

- **Pilot Assessment Checklist:**
- Answer Yes, No, or N/A: No = Threat that must be managed before flight, ex do not fly at night or IFR if not current w/o a CFI/CFII.
- Do I have a current flight review?
- Am I current to carry passengers?
- Am I instrument current?
- Have I had an appropriate airplane checkout?
- Have I had recent refresher training?
- Have I had a mountain checkout?
- **Personal Minimums:**
- **Hours in Specific Airplane 10**
- Last 90 Days
- •• Hours 6
- •• Landings 6
- Last 6 months
- •• Night Hours 6
- •• Night Landings 6
- •• Strong Crosswind/Gusty Landings 2
- •• IFR Hours (Simulated) 3
- •• IFR Hours (Actual) 1
- •• Approaches 3
- •• Mountain Flying Hours 1
- Are the weather conditions for my flight within my personal limitations?
- •• Minimum Ceiling and Visibility (Day VFR) 2000/10
- •• Minimum Ceiling and Visibility (Night VFR) 5000/15
- •• Maximum Surface Wind Speed and Gusts 15G20
- •• Maximum Direct Crosswind 10
- •• Minimum IFR Approach Ceiling and Visibility 500/2
- **Illness •• Am I healthy?**
- **Medication •• Am I free of prescription or over-the counter drugs?**
- **Stress •• Am I free of psychological pressure from the job, worries about financial matters, health problems, or family discord ?**
- **Alcohol •• Have I abstained from having any alcohol for at least the previous 24 hours?**
- **Fatigue •• Did I get at least seven hours of sleep?**
- **Eating •• Am I adequately nourished?**
- **Assessment Checklist**
- Use team resource management. Discuss any “No” answers and explore mitigation options with a CFI or Flight Service. Some options are selecting different airport, route, altitude, time of day, equipment. Wind, weather and fuel are top 3 factors in most GA mishaps.

- **Aircraft Assessment Checklist:**
- Answer Yes, No, or N/A: No = Threat that must be managed before flight, discussed with a mechanic and/or CFI.
- **Aircraft:**
- Does my experience in this airplane meet or exceed my personal minimums?
- Am I familiar and comfortable with the operation of the avionics equipment?
- **Airworthiness:**
- Are the aircraft inspections appropriate to the type of flight current? (airworthiness, 100-hour inspection, VOR check, etc.)
- Have issues discovered on the preflight inspection been resolved? (low tire, low oil, nick in prop, etc.)
- Have all prior maintenance issues been taken care of? (squawks, inoperative equipment placarded, etc.)
- **Equipment:**
- Is the avionics equipment adequate for the navigation required? (enroute and approaches)
- Is the required equipment working for the type of flight? (lights for night flight, onboard oxygen, etc.)
- Do I have the proper charts?
- Is appropriate survival gear on board (Strobe light, mirror, ELT, water, space blanket)?
- **Performance:**
- Are takeoff and climb performance adequate for the density altitude and terrain conditions?
- Is the aircraft's takeoff and landing performance suitable for the available runways?
- Can the airplane carry the planned load within weight and CG limits?
- Is the enroute performance adequate to clear terrain?
- Is the fuel capacity adequate for the proposed flight legs?
- The biggest hazards here are trying to fly unairworthy aircraft and operating at high temp, high density altitude airports, even when lightly loaded. Make sure you recompute your takeoff performance when you have refueled and are ready to depart from that pancake breakfast at a high DA airport. You might skip the fuel and plan an intermediate stop on the way home to top off.

- Environment Assessment Checklist
- Answer Yes, No, or N/A: No = Threat that must be managed before flight, ex do not fly VFR into IMC. Take a CFII.
- Airport Conditions:
- Are the departure and arrival runways appropriate? (length, condition, contaminated?)
- Do NOTAMs indicate my flight can proceed as planned? (no runway or navaid closures, etc.)
- Do ATC services exist? (operating control tower, radar, etc.)
- Are fuel services available (if needed) at the airport during the appropriate time?
- Departure Weather:
- Are the ceiling and visibility higher than my personal minimums?
- Is the surface wind speed less than my personal limitation?
- Is the crosswind less than my personal limitation?
- Are the weather conditions acceptable? (no hazards such as thunderstorms, icing, turbulence, etc.)
- Enroute Weather :
- Are the ceiling and visibility higher than my personal minimums?
- Are the winds aloft acceptable for the flight? (Check for turbulence over rugged terrain, excessive headwind, etc.)
- Are the weather conditions acceptable? (no hazards such as thunderstorms, icing, turbulence, etc.)
- Are the ceiling and visibility higher than my personal minimums?
- Is the surface wind speed less than my personal limitation?
- Is the crosswind less than my personal limitation?
- Are the weather conditions acceptable? (no hazards such as thunderstorms, icing, turbulence, etc.)
- Terrain/Airspace:
- Am I flying over relatively flat terrain? (not mountains)
- Am I flying over a fairly populated area? (not over water or a remote area)
- Does the airspace in the area allow me to fly my route as planned? (Check for areas to avoid, such as TFRs, restricted or prohibited areas.)
- If Flight Service says VFR not recommended, don't do it! Pilots are killed every year by flying VFR into IMC conditions and losing control of the airplane. That is an Un-Controlled Flight Into Terrain (UCFIT). Make sure you have alternates and backup plans if weather is questionable. Consider driving, cancelling or taking the air lines. Other options are waiting for weather to get better or taking an experienced CFII along, gaining valuable experience while logging some dual time!
- If you don't like having a pilot's license and flying, go ahead and violate a TFR. Then you won't have to fret over weather decisions anymore.

- External Pressures Checklist:
- Answer Yes, No, or N/A: No = Threat that must be managed before flight, ex if running late, reschedule. Let people know ahead of time to be flexible.
- External Pressures:
- Did I tell the people whom I'm meeting at my destination that I might be late?
- Do I have alternate plans to manage any commitments that exist at my destination? (reschedule meeting, airline reservations, etc.)
- Is my passenger flexible and well-informed about the changeable nature of flying? (arriving late, diverting to an alternate, etc.)
- Do I have an overnight kit containing any necessary prescriptions and toiletries?
- External Pressures
- Flying should be fun. If you can't complete the flight on your schedule, make alternate plans. The only time you might need to rush is if you are on fire!
- If you go missed approach on the first try, DO NOT reattempt unless you have a very valid reason that you were not successful the first time, i.e. forgot to dial in the navaid or switched from a non-precision runway to a lower DH precision approach. Otherwise proceed to alternate immediately. People die on the 2nd and 3rd instrument approach attempts.
- Go arounds are free, good practice plus you get more flight time. And isn't that what all of this is about?
- These checklists were developed by the FAA, AOPA and Jeppesen and are found in the FAA Handboks and AOPA/Jepps CFI Online renewal course. Even if you are not a CFI, I recommend taking the online course. It is an excellent way to learn more about important aspects of ourselves and the aviation system. The more information that we can share on the ground, the more flexible, enjoyable and safer our air endeavors will be.
- Take some time to learn more and meet some fellow aviators by attending a Wings seminar. You can learn more about Wings at faasafety.gov
- FMI: Kent Lewis, CFI, CFII, MEI
- FAASTeam Lead Rep Ft Worth FSDO
- (817) 692-1971
- lewis.kent@gmail.com
- www.signalcharlie.net
- groups.google.com/group/ftwasp

- **Notes:**

- Ceiling____Visibility____Wind____Altimeter____Runway____
- Information____ Notes:_____
- Destination
- Route
- Altitude
- Frequency
- Transponder
- Fuel Required____Fuel Onboard_____

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