Cirrus SR22 Maneuver Profiles: Takeoff, Landings, and Go-Arounds

Normal/Crosswind Takeoff
- Rotate at Vr (70-73 KIAS with 50% Flaps)
  o (Recommended Vr 0% Flaps is 80 KIAS)
- Retract Flaps to 0%
  o Note: Ensure you have a positive rate of climb, are at a safe altitude above all obstacles, and above 80 KIAS prior to retraction.
- Pitch for Vy (101 KIAS) or a cruise climb speed of 120 KIAS
- Above 1000 Ft AGL complete Climb Checklist

Short Field Takeoff
- Set Flaps to 50%
- Rotate at Vr (70 KIAS)
- Pitch for Vx (78 KIAS) until over obstacle
- Reduce pitch to regain airspeed
- Retract Flaps to 0%
  o Note: Ensure you have a positive rate of climb, are at a safe altitude above all obstacles, and above 80 KIAS prior to retraction.
- Pitch for Vy (101 KIAS) or a cruise climb speed of 120 KIAS
- Above 1000 Ft AGL complete Climb Checklist

Soft Field Takeoff
- Set Flaps to 50%
- Maintain ground effect until Vx (78 KIAS) or Vy (101 KIAS)
- Climb out at Vx or Vy
- Reduce pitch to regain airspeed if climbing out at Vx
- Retract Flaps to 0%
  o Note: Ensure you have a positive rate of climb, are at a safe altitude above all obstacles, and above 80 KIAS prior to retraction.
- Pitch for Vy (101 KIAS) or a cruise climb speed of 120 KIAS
- Above 1000 Ft AGL complete Climb Checklist
### Traffic Patterns

<table>
<thead>
<tr>
<th>Position</th>
<th>MP</th>
<th>KIAS</th>
<th>Flaps</th>
<th>Checklist Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Entry</td>
<td>18”</td>
<td>110</td>
<td>0%</td>
<td>Before Landing</td>
</tr>
<tr>
<td>Downwind</td>
<td>15”</td>
<td>100</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Abeam</td>
<td>11”</td>
<td>100</td>
<td>50%</td>
<td></td>
</tr>
<tr>
<td>Base</td>
<td></td>
<td>90</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Final</td>
<td></td>
<td>80</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Short Final</td>
<td></td>
<td>80</td>
<td>100%</td>
<td></td>
</tr>
</tbody>
</table>

Note: Aircraft configuration may be adjusted for abnormal patterns or straight in approach to landing. Aircraft should be configured for landing no lower than 200 Ft AGL.

### Normal/Crosswind Landing
- Final Speed
  - 100% Flaps = 80 KIAS
  - 50% Flaps = 85 KIAS
  - 0% Flaps = 90 KIAS
- Crab into the wind until in ground effect and avoid prolonged slips.
- Take out any crab angle with rudder once in ground effect

### Short Field Landing
- Final Speed 100% Flaps 77 KIAS

### Soft Field Landing
- Follow normal/crosswind landing.
- Hold nose off to reduce pressure on nose gear.

### Go-Around/Balked Landing
- At any point in the approach a go-around/balked landing may be executed
- Smoothly apply maximum power, level the wings and transition to a pitch attitude that will slow/stop descent.
- After descent has stopped, reduce flaps 50%
- Pitch for Vy (101 KIAS)
- Retract flaps to 0%
  - Note: Ensure you have a positive rate of climb, are at a safe altitude above all obstacles, and above 80 KIAS prior to retraction.
### Precision Instrument Approach

<table>
<thead>
<tr>
<th>Position</th>
<th>MP</th>
<th>KIAS</th>
<th>Flaps</th>
<th>Checklist Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>IAF / Final Vector (3 Min Prior)</td>
<td>17-19”</td>
<td>Max 120</td>
<td>0</td>
<td>Descent</td>
</tr>
<tr>
<td>Intermediate Section</td>
<td>15”</td>
<td>Slow to 100</td>
<td></td>
<td></td>
</tr>
<tr>
<td>One Dot Below Glideslope</td>
<td></td>
<td>Max 100</td>
<td>50%</td>
<td></td>
</tr>
<tr>
<td>Glideslope Intercept</td>
<td>10-12”</td>
<td>Max 100</td>
<td></td>
<td>Before Landing</td>
</tr>
<tr>
<td>Decision Height</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Visual Contact Established:**
- Autopilot: Disconnect
- Flaps: As Desired
- Slow to Final Speed (80KIAS)

**Visual Contact Not Established:**
- Execute Missed Approach Procedure

### Non-Precision Instrument Approach

<table>
<thead>
<tr>
<th>Position</th>
<th>KIAS</th>
<th>MP</th>
<th>Flaps</th>
<th>Checklist Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>IAF / Final Vector (3 Min Prior)</td>
<td>Max 120</td>
<td>17-19”</td>
<td>0</td>
<td>Descent</td>
</tr>
<tr>
<td>Intermediate Section (IAF-FAF)</td>
<td>Slow to 100</td>
<td>15”</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FAF</td>
<td>Max 100</td>
<td>10-12”</td>
<td>50%</td>
<td>Before Landing</td>
</tr>
<tr>
<td>Decision Height</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Visual Contact Established:**
- Autopilot: Disconnect
- Flaps: As Desired
- Slow to Final Speed (80KIAS)

**Visual Contact Not Established:**
- Execute Missed Approach Procedure
Circling Approach (Not Recommended at Night)

From Missed Approach Point:
- Visual Contact Established:
  o Autopilot: Disconnect
  o Airspeed: As Necessary
  o Flaps: As Desired
- Visual Contact Not Established:
  o Execute Missed Approach Procedure

Final Descent to Landing
- Airspeed: As Necessary
- Flaps: As Desired

Missed Approach
- Autopilot: Disconnect
- Power: Full Power
- Pitch for Vy (101 KIAS)
- Retract Flaps to 0%
  o Note: Ensure you have a positive rate of climb, are at a safe altitude above all obstacles, and above 80 KIAS prior to retraction.

Holding
3 Minute Prior to Holding Fix:
- 120 KIAS (max)
- Power: 17-19” MP (approx)