

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 VFR PILOT PERSONAL MINIMUMS CONTRACT is available online

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

The IFR PILOT PERSONAL MINIMUMS CONTRACT is also available online  
[www.airsafetyinstitute.org/ifrcontract](http://www.airsafetyinstitute.org/ifrcontract)



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# VFR PILOT PERSONAL MINIMUMS CONTRACT





**AOPA AIR SAFETY**  
INSTITUTE

# VFR 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) \_\_\_\_\_/\_\_\_\_\_

VFR INTO IMC TRAINING COMPLETED WITHIN LAST 12 MONTHS

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

## 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 a current GPS database, charts (or EFB), and a backup (as required).

Consider increasing my personal minimums if friends and family are on board.

Always get a recorded FAA weather briefing and file/activate a flight plan for flights away from home base.

Request flight following if services are available.

Fly with a qualified pilot or CFI (or postpone the flight) if my personal minimums are not met.

Pilot signature \_\_\_\_\_

CFI/witness \_\_\_\_\_

Last updated \_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_