

The Personal Limitations checklist (PLC) was developed in order to help new pilots increase their situational awareness by reading about other pilot accidents and thereafter fly more safely. The PLC will help you to become a very safe pilot if you and your CFI commit to developing your own customized set of limitations. Once created, you must then make a pledge to continually update your PLC and adhere to the limitations you and your CFI have set. The numbers in parenthesis are suggested for the new pilot.

Your limitations will increase and decrease depending on currency, total time and experience.

I PLEDGE TO:

1. Avoid collisions with other aircraft by:

- Keeping my head on a swivel in the traffic pattern, especially on final approach.
- Maintaining a sterile cockpit when in the vicinity of an airport.

2. Have at least ___ _____ (1 ½) hrs of fuel on board at the end of every flight.

3. Switch tanks immediately if the engine quits!!!

4. Apply carburetor heat immediately when the engine does not sound or feel right.

5. Have the airplane lined up with the centerline of the runway one half mile out at an altitude of 400 AGL, with 15 degrees flaps and proper approach speed. (60kts LSA). I will add 100 feet for each 10 knots of headwind component.

6. Never change my flap setting or initiate a slip or mush within 300 feet AGL, unless it is an emergency landing.

7. Go around if not established in a stabilized approach within 200 feet AGL.

8. Always land on the first third of the runway!!!

9. Always land on the main wheels and on the centerline with no side drift.

10. Use go-around technique when practicing touch and goes. (Throttle, flaps, carb ht)

11. Land at airports with runways that are _____(3500') paved useable.

12. HAVE RESPECT FOR THE SURFACE WINDS:

- Fly only when steady surface winds are forecast to remain below ____ (17kts)
- Make a powered approach on gusty days, adding one half the gust factors to my approach speed and land in a slight nose high attitude.
- Fly occasionally with a CFI on windy days to increase my skill and build my confidence level.

13. Use extra caution when the aircraft has just come out of the maintenance shop.

14. To fly into large airports with full services, even if it requires a slightly longer drive.

15. Always shut the engine when loading and unloading passengers.

16. Plan my flights so as not to be landing into the sun.



17. Fly only when the temperature-dew point spread is greater than _____ (5) degrees F, _____ (10) degrees F at dusk.

18. Use extra caution at night.

I will only fly on bright moonlight nights when the visibility exceeds _____ (10) miles and the temperature dew point spread exceeds _____ (12) degrees.

I will always keep ground lights in sight.

I will never takeoff on an overcast night towards the open sea or rural farmland.

I will fly into airports I have recently flown into during the day time.

I will always use the VASI to assist my night landings.

I will only fly into airports with _____ (4000') runways that are _____ (100') wide.

I will reduce my wind limits by _____ (5) knots at night.

I will carry _____ (2) two accessible flashlights.

19. Avoid thunderstorms by 10 to 30 miles, depending on intensity of storms.

20. Practice slow flight regularly and only practice Departure Stalls with a CFI on board.

21. Before each flight:

- Be mentally and physically alert.
- Verify that the visibility will exceed _____ (5) miles _____ (4) miles with GPS.
- Assure my flight can be made with a minimum obstacle clearance of _____ (1000') for the entire route.
- Look at satellite weather photos and observe isobar spacing in order to properly determine current and forecast winds.
- To fly only when surface winds are forecast to remain below 17 knots with direct headwind, 15 kts with 20 degree x-wind, 12 kts with 30 degree x-wind, 9 kts with 40 degree x-wind, 7 kts with 60 degree x-wind and 5 kts with 90 degree x-wind.
- Have a good night's sleep whenever I am flying the next day. To limit myself to one social drink the night before a flight and honor the 8 hours from bottle to throttle rule.

22. Continually to ask myself: "Should I be here?" "Do I have a solid Gold Out?"

23. Limit myself to _____ (2) different makes and model aircraft that I have read the POH from cover to cover.

Never to allow my passengers to cause me to violate my PLC.

Signed _____

Date _____ CFI _____