FAASTeam Topic of the Month August 2023

Federal Aviation Administration

Personal Minimums and Weather Cameras

Presented to: Safety Minded Aviators, Everywhere…

By: Stephen Bateman, CFI. AOPA Flying Clubs

Date: Tuesday August 15th, 2023

Produced by:

The National FAA Safety Team (FAASTeam

Welcome

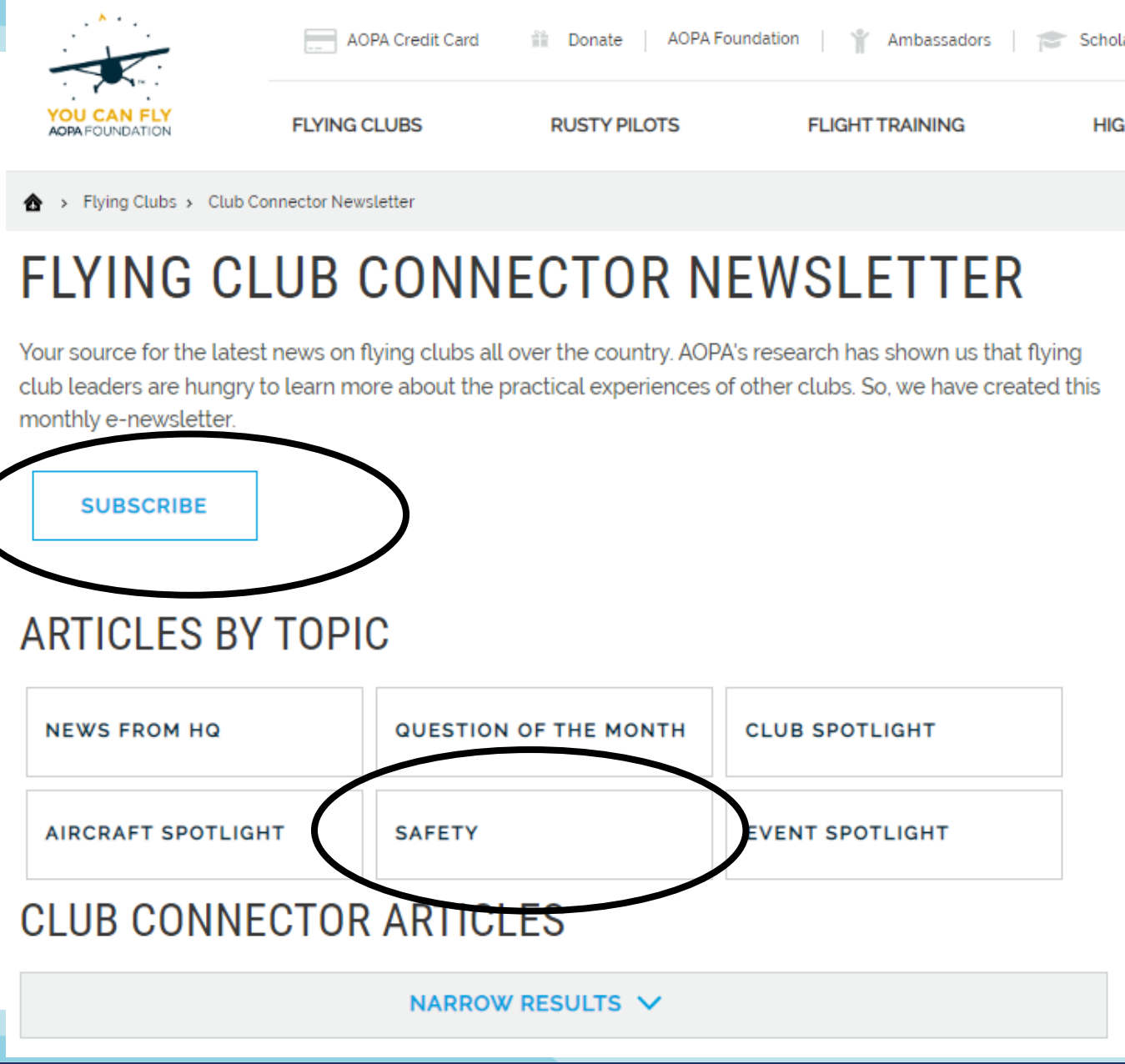
- **Steve Bateman, CFI, AOPA Flying Clubs, FAASTeam Lead Rep Portland FSDO**
- **Your monthly 33-minute dose of aviation safety**
- ***WINGS* Credit: Yes…!**
- **Probably no time for questions, but please send me email:**

  steve.bateman@aopa.org

  Tel: 301 695 2356

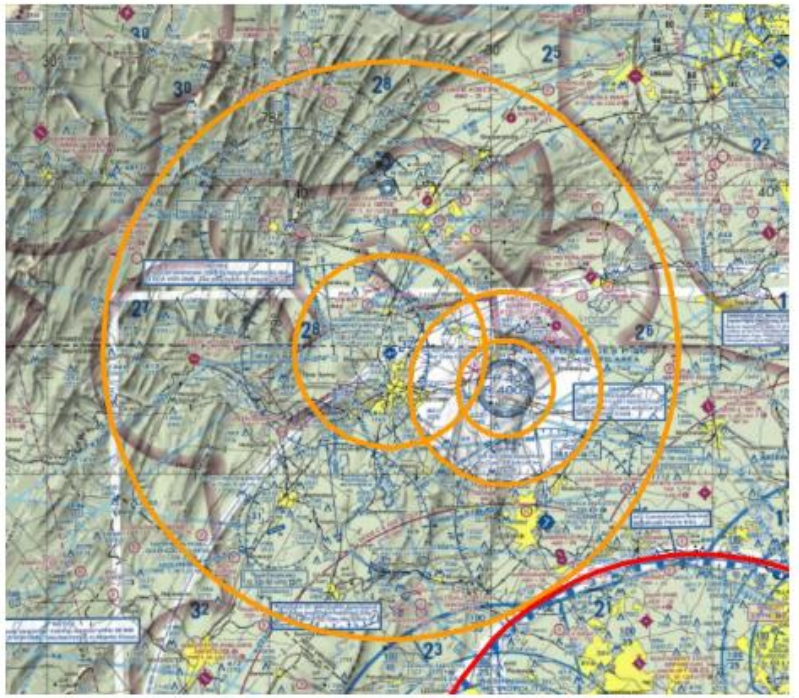
So…

- **No recording…but even better…**
- **You can get the slides of this presentation for your own use!**
  - This and earlier ToM presentations are available…
  - Sign-up tonight!
  - August edition publishes 8/20/2023



Check NOTAMS!

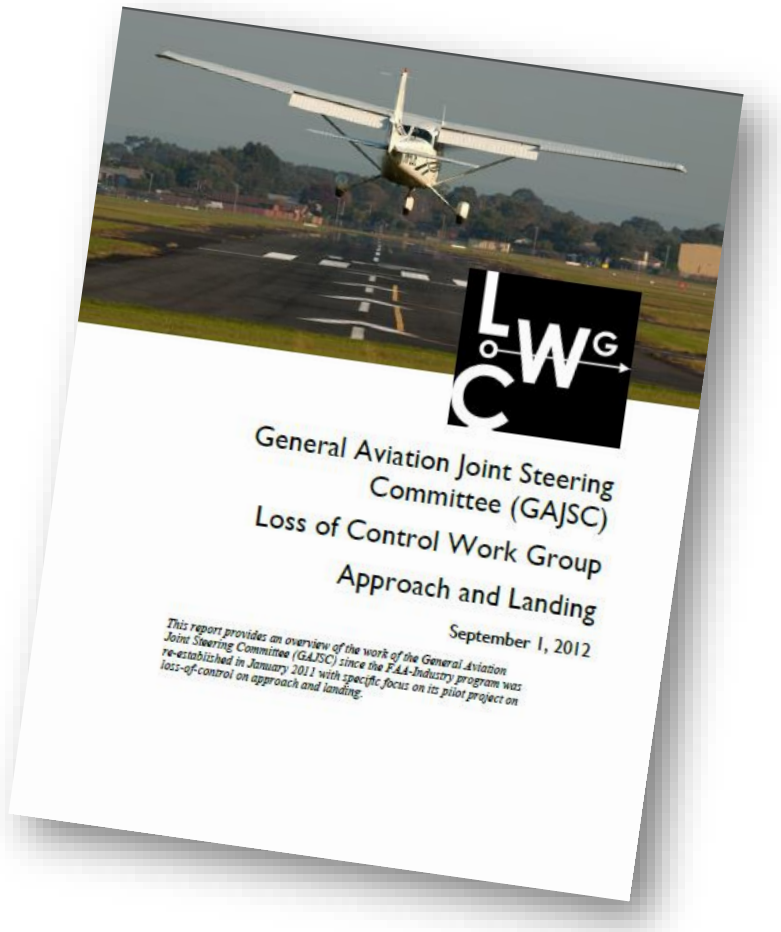
VIP TFR OVER HAGERSTOWN/THURMONT, MD
BEGINNING SATURDAY, FEBRUARY 4, 2023



Click the image above to interact with the TFR in iFlightPlanner for AOPA

Overview

- **Personal Minimums**
- **“Off Site” AWOS**
- **Weather Cameras**
- **57 Seconds to Safer Flying**
- ***WINGS*Pro Briefing Summary**



* General Aviation Joint Safety Committee

ADM and Personal Minimums

- **ADM is critical to success**
  - and sometimes to survival
- **Personal minimums**
  - What conditions/circumstances do I require to fly within my capabilities?

Personal Minimums—The Point…

- **Your Personal Minimums are not, actually, yours…**
- **..and you should have multiple sets…**
- **The point of personal minimums:**
  - To fully review your current capabilities…*current*…not last month…
  - Not a one-and-done task, but changing, up, down and sideways, with experience, proficiency, the “mission”…
  - To make it easy to say “no-go” and “stop”
- **Actually…they are not “yours”…**
  - Consult, then agree, with loved ones, friends…this keeps you honest
  - Document and save

Developing Personal Minimums

- **Doing it…**
  - Self assessment is tough to do…we all like to think we are better
  - Hazardous Attitudes are a major source of blowing-off PMs
    - Review and understand Hazardous Attitudes *before* setting PMs
  - Work with friends: “Friends don’t let friends fly without PMs”
  - Work with your regular CFI…
    - You have a regular dentist, doctor, financial advisor…what about CFI?
    - Make this part of your regular *WINGS* flight activities and/or flight review (more later)
- **Documented**
  - Available on your knee board

Developing Personal Minimums

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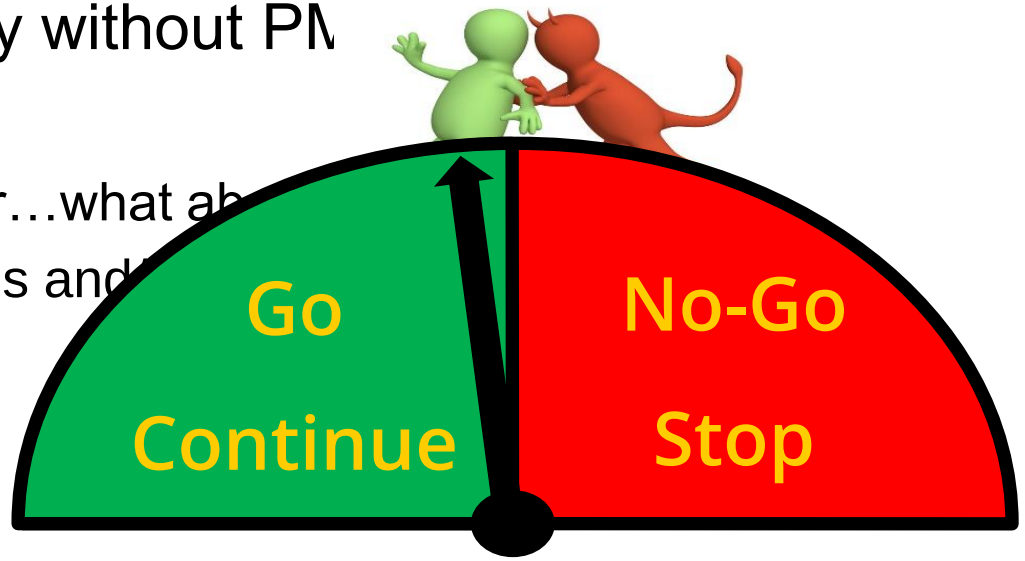
- **Documented**
  - Available on your knee board
- **Stick with it**
  - Do not be swayed



Personal Minimums PAvE the Way to Safety

- **PMs are part of PAvE**
  - P = Pilot
  - v = Environment
- **Perhaps create several sets: Increasingly limiting**
  - Pattern work
  - Known, local routes (with plenty of alternatives)
  - Long cross-country flights
    - Especially those with different terrain, airports, airspace…

PAvE as a planning tool

- **Pilot:**
  - Current? (FR, medical, pax…)
  - Proficient (in type)
  - Proficient in *that* plane (systems, avionics, quirks…)
  - Up to it, *today*? (IM SAFE, IM AIR…)
  - Personal minimums
- **Aircraft:**
  - Legal for *this* flight (airworthy, inspections, squawks, habits…)
  - Systems (fuel management, make/model differences…)
- **Environment:**
  - WK-RAFT (91.103)
- **External pressures:**
  - The mission
  - The passengers
  - The expectations
  - The reality…
  - Not…Go/No-Go, but No-Go/Go

Environment

- **Easy to describe at takeoff**
  - What you see is what you've got
- **More difficult at destination**
  - WX reports and forecasts are handy
- **Even more difficult en-route**
  - Especially if there are no en-route reporting points

  …or are there…?

