

# 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:



**King Schools, Inc.**  
 3840 Calle Fortunada  
 San Diego, CA 92123  
 1-800-854-1001

**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 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

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)

▶ \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_