

COPA CRITICAL DECISION MAKING

PERSONAL MINIMUMS CHECKLIST

Pilot Name: _____

Hazard Description	Low	Pt	Med	Pt	High	Pt	TOTALS
Human Factors							
Experience	>1000 hrs PIC	0	250-1000 hrs PIC	10	<250 hrs PIC	20	
Experience in type	>100 hrs	0	25 – 100 hrs	10	< 25 hrs	20	
Proficiency Factor		0		10		30	
Health/Fatigue/stress	Good rest	0	Stress/ fatigue	30	Fatigued or ill	N/G	
Urgency of Flight	Can be late	0	Should get there	10	Must Get There	30	
Machine Factors							
Maintenance Status	Fully functional	0	Non-critical	10	Not airworthy	N/G	
Mission Factors							
VMC / IMC	VMC - Day	0	VMC Nt/IMC Dy	10	IMC – Night	40**	
Complexity of Mission (1)	Routine	0	Complex/new	10	Very Complex	20	
Density Altitude		0		10		20	
Environmental Factors							
Destination Ceiling	CAVU	0	Min + _____	10	Near Published mins	40	
Terrain	Flat	0	Rolling or low	10	Mountainous	20	
Destination cross wind		0		20		40	
Departure Ceiling		0		20		N/G	
Icing	None	0	Possible	20	Forecast	N/G	
Airfields (2)	Familiar	0	Unfamiliar	10	Unfamiliar short	20	
Copilot (credit points)							-30
Checklist Completed By	Safety Partner	-25	Other Person	-10	Pilot	10	
					MISSION TOTAL		

Risk Evaluation

	Evaluation	Check
1. New destination, strange cargo (dog), New passenger		
2. Short = a runway length insufficient for aircraft to accelerate to Vx and safely abort on remaining runway. This may be determined conservatively by adding required takeoff and landing ground rolls. In all scenarios apply common sense liberally.		
	Low (0-70): Low risk is likely; assume nothing and remain vigilant at all times.	
	Medium (71-130): Implement suitable Risk Management controls.	
IMC Night Single Pilot is STRONGLY recommended a N/G	High (>130): Reschedule flight or make changes to reduce risks.	

**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)	>10 hrs	0	5-10 hrs	10	<5 hrs	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**	< 1,000' AGL	0	1,000-2000' AGL	10	> 2,000' AGL	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)	<10 kts.	0	10 - 20 kts.	20	>20 kts.max. demo'd	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	>1,500	0	701-1,500	20	700	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.