General Aviation
Joint Steering Committee
Safety Enhancement Topic

February 2015

FAA Aviation Safety

Personal Minimums

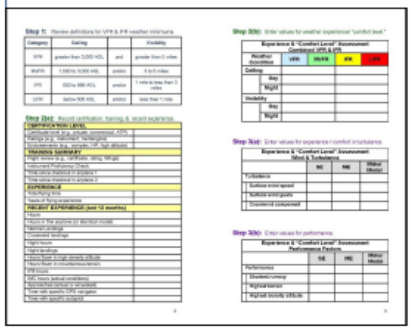
Personal minimums refer to an individual pilot's set of procedures, rules, criteria, and guidelines for deciding whether and under what conditions to operate (or continue operating) in the National Airspace System. Personal minimums should be set so as to provide a solid safety buffer between the pilot skills and aircraft capability *required* for the specific flight you want to make, and the pilot skills and aircraft capability *available* to you through training, experience, currency, proficiency and, in the case of the airplane, performance characteristics.

What Should I Consider?

Step 1 – *Review Weather Minimums*. The regulations define weather flight conditions for visual flight rules (VFR) and instrument flight rules (IFR) in terms of specific values for ceiling and visibility. IFR means a ceiling less than 1,000 feet AGL and/or visibility less than three miles. Low IFR (LIFR) is a sub-category of IFR. VFR means a ceiling greater than 3,000 feet AGL and visibility greater than five miles. Marginal VFR (MVFR) is a sub-category of VFR.

Step 2 – *Assess Your Experience and Comfort Level.* Think through your recent flying experiences and make a note of the lowest weather conditions that you have comfortably experienced in VFR and, if applicable, IFR flying in the last six to twelve months. This exercise helps establish your personal "comfort level" for VFR, MVFR, IFR, and LIFR weather conditions.

Step 3 – *Consider Other Conditions*. It is also a good idea to have personal minimums for wind, turbulence, and operating conditions that involve things like high density altitude, challenging terrain, or short runways. Record the most challenging conditions you have comfortably experienced in the last six to twelve months. You can note these values for category and class, for specific make and model, or both.



Consider following a personal minimums checklist like the one shown here and on the next page.

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FAAST Federal Aviation Administration SAFETY TEAM

www.FAASafety.gov

Produced by *FAA Safety Briefing* | Download at 1.usa.gov/SPANS

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)	Add	*At least* 500 feet to ceiling
			At least ½ mile to visibility
Aircraft	An unfamiliar airplane, or an aircraft with unfamiliar avionics/ equipment:		*At least* 500 ft to runway length
enVironment	Airports and airspace with different terrain or unfamiliar characteristics	Subtract	*At least* 5 knots from winds
External Pressures	"Must meet" deadlines, passenger pressures; etc.		

FOLD

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!

•https://www.faa.gov/sites/faa.gov/files/2022-01/Personal%20Minimums.pdf

•https://www.faa.gov/sites/faa.gov/files/2022-01/Personal-Minimums.pdf

More from the FAA on PMs

- https://medium.com/faa/personal-weather-minimums-and-weather-cameras-e0be589fa172

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Safety Enhancement Topic

FAA
Aviation Safety

Introduction to Safety Risk Management

Civil aviation organizations, air carriers, and military aviation activities have embraced Safety Risk Management — a foundational component of all safety management systems. Single-pilot operations can also enjoy the benefits of safer, more efficient flying through the application of risk management processes.

Risk management is a formalized way of dealing with hazards. It is a logical process of evaluation where you weigh the potential costs of a risk against the potential benefits you might receive, if you allowed that risk to stand uncontrolled. In order to better understand risk management, the terms "hazard" and "risk" need to be understood.

A hazard is a present condition, event, object, or circumstance that could lead to or contribute to an unplanned or undesired event such as an accident. It is a source of danger. Examples of common aviation hazards include a nick in the propeller blade, improper refueling of an aircraft, pilot fatigue, and the use of unapproved hardware on the aircraft.

If pilots do not recognize a hazard and choose to continue, the involved risk is not managed.

Risk management is a three-step process that people use to:

- identify hazards,
- express how likely those hazards are to negatively impact their operations, and
- reduce the chances that those hazards will cause an accident.

Step 1: Hazard Identification

What conditions or circumstances could negatively affect your flight?

Step 2: Risk Assessment

How likely are the identified hazards to cause a problem and how severe will the consequences be if they do?

Step 3: Risk Mitigation

What can you do to reduce the risks to acceptable levels?

We need to constantly monitor the hazards and risks associated with our flight to make sure that the identified risks remain at an acceptable level.

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Flight Risk Assessment Tools (FRAT)

Because every flight has some level of risk, it is critical that pilots are able to differentiate, in advance, between a low-risk flight and a high-risk flight, and then establish a review process and develop risk mitigation strategies. A FRAT enables proactive hazard identification, it is easy to use, and can visually depict risk. It is an invaluable tool in helping pilots make better go/no-go decisions and should be a part of every flight.

Although designs can vary, FRATs generally ask a series of questions that help identify and quantify risk for a flight. The FAA Safety Team (FAASTeam) currently offers a FRAT tool that follows the PAVE checklist, covering questions on the **P**ilot, **A**ircraft, en**V**iroment, and **E**xternal Pressures.

For example, you may be asked how much rest you've had, how much time you've had in the aircraft, and what the weather conditions are for your destination. Based on the answers you supply, a total risk score is calculated.

No FRAT can anticipate all the hazards that may impact a particular flight, but there are some common hazards that GA pilots encounter regularly.

The FAASTeam's easy-to-use and GA-focused FRAT can get you started in effective safety risk management. The FRAT tool is currently available as an automated spreadsheet available at https://go.usa.gov/xkhJK or via an iOS app available on the App Store at http://bit.ly/FAAST-FRAT.

Resources

- **Risk Management Safety Minute Video**
  https://youtu.be/fSJnS9ShMng
- **Risk Management Training Video**
  https://youtu.be/luilOUZeCW0
- **FAA Risk Management Handbook**
  http://bit.ly/rm-handbook
- **Flight Risk Assessment Tools (FRAT) Fact Sheet**
  http://bit.ly/2hk3omM
- **January/February 2017 issue of *FAA Safety Briefing***
  - ⇒ "Risky Business: The What, How, and Why of Risk Management"
    https://adobe.ly/2iBEi3h
  - ⇒ "Say Ahh … A Pilot's Guide to Self-Assessing Risk"
    https://adobe.ly/2ibKIH0
  - ⇒ "Is My Aircraft Right for Flight? The Importance of Preflight Prep"
    https://adobe.ly/2iePJ4p
  - ⇒ "The Wild (Not So Blue) Yonder: Mitigating Risk in the Flight Operating Environment"
    https://adobe.ly/2hus9AX
  - ⇒ "Are We There Yet? How External Pressures Can Affect Your Flight"
    https://adobe.ly/2ioBgQs

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Flight Risk Assessment Tools

When implementing a Safety Management System (SMS), one of the most critical components to develop is a Flight Risk Assessment Tool (FRAT). Because every flight has some level of risk, it is critical that pilots are able to differentiate, in advance, between a low risk flight and a high risk flight, and then establish a review process and develop risk mitigation strategies. A FRAT enables proactive hazard identification, is easy to use, and can visually depict risk. It is an invaluable tool in helping pilots make better go/no-go decisions and should be a part of every flight.

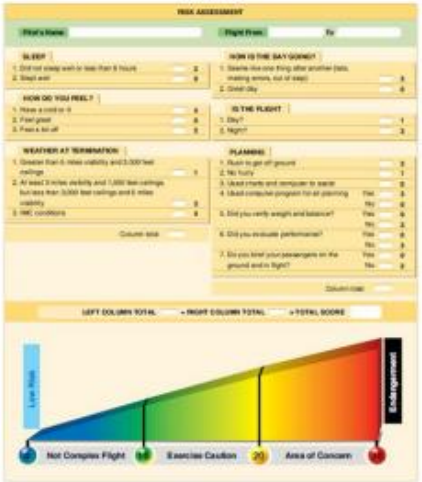
Why Should I Use It?

"In the thick" is no time to try to mitigate a potentially hazardous outcome. When preparing for a flight or maintenance task, operators and maintenance technicians should take time to stop and think about the hazards involved.

Attempting this task "in our heads" usually does not take into account actual risk exposure. The mind tends to compartmentalize the individual hazards which, in turn, fails to appreciate their cumulative effects. We may also allow our personal desires to manipulate our risk assessment in order to meet personal goals. The best way to compensate for these inherent shortcomings is to take the task to paper.

Putting everything on "paper" allows us to establish our risk limits in an atmosphere free from the pressure of an impending flight or maintenance task. It also gives a perspective on the entire risk picture that we cannot get in our heads. More importantly, it sets the stage for managing risk through proactive risk mitigation strategies that are documented.

Although designs can vary, FRATs generally ask a series of questions that help identify and quantify risk for a flight. The FAA Safety Team's current FRAT tool (an automated spreadsheet available at go.usa.gov/xkhJK) follows the PAVE checklist, covering questions on the **P**ilot, **A**ircraft, en**V**iroment, and **E**xternal Pressures. For example, you may be asked how much rest you've had, how much time you've had in the aircraft, and what the weather conditions are for your destination. Based on the answers you supply, a total risk score is calculated.



Example Risk Assessment Form

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What Do I Do With My Score?

The FAASTeam FRAT, like many other FRATs, produces a score that will fall within one of three risk categories: Green (low), yellow (medium), and red (high).

Green: Go fly!
With a clear in-the-green score, you might be tempted to blast off with unabated zeal. Not so fast. A FRAT is not meant to make your go/no-go decision for you. It is merely a tool to help you plan your flight and think through a more complete range of hazards and risks. When using a FRAT, it's a good idea to create numerical thresholds that trigger additional levels of scrutiny prior to a go/no-go decision for the flight. For example, a score that's on the high end of the green scale may still warrant further analysis. The pilot should discuss what the highest scoring risks are and attempt to mitigate those risks.

Yellow: Try to mitigate some of the higher scoring items.
If your score falls in the yellow, try to mitigate some of the higher scoring items. That might entail waiting for the weather to improve or switching to an aircraft you have more experience with. If the score is still in the yellow, bring in the opinion of a designated "contact" person such as a flight instructor or an FAASTeam Representative. They may be able to help think of ways to further mitigate some of the risks for your flight.

Red: No-Go.
If your score falls in the red zone, you should seriously consider cancelling the flight unless the risks involved can be safely mitigated. It's important to not allow the external pressures involved with carrying on with the flight (e.g., attending your son's graduation ceremony) interfere with your go/no-go decision. You (and your passengers) may be disappointed, but it's always better to be wishing you were in the air than wishing you were on the ground!

FAAST FRAT

No FRAT can anticipate all the hazards that may impact a particular flight but there are some common hazards that GA pilots encounter regularly. The FAASTeam's easy-to-use and GA-focused FRAT can get you started in effective safety risk management. The FRAT is currently available as an automated spread sheet that will run on MS Windows or Apple computer operating systems, but a new smartphone app version is in the works and should be released later in 2017.

