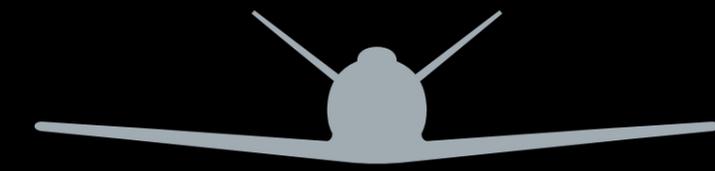




CIRRUS PERSPECTIVE TOUCH

BY GARMIN







THE POWER OF TOUCH

To touch...is to sense the world around you, to gather information. Now use touch to effortlessly access and control information. This is more than just modern avionics - this is Cirrus Perspective Touch™ by Garmin®.

For nearly a decade, Cirrus Perspective® by Garmin® has been the industry standard in technically-advanced, general aviation avionics. Cirrus Perspective Touch follows suit as an innovative, user-friendly aircraft interface.

More integrated and capable than traditional off-the-shelf products, Perspective Touch is designed around the pilot experience, providing a seamless connection to the airframe and environment.

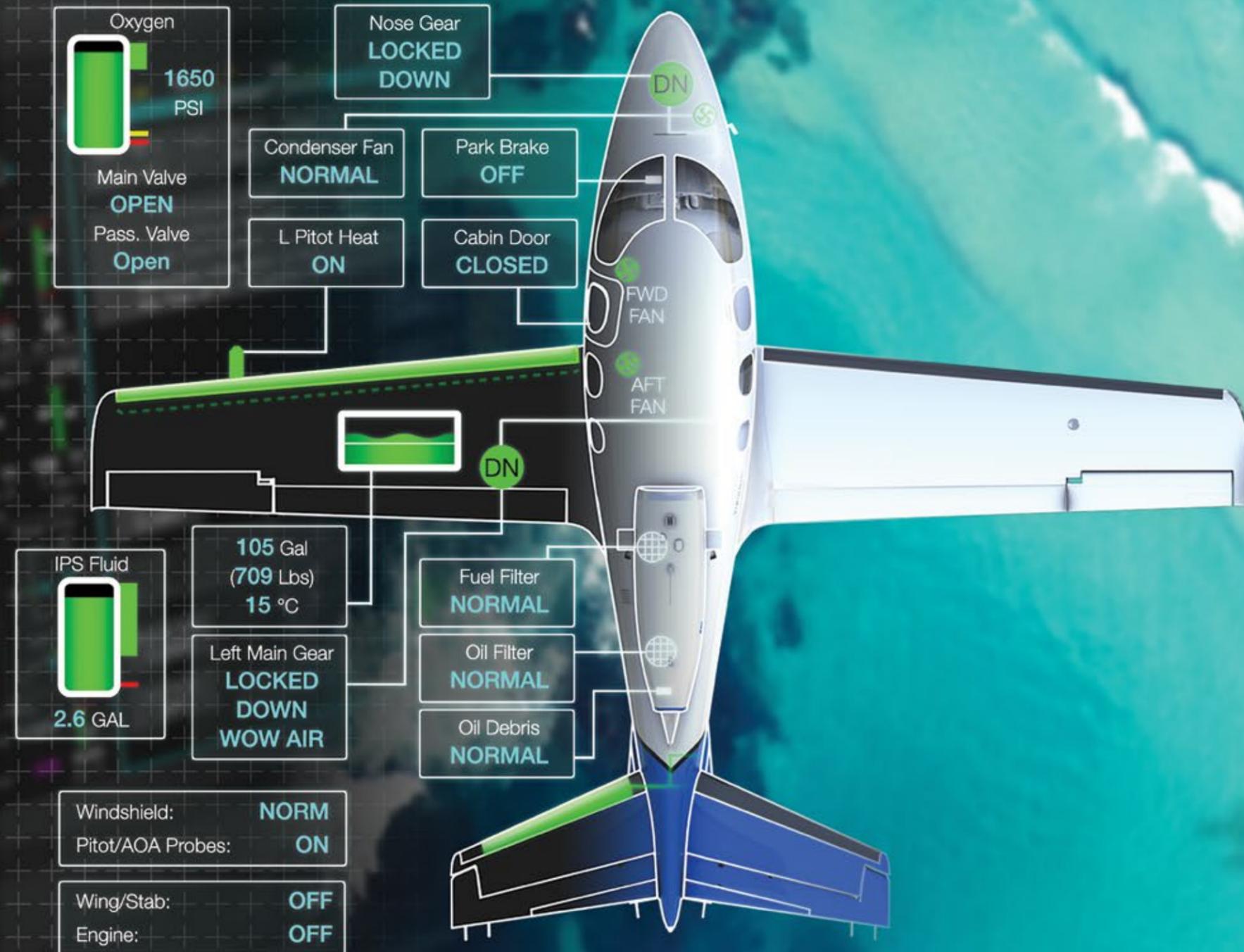


FLIGHT DECK SUPERIORITY

The Vision Jet® defines the Personal Jet category. Rightfully so, it has the most advanced flight deck in the world. The Vision Jet is outfitted with high resolution flight displays and is designed with three landscape touchscreen controllers to truly optimize turbine aircraft operations. The controllers present a familiar, intuitive interface, providing pilots quick access to detailed flight and systems information across a bright, panoramic display.

The three-touchscreen layout allows for advanced interaction with aircraft systems, enhanced real-time weather, integrated weight and balance, radio tuning, cabin communication and much more. Additionally, with a single command, each touchscreen is interchangeable with the ability to function as either a PFD, MFD or NAV/COM controller.

No other flight deck offers this level of integration and capability, delivered in such a clean and ergonomic cockpit layout.



UNRIVALED INTEGRATION

Aircraft systems and subsystems come to life on the Perspective Touch flight displays as digital diagrams, tailored specifically to the design of your Vision Jet. Colorful, robust synoptics connect the pilot visually with the information needed to monitor each system in real time, and to quickly identify changing aircraft conditions.

Display the aircraft status page for a quick overview of your Vision Jet's operating state, or take a closer look by selecting detailed synoptic pages. Each page can be configured for viewing in either full or split screen configurations on the flight displays.

In flight, crucial systems data needs to be robust, user-friendly and at the pilot's fingertips. With Perspective Touch, you're integrated, you're connected.

