SeaPort Airlines Juneau, AK July 17, 2015 ANC15FA049

NATIONAL TRANSPORTATION SAFETY BOARD WASHINGTON, D.C.

ATTACHMENT 13

Completed Flight Risk Assessments

5 Pages

A * 1	70K1			SSMENT		ALEZES C	
	CAIRLINES		WINGS OF			SEAPOOT AIRLINE	
		Pilot:		HAND		162 / /	63 / 164/20
102	9Y Des	tinations: GIST			9/15 Flight No	. <u>200/20</u>	<u>+f</u>
DALE COM	plete all sections durit	og <u>filght planning</u> . Pil o t	s will submit	completed Flight Risk.	Assessment to dispatch prior to	a flight. Airpori	t Risk
m company	wind charts. Unless o	therwise specified sele	CI "All Indi d	рріў Тогеасії зесаол.	Lowest total for any section bl		2
11	EQUIPMI	NT FACTORS			WEATHER FACTORS		9
Open ME	100 Hours in Type		12	AREA FORECAST (FA) Cloud Layers < 1000 Fe		st volue) + 10	1
C-207 (St	and the second	·	+1	Cloud Layers < 2000 Fe	et <u>ar</u> Visibility < 5 SM	+ 3	
C-208 (Ca			ৰ জ	PRECIPITATION	(hghe:	st value)	
	•••••			Snow Showers (SHSN)		+10	
11	HURA	N FACTORS	·	Rain Showers (SHRA) Freezing Rain (FZRA) Po	ossibility	+4	
PERSONA		(all that	appivi	Snow (SN)		+ 3	
	eath or Birth in Family		+ 10	Rain (RA) or Drizzle (D2	()	+1	
	eparation or Divorce		+5	HOURLY OBSERVATIO	N (METAR)	+4	
	Commitment Following	Flight	+2	Cloud Layers < 1000 Fe OTHER REPORTED / FC	eet or Visibility < 3 SM	at apply)	
filness in Flying Wi	Family Ith Friend or Significant	Other Onboard	+1	Moderate or Greater T		+6	
COMPAN		(all that		Low Level Windshear (LLWS)	$(+4^n)$	
	n Two Months With Con	ульалу	1+3	Mist (8R), Fog (FG), or	Haze (HZ)	<u>+4</u>	
	n One Year With Compa	ny	(±2) +2	Dawn/Dusk CAVU (Cellings And Vis	(billity Inlimited)	+2	
	ACP not on duty	is in a Row (+1 For Each)	+2	INSTRUMENT FUGHT		at apply)	
	Hours of Duty Day	and a name of a row Local	+2	IFR Known Icing		+4	
More Th	an 5 Hours Since Today'		+1	IFR Approach Required		+1	
	an 14 Days Since Last Fli	ght	+1		: 3 SM Above Landing Minimum : 1 SM Above Landing Minimum	+1	
IEmpty Le	eg or Reposition Flight		+2	IFR Ceiling < 200 Feet	Above Approach HAT or HAA	+1	
		E FACTORS					
	/FR Required		+ 4		AIRPORT RISK VALUE		
	an 30 Minutes From Ho an 60 Minutes From Ho		+2	JNU ST, HNS, KTN, P		st value)	
	Abre Destinations (Exclu		122	ATT I		6	· ·
Addition	al Fuel Required (Altern	ate, Weather, Delays)	+ 2	SGY		+6	
FSS Regi	lired For Company Com	munications	+2	KAE		+6	
				EXI Non-Scheduled Airpor	t (* Management Approval)	+1/	
1		TION FACTORS		indi scheduled mi par	t i management i provin)	
	T& REGION		t opply)		IMMEDIATE "NO-GO"		·1
	ak Airport Wind > 35 Kn rport Wind > 20 Knots	ots ' (* Mgmt Approval)	+8	Known tring w/p loffin	ght Deicing/Anti-icing Capability	+ 46	Ø
		w/o Deicing Capabilities		Pliat's Birthday		+ 46	
	an 90 Days Since Last Fl	ght to Destination	+3	Pliot's Discretion		+ 46	
	Deicing Required tor > 15 Knots (Gust Fai	tor - Ever Sugarant	+3	Operation's Discretion	1	+ 46	
	ar Destination or Area (+3	W.	(<u> </u>	500	
Crosswi	nd Component > 15 Kno	ta	+ 2	Proposed TAS:	Proposed Altitude: 2		
	ature / Dewpoint Spread	≤1°C	+ 2				
Compan RUNWA	v Wind Chart Available		- 2	TOTAL RISK VALUE	OFTIONAL NOTES		
	uлway (IR)	[01] ING	t apply) + 5			-	1
	id ice on Runway (SiR)		+3				
	er ice (or Snow) on Run	way (IR SA)	+ 2	22			
	Runway (SLR)		+ 2				•
Snow Be	511135		+2	I L	<u> </u>		1
1/8112	DICIE 24 Marca				ALMAL 288		
VALUE	LOW	Pilot and Ops Conci		Pilot:	SIGN-OFF		
-35	CAUTION	Management Notif		Ops Initials:			
-45	MEDIUM	Management Appr		Notification:	······	·····	
6+	HIGH	Mitigation or Cance		Approval:			
			· · · · · · · · · · · · · · · · · · ·				

