

**Figure 8-5.** Experience and comfort level assessment for combined VFR and IFR.

experienced in the last 6–12 months—not necessarily the most challenging wind conditions you have managed to survive without bending an airplane. As shown in *Figure 8-6*, you can record these values for category and class, for specific make and model, or perhaps both.

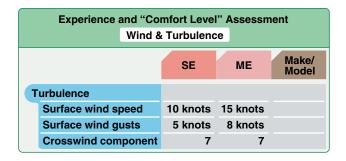
In addition to winds, your "comfort level" inventory should also include factors related to aircraft performance. There are many variables, but start by completing the chart with reference to the aircraft and terrain most typical for the kind of flying you do most. [Figure 8-7] Remember that you want to establish a safety buffer, so be honest with yourself. If you have never operated to/from a runway shorter than 5,000 feet, the "shortest runway" box should say 5,000 feet. We will talk more about safe ways to extend personal minimums a bit later.

## Step 4—Assemble and Evaluate

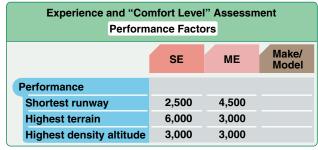
Now you have some useful numbers to use in establishing baseline personal minimums. Combining these numbers, the Baseline Personal Minimums chart in *Figure 8-8* shows how the whole picture might look.

## Step 5—Adjust for Specific Conditions

Any flight you make involves almost infinite combinations of pilot skill, experience, condition, and proficiency; aircraft



**Figure 8-6.** Experience and comfort level assessment for wind and turbulence.



**Figure 8-7.** Experience and comfort level assessment for performance factors.

equipment and performance; environmental conditions; and external influences. Both individually and in combination, these factors can compress the safety buffer provided by your baseline personal minimums. Consequently, you need a practical way to adjust your baseline personal minimums to accommodate specific conditions.

Note that the suggested adjustment factors are just that—a suggestion. If your flying experience is limited or if you do not fly very often, you might want to double these values. In addition, if your situation involves more than one special condition from the chart above, you will probably want to add the adjustment factor for each one. For example, suppose you are planning a night cross-country to an unfamiliar airport, departing after a full workday. If you decide to make this

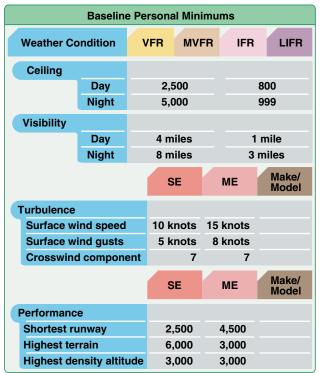


Figure 8-8. Baseline personal minimums.