Learn More

FAA InFO 07015 — Flight Risk Assessment Tool
http://bit.ly/2hkKTOM

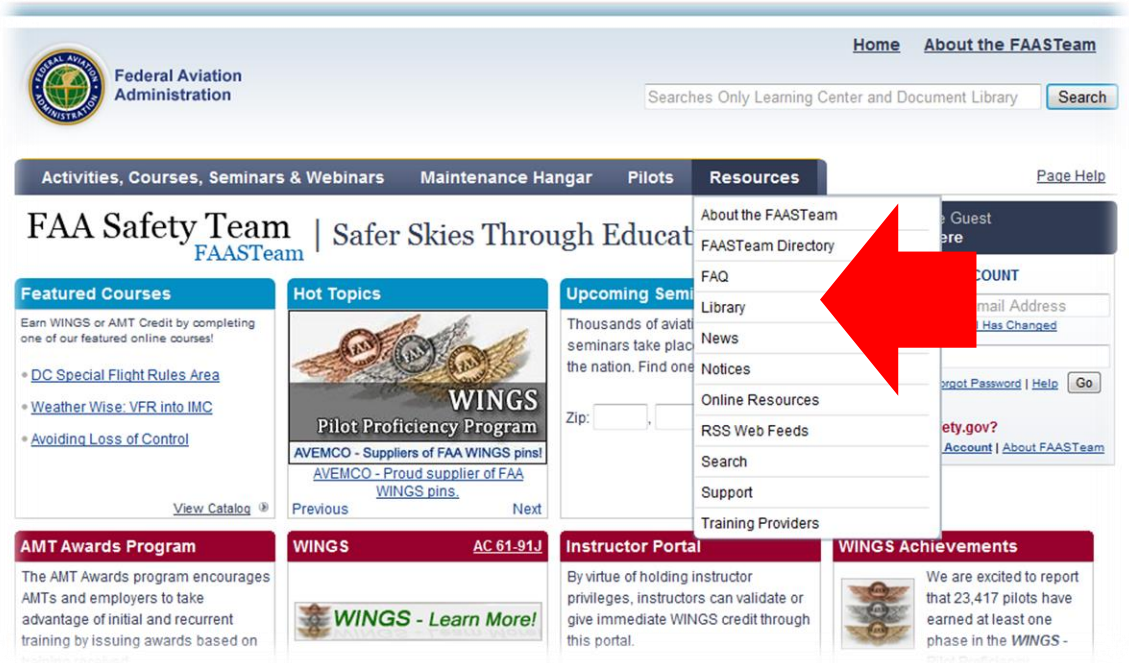
FAA Advisory Circular, AC 120-92A, SMS for Aviation Service Providers
http://bit.ly/2gc1p2x

Risk Management Handbook (FAA-H-8083-2) Chapter 4-2
http://go.usa.gov/jAJk

"You Can Take it With You," FAA Safety Briefing, July/August 2012, page 4
http://go.usa.gov/jAuV

FAAST FRAT

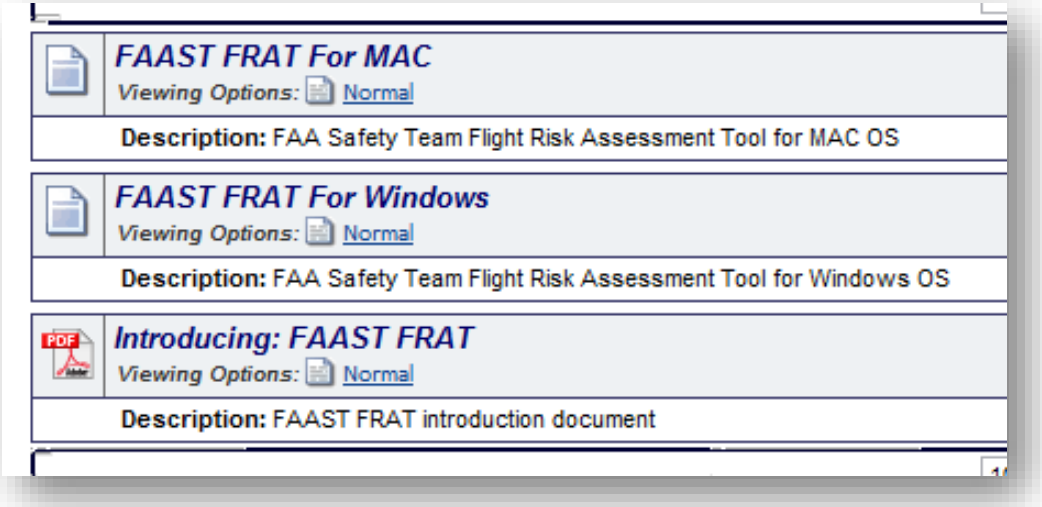
- **Navigate to FAASafety.gov**
- **Click on Resources then click on Library**



- https://www.faasafety.gov/gslac/ALC/lib_categoryview.aspx?categoryId=31

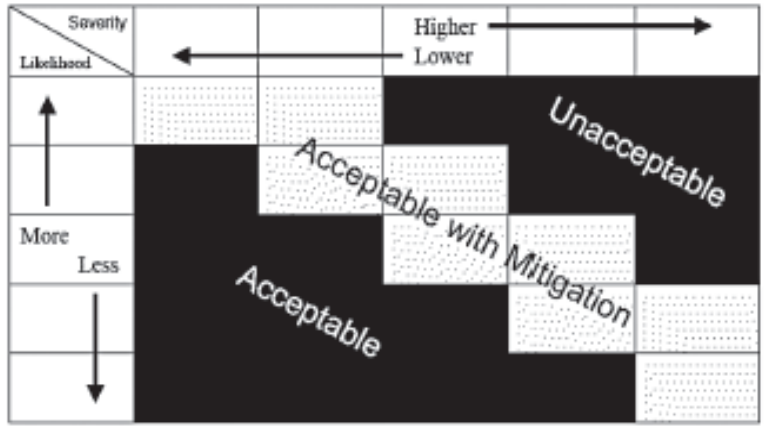
FAAST FRAT

- **Click on Flight Risk Assessment Tool**
- **Download appropriate FRAT for your computer.**



FAAST FRAT

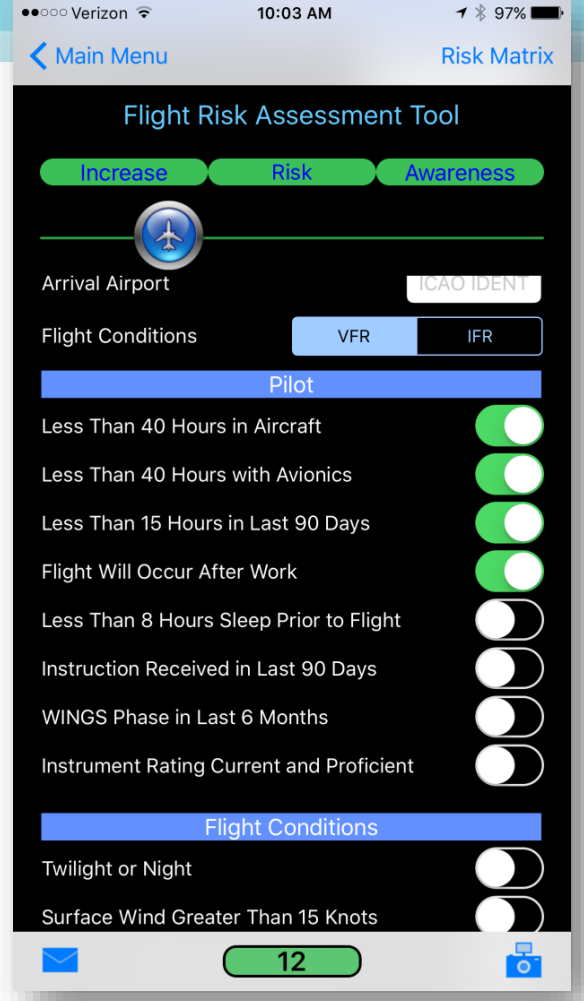
- **Flight Risk Assessment Tool**
- **FRAT usefulness depends on your attitude…**
- **Can’t cover all possible flight hazards**
- **Useless if you cheat**
- **Safety Risk Management – 101**
  - Recognize the severity of a risk FOR YOU and THIS FLIGHT



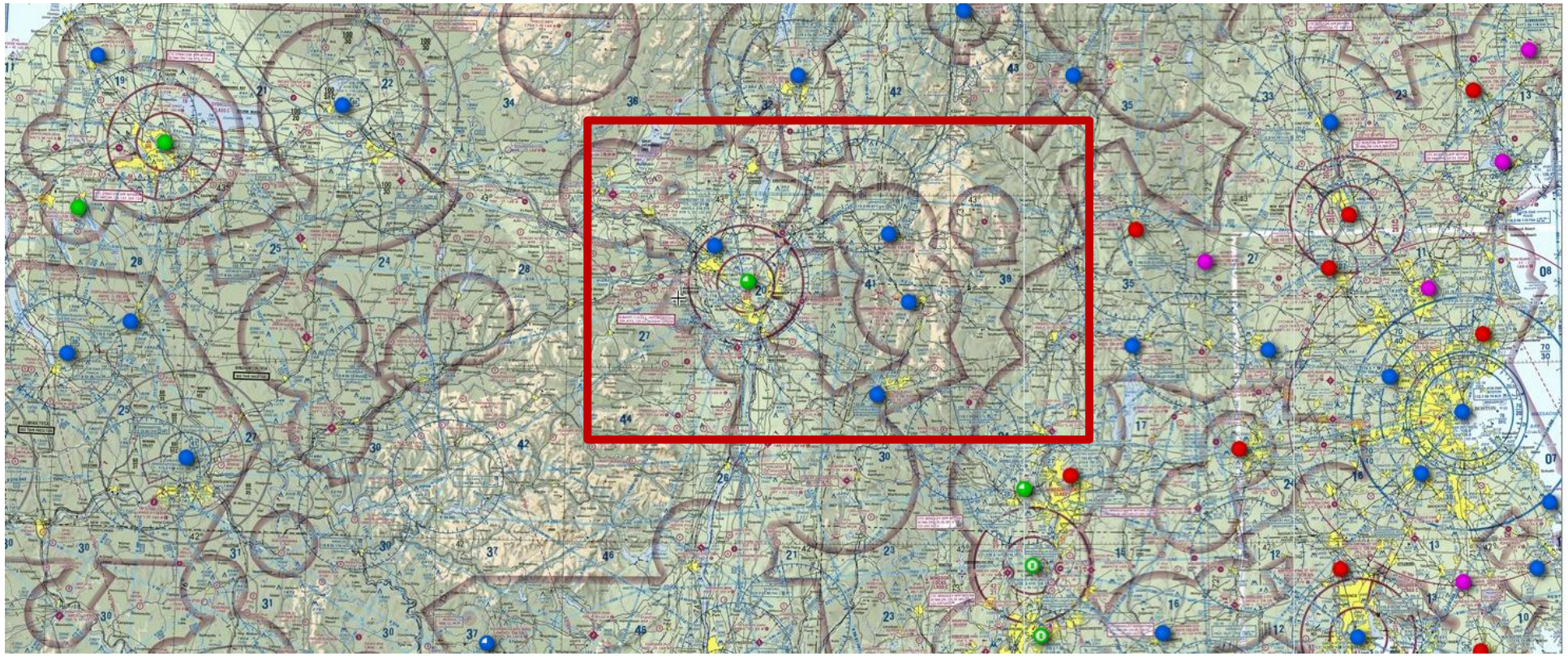
Pilot	Time in Type	Low	Moderate	High
VFR	<100	5 to 15	15 to 20	>20
VFR	>100	15 to 20	20 to 25	>25
IFR	<100	20 to 25	25 to 30	>30
IFR	>100	25 to 30	30 to 35	>35

FRAT Apps

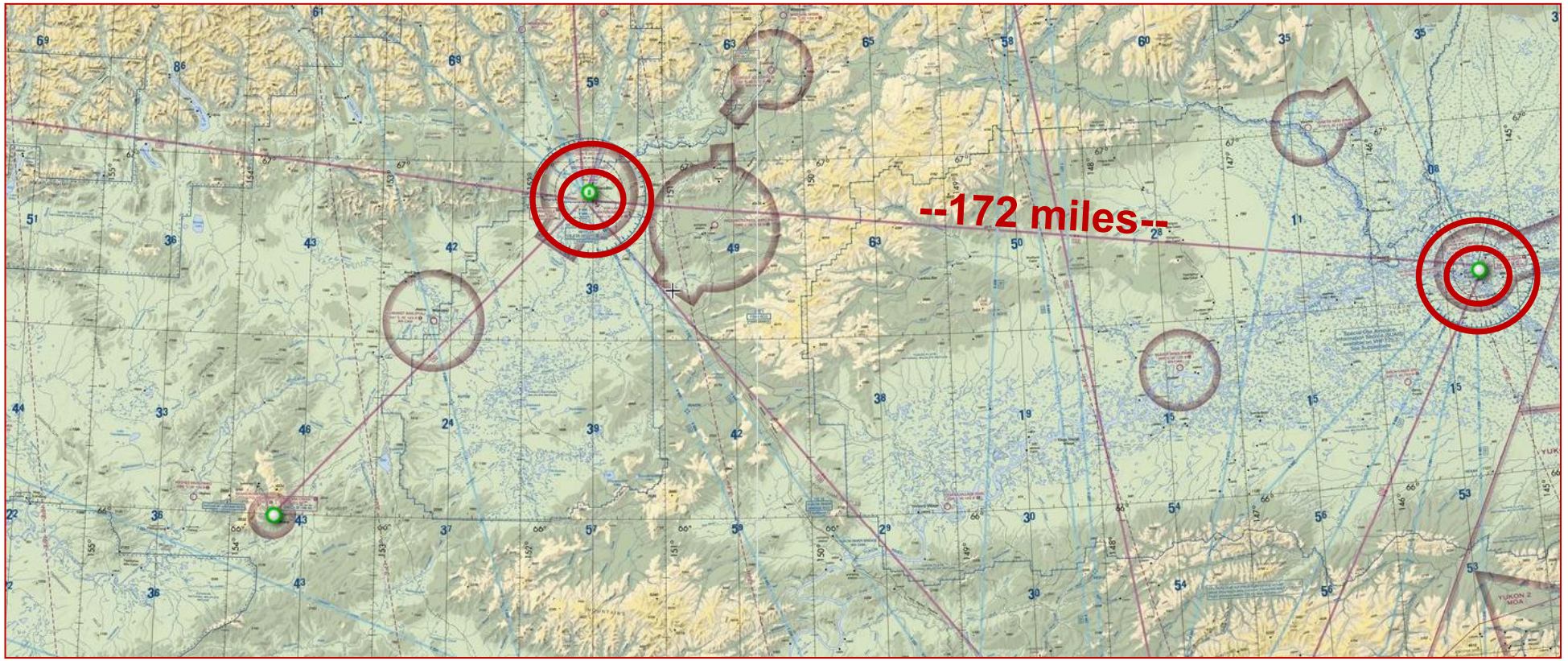
- **Available for mobile devices**
  - Search for FRAT in your mobile App store
  - They will NOT give you the answer
  - Use as a tool to gain awareness
- **Not so much the presented result but the thought behind your interpretation of the results**
- **Assess against your PMs**