FLIGHT RISK ASSESSMENT WINGS OF ALASKA	A PEQUÓ DADT DE STAPORT ALIRLINGS. INC
Date: Date:	Flight No. $402/403$ is essment to dispatch prior to flight. Airport Risk owest total for any section black is 0, no negatives.
2	WEATHER FACTORS
2 AREA FORECAST (FA)	(highest value)
	(hghest value)
	+ 10
	(75)
Freezing Rain (FZRA) Pos	shilltor + 4
	RISK ASSESSMENT WINGS OF ALASKA SHAWN MCHAUN SGV Date: unning. Pilots will submit completed Flight Risk As pecified select "All that apply" for each section. L S AREA FORECASY (FA) Cloud Layers < 1000 Feet (Cloud Layers < 2000 Feet Cloud Layers < 2000 Feet Cloud Layers < 2000 Feet Cloud Layers < 2000 Feet Showers (SHISN) Rain Showers (SHISN)

	HUMAN FACTORS		
2	PERSONAL (all that	t apply)	
<u> </u>	Recent Death or Birth in Family	+ 10	
	Recent Separation or Divorce	+ 5	
	Personal Commitment Following Flight	+ Z	
	lilness in Family	+1	
	Flying With Friend or Significant Other Onboard	*3	
	COMPANY (all that	appiy)	
	Less Than Two Months With Company	+ 3	
	Less Than One Year With Company	(+2	
	ADO and ACP not on duty	+2	
	Worked Involuntarily Over 5 Days In a Row (+1 For Each)	+ 2	
	Over 10 Hours of Duty Day	+ 2	
	More Than 5 Hours Since Today's Previous Flight	+1	
	More Than 14 Days Since Last Flight	+1	
	Empty Leg or Reposition Flight	+ 2	

Cloud Layers - 1000 Feet of Visionity	
Cloud Layers < 2000 Feet or Visibility < 5 SM	E+ 1
PRECIPITATION (hghest ve	
Snow Showers (SHSN)	+ 10
Rain Showers (SHRA)	(5)
Freezing Rain (FZRA) Possibility	•4
Snow (SN)	+ 3
Rain (RA) or Drizzle (DZ)	+1
HOURLY OBSERVATION (METAR)	
Cloud Layers < 1000 Feet or Visibility < 3 SM	+4
OTHER REPORTED / FORECAST WEATHER (all that a	pply)
Moderate or Greater Turbulence	+ 6
Low Level Windshear (LLW5)	(+4)
Mist (BR), Fog (FG), or Haze (HZ)	+4
Dawn/Dusk	+ 2
CAVU (Ceilings And Visibility Unlimited)	+5
INSTRUMENT FUGHT RULES (IFR) (all that a	ippiy)
IFR Known Icing	+4
IFR Approach Required	+1
IFR Landing Visibility < 3 SM Above Landing Minimum	+1
IFR Landing Visibility 4 1 SM Above Landing Minimum	+1
IFR Ceiling < 200 Feet Above Approach HAT or HAA	+1