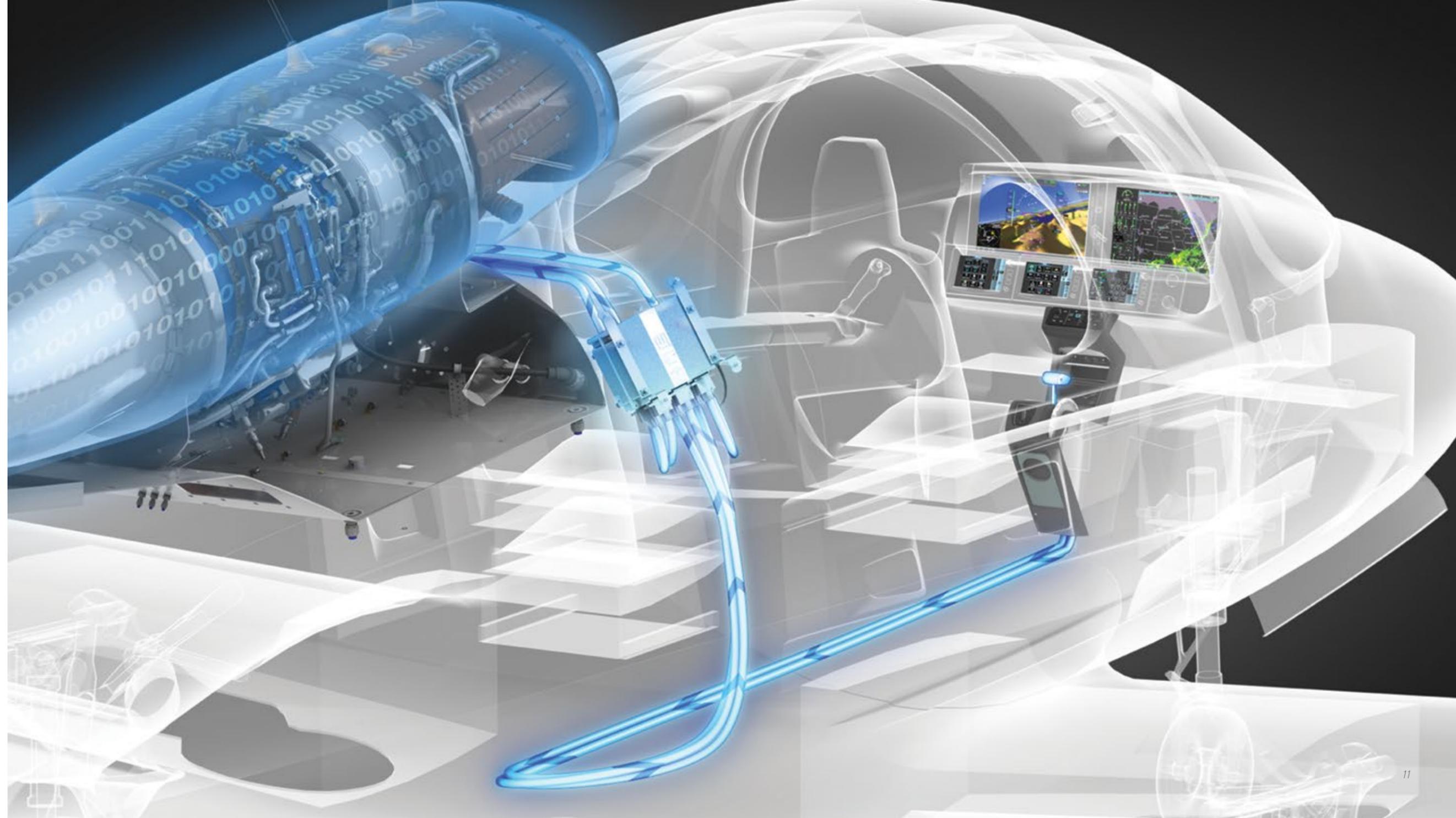
JET AUTHORITY

BRAINS The dual-channel Full Authority Digital Engine Control (FADEC) interprets commands from a single thrust lever and automatically manages all aspects of engine operation - maximizing performance, efficiency and safety.

BRAWN When it's power that's needed, the mighty Williams International FJ33 turbofan delivers, boasting more than 1800 pounds of thrust on takeoff.

Taking an innovative approach, Cirrus has combined intelligence and power with the ease of Perspective Touch. Each vital engine indication is displayed in a quick-glance, straight-line format, designed to minimize pilot interpretation and response times. The Perspective Touch Engine Indication System (EIS) strip is clear, colorful and large - just the presentation you'll want when it comes to monitoring and ensuring engine health.

You're set to jet.



UNCOMPROMISING SAFETY

THE CIRRUS WAY Safety is found in the details - by combining multiple initiatives to minimize risk, and to manage undesired states when they occur. Each initiative is a protective layer, made up of innovative systems that transition from passive, to redundant and then active. The Vision Jet has been designed with the occupants' safety in mind, around a purposeful integration of many robust safety systems.



STALL BARRIER SYSTEM

The Electronic Stability & Protection (ESP) system passively and unobtrusively corrects unusual flight attitudes. It assists without distracting the pilot or degrading the flight experience. It enhances situational awareness with maximum and minimum airspeed alerts should the aircraft approach an unsafe operating speed. Paired with the Angle of Attack indicator, the stick shaker provides a tactile, pre-stall warning by vibrating the side stick, while a stick pusher automatically "pushes" the stick forward to correct low airspeed conditions. With a shake and a push, automated ESP supports the pilot and prevents the aircraft from entering a stalled condition.



