



Standing personal minimums checklist

(Review every 100 hours, or annually, or on completion of new rating/endorsement)

Endorsement, training & experience summary	Self-assessment factors	Revised self-assessment
Endorsement/ratings (eg: night VFR, MPPC—manual propeller pitch control)		
Flight review		
Time since last instruction in aircraft #1:		
Time since last instruction in aircraft #2:		
Time since last instruction in aircraft #3:		
Familiarity with avionics/GPS		
Experience		
Total flying time in hours		
Number of years flying		
Hours in the last year		
Hours in this or identical aircraft in last year		
Landings in last year		
Night hours in last year		
Night landings in last year		
High density altitude hours in last year		
Mountainous terrain hours in last year		
Strong crosswind or gusty landings in last year		
Personal minimums		
	Example: 100 hour VFR pilot	Your personal minimums
Maximum crosswind as % of pilot's operating handbook figure for type	50%	
Minimum runway requirement as % of pilot's operating handbook figure for type	150%	
Minimum visibility – day VFR	12km	
Minimum visibility – night VFR	10km or more	
Minimum ceiling – day VFR	3,000 feet	
Minimum ceiling – night VFR	5,000 feet	
Maximum surface wind speed & gusts	15 knots 5 knot gust	
Maximum cross wind	7 knots	
Other VFR (eg: mountain flying, over water beyond gliding distance)	Consult instructor/mentor	
Fuel reserves (day VFR)	1 hour	
Fuel reserves (night VFR)	1½ hours	

Pre-flight personal minimums checklist

If you have marginal items in two or more risk categories reconsider your flight

Pilot	Aircraft	Environment	External pressures
Flights as pilot in last 30 days <input type="checkbox"/>	Sufficient fuel reserves for day flight <input type="checkbox"/>	Crosswind % of max in pilot's operating handbook <input type="checkbox"/>	Allowance for delays of XX minutes <input type="checkbox"/>
Hours on type in last 30 days <input type="checkbox"/>	Sufficient fuel reserves for night VFR flight <input type="checkbox"/>	Runway length % over minimum in POH <input type="checkbox"/>	Alternate plans made in case of delay/diversion <input type="checkbox"/>
Familiarity with terrain and airspace <input type="checkbox"/>	Performance data calculated: gross weight, load distribution, density altitude, performance charts <input type="checkbox"/>	Most recent available weather forecast <input type="checkbox"/>	Personal equipment carried for delay/diversion <input type="checkbox"/>
Sleep in last 24 hours <input type="checkbox"/>	Familiarity with GPS/ and nav/comm <input type="checkbox"/>	Likelihood and severity of expected icing <input type="checkbox"/>	
Food and water in last 24 hours <input type="checkbox"/>	Current charts <input type="checkbox"/>	Ceiling day/night as % over personal minimum <input type="checkbox"/>	
24 hours or more since last consumption of alcohol <input type="checkbox"/>	Suitable clothing and survival equipment <input type="checkbox"/>	Visibility day/night as % over personal minimum <input type="checkbox"/>	
24 hours or more since last consumption of drugs or medication <input type="checkbox"/>			
7 days or more since major stressful event <input type="checkbox"/>			
2 days or more since illness/incapacitation <input type="checkbox"/>			
List marginal item here	List marginal item here	List marginal item here	List marginal item here

ADJUSTMENT FACTORS if you are facing:	
Pilot illness, use of medication, stress, or fatigue; lack of currency (eg: have not flown for several weeks)	ADD At least 500 feet to ceiling
Aircraft An unfamiliar aircraft with unfamiliar avionics or other equipment	ADD At least 1km to visibility
Environment Unfamiliar aerodromes and airspace; different terrain or other unfamiliar characteristics	SUBTRACT At least 500 feet from runway length
External pressures 'Must-meet' deadlines, pressures from passengers, etc.	SUBTRACT At least 5 knots from winds

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