

PILOT

Experience/Recency

Takeoffs/landings.....in the last
_____ days
Hours in make/model.....in the last
_____ days
Instrument approaches.....in the last
(simulated or actual) _____ days
Instrument flight hours.....in the last
(simulated or actual) _____ days

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

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 unex-
pected stay



Importance of Trip

The more important the trip, the more tenden-
cy there is to compromise your personal mini-
mums, and the more important it becomes to
have alternate plans.

AIRCRAFT

Fuel Reserves (Cross-Country)

VFR Day.....hours
Night.....hours
IFR Day.....hours
Night.....hours

Experience in Type

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

Aircraft Performance

Establish that you have additional performance
available over that required. Consider the fol-
lowing:

- 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

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 con-
sider 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 sin-
gle 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 per-
sonal circumstances change, such as your proficiency,
recency, or training. You should never make your mini-
mums less restrictive unless a significant positive event
has occurred. However, it is okay to make your mini-
mums more restrictive at any time. Never make your
minimums less restrictive when you are planning a spe-
cific flight, or else external pressures will influence you.

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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

Celling Day.....feet
Night.....feet
Visibility Day.....miles
Night.....miles

Weather For IFR

Precision Approaches

Celling.....feet above min.

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

Non-Precision Approaches

Celling.....feet above min.

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

Missed Approaches

No more than.....before diverting

Takeoff Minimums

Celling.....feet

Visibility.....mile(s)

PERSONAL MINIMUMS CHECKLIST

Think...

PILOT
AIRCRAFT
ENVIRONMENT
EXTERNAL
PRESSURES

Pilot: _____

Date Revised: _____

Reviewed with: _____
(if applicable)

Step 1: Review definitions for VFR & IFR weather minimums.

Category	Ceiling	Visibility
VFR	greater than 3,000 AGL and	greater than 5 miles
MVFR	1,000 to 3,000 AGL and/or	3 to 5 miles
IFR	500 to 999 AGL and/or	1 mile to less than 3 miles
LIFR	below 500 AGL and/or	less than 1 mile

Step 2(a): Record certification, training, & recent experience.

CERTIFICATION LEVEL	
Certificate level (e.g., private, commercial, ATP)	
Ratings (e.g., instrument, multiengine)	
Endorsements (e.g., complex, HP, high altitude)	
TRAINING SUMMARY	
Flight review (e.g., certificate, rating, Wings)	
Instrument Proficiency Check	
Time since checkout in airplane 1	
Time since checkout in airplane 2	
EXPERIENCE	
Total flying time	
Years of flying experience	
RECENT EXPERIENCE (last 12 months)	
Hours	
Hours in this airplane (or identical model)	
Normal Landings	
Crosswind landings	
Night hours	
Night landings	
Hours flown in high density altitude	
Hours flown in mountainous terrain	
IFR hours	
IMC hours (actual conditions)	
Approaches (actual or simulated)	
Time with specific GPS navigator	
Time with specific autopilot	

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Step 4: Assemble and evaluate baseline personal minimums.

Baseline Personal Minimums				
Weather Condition	VFR	MVFR	IFR	LIFR
Ceiling				
	Day			
	Night			
Visibility				
	Day			
	Night			
Turbulence	SE	ME	Make/Model	
	Surface			
	Wind Speed			
	Surface			
	Wind Gust			
Crosswind Component				
Performance	SE	ME	Make/Model	
	Shortest runway			
	Highest terrain			
	Highest density altitude			

Step 5: Adjust for specific conditions.

	If you are facing:	Adjust baseline personal minimums to:	
		A d d	S u b t r a c t
Pilot	Illness, medication, stress, or fatigue; lack of currency (e.g., haven't flown for several weeks)	At least 500 feet to ceiling	
Aircraft	An unfamiliar airplane, or an aircraft with unfamiliar avionics/ equipment	At least 1/2 mile to visibility	
enVironment	Airports and airspace with different terrain or unfamiliar characteristics	At least 500 ft to runway length	
External Pressures	"Must meet" deadlines, passenger pressures; etc.	At least 5 knots from winds	

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Step 2(b): Enter values for weather experience/ "comfort level."

Experience & "Comfort Level" Assessment				
Weather Condition	VFR	MVFR	IFR	LIFR
Ceiling				
	Day			
Night				
Visibility				
	Day			
Night				

Step 3(a): Enter values for experience / comfort in turbulence.

Experience & "Comfort Level" Assessment			
Turbulence	SE	ME	Make/Model
Surface wind speed			
Surface wind gusts			
Crosswind component			

Step 3(b): Enter values for performance.

Experience & "Comfort Level" Assessment			
Performance	SE	ME	Make/Model
Shortest runway			
Highest terrain			
Highest density altitude			

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Federal Aviation Administration

Developing Personal Minimums

Think of personal minimums as the human factors equivalent of reserve fuel. Personal minimums should provide a solid safety buffer between:

- Skills required for the specific flight, and
- Skills available to you through your training, experience, currency, and proficiency.

Step 1 – Review Weather Minimums

Step 2 – Assess Weather Experience and Personal Comfort Level

Step 3 – Consider Winds and Performance

Step 4 – Assemble Baseline Values

Step 5 – Adjust for Specific Conditions

Step 6 – Stick to the Plan!