Lots of information available

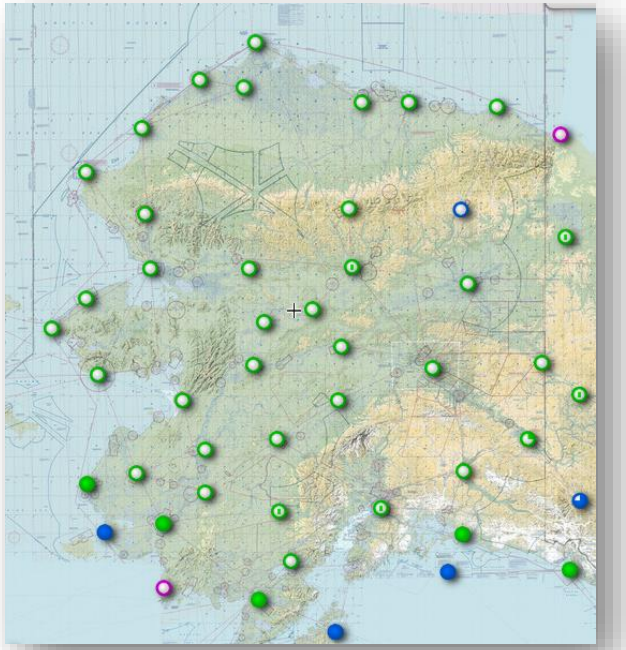


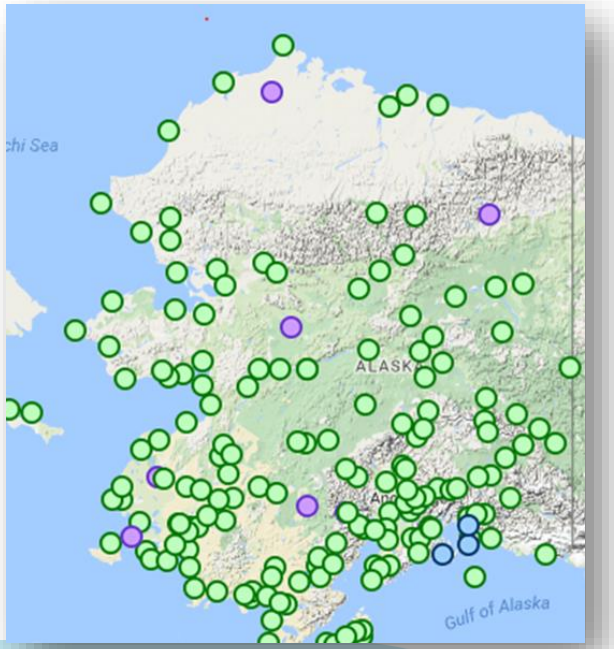
…until there isn't…



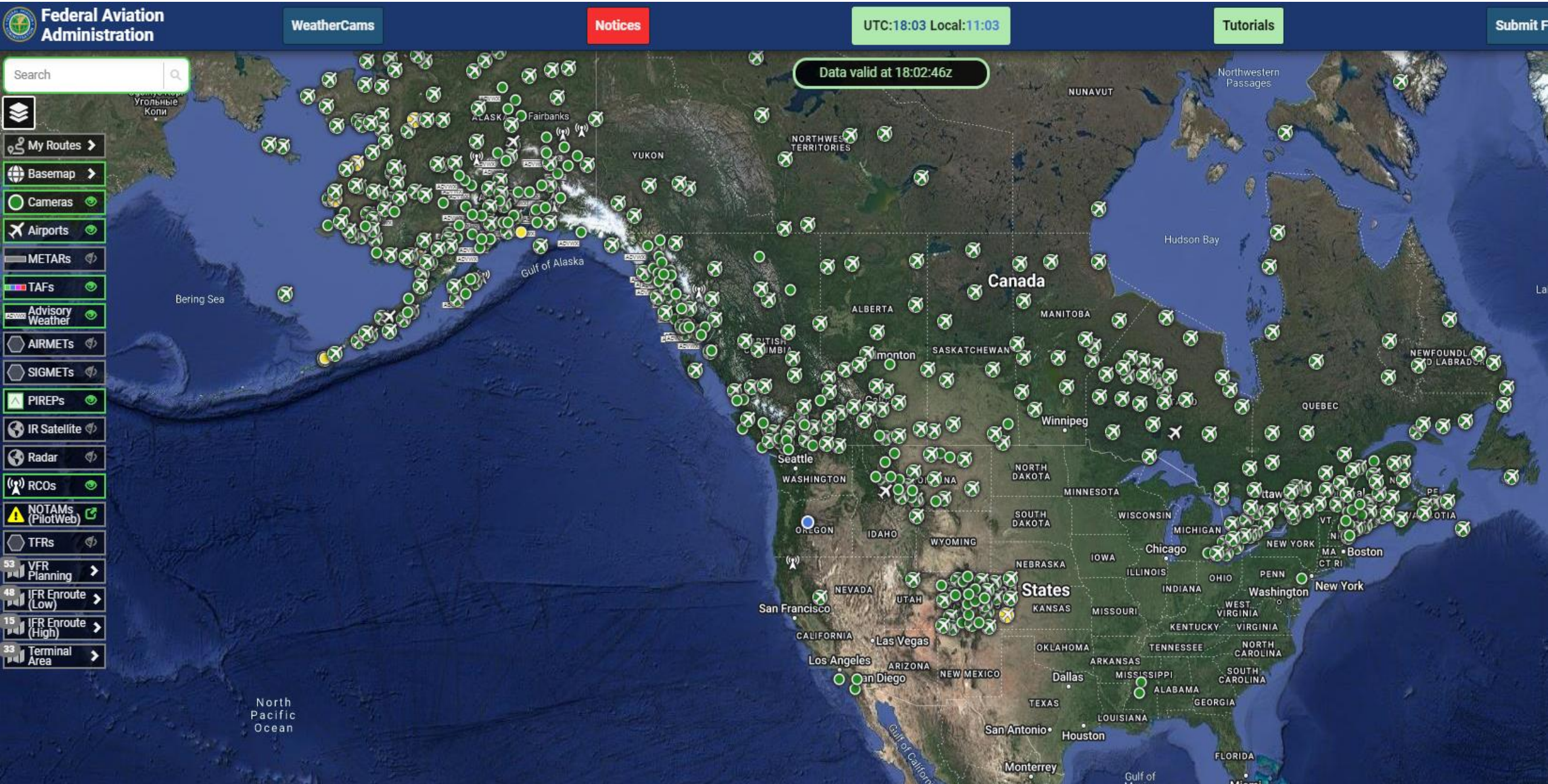
It started in Alaska in 1999…

- Remote (off-airport) weather stations—AWOS
- Cameras around mountain tops/ridges, passes, etc.
- Resulted in 85% reduction in weather-related accidents



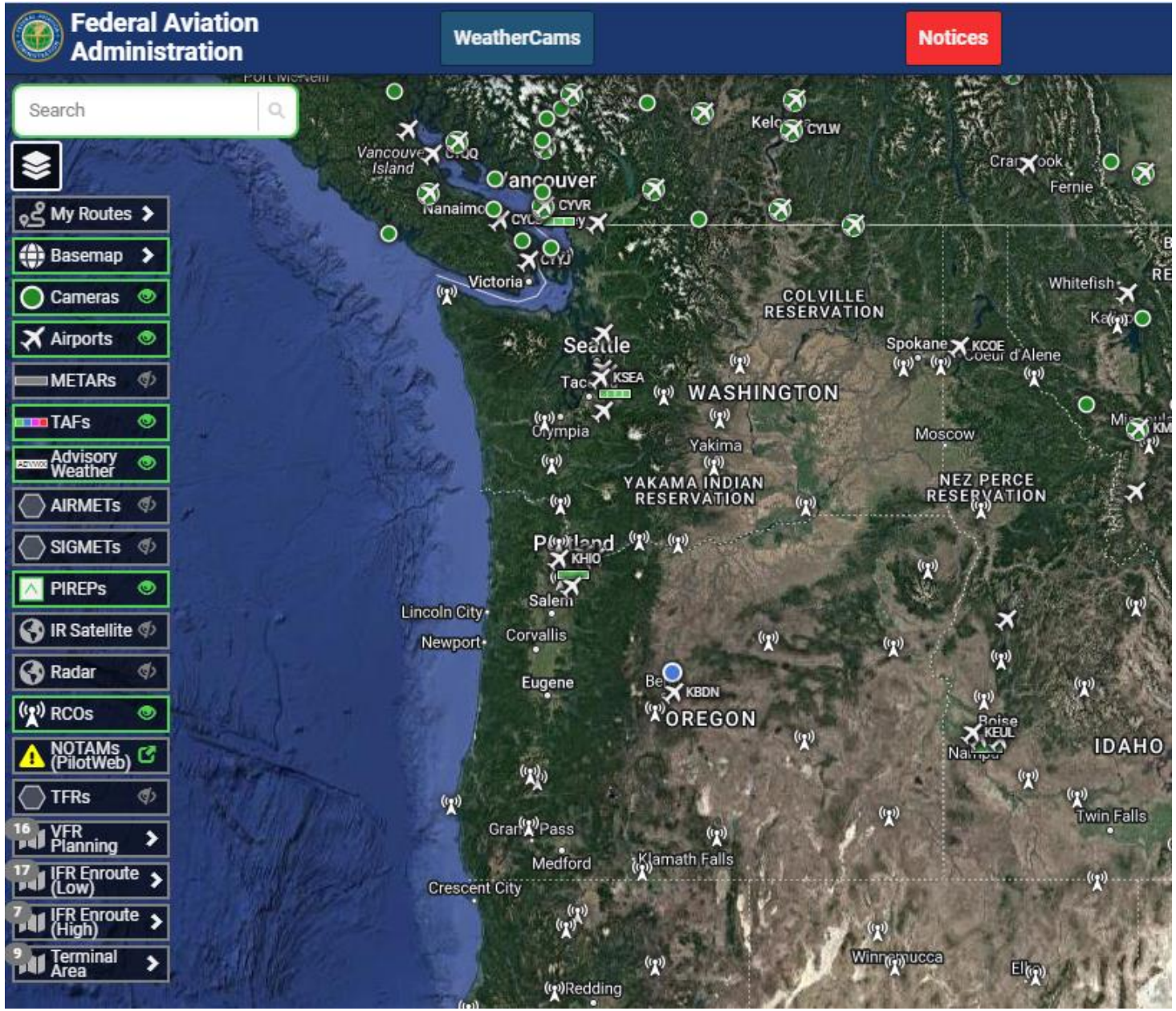


Now nationwide and in-filling: https://weathercams.faa.gov/



Lots of features and layers:

