

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

VFR Stabilized Approach

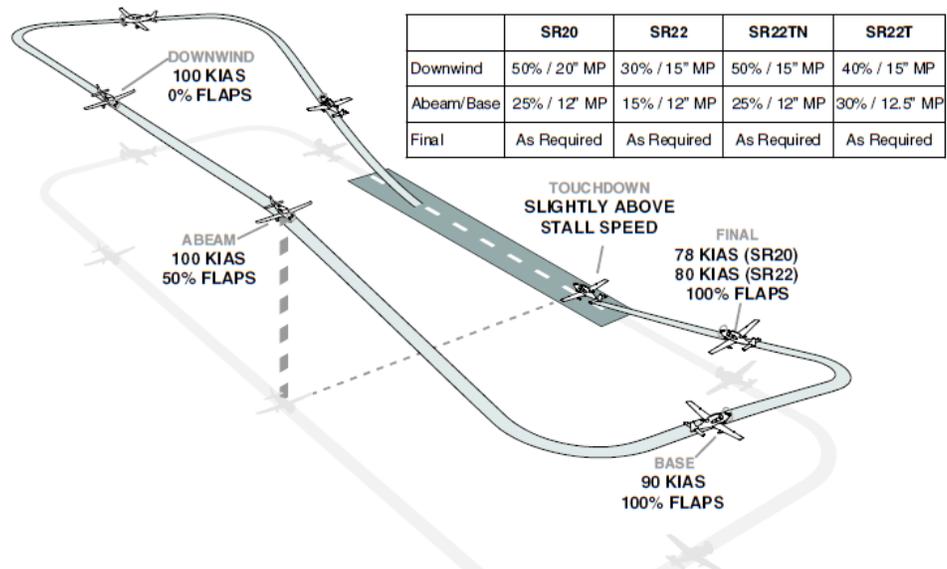
A VFR approach is considered stabilized when all of the following criteria are achieved by 500' AGL:

- 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).