

# My Personal Minimums

Set these on the ground, in calm daylight — then honor them in the air. Start conservative; **raise a number only with experience and a clear head, never on the day of a flight to make one work.**

Pilot \_\_\_\_\_ Aircraft / type \_\_\_\_\_ Set on \_\_\_\_\_ · review \_\_\_\_\_

## **P** Pilot — me

Min. hours in type before I carry passengers:

\_\_\_\_\_ hr

Max. days since my last flight before a solo warm-up:

\_\_\_\_\_ days

Night: current + a min. of \_\_\_\_\_ hr night in the last

\_\_\_\_\_ days

Flight review / IPC due: \_\_\_\_\_

Max. continuous time on duty / awake before I fly:

\_\_\_\_\_ hr

I ground myself if any IMSAFE item is a “no.” ☐

## **A** Aircraft

Min. usable fuel on landing — day: \_\_\_\_\_ min night: \_\_\_\_\_

\_\_\_\_\_ min

Min. runway length for my normal ops: \_\_\_\_\_ ft

Max. runway with obstacles / short field: \_\_\_\_\_  
ft

Only aircraft / avionics I am current and familiar with. ☐

The regulations require a **30-minute** day / **45-minute** night reserve (14 CFR 91.151) — a floor, not a plan. Set yours higher.

## **V** enVironment — weather & conditions

| Condition                       | Day VFR | Night VFR | Notes                           |
|---------------------------------|---------|-----------|---------------------------------|
| Ceiling — min. (ft AGL)         | _____   | _____     |                                 |
| Visibility — min. (SM)          | _____   | _____     |                                 |
| Surface wind — max. (kt)        | _____   | _____     |                                 |
| Crosswind component — max. (kt) | _____   | _____     | runuplab.com/sims/<br>crosswind |
| Gust spread — max. (kt)         | _____   | _____     |                                 |
| Max. density altitude (ft)      | _____   | _____     |                                 |
| Turbulence / other hard limits  | _____   | _____     |                                 |

## **E** External pressures

My rule for get-there-itis (what makes me divert or cancel, no debate):

\_\_\_\_\_

I will not let a passenger, schedule, or cost push me past a number above. ☐

My personal “no-go” phrase / alternate plan:

\_\_\_\_\_

**How to use it:** fill every blank with your own numbers, tighter than the regs and the POH. Review with your CFI. Re-read it before each flight and compare it to today’s actual conditions **before** you drive to the airport. If a condition is worse than your number, the answer is already made.

Signature \_\_\_\_\_

Next review date \_\_\_\_\_