https://weathercams.faa.gov/



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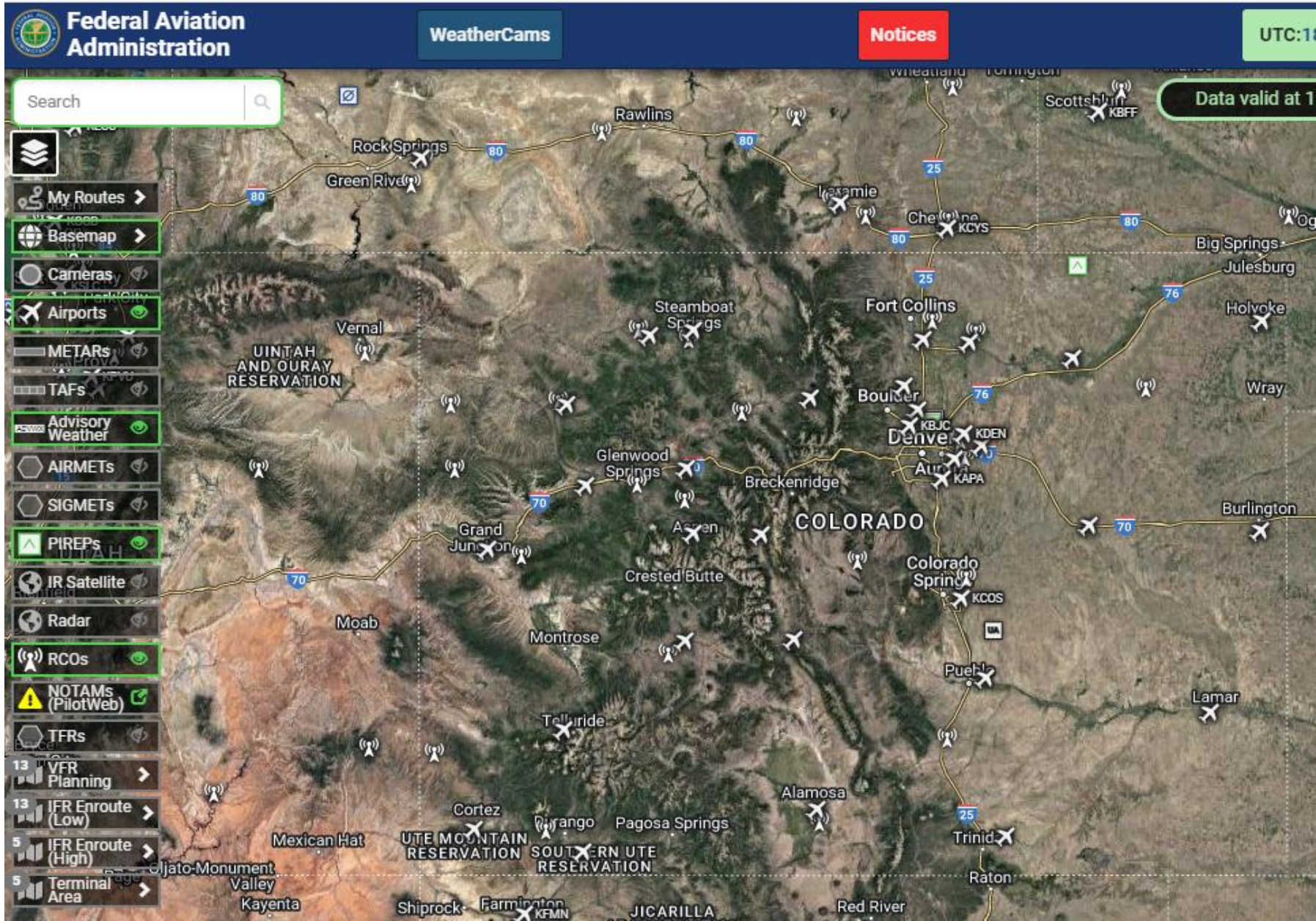
Colorado:

METAR, TAF and WXCAM off



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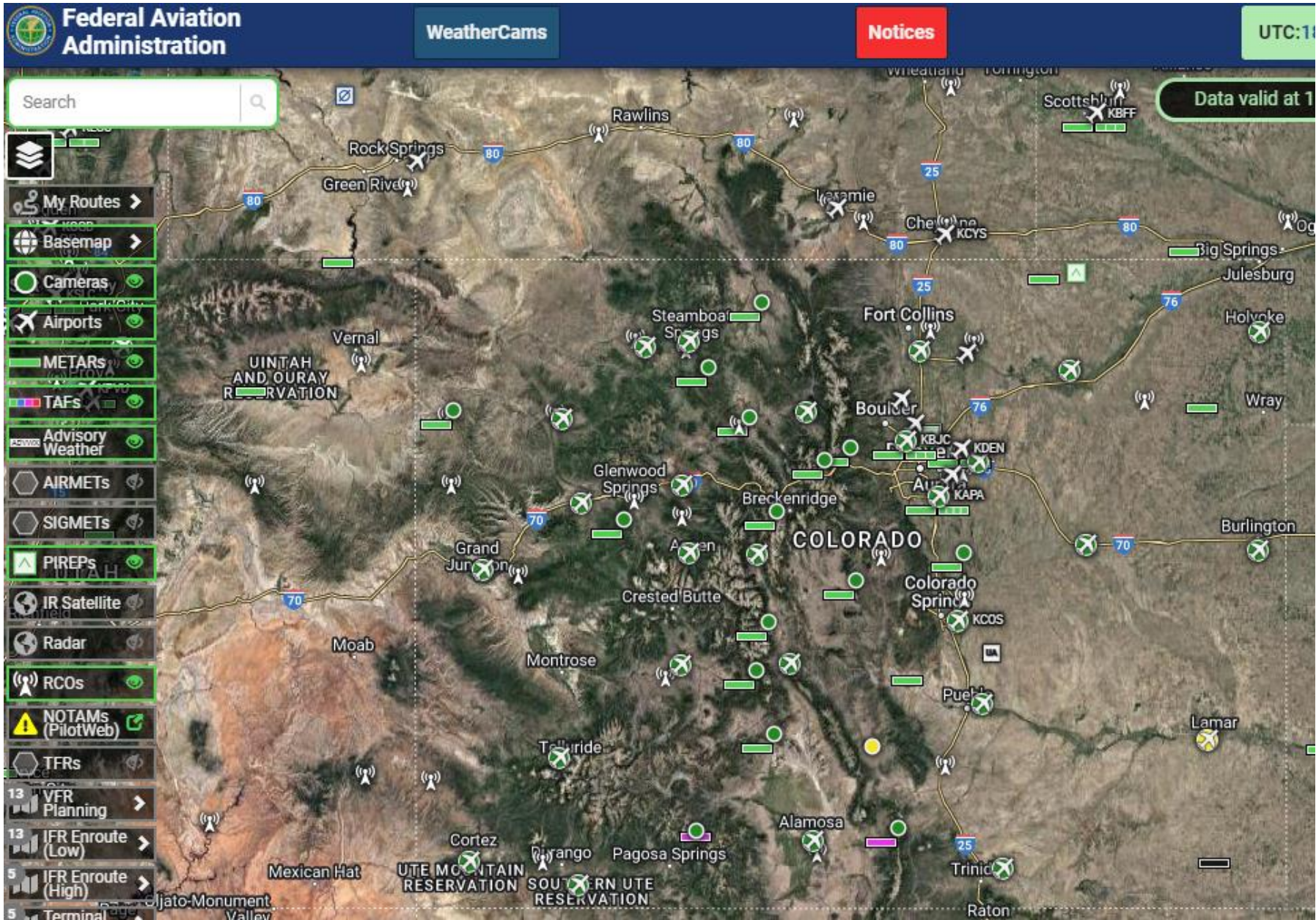
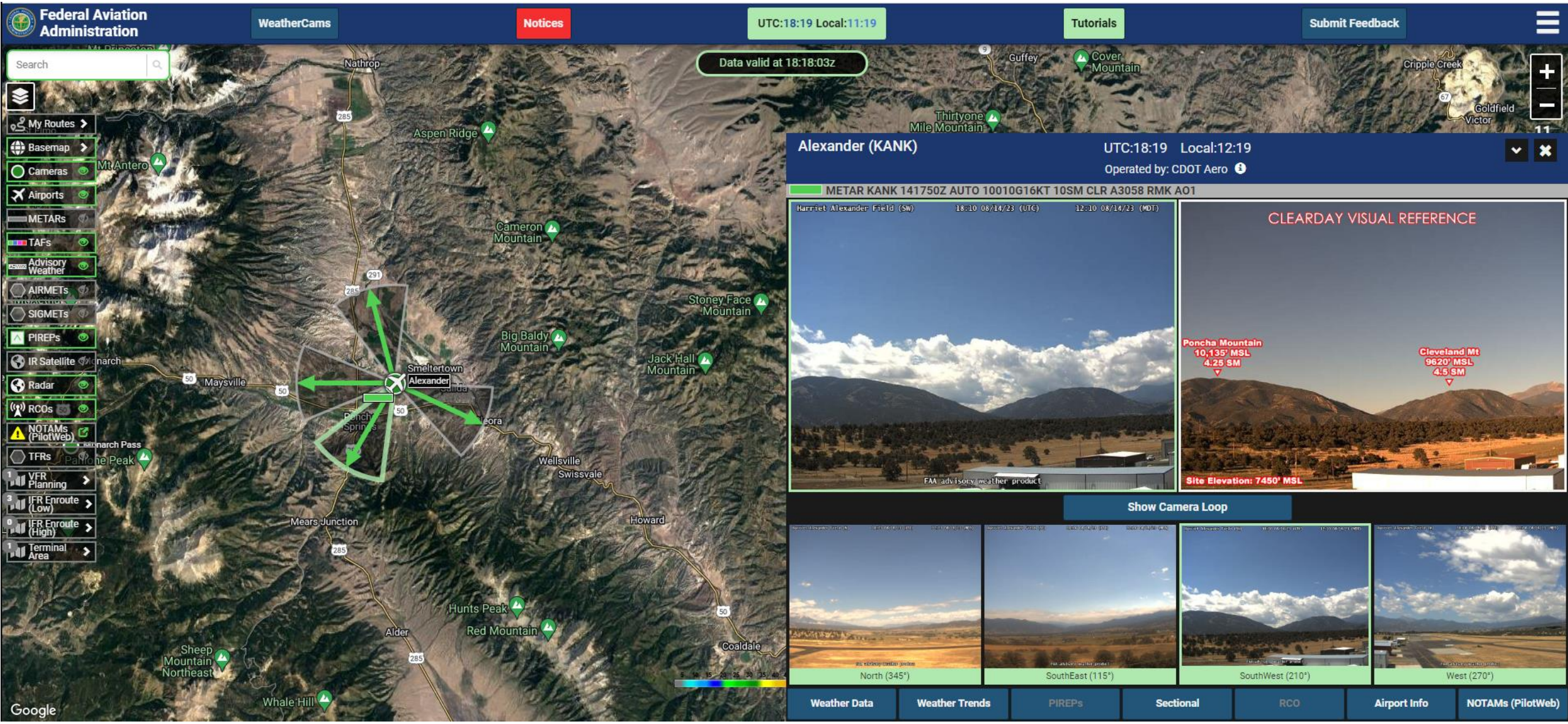


