

## **Preflight Accident Mitigation Checklist**

Illness, medication, major life stress, alcohol, fatigue, or lack of nourishment affecting you?

0=safe 1=potentially less than safe 2=potentially unsafe

General proficiency? Legal currency: 3 T.O. & landings (FAR-61.57)? Night? Instrument? BFR?

0=safe 1=potentially less than safe 2=potentially unsafe

Areas of thunderstorms, tornadoes, high surface winds, hail, icing, or IMC forecast?

0=safe 1=potentially less than safe 2=potentially unsafe

Performance adequate for departure and climbout? Obstacle DP reviewed? Engine failure options?

0=safe 1=potentially less than safe 2=potentially unsafe

Airplane equipped with a 5 point harness? What is the wing loading? BRS chute equipped?

0=safe 1=potentially less than safe 2=potentially unsafe

Enroute terrain considerations. Can you handle airframe ice and maintain MEA? Engine failure?

0=safe 1=potentially less than safe 2=potentially unsafe

Thorough preflight inspection? Fuel tanks drained? Recent maintenance? Airplane legal?

0=safe 1=potentially less than safe 2=potentially unsafe

## **Cruise Flight Accident Mitigation Checklist**

Fuel tank management check. Fuel burn check. Are your reserves still adequate?

Safe / Less than safe

Carb Ice. Are you flying partial throttle? Are you in the carb ice temp range?

Safe / Less than safe

Carbon monoxide. Are you using heat? If so, is there any CO detection equipment?

Safe / Less than safe

Oxygen. Are you at risk of hypoxia? Does the bottle still have pressure?

Safe / Less than safe

TCAS2/ADS-B traffic alerting available? If not, are you flight followed by ATC?

Safe / Less than safe

Terrain alerting available? Are you above the MEA? Can you handle any airframe ice?

Safe / Less than safe

Approach procedures reviewed? Missed approach climb performance OK?

Safe / Less than safe