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

The VFR PILOT PERSONAL MINIMUMS CONTRACT is also available online

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

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 ________/_______/__________

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