Airport with WXCAM

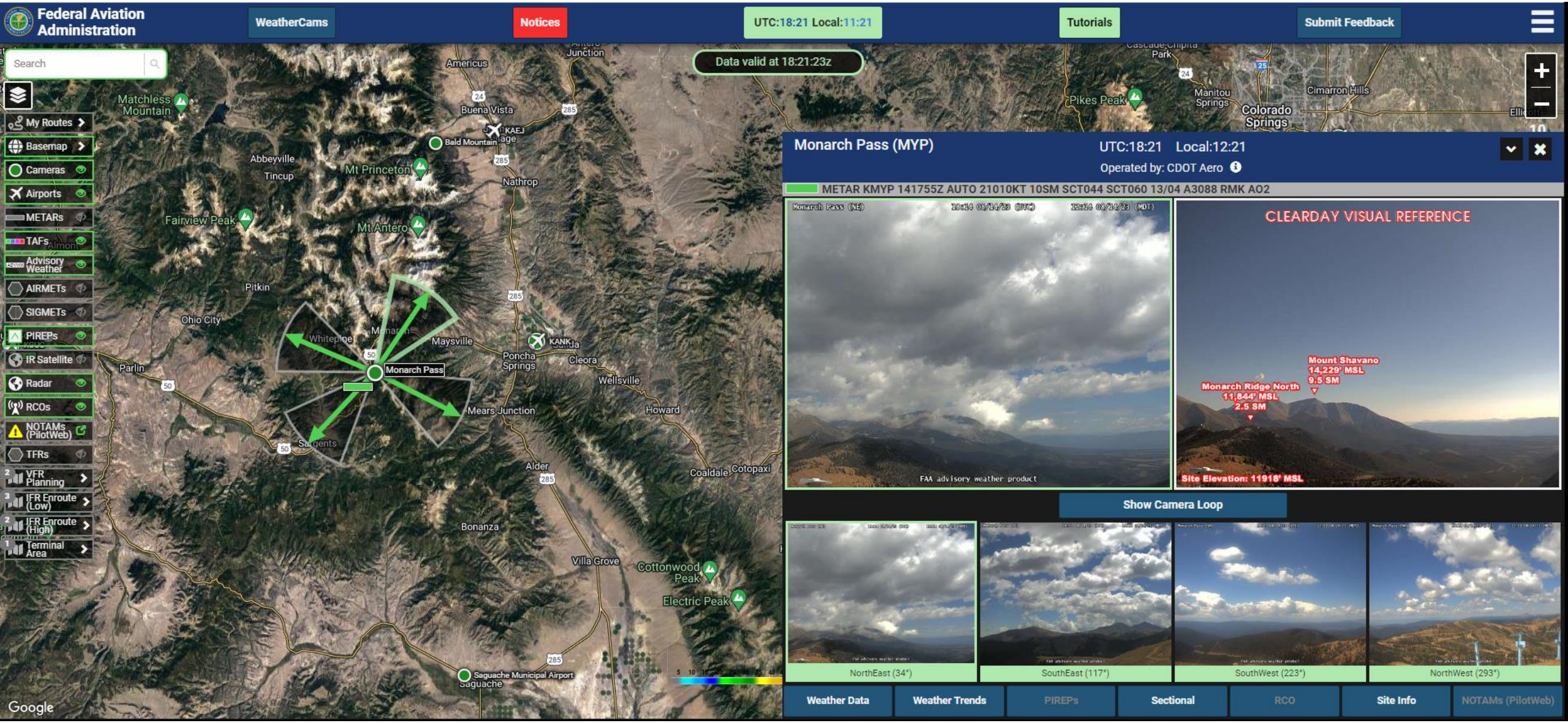
https://weathercams.faa.gov/



More options, here

Mtn. Pass with WXCAM

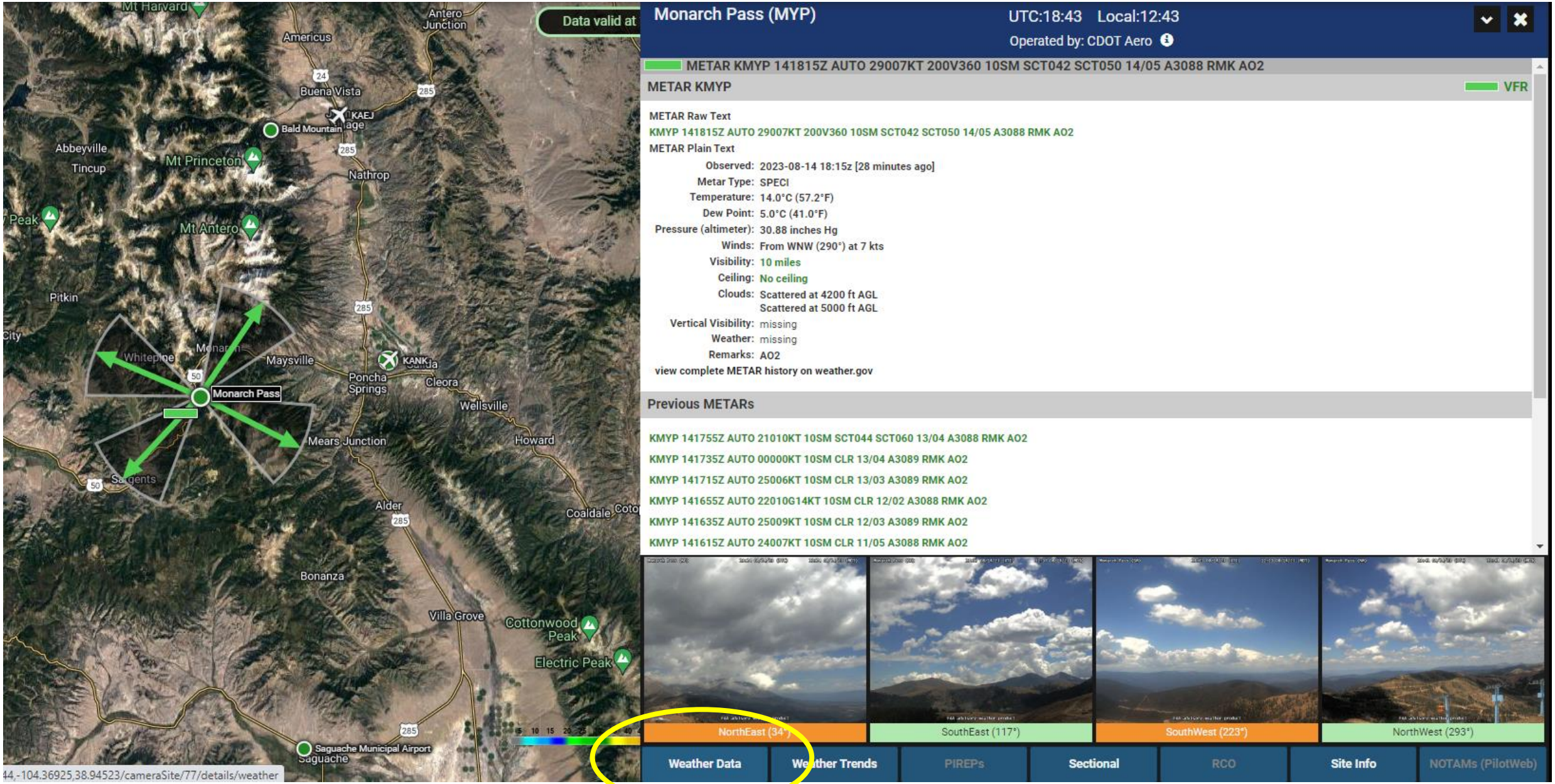
https://weathercams.faa.gov/



More options, here

Pass with WXCAM

https://weathercams.faa.gov/



Pass with WXCAM

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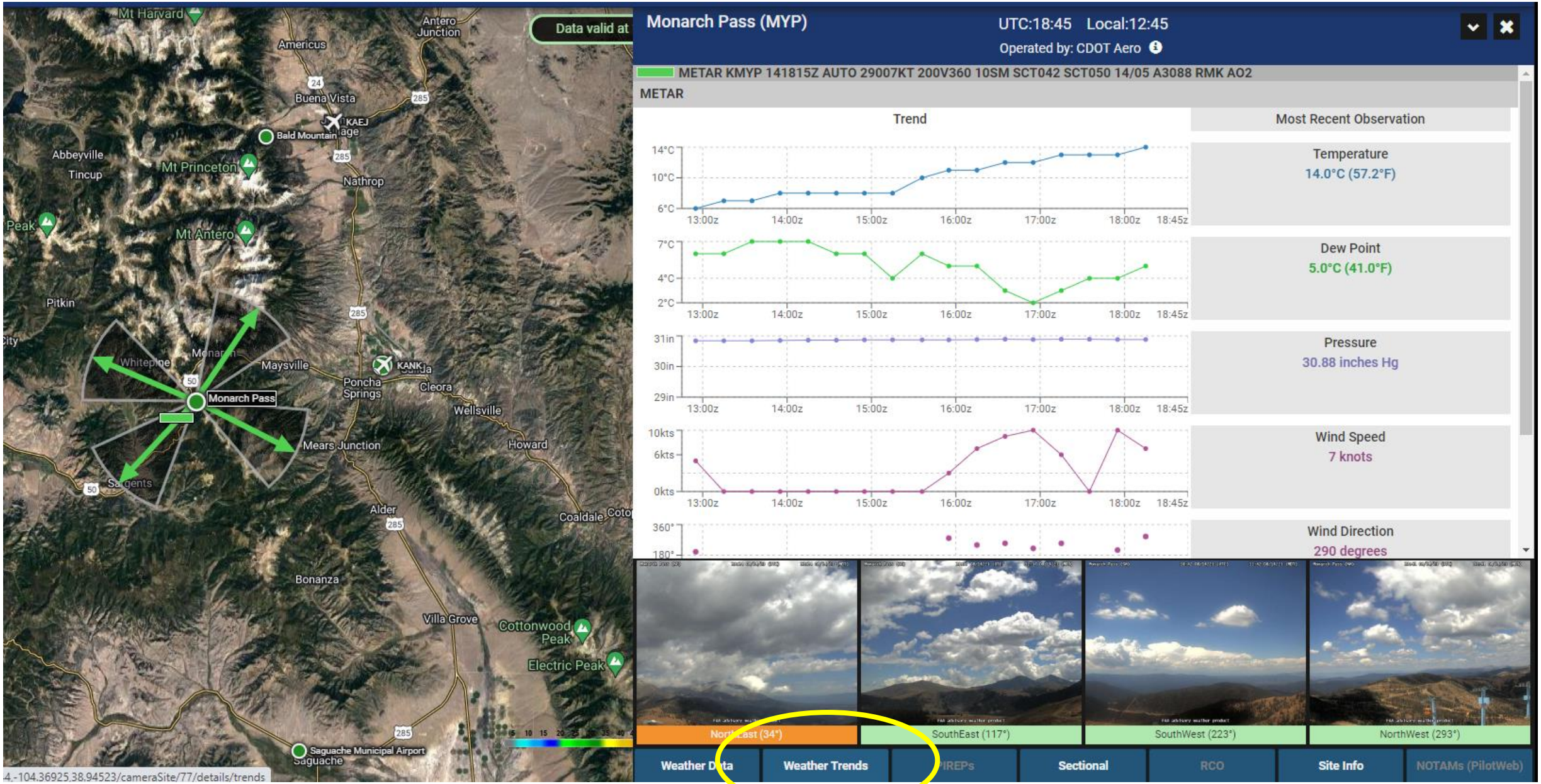
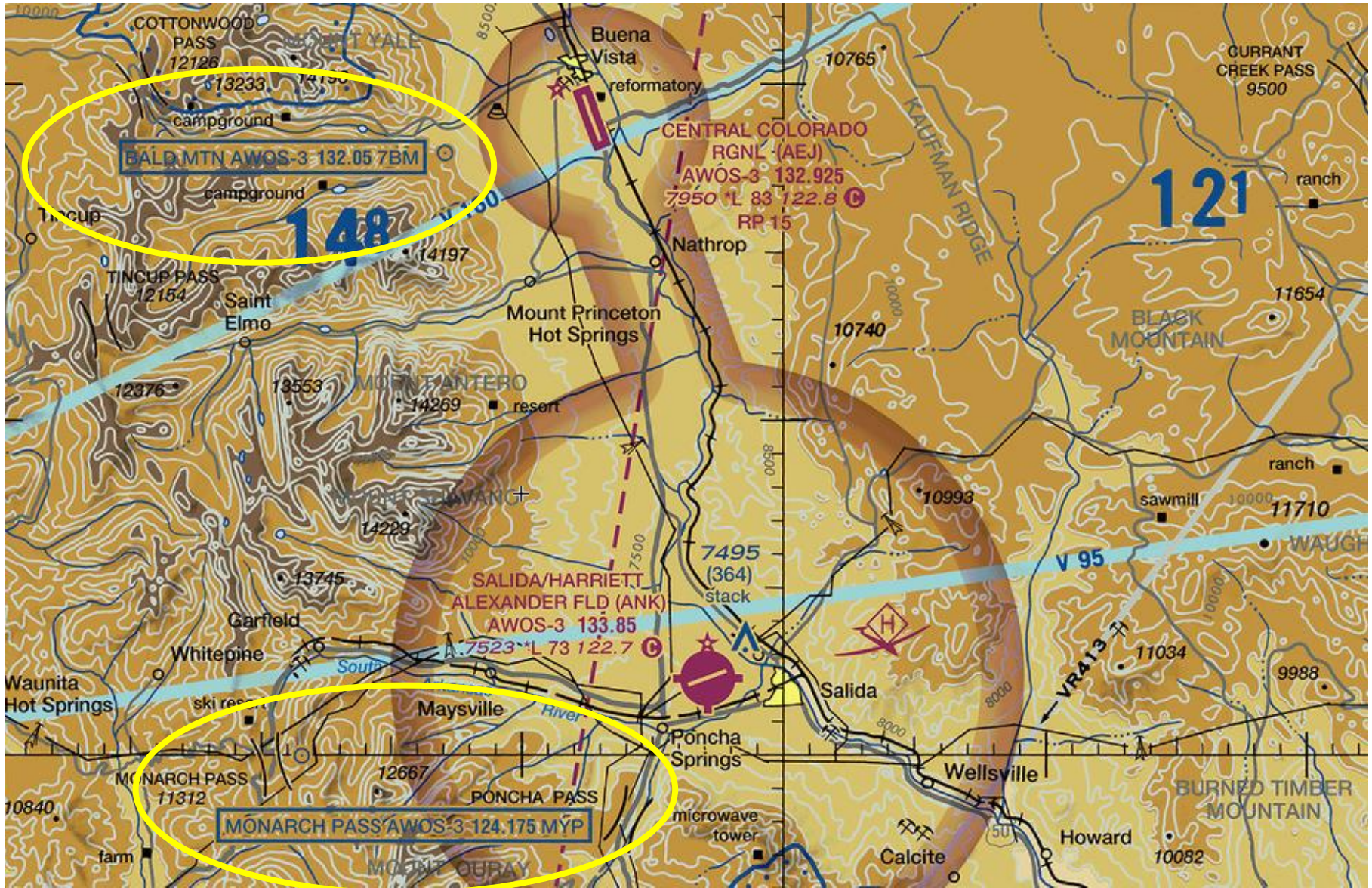


