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 VFR PILOT PERSONAL MINIMUMS CONTRACT is available online
www.airsafetyinstitute.org/vfrcontract

The IFR PILOT PERSONAL MINIMUMS CONTRACT is also available online
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
PERSONAL MINIMUMS CONTRACT

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) _____/_____

VFR INTO IMC TRAINING COMPLETED WITHIN LAST 12 MONTHS

MIN. RECURRENT TRAINING COMPLETED (circle one) PAST 6 / 12 / 24 MONTHS

AT A MINIMUM, MY OVERALL WELLNESS SHOULD BE

ADEQUATE [ ] OK [ ] WELL [ ] VERY WELL [ ]

WEATHER

MAX. WIND VELOCITY AND GUST ____________

MAX. CROSSWIND ____________

MIN. CEILING DAY _________ NIGHT _________

MIN. VISIBILITY DAY _________ NIGHT _________

AIRPORT

RUNWAY MIN. LENGTH ______________

RUNWAY MIN. WIDTH ______________

AIght 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.

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 a current GPS database, charts (or EFB), and a backup (as required).

[ ] Consider increasing my personal minimums if friends and family are on board.

[ ] Always get a recorded FAA weather briefing and file/activate a flight plan for flights away from home base.

[ ] Request flight following if services are available.

[ ] Fly with a qualified pilot or CFI (or postpone the flight) if my personal minimums are not met.

Pilot signature ______________________________

CFI/witness ______________________________

Last updated ________/_______/__________

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