



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, etc.) 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

Using 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!

Adapted from an FAA Aviation Safety Program leaflet



CIVIL AVIATION SAFETY AUTHORITY AUSTRALIA



PERSONAL MINIMUMS CHECKLIST



Pilot _____

Date revised _____

Reviewed with _____
(if applicable)



PILOT

Experience/recency

Take-offs/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 waterin the last
_____ hours

Alcoholnone in the last
_____ hours

Drugs or medicationnone in the last
_____ hours

Stressful eventsnone in the last
_____ days

Illnessnone in the last
_____ days

Fit and restedYes

▶ _____



AIRCRAFT

Fuel reserves (cross-country)

VFR Day _____ hours

VFR Night _____ hours

IFR Day _____ hours

IFR Night _____ hours

Experience in type

Take-offs/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/NAVequipment appropriate to flight

Charts.....current

Clothingsuitable for pre-flight and flight

Survival gearappropriate for flight/terrain

▶ _____



ENVIRONMENT

Airport conditions

Crosswind..... _____ % of max POH

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

Weather

Reports and forecastsnot more than
_____ hours old

Icing conditions..... _____ ft below
freezing level

Weather for VFR

Ceiling Day _____ feet

Night _____ feet

Visibility Day _____ Km

Night _____ Km

Weather for IFR

Precision approaches

Ceiling..... _____ feet above min.

Visibility..... _____ metres above min.

Non precision approaches

Ceiling..... _____ feet above min.

Visibility..... _____ metres above min.

Missed approaches

No more than..... _____ before diverting

Take-off minimums

Ceiling..... _____ feet

Visibility..... _____ metres

▶ _____