Also, RCOs

https://weathercams.faa.gov/

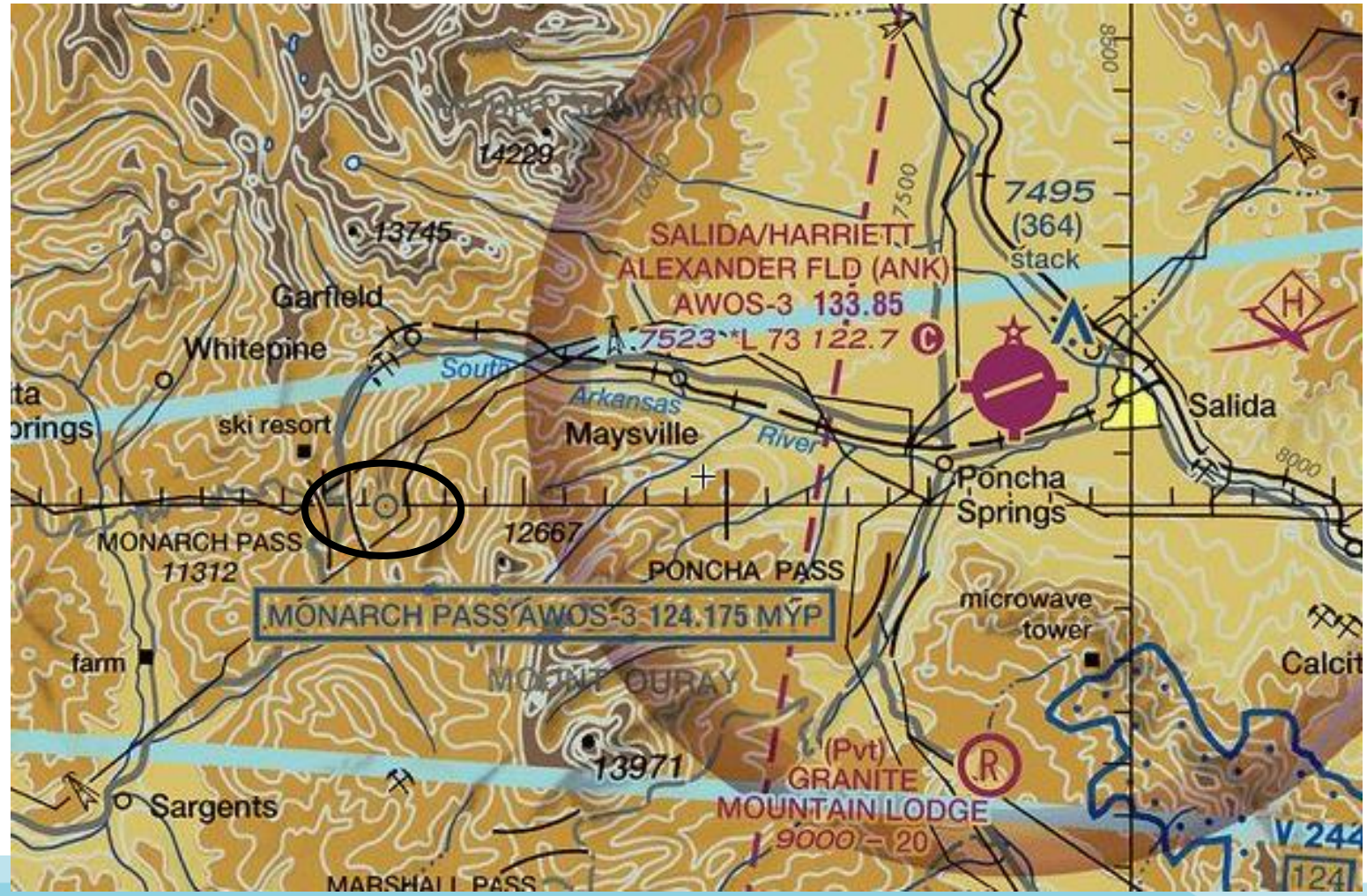
Use remote AWOS along your route

May not have collocated WXCAM



Remote AWOS from Aeronautical Chart UG

Monarch Pass AWOS



Other sources of info: https://www.codot.gov/programs/aeronautics/mtnawos

COLORADO
Department of Transportation

Programs

Home | Programs | Aeronautics | Mountain Automated Weather Observing System (AWOS) Locations

Resources

- Bald Mountain Automated Weather Observing System (AWOS) 7BM
- Berthoud Pass - Mines Peak Automated Weather Observing System (AWOS) 0CO
- Copper Mountain Automated Weather Observing System (AWOS) CCU
- Dakota Hill Automated Weather Observing System (AWOS) C99
- Kremmling-McElroy Field Automated Weather Observing System (AWOS) 20V
- La Veta Pass Automated Weather Observing System (AWOS) VTP
- Monarch Pass Automated Weather Observing System (AWOS) MYP

Mountain Automated Weather Observing System (AWOS) Locations

Descriptions of Mountain Automated Weather Observing System Sites

Bald Mountain Automated Weather Observing System (AWOS) 7BM

The Bald Mountain AWOS is located on Bald Mountain (9825' MSL), approximately 11 miles east of Cottonwood Pass (12,126 MSL).

Berthoud Pass - Mines Peak Automated Weather Observing System (AWOS) 0CO

The Berthoud Pass Automated Weather Observing System (AWOS) is located at 12,493 feet MSL, 1 mile east of the Berthoud Pass summit, at the summit of Mines Peak.

Copper Mountain Automated Weather Observing System (AWOS) CCU

The Red Cliff area weather is reported from an AWOS at the top of the Copper Mountain Ski Resort, about 1 mile south of I-70. The AWOS is installed on the ski patrol headquarters building at an elevation of 12,075' MSL.

Dakota Hill Automated Weather Observing System (AWOS) C99

The Dakota Hill Automated Weather Observing System (AWOS) is located on the summit of Dakota Hill, north-northwest of Central City, and approximately 7 miles east of Rollins Pass at an elevation of 10,938' MSL.

Kremmling-McElroy Field Automated Weather Observing System (AWOS) 20V

Monarch Pass

Monarch Pass Automated Weather Observing System (AWOS) MYP

The Monarch Pass Automated Weather Observing System (AWOS) is located at the top of Monarch Pass on the south side of Highway 50. The AWOS is located at and elevation of 12,030 ft. MSL. If you ride the sky tram from the souvenir stand parking lot, the AWOS is about 50 ft. from the top of the tram.

<<Back to Main AWOS Page

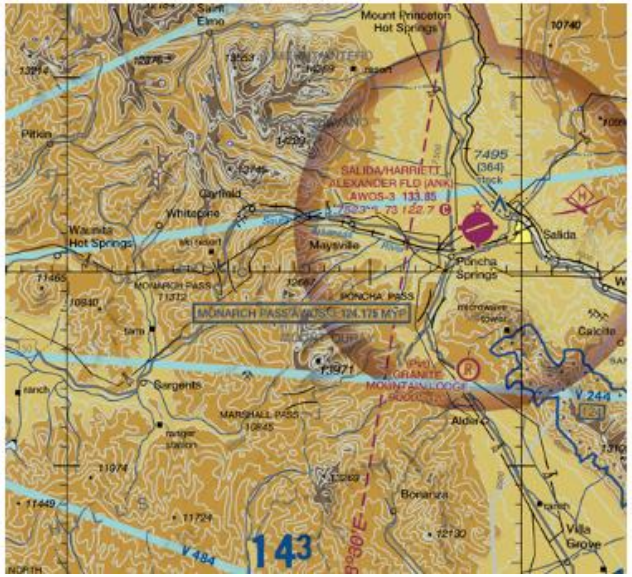
Latitude	Longitude	Frequency	Phone
N38° 29' 50"	W106° 19' 11"	124.175	719-539-4436

Current Weather Conditions at Monarch Pass

FAA Weather Camera View

https://www.aviationweather.gov/metar/data?ids=KMYP&format=decoded&date=0&hours=0

Sectional Chart



Airports may have webcams: Prineville S39

Locate AWOS

- https://www.faa.gov/air_traffic/weather/asos

Surface Weather Observation Stations (ASOS/AWOS)

Click a state or territory or select from the drop down to view weather observation station data for that area.

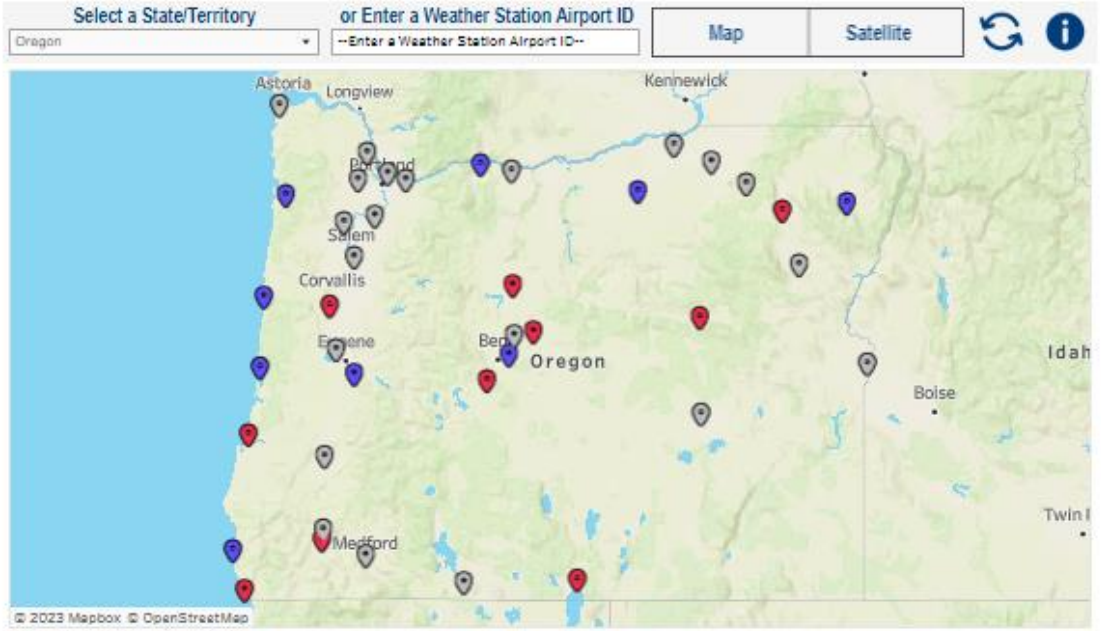
Select a State/Territory --Select a State/Territory--

or Enter a Weather Station Airport ID --Enter a Weather Station Airport ID--

AWOS by State

Surface Weather Observation Stations (ASOS/AWOS)

Click a state or territory or select from the drop down to view weather observation station data for that area.



ASOS AWOS-3 AWOS-3PT

ID	Location	County	State	Frequency	Phone	Type
K3S8	Grants Pass	Josephine	Oregon	120	(541) 955-3392	AWOS-3PT
K4S1	Gold Beach	Curry	Oregon	118.15	(541) 247-2518	AWOS-3
K4S2	Hood River - Ken Jernstedt	Hood River	Oregon	134.375	(541) 386-2386	AWOS-3
K6S2	Florence	Lane	Oregon	118.225	(541) 997-8664	AWOS-3
K9S9	Lexington	Morrow	Oregon	134.475	(541) 989-8657	AWOS-3
K77S	Creswell - Hobby	Lane	Oregon	119.275	(541) 895-2349	AWOS-3
KAST	Astoria - Astoria Regional Airport	Clatsop	Oregon	135.375	(503) 861-1371	ASOS
KBDN	Bend	Deschutes	Oregon	134.425	(541) 382-1477	AWOS-3
KBKE	Baker - Baker City Municipal Airport	Baker	Oregon	134.275	(541) 523-5412	ASOS
KBNO	Burns - Burns Municipal Airport	Harney	Oregon	135.575	(541) 573-1382	ASOS
KBOK	Brookings	Curry	Oregon	132.025	(541) 412-8682	AWOS-3PT
KCVO	Corvallis	Benton	Oregon	135.775	(541) 754-0081	AWOS-3PT
KDLS	Dallesport - The Dalles - Columbia Gor..	Klickitat	Oregon	135.175	(509) 767-1726	ASOS
KEUG	Eugene - Mahlon Sweet Field Airport	Lane	Oregon	ATIS 125.225	(541) 461-3114	ASOS
KGCD	Ogilvie	Grant	Oregon	118.375	(541) 575-1122	AWOS-3PT
KHIO	Hillsboro - Portland-Hillsboro Airport	Washington	Oregon	ATIS 127.65	(503) 615-4314	ASOS
KHRI	Hermiston - Hermiston Municipal Airport	Umatilla	Oregon	135.225	(541) 567-8580	ASOS

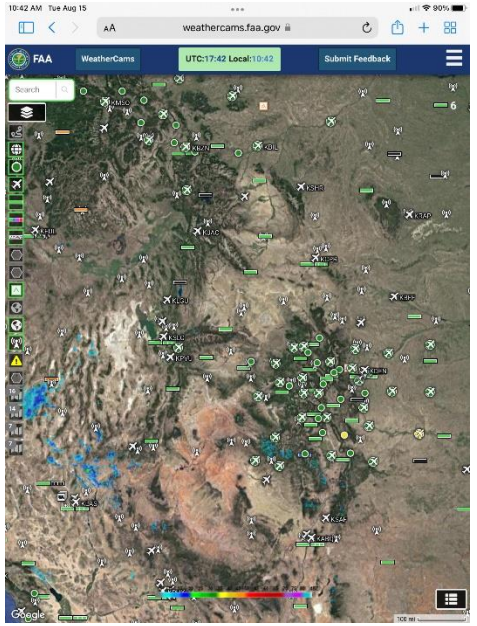
Share

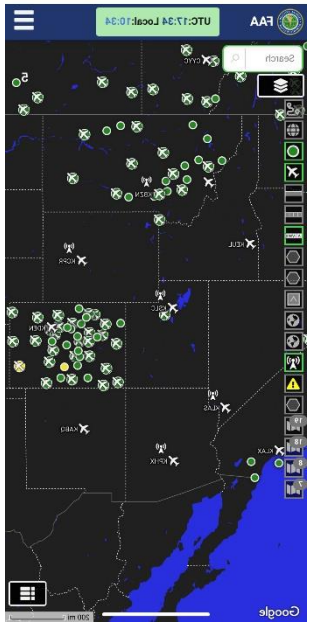
- https://www.faa.gov/air_traffic/weather/asos

