

# ‘Can I Go Fly?’ Checklist

Start with the big picture! → **PAVE**

**P**ilot  
**A**irplane  
**E**nvironment  
**V**ironment  
**P**ilot  
**A**irplane  
**E**nvironment  
**V**ironment  
**E**xternal Factors

Pilot Related Factors:



*Do you feel physically and mentally well?*

Illness

Medication

Stress/sleep

Alcohol (at least 8 hours between bottle and throttle & 0.04%)

Fatigue

Emotion/eating

*Do you have all of your required pilot documents?*

- Government issued photo ID
- Pilots license (or student license if applicable)
- Valid FAA medical
- Logbook with appropriate endorsements (if a student pilot)

*Are you current to take passengers?*

Pilots must have completed 3 T/O's and LDG's the preceding 90 days. To carry passengers during the day, LDG's may be done as 'touch and go's' and for privileges at night, LDG's must be made to a full stop.

NOTE: all LDG's in a taildragger must be to a full stop, regardless of day or night conditions.

Airplane Related Factors:



*Does your airplane have all of it's required documents with it?*

**Airworthiness Certificate (Valid forever, but conditions apply)**

**Registration (Valid for 36 Calendar months)**

**Radio Operators Permit (Only if operating outside of U.S.)**

**Operating Handbook**

**Weight & Balance (Most current copy from mechanic)**

**External Data Plate**

**Deviation Card**

*Is your airplane current on its required inspections?*

**Annual inspection (Every 12 Calendar mo. Must be done by IA)**

**AD Compliance (As needed)**

**VOR Check (If IFR ops, every 30 days)**

**100 Hour Inspection (If for hire, every 100 hours of use)**

**Altimeter/Pitot Static Inspection (Every 24 Calendar mo.)**

**Transponder (Every 24 Calendar mo.)**

**ELT Check (Every 12 Calendar mo., 1 hr cont. use, 1/2 battery life)**

*Is all of the required equipment on the plane operational?*

*(Day VFR)*

Altimeter  
Tachometer  
Oil pressure gauge  
Manifold pressure gauge  
Airspeed indicator  
Temperature gauge (engine)  
Oil temp gauge  
Fuel quantity gauge  
Landing gear indicator  
Anti-collision lights  
Magnetic compass  
ELT  
Safety belts

*(Night VFR)*

Fuses  
Landing light  
Anti-collision lights  
Position lights  
Source of electrical power

*Does your airplane have a KOEL (per manufacturer) or MEL (per Operator)?*

If yes, check against those lists to ensure you have the required equipment and that it is in working order.

*Does the airplane have any inoperative equipment?*

If yes, ensure that it is not required equipment per the FAA, the manufacturer, or the Operator. If it is not required, make sure the equipment is placarded 'Inoperative' and/or removed from the airplane or disabled.

Environmental Factors:



*Are you flying outside of 20 miles from your home base and/or to an unfamiliar airport?*

**NOTAMS** (Important information to airmen)

**Weather** (Are there potentially hazardous conditions?)

**Known ATC Delays** (TFR's, Runway closures, etc...)

**Runway lengths**

**Alternates** (Nearby airports in case there is an issue)

**Fuel requirements**

**Takeoff/Landing performance** (Will you be able to takeoff and land?)

External Factors:

*Are there any external pressures on you to go fly? Do you feel uncomfortable for any reason?*

Be aware of:

- "Getthereitis"
- Pressure from passengers, clients, etc
- Attitudes of antiauthority, macho, resignation, and more.
- Your mental acuity and physical wellbeing.

Always remember:

**YOU** are PIC and the PIC alone has the decision making authority. If you feel even slightly uncomfortable with any aspect of a flight, be preemptive and cancel. Never assume any unnecessary risk and be okay saying NO when necessary.

