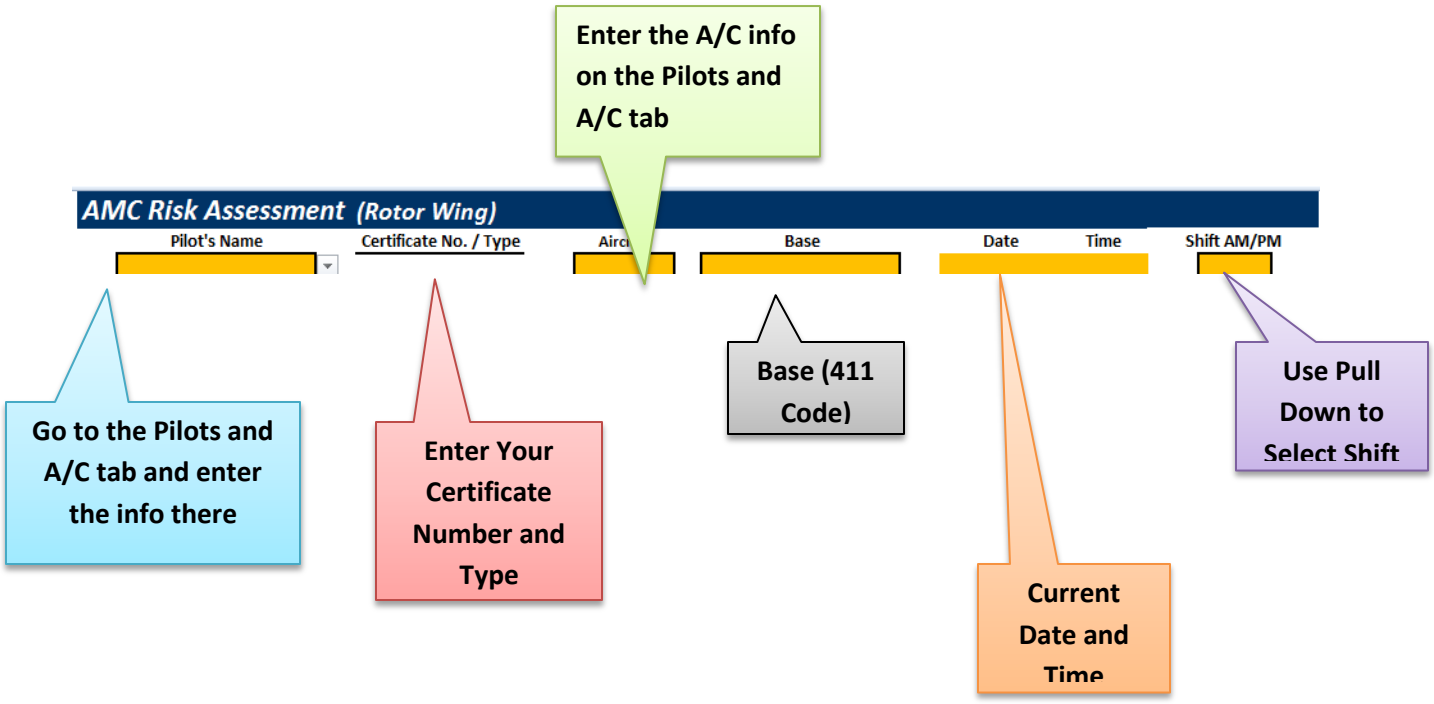
# Risk Assessment Tool

The New Risk Assessment Tool is designed to provide the pilot with a robust method of assessing the risk for each shift, leg and fight. The document is in an Excel format and is available on the Portal (insert http here).

There are five sections to the Tool:

- The Header, which contains fields to personalize the form
- The “Shift Change” field
- The “Aircraft” field”
- The “Flight Request” field
- The Footer, which contains threshold data

First, the Header - Each pilot should fill in the information requested as follows:



On the left side of the sheet is the “Shift Change” field. This contains risks that probably will not change during the shift (static) and therefore can be completed at the beginning of each shift.

| AT SHIFT CHANGE | | value | |
|---|---|---|---|
| ***Pilot and Medical Crewmembers:*** | | | |
| 1) Pilot has < 1 year Single Pilot or HEMS experience | ☐ | 5 | |
| 2) Pilot has < 1 year experience at current base | ☐ | 3 | |
| 3) Pilot has < 3,000 total RW flight hours | ☐ | 4 | |
| 4) Pilot has < 100 flight hours in make/model | ☐ | 4 | |
| 5) Pilot's last flight greater than 30 days | ☐ | 3 | |
| 6) Pilot's last NVG flight greater than 30 days | ☐ | 3 | |
| 7) Pilot's last instrument approach greater than 90 days | ☐ | 3 | |
| 8) Pilot has had a break in service with Air Methods (>60 days) | ☐ | 5 | |
| 9) Med crewmember not ACRM trained | ☐ | 3 | |
| 10) Med crewmember has < 2 years HEMS experience | ☐ | 2 | |
| 11) Med crewmember is not NVG qualified/current | ☐ | 4 | |
| 12) Pilot/Med crewmember's NVG experience less than 50 hrs | ☐ | 3 | |
| 13) New Medical Crew/Pilot mix | ☐ | 3 | |
| 14) Pilot is on 4th (or greater) consecutive Shift | ☐ | 4 | |
| | Crew Subtotal: | | |
| ***Aircraft:*** | | | |
| 1) IFR capable aircraft | ☐ | -1 | |
| 2) NVG compatible aircraft | ☐ | -1 | |
| 3) Operational autopilot | ☐ | -1 | |
| 4) Inoperative forced trim system (if installed) | ☐ | 3 | |
| 5) Inoperable or non-TCAS aircraft | ☐ | 4 | |
| 6) Navigation/Radio/AFCS/CSAS equipment on MEL | ☐ | 2 | |
| 7) Unfamiliar Navigation/ Radio equipment | ☐ | 3 | |
| 8) Scheduled heavy maintenance due within 8 flight hours | ☐ | 2 | |
| 9) Inoperative heating/air-conditioning system (≤ 30°F, ≥75° F) | ☐ | 4 | |
| 10) A/C weight within 200 lbs of max HOGE or has CG issues | ☐ | 3 | |
| 11) Spare aircraft to be utilized (and is different from Primary) | ☐ | 3 | |
| 12) Multiple aircraft at location | ☐ | 3 | |
| | Aircraft Subtotal: | | |

