

---

**Number:** SA 10-11

**Issued:** September 8, 2010

---

**SUBJECT:** Approach and Landing Accident Reduction

---

Over the last 12 months a number of landing mishaps have been reported to Cirrus. In response, we are issuing this Safety Alert to:

- List recurring themes found during accident analysis.
- Remind operators to adhere to the published approach and landing procedures.
- Highlight Cirrus training resources to enable you to fly at the highest level of safety.

A. Recurring Themes

Approach and Landing is the phase of flight with the highest number of mishaps. Ground effect is more pronounced in low wing aircraft so it's not surprising that landing long is the most common SR2X landing problem. Proper airspeed control through out all phases of the landing is critical to prevent long landing or bounced landing accidents. Other recurring themes include:

- (1) Approach
  - Mis-management of airspeed and bank angle.
- (2) Landings
  - Landing too fast.
  - Bounced landings.
  - Steep approach / too high rate-of-descent.
- (3) Go-Around / Balked Landing
  - Delayed decision to execute a go-around or balked landing.
  - Inappropriate flaps settings.
  - Mis-management of engine power resulting in loss of yaw control.

B. Published Approach And Landing Procedures

Cirrus reminds pilots that the aircraft must be operated as specified in the Airplane Flight Manual. Know the recommended airspeeds. Become thoroughly familiar with the AFM's Approach and Landing procedures and checklists. It is vital to have these procedures firmly in mind before entering the airport traffic pattern.

C. Cirrus Training Resources

The use of Standard Operating Procedures as found in the Cirrus Flight Operations Manuals and derived from the Airplane Flight Manuals, will allow pilots to operate their aircraft at the highest levels of safety and efficiency. These publications are available online through the [Cirrus Connection](#) and [Cirrus Flight Training Department](#) websites.

Cirrus offers several other tools to help ensure you fly at the highest level of safety - these include:

- Reviewing the MFD Envelope of Safety start-up screen.
- Enrolling in the online [Cirrus Monthly Proficiency Program](#).
- Conducting a currency flight with a qualified [Cirrus Standardized Instructor Pilot](#) (CSIP).
- Establishing a semi-annual program with a CSIP or [Cirrus Training Center](#) (CTC).

You can find other resources to help you fly safely at the COPA website, [cirruspilots.org](#). Specifically, attending a [Cirrus Pilot Proficiency Program](#) (CPPP) weekend event is recommended.

---

**EFFECTIVITY:**  
All

**SA 10-11**  
Page 1

- D. URL Addresses To Documents And Other Resources Listed In This Document:
1. Cirrus Connection  
<http://www.cirrusconnection.com/store/category/12/38/PUBLICATIONS/>
  2. Cirrus Flight Training Department  
<http://cirrusaircraft.com/training/piston/launchpad.aspx>
  3. Cirrus Monthly Proficiency Program  
[http://www.cirrusdesign.com:4515/pilotsworld/cmpp/07\\_05/07\\_05\\_p1.aspx](http://www.cirrusdesign.com:4515/pilotsworld/cmpp/07_05/07_05_p1.aspx)
  4. Cirrus Standardized Instructor Pilot  
<http://www.cirrusaircraft.com/training/piston/trainnetwork.aspx>
  5. Cirrus Training Center  
<http://www.cirrusaircraft.com/training/piston/trainnetwork.aspx>
  6. Cirrus Owners & Pilots Association  
<http://www.cirruspilots.org/>
  7. Cirrus Pilot Proficiency Program  
<http://www.cirruspilots.org/Content/CPPPHome.aspx>