

## PAVE Personal Minimums Development Guide (PILOT Factors)

Pilot's Name: \_\_\_\_\_ CFI: \_\_\_\_\_ Date: \_\_\_\_\_

*Example below assumes total time is < 500 hours\*; adjust as appropriate for additional experience*

		Go	Risk Mitigation Strategy	No-Go
<b>Recency</b> (last 90 days)	>6 TO & LDG	<b>X</b>		
	3-6 TO & LDG	<b>X</b>		
	0-3 TO & LDG		Work with a CFI (especially if total time < 100 hours).	
<b>Time in Type</b> (make & model in last 90 days)	>9	<b>X</b>		
	5-8	<b>X</b>		
	0-4		Work with a CFI (especially if total time < 100 hours).	
<b>IFR App</b> (in last 90 days, if filing IFR)	> 3	<b>X</b>		
	< 3		Plan practice session in VMC before flying in IMC.	
	0		Work with CFI before filing IFR or flying in IMC.	
<b>IFR Time</b> (in last 90 days, actual or sim)	> 3	<b>X</b>		
	< 3		Plan practice session in VMC before flying in IMC.	
	0		Work with CFI before filing IFR or flying in IMC.	

*\*AOPA Air Safety Foundation's Nall Report shows that 32% of all GA accidents and 26% of fatal GA accidents involve pilots with total time under 500 hours.*

### Physical Condition

		Go	Risk Mitigation Strategy	No-Go
<b>Sleep</b> (last 24 hours)	>6 hours	<b>X</b>		
	5-6 hours		Fly earlier in the day; avoid night flying.	
	< 5 hours			<b>X</b>
<b>Food &amp; Water</b>	3 meals	<b>X</b>		
	Missed meals?		Take time for meal (or light snack / water) before flight; otherwise – NO-GO.	
<b>Alcohol</b> (last 8 hours)	0	<b>X</b>		
	Any amount			<b>X</b>
<b>Drugs/Meds</b>	0	<b>X</b>		
	Prescription?		Confirm that prescription meds are acceptable to FAA.	
	Other?		Do not fly if under the influence of any drug.	<b>X</b>
<b>Stress</b>	Any?		Stress from family, work, or other areas can be a dangerous distraction.	<b>X</b>
<b>Illness</b>	Any?		Do not fly if you are sick – even common colds can be distracting.	<b>X</b>

## PAVE Personal Minimums Development Guide (AIRCRAFT Factors)

Pilot's Name: \_\_\_\_\_ CFI: \_\_\_\_\_ Date: \_\_\_\_\_

### Performance

		Go	Risk Mitigation Strategy	No-Go
<b>Fuel Reserves</b> (day VFR)	> 1.5 hours	<b>X</b>		
	1 hour	<b>X</b>		
	< 1 hour			<b>X</b>
<b>Fuel Reserves</b> (night VFR)	> 2 hours	<b>X</b>		
	1.5 – 2 hours		Stay within easy range of airport with fuel available at night.	
	< 1.5 hours			<b>X</b>
<b>Fuel Reserves</b> (day or night IFR)	> 2 hour	<b>X</b>		
	< 2 hours			<b>X</b>
<b>Hours</b> (TO & LDGs in type in last 90 days)	3-6	<b>X</b>		
	< 3		Work with a CFI (especially if total time < 100 hours).	
<b>Weight</b>	> MGTOW			<b>X</b>
	< MGTOW	<b>X</b>	If final calculation is close to MGTOW, use precise weights to ensure accuracy.	
<b>CG</b>	In CG range	<b>X</b>		
	Out of CG		Do not operate outside of CG range – redistribute load or do not go!	<b>X</b>
<b>Density Altitude</b>	0-2000	<b>X</b>		
	2000-5000		Carefully calculate performance numbers: TO & LDG, Climb, Cruise.	
	> 5000		Carefully calculate performance; if unaccustomed to high DA ops, do not go!	<b>X</b>
<b>TO &amp; LDG Margins</b> (relative to POH numbers)	> 1000+	<b>X</b>		
	500-1000+		Carefully calculate performance with special attention to chart notes.	
	< 500+			<b>X</b>
<b>Equipment</b>	Avionics		Proficient in operation of all systems?	
	Comm/Nav			
	Charts		Lack of current & appropriate charts is a no-go item!	
	Clothing		Suitable for preflight and enroute conditions.	
	Survival gear		Must have if flying over water, snow, mountains, etc.	

