

CIRRUS has gone to great lengths to include unique and innovative safety features in our airplanes. Safety features alone can not guarantee a safe flight. A key factor in minimizing flight risks is sound decision making by pilots, particularly in the area of weather.

The best safety records in the industry belong to airlines, corporate flight departments, and college aviation programs, all of which set standards for flight operations in adverse weather conditions.

This Envelope of Safety card has been designed to help you make safe weather decisions using the same rules-based model relied upon by many professional flight departments. Whether you're a low-time private pilot or a high-time commercial operator, this chart can be used to identify potential risks and make appropriate choices.

Though the Envelope of Safety is an excellent tool to assist you in evaluating the type weather in which you can expect to fly safely, it will not guarantee a safe flight. Minimizing flight risks requires sound decision making and prudent operating practices. First and foremost, these are the responsibility of the pilot-in-command.

For more information e-mail: pilotsworld@cirrusdesign.com.

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ENVELOPE OF SAFETY: **Know your Limits.**



Safe flight operations are no accident.

**Choose the conditions in which you fly,
don't let them choose you.**



PLANE GENIUS.™

Flying within the Envelope of Safety will not guarantee a safe flight. Pilots must comply with FARs, exercise sound judgment and maintain a high level of flying proficiency in order to minimize the risks associated with flight.

QUALIFICATION	DAY		NIGHT		MAX WIND: T-O & LND	
NON-INSTRUMENT RATED -OR- INSTRUMENT RATED [NON-PROFICIENT]	 Operate at or Above 3000' Ceilings 5 SM Visibility		 Operate at or Above 5000' Ceilings 10 SM Visibility		DAY	25 knots total sustained 15 knot crosswind
INSTRUMENT RATED [PROFICIENT] Note: File IFR anytime the weather is below 3000'/ 5 SM	Less than 100 hours in Type Operate at or Above 1000' Ceilings 3 SM Visibility	Greater than 100 hours in Type Operate at or Above 500' Ceilings 1 SM Visibility	Less than 100 hours in Type Operate at or Above 1000' Ceilings 3 SM Visibility	Greater than 100 hours in Type Operate at or Above 600' Ceilings 2 SM Visibility	DAY	30 knots total sustained 15 knot crosswind
INSTRUMENT RATED [PROFICIENT WITH DEMONSTRATED ABILITY TO CAT 1 MINIMUMS WITHIN 60 DAYS] Note: File IFR anytime the weather is below 3000'/ 5 SM	Less than 100 hours in Type Operate at or Above 500' Ceilings 1 SM Visibility	Greater than 100 hours in Type Operate at or Above 200' Ceilings 1/2 SM Visibility	Less than 100 hours in Type Operate at or Above 500' Ceilings 1 SM Visibility	Greater than 100 hours in Type Operate at or Above 200' Ceilings 1/2 SM Visibility	DAY	35 knots total sustained 20 knot crosswind or max demonstrated
ICING CONDITIONS: Flight into known icing conditions is prohibited.						Minimum runway is 2.5 times the expected T-O or LND distance