CIRRUS APPROACH TRAINING SYSTEM

Every safe and successful takeoff and landing can be traced back to some previous learning interaction from an instructor, on a practice flight, in a ground school, or even flipping switches in a simulator or personal computer. At Cirrus Aircraft, we see each interaction as an opportunity to create the safest pilot possible. And to have the greatest impact on learning, training must be impactful and of the highest quality. In that spirit, we developed Cirrus Approach™, an innovative training product designed to standardize and streamline the training experience in every Cirrus aircraft.



TURBINE ENGINE CONFIDENCE

The turbine powerplant looks, sounds and feels like raw power. From pressurization to electrical power to anti-icing and more, the engine is the heart of the airplane in so many ways. Cirrus Aircraft acknowledges the importance of a robust turbine engine design, while upholding safety and efficiency.



CIRRUS AIRFRAME PARACHUTE SYSTEM

Pioneering the standard in safety and famously known as the "plane with the parachute," Cirrus Aircraft offers its signature Cirrus Airframe Parachute System® (CAPS®) as standard equipment in the Vision Jet. The parachute is part of a complete Cirrus safety envelope that integrates all of the Cirrus safety innovations.

FLIGHT DISPLAYS

A clever expansion. The new wider 14" high resolution flight displays, paired with split screen technology, provide room for three separate vertical panes and the Engine Indication System (EIS) strip to be displayed simultaneously. The dedicated graphic panes allow the pilot to easily monitor the integrated aircraft system synoptics; Engine & Fuel, Electrical Power, Environmental, Ice Protection, Landing Gear and General Status/Information.

The Perspective Touch incorporates flexibility in the cockpit to view the various system synoptics as well as checklists, weather radar, moving map, traffic and more all at once. Synthetic Vision Technology (SVT™) provides a "virtual reality" perspective view of ground and water features as well as obstacles and traffic, so you'll see a realistic visual depiction of flight data.



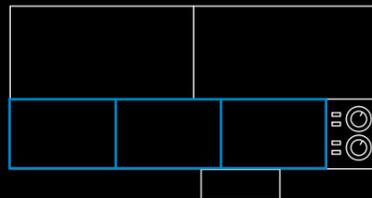
Use this key to navigate through the various screens in the Perspective Touch avionics.

TOUCHSCREEN CONTROLLERS

Revolutionizing the cockpit, again. Each landscape touchscreen controller is positioned to simplify interaction between the aircraft and the pilot through the intuitive layout and reduction of clutter.

Responsive, icon-identified "touchkeys" make functions easy to locate while shallow menus allow quick inputs without getting lost in the software. The addition of a third touchscreen controller enables a dedicated point of contact to control the audio/intercom system without interrupting the progression of another task.

If you prefer a more manual approach, the dual knobs can be used in lieu of the touchscreen to enter frequencies or toggle among functions. It's touch, with a twist.

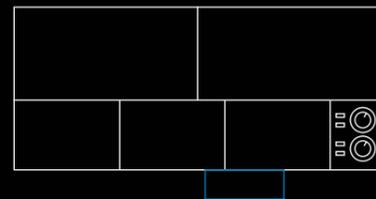


DIGITAL AUTOPILOT

Supreme accuracy. Building on smart servo technology, the fully digital, dual channel Automated Flight Control System (AFCS) delivers precise lateral and vertical navigation guidance for each phase of flight.

Commanding the architecture of each flight component with an ergonomic and thoughtfully placed mode controller, the autopilot also incorporates the industry-first Blue Level Button, a Cirrus Aircraft standard since 2008. This active safety feature gives the pilot a “time out” if momentarily distracted or disoriented.

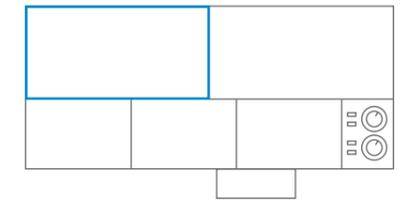
Flight deck automation you can appreciate, especially within the flight levels.

