

EXTERNAL PRESSURES

Trip Planning

Allowance for delays _____ minutes

Alternate Plans for Diversion or Cancellation

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 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 use 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. And 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!

Developed in cooperation with:



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FOR SMART, SAFE, FUN FLYING™

PERSONAL MINIMUMS CHECKLIST

Think...

PILOT
AIRCRAFT
ENVIRONMENT
EXTERNAL PRESSURES

Pilot: _____

Date Revised: _____

Reviewed with: _____
 (if applicable)

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 airspacefamiliar

Physical Condition

Sleep _____ in the last
 24 hours

Food and water in the last
 _____ hours

AlcoholNone in the last
 _____ hours

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

Stressful eventsNone in the last
 _____ days

IllnessesNone 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 forecastsnot more than
 _____ hours old

Icing conditionswithin 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)

▶ _____

