

## Pilot's Instrument Experience Summary

Pilot's Name: \_\_\_\_\_ CFI: \_\_\_\_\_  
Address: \_\_\_\_\_  
Phone(s): \_\_\_\_\_ e-mail: \_\_\_\_\_

**Type of Pilot Certificate(s):**

Private \_\_\_\_\_ Commercial \_\_\_\_\_ ATP \_\_\_\_\_ Flight Instructor \_\_\_\_\_

**Rating(s):**

Instrument \_\_\_\_\_ Multiengine \_\_\_\_\_

**Experience (Pilot):**

Total time \_\_\_\_\_ Last 6 months \_\_\_\_\_ Avg hours/month \_\_\_\_\_

Time logged since last IPC \_\_\_\_\_

**Experience (Aircraft):**

Aircraft type(s) you fly \_\_\_\_\_  
\_\_\_\_\_

Aircraft used most often \_\_\_\_\_

*For this aircraft:*

Total time \_\_\_\_\_ Last 6 months \_\_\_\_\_ Avg hours/month \_\_\_\_\_

**Experience (Flight environment):**

*Approximately how many hours have you logged in:*

Day VFR \_\_\_\_\_ Day IFR \_\_\_\_\_ IMC \_\_\_\_\_  
Night VFR \_\_\_\_\_ Night IFR \_\_\_\_\_ Approaches \_\_\_\_\_  
Approaches to minimums \_\_\_\_\_ Approaches in last 6 months \_\_\_\_\_

**Type of Flying (External factors):**

*What percentage of your flying is for:*

Pleasure \_\_\_\_\_ Business \_\_\_\_\_ Local \_\_\_\_\_ XC \_\_\_\_\_

**Personal Skills Assessment:**

What are your strengths as a pilot? \_\_\_\_\_

What do you most want to practice/improve? \_\_\_\_\_

What are your aviation goals? \_\_\_\_\_

**Step 4:** Assemble and evaluate baseline personal minimums.

Baseline Personal Minimums				
Weather Condition	VFR	MVFR	IFR	LIFR
Ceiling				
	Day			
	Night			
Visibility				
	Day			
	Night			
Turbulence		SE	ME	Make/Model
	Surface Wind Speed			
	Surface Wind Gust			
	Crosswind Component			
Performance		SE	ME	Make/Model
	Shortest runway			
	Highest terrain			
	Highest density altitude			



# Federal Aviation Administration

## Developing *Personal* Minimums

Think of personal minimums as the human factors equivalent of reserve fuel. Personal minimums should provide a solid safety buffer between:

- *Skills required* for the specific flight, and
- *Skills available* to you through your training, experience, currency, and proficiency.

### Step 1 – Review Weather Minimums

### Step 2 – Assess Weather Experience and Personal Comfort Level

### Step 3 – Consider Winds and Performance

### Step 4 – Assemble Baseline Values

### Step 5 – Adjust for Specific Conditions

### Step 6 – Stick to the Plan!

**Step 5:** Adjust for specific conditions.

	If you are facing:	Adjust baseline personal minimums to:	
Pilot	Illness, medication, stress, or fatigue; lack of currency (e.g., haven't flown for several weeks)	A d d	At least 500 feet to ceiling
			At least ½ mile to visibility
Aircraft	An unfamiliar airplane, or an aircraft with unfamiliar avionics/ equipment:	S u b t r a c t	At least 500 ft to runway length
enVironment	Airports and airspace with different terrain or unfamiliar characteristics		At least 5 knots from winds
External Pressures	"Must meet" deadlines, passenger pressures; etc.		

**Step 1:** Review definitions for VFR & IFR weather minimums.

Category	Ceiling		Visibility
VFR	greater than 3,000 AGL	and	greater than 5 miles
MVFR	1,000 to 3,000 AGL	and/or	3 to 5 miles
IFR	500 to 999 AGL	and/or	1 mile to less than 3 miles
LIFR	below 500 AGL	and/or	less than 1 mile

**Step 2(a):** Record certification, training, & recent experience.

<b>CERTIFICATION LEVEL</b>	
Certificate level (e.g., private, commercial, ATP)	
Ratings (e.g., instrument, multiengine)	
Endorsements (e.g., complex, HP, high altitude)	
<b>TRAINING SUMMARY</b>	
Flight review (e.g., certificate, rating, Wings)	
Instrument Proficiency Check	
Time since checkout in airplane 1	
Time since checkout in airplane 2	
<b>EXPERIENCE</b>	
Total flying time	
Years of flying experience	
<b>RECENT EXPERIENCE (last 12 months)</b>	
Hours	
Hours in this airplane (or identical model)	
Normal Landings	
Crosswind landings	
Night hours	
Night landings	
Hours flown in high density altitude	
Hours flown in mountainous terrain	
IFR hours	
IMC hours (actual conditions)	
Approaches (actual or simulated)	
Time with specific GPS navigator	
Time with specific autopilot	