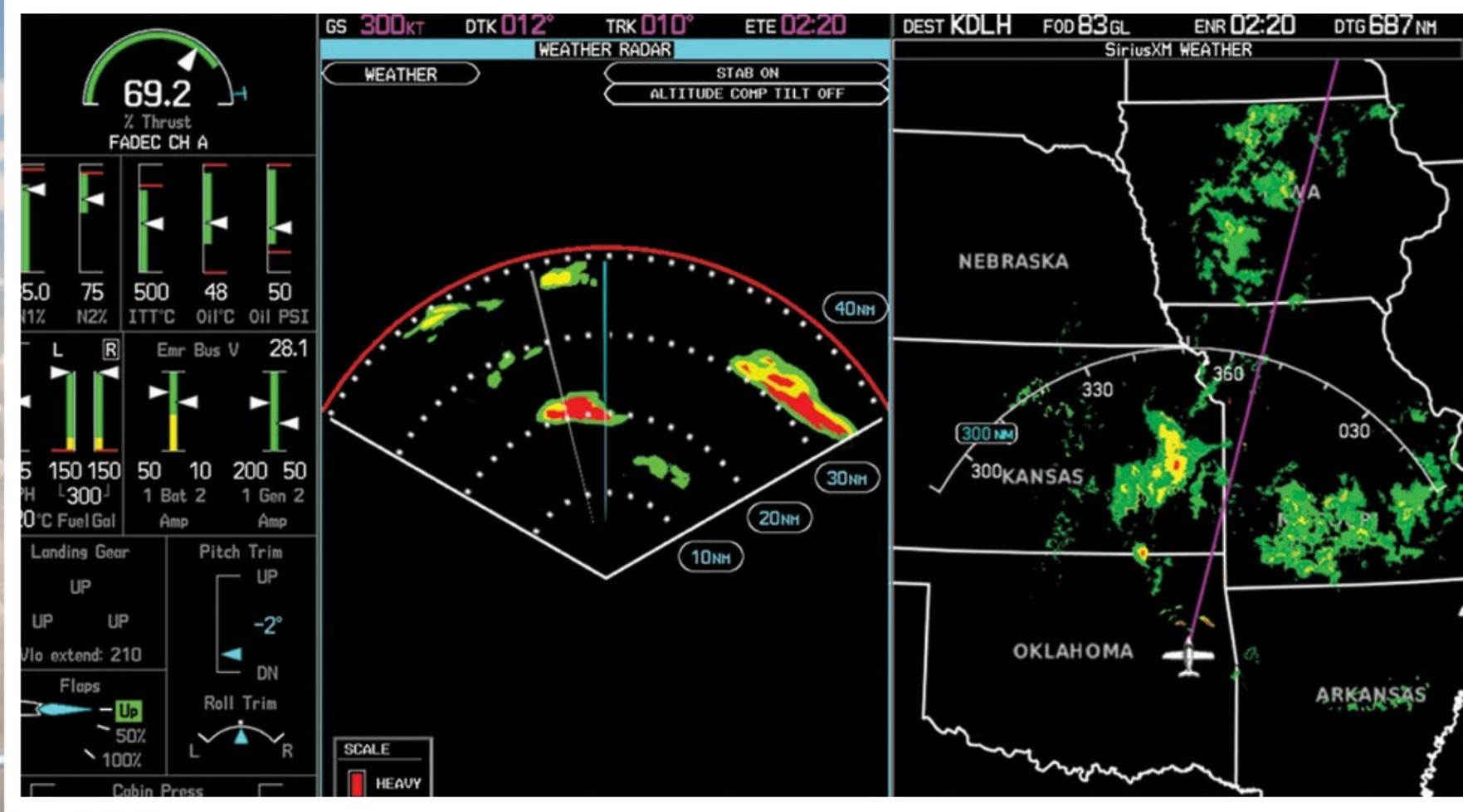




SITUATIONAL AWARENESS

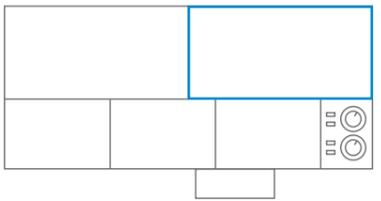
Tactical advantage. Synthetic Vision Technology (SVT) seamlessly blends aircraft position with 3D topographic images while the Class B Terrain Awareness and Warning System (TAWS) provides caution and warning alerts both visually and audibly. In addition to these capabilities, the “forward-looking” terrain avoidance equipment warns the pilot of numerous hazards including premature and excessive rates of descent, negative climb rate or altitude loss after takeoff.