Most of the lines are self-explanatory. However:

Shift Change, Line 6 – ACRM (Air Crew Resource Management) - if the crewmember has received AMC’s Medical Crewmember Training and is actively participating in Medical Crewmember CTS, then this block can be ignored.

Aircraft, Line 1- An IFR capable aircraft is defined as one where there is an IFR/DIFR/SPIFR Supplement or STC in the RFM and all of the items required are functional.

Aircraft, Line8 – Scheduled Heavy Maintenance is defined as a maintenance event that will take the A/C OOS for longer than 72 hours.

Aircraft, Line 12 – Multiple A/C can mean either A/C that are permanently based at the location or the possibility that there is a spare there temporarily.

On the right side of the sheet is the “Flight Request” field. This contains risks that may (i.e. probably will) change each time you fly. These are the dynamic risks.

| ***Flight Request:*** | | *value* | |
|---|---|---|---|
| 1) Weather below AMC minimums | ☐ | NF | |
| 2) Reported icing conditions along route | ☐ | NF | |
| 3) Upon landing Fuel will be less than Reserve + 10 minutes | ☐ | NF | |
| 4) T/D for wx by other operator for icing, T-storms or below VFR | ☐ | 5 | |
| 5) Flightcrew has flown >3 flights during their current shift | ☐ | 5 | |
| 6) Wind > than 30 Knots or spread > than 15 Knots | ☐ | 5 | |
| 7) Moderate turbulence | ☐ | 4 | |
| 8) Flight in or near mountainous terrain (95.11 defined) | ☐ | 5 | |
| 9) Flight over hazardous terrain (as locally defined) | ☐ | 4 | |
| 10) Scene flight | ☐ | 4 | |
| 11) Specialty flight (e.g. search & assist, NICU, etc.) | ☐ | 4 | |
| 12) Unaided night VFR flight | ☐ | 5 | |
| 13) Night flight utilizing NVG | ☐ | 2 | |
| 14) Night illumination less than 28% | ☐ | 3 | |
| 15) Ground reference low | ☐ | 4 | |
| 16) Flight taking place between 1:00AM - 5:00AM | ☐ | 4 | |
| 17) Landing surface has snow, ice or standing water | ☐ | 4 | |
| 18) Ceiling within 200 ft of Base/Pilot minimums | ☐ | 4 | |
| 19) Visibility within 2 miles of Base/Pilot minimums | ☐ | 4 | |
| 20) Convective activity within 25 miles of route | ☐ | 4 | |
| 21) Temp./dew point within 2° F with < 5 Knots wind | ☐ | 4 | |
| 22) Route of flight greater than 150nm (round trip) | ☐ | 3 | |
| 23) SPIFR flight | ☐ | 1 | |
| 24) Forecasted icing conditions along route | ☐ | 5 | |
| 25) Single engine flight over heavily populated area or < 1,000' AGL | ☐ | 3 | |
| 26) Air temperature greater than 95° or less than 20° F | ☐ | 2 | |
| 27) Possible bird activity (Migratory or Indigenous) | ☐ | 3 | |
| 28) Operations in Class B or C airspace or near TFR | ☐ | 1 | |
| 29) Flight within local flying area | ☐ | -1 | |
| | | Flight Request Subtotal: | |

This section is also self-explanatory. A few clarifications:

Line 4 – This can confusing if the weather is fine at the base but another operator turned it down because of lousy weather elsewhere. It is meant to cause the PIC to double check and find out why the flight was turned down (perhaps the other operator/base saw something the PIC missed).

Line 11 – This also includes any avalanche beacon work. Hoist operations will have a separate Risk Assessment Tool.

Line 15 – This is subjective. If the pilot feels that ground reference is low, then he should check the box. If he is comfortable with the reference level, then he should ignore the line.

Each section adds up automatically and then provides a Risk Assessment Total for the section and for the entire sheet in the bottom left hand corner. Additionally, the Risk Thresholds are in the blue bar along the bottom of the sheet.


Mitigating the risk, either for individual section or for the sheet as a whole, is left to the discretion of the PIC. Mitigating factors can be as varied as the risks themselves. Pilots can use any method of mitigating the risks that they find workable and acceptable, so long as the mitigators do not violate any FAR or company policy. Additionally, if the PIC cannot mitigate a High or Ex High risk to an acceptable level for flight acceptance, then the PIC might consider conferring with either the OCC or with their Regional Management structure in an attempt to gain assistance in finding mitigators to a lower risk threshold.

Complete an initial RA at the beginning of each shift. Then print the page and take it with you in the A/C so you can re-adjust the RA number/level for each leg of the flight. The RA number will be entered on the DFL in the remarks section. Each leg must have an RA number.

For questions, concerns or help – please send an email to:

[redacted]

And put “Risk Assessment” in the subject line.