

Step 4: Assemble and evaluate baseline personal minimums.

Baseline Personal Minimums				
Weather Condition	VFR	MVFR	IFR	LIFR
Ceiling				
	Day			
	Night			
Visibility				
	Day			
	Night			
Turbulence		SE	ME	Make/Model
	Surface Wind Speed			
	Surface Wind Gust			
	Crosswind Component			
Performance		SE	ME	Make/Model
	Shortest runway			
	Highest terrain			
	Highest density altitude			

Step 5: Adjust for specific conditions.

	If you are facing:	Adjust baseline personal minimums to:	
Pilot	Illness, medication, stress, or fatigue; lack of currency (e.g., haven't flown for several weeks)	A d d	At least 500 feet to ceiling
			At least ½ mile to visibility
			At least 500 ft to runway length
Aircraft	An unfamiliar airplane, or an aircraft with unfamiliar avionics/ equipment:	S u b t r a c t	At least 5 knots from winds
enVironment	Airports and airspace with different terrain or unfamiliar characteristics		
External Pressures	"Must meet" deadlines, passenger pressures; etc.		



Federal Aviation Administration

Developing *Personal* Minimums

Think of personal minimums as the human factors equivalent of reserve fuel. Personal minimums should provide a solid safety buffer between:

- *Skills required* for the specific flight, and
- *Skills available* to you through your training, experience, currency, and proficiency.

Step 1 – Review Weather Minimums

Step 2 – Assess Weather Experience and Personal Comfort Level

Step 3 – Consider Winds and Performance

Step 4 – Assemble Baseline Values

Step 5 – Adjust for Specific Conditions

Step 6 – Stick to the Plan!

FOLD

Review definitions for VFR & IFR weather minimums.

Ceiling		Visibility
greater than 3,000 AGL	and	greater than 5 miles
1,000 to 3,000 AGL	and/or	3 to 5 miles
500 to 999 AGL	and/or	1 mile to less than 3 miles
below 500 AGL	and/or	less than 1 mile

Record certification, training, & recent experience.

CERTIFICATION LEVEL	
Level (e.g., private, commercial, ATP)	
Category (e.g., instrument, multiengine)	
Endorsements (e.g., complex, HP, high altitude)	
SUMMARY	
Rating (e.g., certificate, rating, Wings)	
Proficiency Check	
Checkout in airplane 1	
Checkout in airplane 2	
RECENT EXPERIENCE	
Time	
Operating experience	
RECENT EXPERIENCE (last 12 months)	
Model of airplane (or identical model)	
Landings	
Approach landings	
Approach landings	
Approach landings	
Approach landings in high density altitude	
Approach landings in mountainous terrain	
Approach landings (actual conditions)	
Approach landings (actual or simulated)	
Use of specific GPS navigator	
Use of specific autopilot	

Step 2(b): Enter values for weather experience/ "comfort level"

Experience & "Comfort Level" Assessment Combined VFR & IFR				
Weather Condition	VFR	MVFR	IFR	Low Level
Ceiling				
	Day			
	Night			
Visibility				
	Day			
	Night			

Step 3(a): Enter values for experience / comfort in turbulence

Experience & "Comfort Level" Assessment Wind & Turbulence			
	SE	ME	Maximum
Turbulence			
Surface wind speed			
Surface wind gusts			
Crosswind component			

Step 3(b): Enter values for performance.

Experience & "Comfort Level" Assessment Performance Factors			
	SE	ME	Maximum
Performance			
Shortest runway			
Highest terrain			
Highest density altitude			