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FIL.2025-T16

FLIGHT PREPARATION AND WEATHER ASSESSMENT

December 2025

Dear TBM and Kodiak owners, operators and Network members,

This Flight Information Letter provides guidance and checklist input for flight preparations and the assessment of weather conditions, aligned with published information from the European Union Aviation Safety Agency (EASA) and the Federal Aviation Administration (FAA), as well as international best practices.

The following guidelines are based on the PAVE checklist process (**P**ilot, **A**ircraft, **e**nVironment and **E**xternal pressures):

The **Pilot** element centers on personal readiness and proficiency. Conduct a self-assessment that addresses health, currency, training, and mindset to ensure the workload and demands of the planned single-pilot operation can be safely managed. Bringing a “buddy” pilot or an instructor always is an option.

The **Aircraft** element addresses the condition and performance capabilities of the airplane to ensure that its airworthiness, equipment, and performance are aligned with the flight profile. This is achieved through pre-flight inspections as per the Pilot's Operating Handbook procedures. Be disciplined and

distraction-proof, always carry inspections the exact same way, and use aircraft manufacturer's checklists as safety barriers.

The enVironment element concerns assessments of the airport environment (NOTAMs), terrain and weather conditions from the departure point to the final destination. Such assessments are an essential element of flight planning, as required by regulations. Thorough preparation and sound decision-making - along with regulatory compliance - help avoid incidents and accidents.

Finally, External pressures such as passenger expectations, timing considerations, business demands, and personal ambitions can be temptations for unsafe decisions.

GUIDELINES

- Define personal minimums that may be stricter than regulatory weather thresholds.
- Do not plan a flight in weather conditions that are below the personally-set minimums, or which exceed the level of proficiency.
- Delay or cancel a flight rather than risk unplanned exposure to adverse in-flight weather.
- Have alternate transportation arranged in advance, ensuring that a go/no-go decision is based on safety, and not due to a lack of planning.
 - ✓ To effectively use the go/no-go decision process, pilots must weigh the pressure of "get-there-itis" against sound decision-making.

PRE-FLIGHT WEATHER CHECKLIST
Latest METAR/TAF for departure, route, destination and alternate(s)
Local weather reports if flying to an off-airport location
Weather conditions at, or above, the personally-set minimums
Latest NOTAMs/Winds Aloft/WX charts
No thunderstorms enroute
No forecast of known moderate or severe icing conditions
Weather conditions at the alternate destination with margins above the personally-set minimums
Diversion strategy defined and explained in advance to passengers
Fuel on board at, or above, the minimum required – including fuel reserve for alternate(s)
Weather briefing completed with the identification of potential hazard(s), as well as risk assessment and mitigation

As a final step before engine start, consider seeking external guidance/input in support of the decision-making process:

- If the external guidance/input aligns with the assessment → GO
- If the external guidance/input differs → NO-GO, or choose an alternate form of travel.

For additional information:

[FAA Advisory Circular AC 91-92](#): Pilot's guide to a preflight briefing

This Flight Information Letter is provided for informational purposes and does not replace standard operating procedures.

List of all Flight Information Letters issued as of today is available in Technical Documentation file on MyTBM.aero:

- FIL.2015-T1: Stabilized Approach Criteria
- FIL.2015-T2: TBM cabin pressure messages and warnings (Rev.1)
- FIL.2016-T3: Uncoordinated / Asymmetric Flight
- FIL.2017-T4: Ice contamination, speed, and flap awareness
- FIL.2019-T5: When turning the Autopilot ON
- FIL 2020-T6: Flight Control Trim
- FIL.2021-T7: Weight & Balance
- FIL.2022-T8: Inadvertent activation of the HomeSafe™
- FIL.2022-T9: Utilization of flaps
- FIL.2022-T10: Flight Control Trim System
- FIL.2022-T11: Emergency landing gear extension procedure
- FIL.2023-T12: Go-around
- FIL.2023-T13: Kodiak Bleed Air Heat Malfunctions
- FIL.2024-T14: Circling approaches
- FIL.2025-T15: OFF Airport Operations

This letter is part of Flight Information communications transmitted to TBM and Kodiak pilots & operators, and focuses on specific flying tasks. It neither replaces nor overrides any POH or Pilot Guide which are the only official documentation. This letter is for information only.



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