



## **SAFETY ALERT**

**To:** All Pilots Who Fly Cirrus Aircraft  
**From:** Cirrus Aircraft & Cirrus Owners and Pilots Association (COPA)  
**Date:** August 10, 2010  
**Re:** Safety Stand-Down and Safe Flight Practices

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Dear Fellow Cirrus Pilot,

**An important part of our relationship with you is meaningful communication, especially around issues that are important to the entire Cirrus community. Several recent accidents involving Cirrus aircraft highlight the need for us to focus our collective attention on safe flight practices, particularly during the landing and go-around phases. Both Cirrus Aircraft and COPA urge you to carefully review this safety alert as well as the following suggestions:**

First, we are asking each of you to review the basic information on how to manage your aircraft in all phases of flight. Please re-read your *Pilot's Operating Handbook*, Section 2, Limitations, Section 3 Emergency Procedures, and Section 4, Normal Procedures. Also, review Section 3, Standard Operating Procedures, of the *Flight Operations Manual*. Look for expanded guidance on normal operating procedures with special attention to approach stability, traffic patterns, landing procedures and go-around. Copies of these books are available online at the COPA website and through the Cirrus Connection store.

Second, we are requesting each and every one of you to conduct a currency flight. All company pilots for Cirrus Aircraft follow a structured safety program (in sales, training, and flight operations) – and our safety record shows that it works. We are requesting that all Cirrus pilots conduct a currency flight with a qualified Cirrus Training Center (CTC) or Cirrus Standardized Instructor Pilot (CSIP), regardless of your total PIC time, time-in-type, or years of successful flight. This is the best way for all pilots to identify and correct bad habits that may have slipped into our routines over time.

A specific syllabus for this recurrent training has been given to every CTC and CSIP. The 1.0 to 1.5 flight hours that you commit to this training event should improve your airspeed control, touchdown accuracy, approach stability, and most importantly, the overall safety of every flight. The training will also help develop your proficiency and comfort level with go-around and power off landings.

The recent incidents that prompted this Safety Alert have been discussed in various forums, including COPA, and many of the comments have focused upon improper landing speeds. Airspeed control is an important element of establishing a stabilized approach to land, which in turn plays a key role in the safety and quality of any landing. Therefore, it is critical that you understand the energy management of your aircraft to assure the proper speeds are used throughout the traffic pattern to achieve a safe and comfortable landing for you and your passengers.

Further to this effort, we want to stress the importance of establishing a long-term commitment to maintaining safe flying habits. Both Cirrus Aircraft and COPA encourage a semi-annual program of recurrent training with a CTC or CSIP. We also encourage you to attend a Cirrus Pilot Proficiency Program (CPPP) weekend event, held both in the US and Europe, to learn a wealth of Cirrus-specific knowledge and fly with some of the most experienced Cirrus instructors in the world. These events are centered around this very concept of staying proficient and avoiding the traps of complacency. Several CPPP events for the balance of 2010 and new events for 2011 will appear shortly. Visit [www.cirruspilots.org](http://www.cirruspilots.org) <<http://www.cirruspilots.org>> for more information.

If you know other Cirrus pilots in your area, we strongly encourage you to pass this important message on to them to participate in this important currency effort.

Safety is the highest priority at Cirrus and COPA, but safety is up to all of us.

Let's get out and enjoy flying while raising the safety bar even higher.

The following excerpts from the Cirrus Flight Operations Manual describe the procedures for normal landings.

