Personal minimums and decision-making criteria are best defined on the ground, free of external pressure and the workload of flying the aircraft. Writing them down makes it much easier to resist the temptation to “mentally negotiate” yourself into a tight spot, allowing your decision making to be clouded in the heat of the moment by emotion and hope.

This document defines the contract you make with yourself, your passengers, and your family.

Remember to update your personal minimums regularly to reflect your current proficiency in the aircraft you’ll be flying.

**INSTRUCTIONS**

1. Review all sections and determine your personal minimums specific to the type of aircraft you fly. If you’re a new or rusty pilot, consider asking a CFI for help.

2. Fill in the information for each item.

3. Keep this contract with your flight bag for quick reference.

This IFR PILOT PERSONAL MINIMUMS CONTRACT is also available online

[www.airsafetyinstitute.org/ifrcontract](http://www.airsafetyinstitute.org/ifrcontract)

For a more detailed assessment of the potential risks before your next flight, take ASI’s Flight Risk Evaluator online

[www.airsafetyinstitute.org/flightrisk](http://www.airsafetyinstitute.org/flightrisk)
### PILOT

| MIN. HOURS (LAST 30/90 DAYS) | ______/______ |
| MIN. HOURS IN TYPE (LAST 30/90 DAYS) | ______/______ |
| MIN. LANDINGS (LAST 30/90 DAYS) | ______/______ |
| NIGHT HOURS (LAST 30/90 DAYS) | ______/______ |
| MIN. HOURS ACTUAL OR SIM. IFR (LAST 30/90 DAYS) | ______/______ |

### WEATHER

- **MAX. WIND VELOCITY AND GUST**
- **MAX. CROSSWIND**
- **MIN. CEILING**
- **MIN. VISIBILITY**
- **MY EN ROUTE MINIMUMS**
- **CEILING**
- **VISIBILITY**
- **MY PRECISION APPROACH MINIMUMS**
- **CEILING**
- **VISIBILITY**
- **MY NON-PRECISION APPROACH MINIMUMS**
- **CEILING**
- **VISIBILITY**

**FLIGHTS INTO DEPICTED RADAR RETURNS (CHECK YOUR COMFORT LEVEL)**

- **RAIN**
- **SNOW**
- **MIXED**

### AIRCRAFT

| MIN. FUEL RESERVES (hours : minutes) | DAY _____ : _____ | NIGHT _____ : _____ |

- **ASI recommends landing with at least one hour of fuel remaining.**

**NIGHT FLIGHT IN A SINGLE-ENGINE AIRCRAFT**: Y / N

- **IF YES, LIST LIMITATIONS** (e.g., no mountainous terrain, no over-water flights, will reach cruise altitude before sunset)

### I WILL

- Only fly when I am proficient with the aircraft limitations, performance, normal and emergency procedures, systems, and avionics.
- Use precautions when transitioning to different aircraft/avionics/systems.
- Consider the risks of flying over mountainous terrain.
- Fly with current GPS database, charts (or EFB), and a backup (as required).
- Not use my aircraft’s deicing and anti-icing equipment for prolonged flights in icing conditions, but rather to escape icing conditions.
- Fly with adequate de-icing fluid (if applicable).
- Always get a recorded FAA weather briefing for flights away from home base.
- Fly with a qualified pilot or CFI (or postpone the flight) if my personal minimums are not met.

### AIRPORT

| RUNWAY MIN. LENGTH | _________________ |
| RUNWAY MIN. WIDTH | _________________ |

- **Aircraft performance degrades when density altitude is above 1,000 feet. As a result, ASI recommends adding 50 percent to the POH takeoff or landing distance over a 50-foot obstacle.**

Pilot signature ____________________________

CFI/witness ____________________________

Last updated ________/_______/__________

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