	ROUTE FACTORS		
-7)	Special VFR Required	+4	
<u> </u>	More Than 30 Minutes From Home Base	63	
	More Than 60 Minutes from Home Base	+ 2	
	Two or More Destinations (Excluding Airport of Origin)	+ 2	
	Additional Fuel Required (Alternate, Weather, Dalays)	+ 2	
	FSS Required For Company Communications	+ 2	

AIRPORT RISK VALUE		1
	highest value)	6
INU, GST, HNS, KTN, PSG, SIT, ar WRG	+ 0	6
HNH	+2	
	<u>E</u>	
KAE	+6	
EXI	+ 17	
Non-Scheduled Airport (* Management Approve	n) <u>*</u>	

	DESTINATION FACTORS			
- 7	AIRPORT & REGION (all that a	ppiy)		
- <u>-</u>	INU - Peak Airport Wind > 35 Knots (* Mgmt Approval)	*		
	HNS - Airport Wind > 20 Knots	+ 8		
	Possible Ground Icing Conditions w/o Deicing Capabilities	+5		
	More than 90 Days Since Last Flight to Destination	+3		
	Ground Deicing Required	£ +		
	Gust Factor > 15 Knots (Gust Factor = Gust - Sustained)	+ 3		
	Unfamiliar Destination or Area (< 5 times)	+3		
	Crosswind Component > 15 Knots	+ 2		
	Temperature / Dewpoint Spread < 1 *C	•2		
	Company Wind Chart Available	(.25		
	RUNWAY (all that a	pp(y)		
	Ice on Runway (IR)	+5		
	Snow and Ice on Runway (SIR)	5+		
	Sand Over Ice (or Snow) on Runway (IR SA)	+ 2		
	Slush on Runway (SLR)	* Z		
	Snow Berms	+ 2		

IMA	AEDIATE "NO-GD"		_
Known loing w/o Inflight De	eing/Anti-icing Capability	+ 46	OB -
Pllot's Birthday		+ 45	٣_
Pilot's Discretion		+46	
Operation's Discretion		+ 45	
(t) ==		~	
Proposed TAS: 145	Proposed Altitude:	200	
TOTAL RISK VALUE	OPTIONAL NOTES		
19			

RISK VALUE	RISK FACTOR	ACTION	<u>A SIGN-OFF</u>
$(0-2\dot{0})$	LOW	Pilot and Ops Concurrence	Pilot: C
21 - 35	CAUTION	Management Notification	Ops initials:
36 - 45	MEDIUM	Management Approval	Notification:
46 +	HIGH	Mitigation or Cancel Flight	Approval:

🖵 Aircraft Returned Due To:		
□ Flight Cancelled Due To:	See Rovers	

Form KSRA-03

	FLIGHT	Wings
	RISK ASSESSMENT	C C FIANDASICAS
AIRLINES	WINGS OF ALASKA	A FROUD PART OF SEADORT AJELINES, INC
67	Pilot: UG	480/45
Aircraft:	Destinations: TIND/DEL Date: 0/ 1/15	Filght No.

Aircraft: ______ Destinations: ______ Destinations: ______ Flight No.______ Flight No.______ Flight No.______ Flight No.______ Flight No.______ INSTRUCTIONS: Complete all sections during flight planning. Pllots will submit completed Flight Risk Assessment to dispatch prior to flight. Airport Risk Values from company wind charts. Unless otherwise specified select "All that apply" for each section. Lowest total for any section block is 0, no negatives.

