



What's new with *Cirrus IQ*™

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Most Cirrus pilots would like to have an easier way to assess the state of their aircraft remotely and be sure not to miss a maintenance reminder. Using data from your flights to improve your flying and watch the performance of the aircraft engine and other key equipment should also be a goal. The airlines use telemetry from their aircraft to improve safety of operation and maintenance, and Cirrus is encouraging the members of its pilot community to do this for the same reasons. With *Cirrus IQ*, every flight provides an opportunity to review and improve your performance, while more closely monitoring your aircraft's systems.

Limitations

If you own a recent Cirrus SR model (later model G6 and all G7 models manufactured since January 1, 2020), you have been able to connect to your aircraft remotely using an Apple iOS application called Cirrus IQ. Prior to its recent upgrade, you could use *Cirrus IQ* to check fuel, oil, and TKS levels; Hobbs and Tach numbers, manage maintenance due dates, and see a list of flights taken in the aircraft.

The information about each flight was static in the older versions of the application but was being silently sent to Cirrus directly by the aircraft for safety analysis. Unfortunately, pilots had no access to this data. The *Cirrus IQ* application was essentially a single user tool for remote aircraft check-ins, but did not have the capability to move data after each flight to the analytical tool of your choice or give you feedback on your approach and landing.

Before the most recent release of *Cirrus IQ* and in older model Perspective-equipped aircraft, if you wanted to export flight data, you needed to 1) take the top SD card out of the MFD, 2) manually select and extract a CSV file and 3) upload it to applications such as FlySto and CloudAhoy. Only then, could you perform your review using these applications.

Removing and replacing the SD card after every flight can eventually damage the contacts on the card, making it unusable. To work around this undesirable outcome, some owners have purchased and mounted an AirSync™ device in their airplanes. This device automates the selection and transmission of the file data to the tool of your choice. Even better, you can receive an actionable report on each flight via email. All these methods can be helpful but are not natively supported by Cirrus.

Cirrus IQ Updates

To address these challenges and to encourage you to use the data from each flight, the new release of *Cirrus IQ* has arrived. This app will eventually be offered with a base version and a PRO version. For now, all users can access the PRO version of the software at no extra cost.

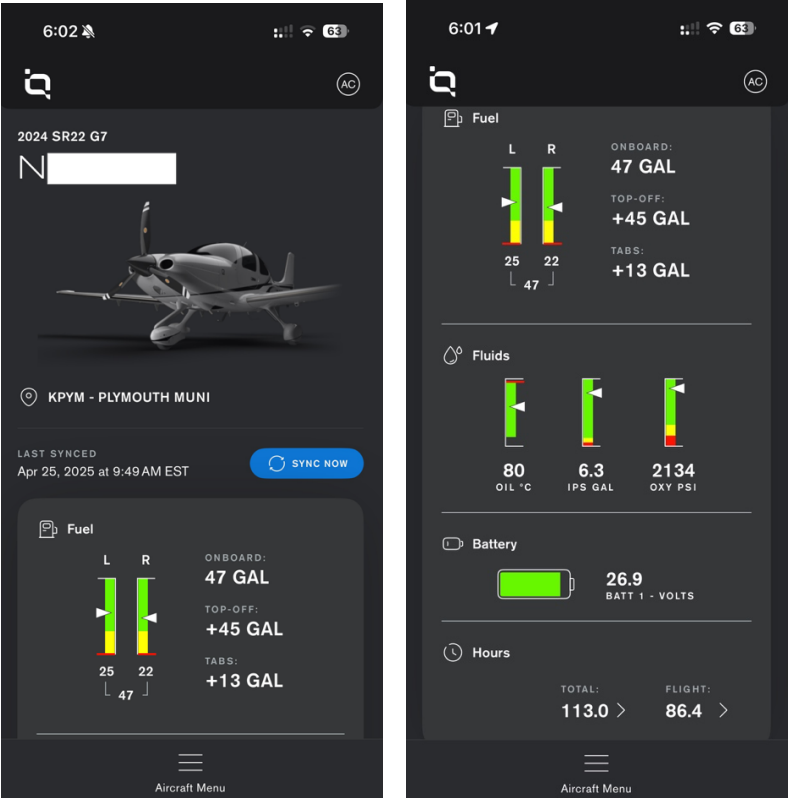
The PRO version supports additional features, such as 1) remote aircraft data sync, 2) automated avionics database updates, 3) a flight summary and approach score calculated by Cirrus for each flight, 4) a CAS message summary, 5) maintenance tracking and My Trips tracking (this will no longer be available in the base version), and 6) aircraft location, etc.

