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

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 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
- Precision Approaches
  - Ceiling: Day: _____ feet
  - Night: _____ feet
- Non-Precision Approaches
  - Ceiling: Day: _____ feet
  - Night: _____ miles
- 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

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!

Think...
Pilot: _____________________
Date Revised: ______________
Reviewed with: ______________ (if applicable)