descent
- Basic operation of the autopilot
- Understanding how each MAA Cirrus procedure helps preserve our aircraft.

These are the minimum skills necessary to complete a VFR cross-country flight safely while preserving our premier aircraft and taking advantage of its capabilities. It is a bit more than just knowing the takeoff and landing speeds, but will prepare you to use the Cirrus. We'll discuss the exact sequence and game plan when we meet for avionics training.

Review the materials online, plan out your self-study, and contact a SR20 CFI when you'd like to meet for avionics training.