

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 available online

www.airsafetyinstitute.org/ifrcontract

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



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IFR PILOT PERSONAL MINIMUMS CONTRACT





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IFR PILOT 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) _____/_____

MIN. HOURS ACTUAL OR SIM. IFR (LAST 30/90 DAYS) _____/_____

VFR INTO IMC TRAINING COMPLETED WITHIN LAST 12 MONTHS

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

COMPLETED IPC WITHIN LAST 12 MONTHS

▶ *ASI recommends recurrent training every 12 months with a CFI who's familiar with the aircraft make, model, and equipment.*

AT A MINIMUM, MY OVERALL WELLNESS SHOULD BE

ADEQUATE OK WELL VERY WELL
— — — — —

▶ *ASI recommends considering sleep, medications, alcohol, stress, and other factors that could affect the safety of flight.*

WEATHER

MAX. WIND VELOCITY AND GUST _____

MAX. CROSSWIND _____

MIN. CEILING DAY _____ NIGHT _____

MIN. VISIBILITY DAY _____ NIGHT _____

MY EN ROUTE MINIMUMS

CEILING DAY _____ NIGHT _____

VISIBILITY DAY _____ NIGHT _____

MY PRECISION APPROACH MINIMUMS

CEILING DAY _____ NIGHT _____

VISIBILITY DAY _____ NIGHT _____

MY NON-PRECISION APPROACH MINIMUMS

CEILING DAY _____ NIGHT _____

VISIBILITY DAY _____ NIGHT _____

FLIGHTS INTO DEPICTED RADAR RETURNS (CHECK YOUR COMFORT LEVEL)

RAIN
LIGHT MODERATE HEAVY

SNOW
LIGHT MODERATE HEAVY

MIXED
LIGHT MODERATE HEAVY

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.*

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.

Pilot signature _____

CFI/witness _____

Last updated _____/_____/_____