

# Personal Limitations

The following come from various pilots, most of whom are seasoned, high-time fliers, along with a couple of newer, lower-time pilots. They all impose conditions-based limits on their flying. These are their collective personal checklist suggestions.

## FUEL

Set a minimum for fuel upon arrival exceeding the regulatory standard by at least 100-percent of the IFR margin for VFR arrivals and 200 percent of the IFR margin for IFR; add another 30 minutes anytime you have to file an alternate airport.

## RUNWAYS

Set a minimum length for your VFR and IFR ops into new airports, and increase it for night. So, if you're normal minimum runway requirement is 2500 feet, restrict night and/or IFR to no less than 50-percent more—3750 feet in this example—and consider a new plan if you can't get it.

## WINDS AT ARRIVAL

Establish limits that reflect your real skills and comfort rather than the airplane's certified limits and be conservative in light of conditions. For example, set an upper limit for winds at landing—straight or cross—of, say, 20 knots straight; lower the limit three knots for crosswinds up to 20 degrees, another three knots for crosswinds off 30 to 45 degrees, and by another five for winds off more than 45 degrees; decline any 90-degree crosswind equivalent of 40 percent of the demonstrated capabilities.

## WEATHER

Limit daylight VFR flights to those when the temperature/dew point spread exceeds five degrees; limit night VFR flights to those with a temperature/dew point spread exceeding 10 degrees; for IFR, day or night, avoid conditions with falling temperature/dew point spreads or whenever the spread is already at five degrees or less.

## IFR PROCEDURES

Set personal limitations fitting your level of experience and frequency of flight and limit infrequently used procedures. For example, circle-to-land, back course LOC/ILS, DME arc or NDB.

Dying to fly should not be a self-fulfilling outcome. No one ever suffered damage from a flight not taken.

