

**Cirrus Owners and Pilots Association  
Critical Decision Making  
Personal Minimums Checklist**

The purpose of this checklist is to assist the pilot in assessing the personal risk factors of each flight.

**How to Complete the Checklist**

First a pilot should personalize this checklist and revise it periodically if the pilot's recent (last 30 days) flight experience is different than the previous 30 day period. The following definitions and examples will help in completing the blanks on the attached checklist:

**PROFICIENCY FACTOR-** This is your personal assessment of your proficiency in handling the aircraft. Proficiency should be considered a higher standard than legal currency. As an example, of you have flown 20 hours in several different types of flight conditions (IMC, turbulence, low vis, wind, etc.) in the past 30 days, you would be more proficient than if you flew 5 hours VMC in the past 30 days.

Example Values in bold italics

Hazard Description	Low	Pt	Med	Pt	High	Pt	TOTALS
Proficiency Factor (in last 30 days)	<b>&gt;10 hrs</b>	0	<b>5-10 hrs</b>	10	<b>&lt;5 hrs</b>	30	

**DENSITY ALTITUDE-** Several Cirrus accidents have been caused in large part by the mis calculation of density altitude. The larger the Density Altitude on takeoff, the greater risk of the flight.

Example Values in bold italics

Hazard Description	Low	Pt	Med	Pt	High	Pt	TOTALS
Density Altitude**	<b>&lt; 1,000' AGL</b>	0	<b>1,000-2000' AGL</b>	10	<b>&gt; 2,000' AGL</b>	20	

**DESTINATION CEILING-** Please input your minimum ceiling based on your recent IMC experience.

**DESTINATION CROSSWIND-** How many crosswind landings have you had in the past 30 days? Have you had any recent pattern work experience concentrating on crosswind landing technique?

Example Values in bold italics

Hazard Description	Low	Pt	Med	Pt	High	Pt	TOTALS
Destination cross wind (1)	<b>&lt;10 kts.</b>	0	<b>10 – 20 kts.</b>	20	<b>&gt;20 kts.max. demo'd</b>	40	

**DEPARTURE CEILING-** Assuming an aircraft in-flight failure on takeoff, can you return to the airport?

Example Values in bold italics

Hazard Description	Low	Pt	Med	Pt	High	Pt	TOTALS
Departure Ceiling	<b>&gt;1,500</b>	0	<b>701-1,500</b>	20	<b>700</b>	N/G	

**How to Use the Checklist**

After the pilot has completed the pilot specific items on the checklist,, the checklist can be laminated and used many times until the pilots recent flight experience has changed significantly.

Since the decision to fly is often an emotional one, this checklist is best served if completed by someone OTHER than the pilot in command. We suggest a spouse or family member become familiar with the checklist and complete it for each flight during or prior to the pilot's pre flight planning.

The family member should simply ask the pilot each question on the checklist and based on the pilot's response record the appropriate score.

After the questions have been asked and answered a total score can be totaled and the results should reinforce the pilot's decision to fly or to postpone the trip.