

**Step 4:** Assemble and evaluate baseline personal minimums.



# 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!

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:	
Pilot	Illness, medication, stress, or fatigue; lack of currency (e.g., haven't flown for several weeks)	A d d	At least 500 feet to ceiling
			At least ½ mile to visibility
Aircraft	An unfamiliar airplane, or an aircraft with unfamiliar avionics/ equipment:	S u b t r a c t	At least 500 ft to runway length
enVironment	Airports and airspace with different terrain or unfamiliar characteristics		At least 5 knots from winds
External Pressures	"Must meet" deadlines, passenger pressures; etc.		

**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.

<b>CERTIFICATION LEVEL</b>	
Certificate level (e.g., private, commercial, ATP)	
Ratings (e.g., instrument, multiengine)	
Endorsements (e.g., complex, HP, high altitude)	
<b>TRAINING SUMMARY</b>	
Flight review (e.g., certificate, rating, Wings)	
Instrument Proficiency Check	
Time since checkout in airplane 1	
Time since checkout in airplane 2	
<b>EXPERIENCE</b>	
Total flying time	
Years of flying experience	
<b>RECENT EXPERIENCE (last 12 months)</b>	
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	

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

<b>Experience &amp; "Comfort Level" Assessment Combined VFR &amp; IFR</b>				
Weather Condition	VFR	MVFR	IFR	LIFR
<b>Ceiling</b>				
	<b>Day</b>			
	<b>Night</b>			
<b>Visibility</b>				
	<b>Day</b>			
	<b>Night</b>			

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

<b>Experience &amp; "Comfort Level" Assessment Wind &amp; Turbulence</b>			
	SE	ME	Make/Model
<b>Turbulence</b>			
Surface wind speed			
Surface wind gusts			
Crosswind component			

**Step 3(b):** Enter values for performance.

<b>Experience &amp; "Comfort Level" Assessment Performance Factors</b>			
	SE	ME	Make/Model
<b>Performance</b>			
Shortest runway			
Highest terrain			
Highest density altitude			