REAL-TIME WEATHER

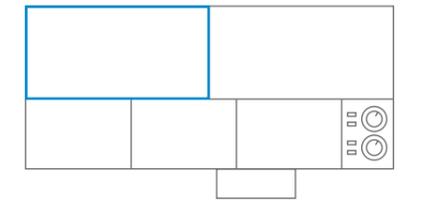
Informed decisions. The real-time Weather Radar scans both vertically and horizontally to give the pilot an immediate and precise weather avoidance tool. Advanced solid-state transmitter technology makes storm tops and gradients easy to identify while altitude compensated tilt (ACT) automatically adjusts the beam angle as altitude changes, helping to reduce pilot workload. Plus, Weather Attenuated Color Highlight (WATCH™) can identify areas beyond the radar's capability that may contain even more hazardous areas of precipitation. Additionally, when cross-referenced with global data-link weather on the moving map, the pilot benefits from a composite view of evolving weather conditions both near and far.

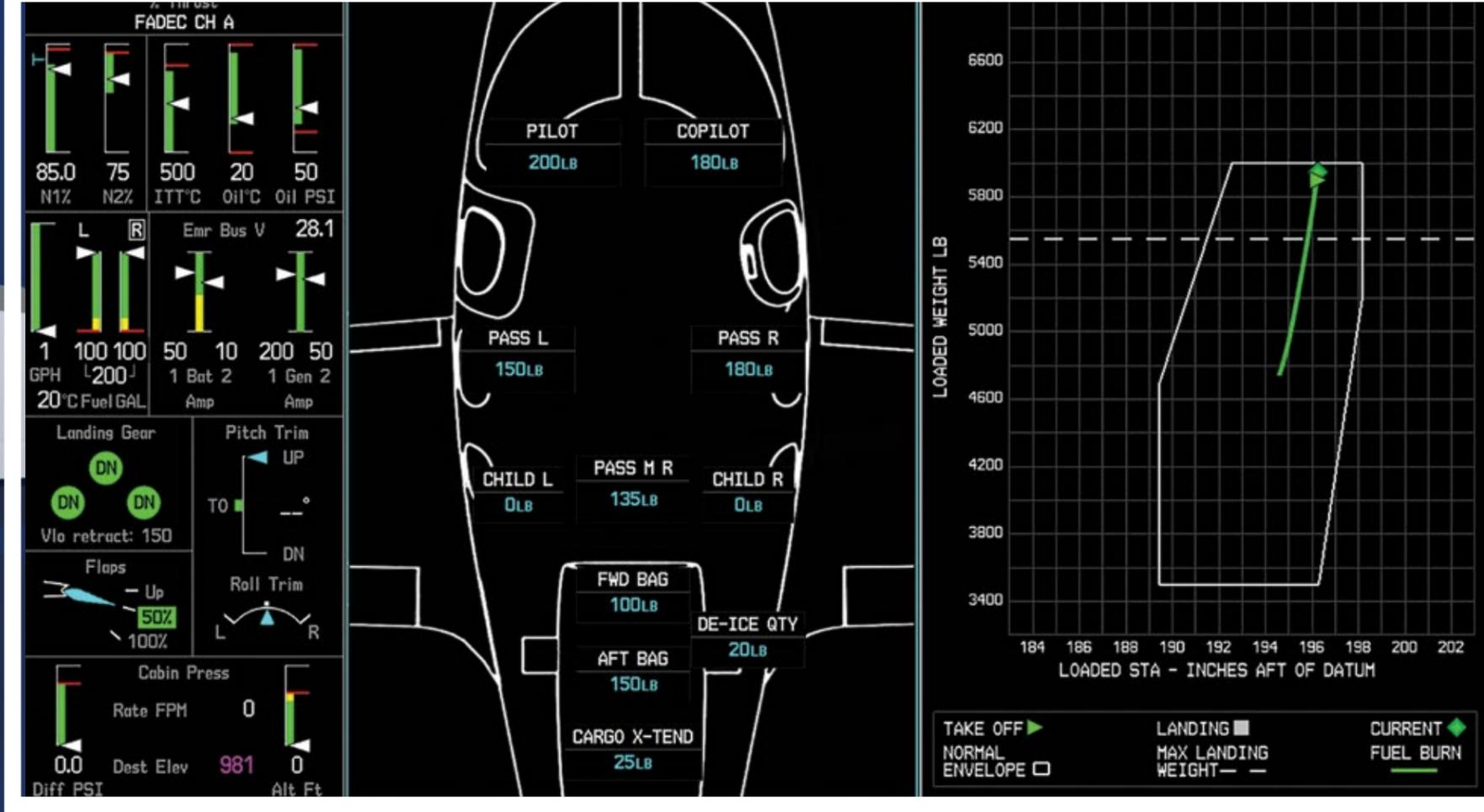




SURFACEWATCH™

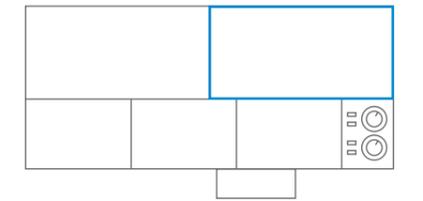
Progressive alerts. Are you approaching the right runway? Do you know the distance remaining? Is that the correct taxiway? Dynamically enhance your situational awareness both in the air and on the ground as the aircraft enters and moves through the airport environment. Textual advisories are continuously updating the aircraft location and cyan chevrons highlight the correct runway. Most importantly, urgent alerts like "RWY TOO SHORT" or "CHECK RUNWAY" offer an additional cue to improper position.

