PILOT

Experience/Recency

Takeoffs/landings..... _____ in the last _____ days

Hours in make/model..... _____ in the last _____ days

Instrument approaches ..... _____ in the last _____ days
(simulated or actual)

Instrument flight hours..... _____ in the last _____ days
(simulated or actual)

Terrain and airspace .....familiar

Physical Condition

Sleep ..... _____ in the last 24 hours

Food and water.....in the last _____ hours

Alcohol.....None in the last _____ hours

Drugs or medication .....None in the last _____ hours

Stressful events .....None in the last _____ days

Illnesses.....None in the last _____ days

► _____

_____

_____

_____

_____

AIRCRAFT

Fuel Reserves (Cross-Country)

VFR Day..... _____ hours

Night..... _____ hours

IFR Day..... _____ hours

Night..... _____ hours

Experience in Type

Takeoffs/landings..... _____ in the last _____ days
in aircraft type

Aircraft Performance

Establish that you have additional performance available over that required. Consider the following:

- Gross weight
- Load distribution
- Density altitude
- Performance charts

Aircraft Equipment

Avionics.....familiar with equipment (including autopilot and GPS systems)

COM/NAV.....equipment appropriate to flight

Charts.....current

Clothing.....suitable for preflight and flight

Survival gear .....appropriate for flight/terrain

► _____

_____

_____

_____

_____

ENVIRONMENT

Airport Conditions

Crosswind..... _____% of max POH

Runway length..... _____% more than POH

Weather

Reports and forecasts .....not more than _____ hours old

Icing conditions.....within aircraft/pilot capabilities

Weather For VFR

Ceiling Day..... _____ feet

Night..... _____ feet

Visibility Day..... _____ miles

Night..... _____ miles

Weather For IFR

Precision Approaches

Ceiling ..... _____ feet above min.

Visibility ..... _____ mile(s) above min.

Non-Precision Approaches

Ceiling ..... _____ feet above min.

Visibility ..... _____ mile(s) above min.

Missed Approaches

No more than..... _____ before diverting

Takeoff Minimums

Ceiling ..... _____ feet

Visibility ..... _____ mile(s)

► _____

_____

_____

_____

_____

EXTERNAL PRESSURES

Trip Planning

Allowance for delays..... _____ minutes

Diversion or Cancellation Alternate Plans

Notification of person(s) you are meeting

Passengers briefed on diversion or cancellation plans and alternatives

Modification or cancellation of car rental, restaurant, or hotel reservations

Arrangement of alternative transportation (airline, car, etc.)

Personal Equipment

Credit card and telephone numbers available for alternate plans

Appropriate clothing or personal needs (eye wear, medication...) in the event of an unexpected stay

▶ _____

_____

_____

_____

_____

_____

Importance of Trip

The more important the trip, the more tendency there is to compromise your personal minimums, and the more important it becomes to have alternate plans.

Your Personal Minimums Checklist—

- An easy-to-use, personal tool, tailored to your level of skill, knowledge, and ability
- Helps you control and manage risk by identifying even subtle risk factors
- Lets you fly with less stress and less risk

Practice "Conservatism Without Guilt"

Each item provides you with either a space to complete a personal minimum or a checklist item to think about. Spend some quiet time completing each blank and consider other items that apply to your personal minimums. Give yourself permission to choose higher minimums than those specified in the regulations, aircraft flight manuals, or other rules.

How To Use Your Checklist

Use this checklist just as you would one for your aircraft. Carry the checklist in your flight kit. Use it at home as you start planning a flight and again just before you make your final decision to fly.

Be wary if you have an item that's marginal in any single risk factor category. But if you have items in more than one category, you may be headed for trouble.

If you have marginal items in two or more risk factors/categories, don't go!

Periodically review and revise your checklist as your personal circumstances change, such as your proficiency, recency, or training. You should never make your minimums less restrictive unless a significant positive event has occurred. However, it is okay to make your minimums more restrictive at any time. Never make your minimums less restrictive when you are planning a specific flight, or else external pressures will influence you.

Have a fun and safe flight!

FEDERAL AVIATION ADMINISTRATION AVIATION SAFETY PROGRAM

THE OHIO STATE UNIVERSITY

KING SCHOOLS

PERSONAL MINIMUMS CHECKLIST

Think...

PILOT
AIRCRAFT
EN**V**IRONMENT
EXTERNAL PRESSURES

Pilot: _____

Date Revised: _____

Reviewed with: _____
(if applicable)

FAA-P-8740-55
AFS-810(1996)