Cirrus continues to correct bugs and polish the functionality of *Cirrus IQ - PRO*. Exports to FlySto show some incorrect variance information that needs to be cleaned up. For example, you may notice that the data will falsely indicate that you are taxiing too quickly. The algorithm used to determine whether an approach and landing is stabilized inside the IQ app appears to be changing as the IQ team works on the software. Their progress to date has been encouraging.

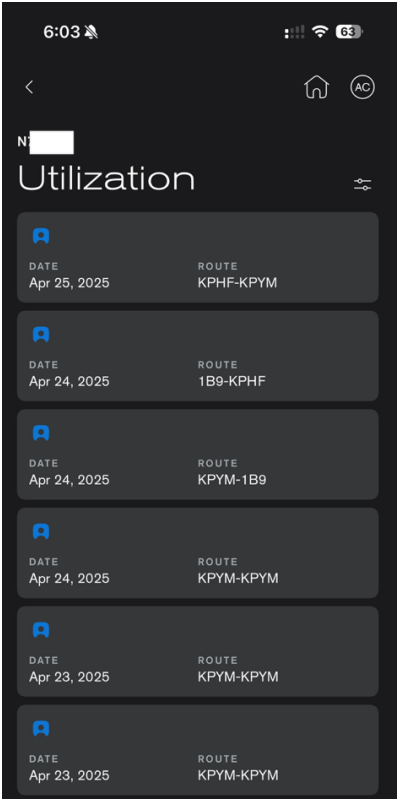
In the future, the base IQ version will lose some valuable features and only be useful for checking aircraft state before and after a flight. When that happens, you will need to pay a subscription fee to access the PRO version.

Here are a few screen shots from the IQ application following a recent flight:

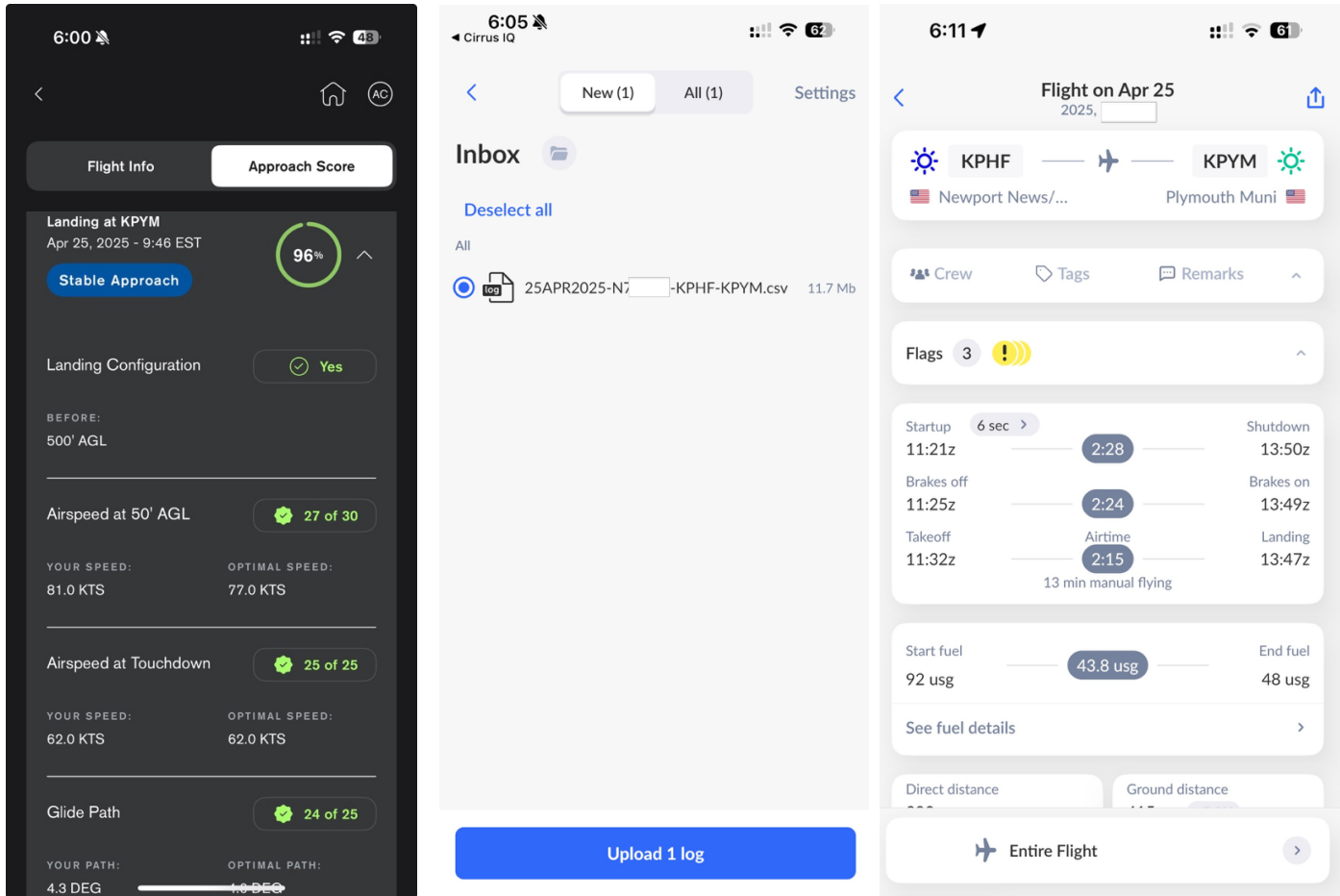
Checking aircraft status – top and bottom of the launch page