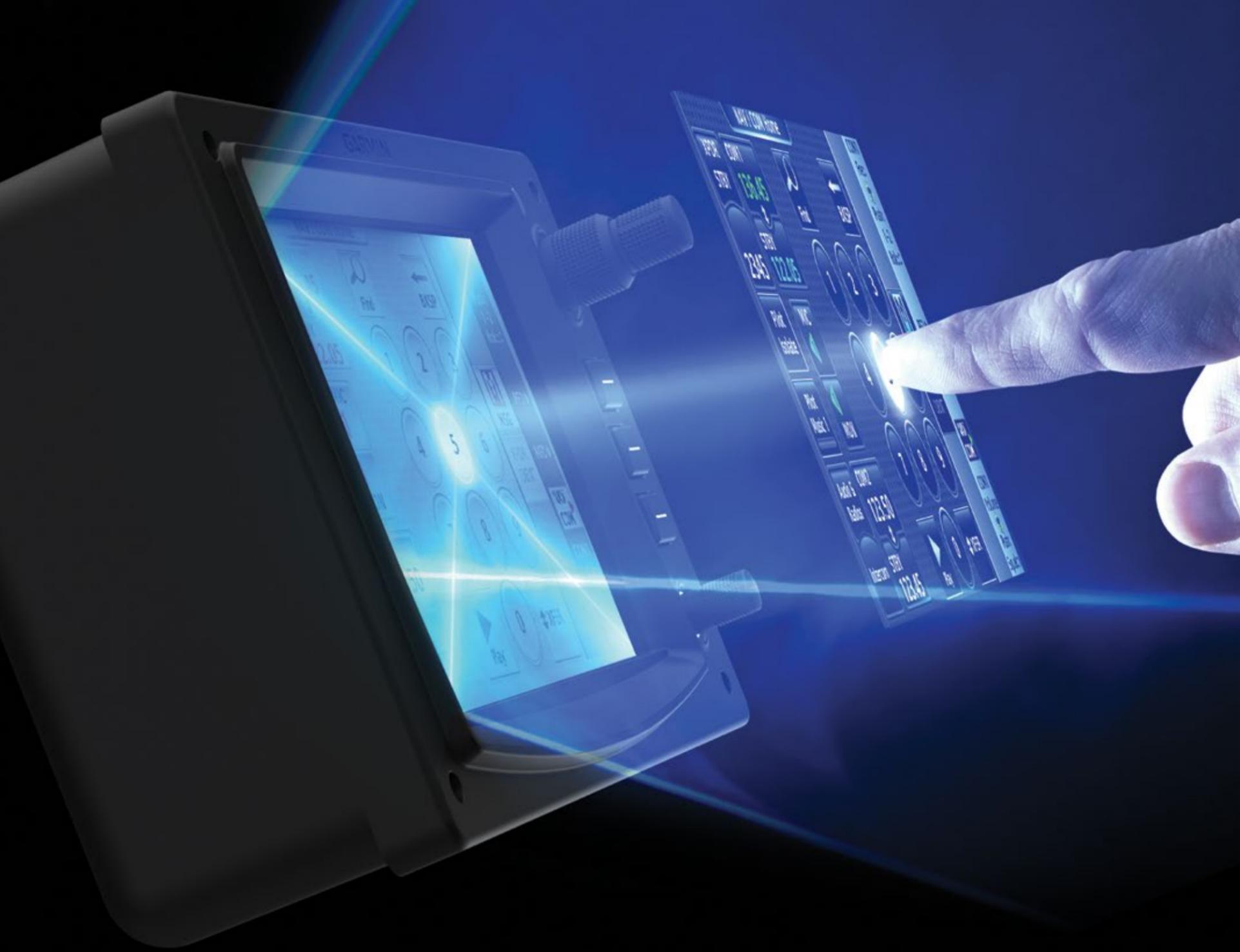




PAYLOAD MANAGEMENT

Smart Loading. The Weight and Balance synoptic pages make every input easy and accurate. Every gallon of fuel, seat occupied and bag stowed can be accounted for in the center of gravity calculation. This data can also be viewed on a flight display pane as a summary list, loading graphic and/or station weight calculation.





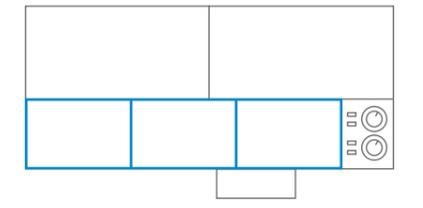
LEADING-EDGE TOUCHSCREEN TECHNOLOGY

Designed around you. The sunlight readable high-resolution color displays use a grid of infrared beams to determine the location of your touch, for faster and more responsive data entry – even in turbulence. Additionally, each touchscreen placement gives the pilot an unobstructed view to access aircraft systems, radios and flight planning without “straining.”

Pan and zoom. A pop-up touchpad page on the touchscreen controller gives pilots control of the map pointer on the moving map, allowing for faster and easier identification of airspace and airport information. Navigate and control the moving map with simple finger gestures.

Fingertip Control. The icon-based user interface on the touchscreen controllers presents pilots with the same understanding they have with their smart phones and tablet devices by including the optional QWERTY keyboard layout. The full keyboard makes data entry more efficient thus eliminating the “hunt” for the right key during a critical phase of flight.

Perspective Touch - embracing the spirit of innovation and technology.





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Specifications, weights, representations, colors, list of equipment, use of materials and model references, are not warranted or guaranteed to be true or accurate. Actual Useful Load will vary depending on options installed on the aircraft. Always consult specific aircraft weight and balance data for flight planning. The pictures contained on this website and/or brochure of specific models or other products may contain optional equipment or nonstandard features, which even if available, may be at an additional cost. You may rely only upon statements and representations contained in actual contracts that you enter into with Cirrus Design Corporation. Prices are subject to change without notice. Referenced Cirrus trademarks are owned by Cirrus Industries, Inc. or its subsidiaries. All other brands, product names, company names, trademarks and service marks are the properties of their respective owners. All rights reserved.
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