FAA Weather Camera Program Improvements

- **Web App Modernization**
  - Smart website - not an “App”
- **Provides Integrated aviation data portal**
  - Weather, airport, and flight data
  - Enables flight planning/decision making
  - Reduced visual clutter and ease of use
- **User-centered, data-driven design**
  - Pilot SME interviews and BETA testing
  - Documented functional design requirements
  - Integrated aviation human factors provided by FAA’s Civil Aviation Medical Institute (CAMI)
- **Airports, flying clubs, etc., can link to FAA WXcams**

https://weathercams.faa.gov/



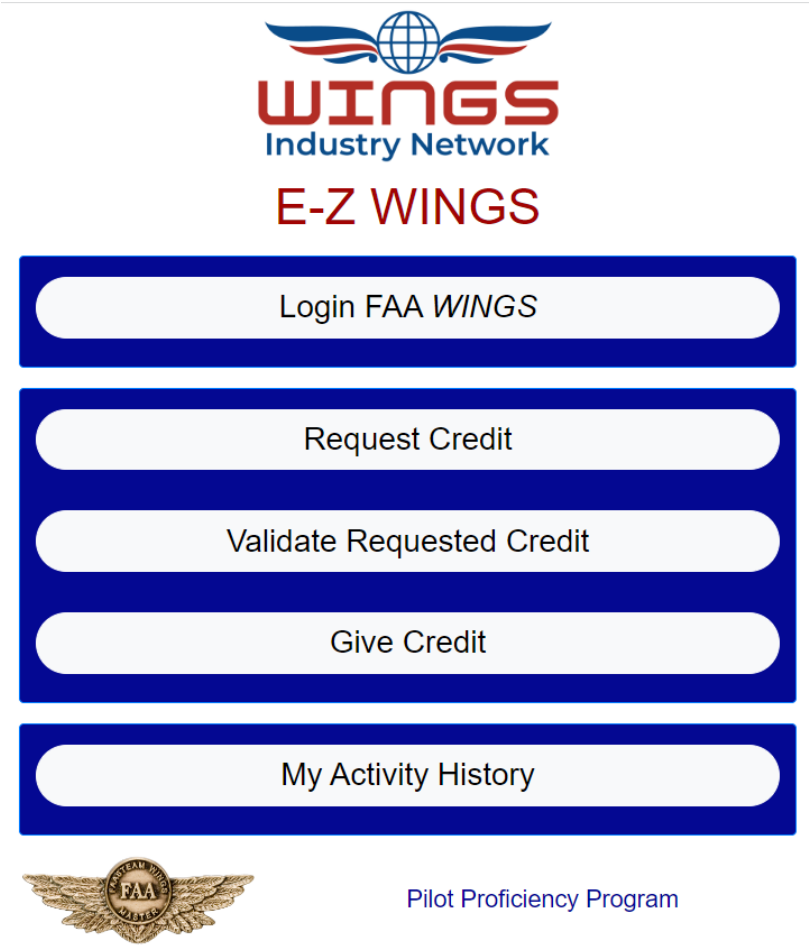


Use of Weather Information, in 57 Seconds

- https://www.youtube.com/watch?v=o4_3u3BH87s&list=PL5vHkqHi51DQdF_PXKQT7uJUPd4UzlxNS

From August *WINGS*Pro Webinar

- **FAASTeam Reps can get reimbursed to use Redbird Sims**
  - Speak with your local *WINGS*Pro
- **Simpler “syllabi” coming to faasafety.gov**
  - Syllabi based on “any FAA approved training material”
  - New numbering scheme
- **Request/give credit using EZ WINGS**
  - Get/give credit for every training flight
- **Potential changes coming to *WINGS* phases:**
  - One level (no more basic, advanced, master)
  - Points rather than credits
  - 300 knowledge points, 200 flight points
  - Within 2 years
- **IMHO: I think this dilutes the value of *WINGS* and makes it too much like a flight review. *WINGS* should be better**



Summary:

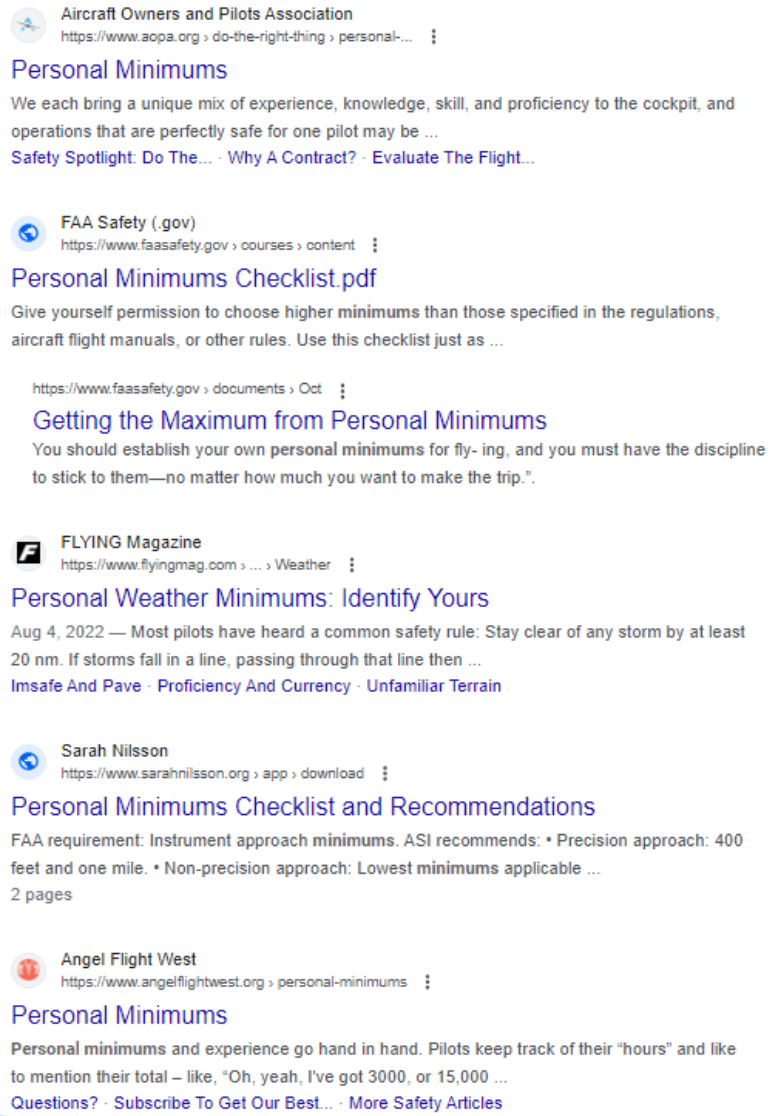
- **Develop sets of personal minimums ahead of time**
- **Work with a CFI to develop meaningful PMs for you**
  - *WINGS* flight activities
  - Flight review
- **Look your family in the eye and pledge to always follow PMs**
- **PAvE before every leg, not just every flight**
- **Use all tools to help with weather analysis and compare to PMs**
  - ADDS, Flight Service, EFB, GFA…and more…
  - Add weather cameras and remote AWOS to your planning repertoire

WINGS—Proficiency and Peace of Mind

- **Fly regularly with your CFI**
- **Document in *WINGS***
- **Proficient Pilots are:**
  - Confident
  - Capable
  - Safe
- ***WINGS* will keep you on top of your game**
- **Cheaper insurance, stay alive to enjoy it!**

Homework-1

- **Read up about Personal Minimums**
  - Do a search
  - FAA resources
  - AOPA and ASI resources
- **Book some ground time with a CFI and create some PMs**
- **Explain them to your family**



Aircraft Owners and Pilots Association
https://www.aopa.org › do-the-right-thing › personal-...

Personal Minimums

We each bring a unique mix of experience, knowledge, skill, and proficiency to the cockpit, and operations that are perfectly safe for one pilot may be ...

Safety Spotlight: Do The... · Why A Contract? · Evaluate The Flight...

FAA Safety (.gov)
https://www.faasafety.gov › courses › content

Personal Minimums Checklist.pdf

Give yourself permission to choose higher **minimums** than those specified in the regulations, aircraft flight manuals, or other rules. Use this checklist just as ...

https://www.faasafety.gov › documents › Oct

Getting the Maximum from Personal Minimums

You should establish your own **personal minimums** for fly- ing, and you must have the discipline to stick to them—no matter how much you want to make the trip.".

FLYING Magazine
https://www.flyingmag.com › ... › Weather

Personal Weather Minimums: Identify Yours

Aug 4, 2022 — Most pilots have heard a common safety rule: Stay clear of any storm by at least 20 nm. If storms fall in a line, passing through that line then ...

Imsafe And Pave · Proficiency And Currency · Unfamiliar Terrain

Sarah Nilsson
https://www.sarahnilsson.org › app › download

Personal Minimums Checklist and Recommendations

FAA requirement: Instrument approach **minimums**. ASI recommends: • Precision approach: 400 feet and one mile. • Non-precision approach: Lowest **minimums** applicable ...

2 pages

Angel Flight West
https://www.angelflightwest.org › personal-minimums

Personal Minimums

Personal minimums and experience go hand in hand. Pilots keep track of their "hours" and like to mention their total – like, "Oh, yeah, I've got 3000, or 15,000 ...

Questions? · Subscribe To Get Our Best... · More Safety Articles

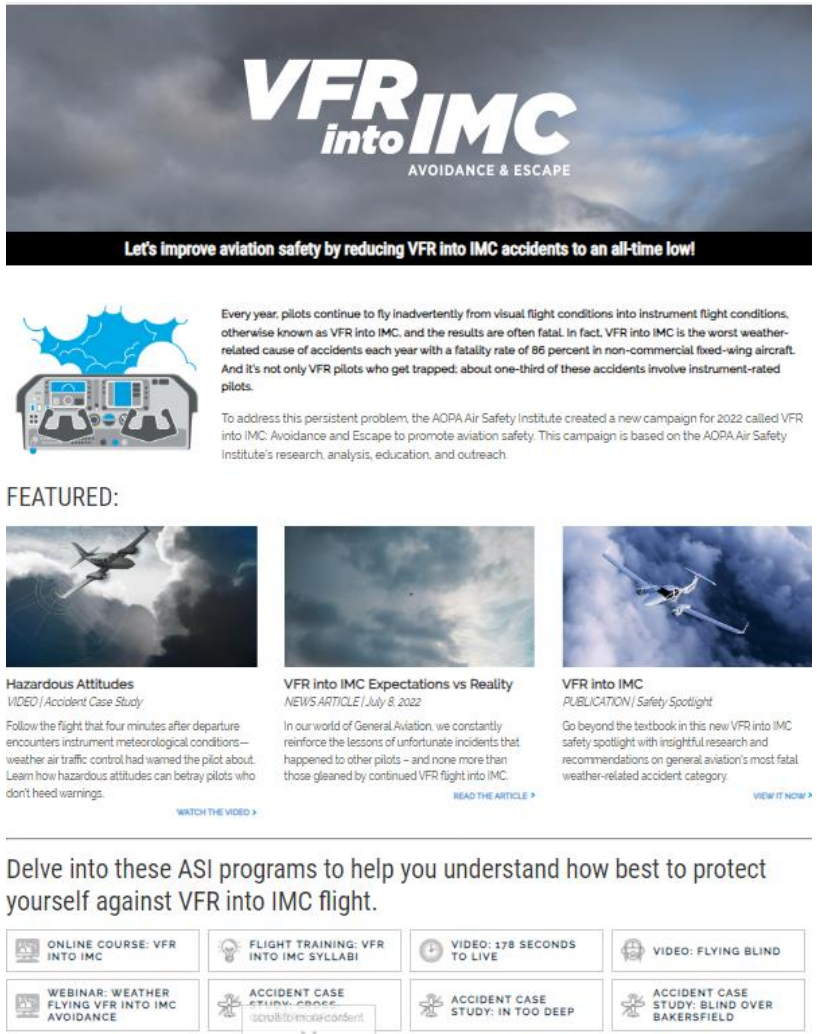
Homework-2

- **New Human Factors Course—Ten Modules**
- **Log into faasafety.gov, go to activities-> courses-> all available courses**
  - Then scroll to find these ALC codes—one per module:
    - 730, 731, 732, 826, 827, 828, 829, 830
  - Here is a handy QR code to get you to modules 1 and 2:

Homework-3: 57 Seconds to Safer Flying

- https://www.youtube.com/playlist?list=PL5vHkqHi51DQdF_PXKQT7uJUPd4UzlxNS

Homework-4: ASI: VFR into IMC



https://www.aopa.org/training-and-safety/air-safety-institute/vfr-into-imc-avoidance-and-escape

Homework-5: SLAP

After every flight, SLAP yourself:

S: How were my *s*kills today?

L: What did I *l*earn today?

A: How was my *A*DM today?

P: How was my *p*lanning today?

Next Month…

Federal Aviation Administration

The National FAA Safety Team Presents

Topic of the Month
September
Preflight after Maintenance

Presented to: Safety Minded Aviators, Everywhere…

By: Stephen Bateman, CFI. AOPA Flying Clubs

Date: TBD September 2023

Produced by: *AFS 850*
National FAA Safety Team

Thank you for attending

- **You are vital members of our GA safety community.**