Flight list – now called Utilization (was My Trips)



Approach scoring by Cirrus IQ according to Cirrus' algorithm, followed by Export using the Apple Share function – moving the data directly into the FlySto mobile app.



Bottom Line

Why should Cirrus owners and pilots care about all of this? Because every flight presents an opportunity for improvement. The airlines understand this and supervise their pilots and mechanics using hard data on their performance. We can all do the same as Cirrus pilots.

The statistics on loss-of-control accidents on approach, landing, and go-arounds are the Achilles heel of Cirrus safety statistics. As instructors at Cirrus Training Centers, we spend many hours teaching the use of advanced avionics and emergency procedures, instrument flying, etc. Cirrus and the COPA Safety team, however, have the data to show that Cirrus pilots land too fast, too flat, and can't manage a safe go-around. If you review these accident statistics, you will see the unfortunately high fatality rate on landing and go-around loss of control in Cirrus aircraft. We can and must do better as a pilot community.

In addition to being very helpful for flight planning and maintenance supervision, actively using *Cirrus IQ*, especially in an honest self-review will make you a better and safer pilot. If you can't use *Cirrus IQ* in your older Cirrus model, consider getting started with one of the other methods I mentioned above to review your performance on every flight. Finding your perfect flight may feel like an endless challenge, but continuous improvement should always be your goal, and *Cirrus IQ* can help.

MGAV Client Guidance

Cirrus IQ maintains a list of active users. When you first look at a flight in the Utilization section of the application – it shows a rough image of the flight route, and a dialog box labeled "No Pilot". As an owner,

you can click on the No Pilot prompt and add yourself to that flight as pilot. If your airplane is being used by another pilot, or you wish to allow your instructor to see your flight performance, click on your initials on the upper right and click Manage Aircraft. You can add other pilots or a management/maintenance person (roles are Owner, Manager, Pilot). Make sure you add each person using the same email they use to sign into the Cirrus portal properties (e.g. Cirrus Approach LMS). Once a person has been added in a role, you as owner can assign them as the pilot for a given flight in the Utilization list. They can then download the Cirrus IQ application from the Apple AppStore and see the flight and quality information for their flight. They can also see the current state of the aircraft.