### VFR Stabilized Approach

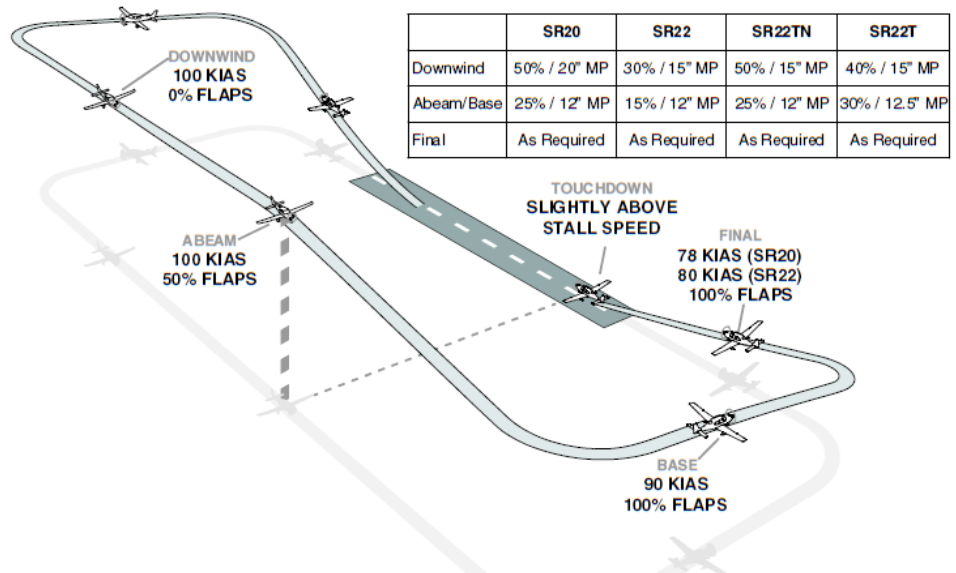
A VFR approach is considered stabilized when all of the following criteria are achieved by 500' AGL:

- Proper airspeed,
- Correct flight path,
- Correct aircraft configuration for phase of flight,
- Appropriate power setting for aircraft configuration,
- Normal angle and rate of descent,
- Only minor corrections are required to correct deviations.

A go-around must be executed if the above conditions are not met and the aircraft is not stabilized by 500' AGL.

### Traffic Pattern Description and Approximate Power Settings

Slow the aircraft early enough to allow for an easy transition into the traffic flow and enough time to ensure the aircraft is configured for landing. The following profile describes a normal traffic pattern. Pilots should use this profile as a guide when entering the traffic pattern on the downwind leg and modify as appropriate for base entry or straight in approaches. Bank angle should be limited to 30° in the traffic pattern.



### Normal Landings

Normal landings should be made with 100% flaps. Final approach speeds should be adjusted to account for gusts exceeding 10 KTS by adding half of the gust factor. Reduce power smoothly and begin slowing from the final approach speed at a time that allows an easy transition from final descent to round out and flare with minimum floating or ballooning. Touchdowns should be made on the main wheels first at speeds slightly above stall. Gently lower the nose wheel after the mains are on the ground.

Normal Approach and Landing (100% Flaps)	SR20		SR22, SR22TN, SR22T	
	G1, G2	G3	G1, G2	G3
Approach Speed	75	78	80-85	80-85
50 ft Speed	75	78	77	77
Touchdown Speed	Slightly Above Stall Speed			

### Go-Around

A go-around should be executed anytime an approach does not meet the stabilized approach criteria outlined in this manual for instrument or visual conditions. A go-around should be completed from memory since it is a time critical maneuver.

In addition to the stabilized approach criteria, execute a go-around/missed approach for these conditions:

- Excessive ballooning during round out or flare,
- Excessive bouncing or porpoising,
- Landing beyond 1st third of the runway,
- Any condition when a safe landing is in question.

The first priority of executing a go-around is to stop the aircraft's descent. Smoothly and promptly apply full power while simultaneously leveling the wings and pitching the aircraft to stop the descent. Maintain coordination while adding power by applying rudder pressure. Retract the flaps to 50%. Do not fully retract the flaps at this point in the go around because it may lead to excessive altitude loss.

Begin pitching for a climb attitude once the aircraft's descent rate has been stopped. Pitch for  $V_x$  if obstacle clearance is an issue. Pitch for  $V_y$  for all other situations. Retract flaps to 0% once the aircraft is climbing, and clear of obstacles, and at 85kts (SR20), 80kts (SR22).