**Step 2(b):** Enter values for weather experience/ “comfort level.”

<b>Experience &amp; “Comfort Level” Assessment Combined VFR &amp; IFR</b>				
Weather Condition	VFR	MVFR	IFR	LIFR
<b>Ceiling</b>				
	<b>Day</b>			
	<b>Night</b>			
<b>Visibility</b>				
	<b>Day</b>			
	<b>Night</b>			

**Step 3(a):** Enter values for experience / comfort in turbulence.

<b>Experience &amp; “Comfort Level” Assessment Wind &amp; Turbulence</b>			
	SE	ME	Make/ Model
<b>Turbulence</b>			
Surface wind speed			
Surface wind gusts			
Crosswind component			

**Step 3(b):** Enter values for performance.

<b>Experience &amp; “Comfort Level” Assessment Performance Factors</b>			
	SE	ME	Make/ Model
<b>Performance</b>			
Shortest runway			
Highest terrain			
Highest density altitude			

### 3-P Risk Management Process

Good aeronautical decision-making includes risk management, a process that systematically identifies hazards, assesses the degree of risk, and determines the best course of action. There are many models for risk management, including charts that generate a numerical “score.” Although these tools can be useful, numbers-based tools suggest a level of precision that may be misleading.

An alternative method is the Perceive – Process – Perform risk management and aeronautical decision-making model developed by the FAA Aviation Safety Program. There are three basic steps in this model:



**PERCEIVE** hazards

**PROCESS** to evaluate level of risk

**PERFORM** risk management

**PERCEIVE:** The goal is to identify hazards, which are events, objects, or circumstances that could contribute to an undesired event. You need to consider hazards associated with:

Pilot  
Aircraft  
enVironment  
External Pressures.

**PROCESS:** Ask questions to determine what can hurt you. In short, why do you have to **CARE** about these hazards?

What are the **C**onsequences?  
What are the **A**lternatives available to me?  
What is the **R**eality of the situation facing me?  
What kind of **E**xternal pressures may affect my thinking?

**PERFORM:** Change the situation in your favor. Your objective is to make sure the hazard does not hurt **ME** or my passengers, so work to either

Mitigate the risk involved, or  
Eliminate the risk involved.

# IFR Weather Analysis Process

Determine destination and proposed route of flight  
Possible Tools: AOPA RTFP  
AeroPlanner

Check Big Picture overview  
Possible Tools: TWC, SkyVector

*ADDS items to review:*

- TAFs and METARs (dep, dest, enr)
- Winds & temps aloft
- Radar
- Freezing levels

Evaluate for compliance with personal minimums & aircraft capability:

	Personal Minimums	Actual
Ceiling		
Visibility		
Winds		
Performance		

If consistent with personal minimums, continue flight planning process

	Departure	En route	Destination
Escapes/Alternates			
Reserve fuel			
Terrain avoidance			
Passenger plan			

Call Flight Service or DUATS:

- Request standard briefing
- File IFR flight plan
- Verify information / picture gained from other sources
- Modify plans as necessary

# Regional / Seasonal Weather Considerations

Location: \_\_\_\_\_

## Topography

- Mountains: highest elevation \_\_\_\_\_
- Bodies of water: \_\_\_\_\_
- Other features: \_\_\_\_\_
- \_\_\_\_\_

## Seasonal Weather Characteristics

	Winter	Spring	Summer	Autumn
Average temps				
Ceiling				
Visibility				
Wind direction				
Wind velocity				
TS activity				
Icing potential				
Other				

## Most Important "Local Knowledge" Tips

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## Instrument Training and Proficiency Plan

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

### Instrument Training Goals

\_\_\_\_\_ Certificate Level (Private, Commercial, ATP)  
\_\_\_\_\_ Ratings (Instrument, AMEL, ASES, AMES, etc)  
\_\_\_\_\_ Phase in Pilot Proficiency (Wings) Program  
\_\_\_\_\_ Instructor Qualifications (CFI, CFI-I, MEI, AGI, IGI)  
Other: \_\_\_\_\_  
\_\_\_\_\_

### Instrument Proficiency Goals

\_\_\_\_\_ Lower personal minimums to:  
\_\_\_\_\_ Ceiling  
\_\_\_\_\_ Visibility  
\_\_\_\_\_ Winds  
\_\_\_\_\_ Precision Approach Minimums  
\_\_\_\_\_ Non-Precision Approach Minimums

\_\_\_\_\_ Fly IFR / IMC at least:  
\_\_\_\_\_ Times per month  
\_\_\_\_\_ Hours per month  
\_\_\_\_\_ Hours per year  
\_\_\_\_\_ XC flights per year  
\_\_\_\_\_ Night hours per month

\_\_\_\_\_ Make an IFR / IMC XC trip to: \_\_\_\_\_  
Other: \_\_\_\_\_  
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### Aeronautical Training Plan

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