## PAVE Personal Minimums Development Guide (ENVIRONMENT Factors)

Pilot's Name: \_\_\_\_\_ CFI: \_\_\_\_\_ Date: \_\_\_\_\_

### Airport Conditions (departure & destination)

		Go	Risk Mitigation Strategy	No-Go
<b>X-Wind</b> (assumes max demonstrated XW of 15 knots)	< 5	<b>X</b>		
	5 - 10		Are you current and proficient in crosswind landings?	
	> 10		Work with CFI .	
<b>Runway Length</b> (relative to POH numbers)	> 1000+	<b>X</b>		
	500-1000+		Carefully calculate performance with special attention to chart notes.	
	< 500+			<b>X</b>

### Weather Conditions (reports & forecasts)

		Go	Risk Mitigation Strategy	No-Go
<b>Reports</b> (METARS etc)	< 1 hour old	<b>X</b>	Be especially cautious if there are changes (e.g., SPECI reports).	
	1-3 hours old		Get updated weather before departing.	
	> 3 hours old		Do not operate on basis of reports more than 3 hours old.	<b>X</b>
<b>Forecasts</b> (TAFs etc)	< 2 hours old	<b>X</b>		
	2-4 hours old		Be suspicious – especially if TAFs have been amended.	
	4-6 hours old		TAFs are produced for 00Z, 06Z, 12Z, and 18Z. Don't use a "stale" forecast!	<b>X</b>
<b>Icing</b>	Any		Unless you are qualified and your aircraft is certified for flight into known icing, do not attempt to operate light aircraft in forecast icing conditions.	<b>X</b>
<b>T-Storms</b>	Any		Unless you are qualified and your aircraft has thunderstorm avoidance equipment (radar, stormscope, datalink), do not enter clouds when thunderstorms are forecast. If VFR, do not operate unless you can maintain at least 20 nm away from cumulonimbus.	<b>X</b>

### Weather Conditions (ceiling & visibility for day VFR)

		Go	Risk Mitigation Strategy	No-Go
<b>Ceiling</b>	> 3000	<b>X</b>		
	1000-3000		Ensure that you are current, proficient, and familiar with surrounding terrain.	
	< 1000		Not legal for VFR.	<b>X</b>
<b>Visibility</b>	> 5	<b>X</b>		
	5		Ensure that you are current, proficient, and familiar with surrounding terrain.	
	< 5		Although legal for VFR, visibility lower than 5 miles creates a higher risk.	<b>X</b>

*Weather Conditions (ceiling & visibility for night VFR)*

		Go	Risk Mitigation Strategy	No-Go
<b>Ceiling</b>	> 3000	X		
	1000-3000		Terrain considerations are a major factor in the go/no-go decision.	
	< 1000		Not legal for VFR.	
<b>Visibility</b>	> 5	X		
	5		Visibility below 5 miles creates a higher risk, especially at night.	X
	< 5			X
<b>Light</b>	Full moon	X		
	> ¼ moon	X		
	No moon or overcast		Fly IFR or do not go – a large majority of fatal night accidents occur when there is an overcast or no moon.	X

*Weather Conditions (ceiling & visibility for IFR)*

		Go	Risk Mitigation Strategy	No-Go
<b>Ceiling</b> (relative to IAP minimums)	> 1000	X		
	500-1000	X	Consider not attempting in single pilot IMC operations.	
	minimums		Unless you are current and proficient in IFR procedures and IMC conditions, do not attempt an instrument departure or approach to minimums.	X
<b>Visibility</b> (relative to IAP minimums)	> 2 miles	X		
	1-2 miles+	X		
	< 1 mile		Unless you are current and proficient in IFR procedures and IMC conditions, do not attempt an instrument departure or approach with less than 1 mile visibility.	

*Factors to Consider in Number of Instrument Approach Attempts*

		Go	Risk Mitigation Strategy	No-Go
<b>Approach Attempts</b> (at same airport)	Total IFR time		Regardless of total time, do not attempt more than 2 approaches.	
	IFR experience in last 90 days		Regardless of recent experience, do not attempt more than 2 approaches.	

## PAVE Personal Minimums Development Guide (EXTERNAL PRESSURES)

Pilot's Name: \_\_\_\_\_ CFI: \_\_\_\_\_ Date: \_\_\_\_\_

### Trip Planning Considerations

		Go	Risk Mitigation Strategy	No-Go
<b>Tolerance for Delay</b>	> 2 day	<b>X</b>	Be ready for changes in weather that might require a change in your plans	
	1-2 days	<b>X</b>		
	0			<b>X</b>
<b>Available Alternatives for</b>	Passengers		Do not fly if you are under pressure to meet someone else's schedule, unless you have alternative arrangements in place to mitigate the risk.	
	Waiting family			
	Accommodations			
	Alternative transport			
<b>Equipment</b>	Credit cards			
	Money			
	Prescription meds			
	Clothing			

### Personal Trip Planning Matrix

		Self	Passenger(s)	Family/Friends/Colleagues at Destination	Risk Mitigation Strategies
<b>PURPOSE of TRIP</b>					
<b>Tolerance for Delay</b>	> 2 day				
	1-2 days				
	0				
<b>Available Alternatives</b>	Accommodations				
	Transport				
	Meals				
	Other?				
<b>Equipment</b>	Money				
	Credit cards				
	Prescription meds				
	Appropriate clothing				