 EQUIPMENT FACTORS

 Open MEL
 + 2

 Less than 100 Hours in Type
 + 2

 C-207 (Stationair)
 € 1

 C-208 (Caravan)
 + 0



HUMAN FACTORS	
PERSONAL (all that a	apíy)
Recent Death or Birth in Family	+10
Recent Separation or Divorce	+5
Personal Commitment Following Flight	+2
lliness in Family	+1
Flying With Friend or Significant Other Onboard	+3
COMPANY (all that a	aniv)
Less Than Two Months With Company	+3
Less Than One Year With Company	+2
ADO and ACP not on duty	+ Z
Worked involuntarily Over S Days in a Row (+1 For Each)	+2
Over 10 Hours of Duty Day	+2
More Than 5 Hours Since Today's Previous Flight	+1
More Than 14 Days Since Last Flight	+1
Empty Leg or Reposition Flight	+ 2

WEATHER FACTORS		
AREA FORECAST (FA) (highest volu	ie)	$\left \right $
Cloud Layers < 1000 Fest or Visibility < 3 SM	+ 10	
Cloud Layers < 2000 Feet or Visibility < 5 SM	+3	
PRECIPITATION (hahest value)	ie)	
Snow Showers (SH5N)	+ 10	
Rain Showers (SHRA)	+\$	
Freezing Rain (FZRA) Possibility	+4	
Snow (SN)	+3	
Rain (RA) ar Drizzle (DZ)	+1	
HOURLY OBSERVATION (METAR)		
Cloud Layers < 1000 Feet or Visibility < 3 SM	+4	
OTHER REPORTED / FORECAST WEATHER (all that app	ily}	
Moderate or Greater Turbulence	+6	
Low Level Windshear (LLWS)	+4	
Mist (BR), Fog (FG), or Haze (HZ)	+4	
Dawn/Dusk	+2	
CAVU (Ceilings And Visibility Unlimited)	+5	
INSTRUMENT FLIGHT RULES (IFR) (all that opp	iy)	
IFR Known icing	+4	
IFR Approach Required	+1	
IFR Landing Visibility < 3 SM Above Landing Minimum	+1	
IFR Landing Visibility < 1 SM Above Landing Minimum	+1	ł
IFR Cailing < 200 Feet Above Approach HAT or HAA	+1	



Special VFR Required			
+ 4			
12			
(+ 2)			
+ 2			
+2			

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AIRPORT RISK VALUE		
(highest val	ie)	(n)
JNU, GST, (HNS) KTN, PSG, SIT, or WRG	+0	
	+ <u>Z</u>	
\$GY) RAE	(6/	
KAE	+6	
EXI	+17	
Non-Scheduled Airport (* Management Approval)	•	

C CONTRACTOR FACTORS	1	
AIRPORT & REGION (all that a	(vlac	
INU - Peak Airport Wind > 35 Knots (* Mgmt Approval)		
HNS - Airport Wind > 20 Knots	+8	Known Icing w/c
Possible Ground Icing Conditions w/o Deicing Capabilities	+5	Pilot's Birthday
More than 90 Days Since Last Flight to Destination	+3	Pilot's Discretion
Ground Deicing Required	+3	Operation's Disc
Gust Factor > 15 Knots (Gust Factor = Gust - Sustained)	+3	6
Unfamiliar Destination or Area (< 5 times)	+3	
Crosswind Component > 15 Knots	+ 2	Proposed TA5:
Temperature / Dewpoint Spread \$ 1 *C	+2	
Company Wind Chart Available	-2	TOTAL RISK VAL
RUNWAY (all that op	ply)	
Ice on Runway (IR)	+5	
Snow and Ice on Runway (SIR)	+3	1 1 1
Sand Over Ice (or Snow) on Runway (IR SA)	+2	
Slush on Runway (SLR)	+2	
Snow Berms	+2	

IM	MILDIATE "NO-GO"	{	
Known Icing w/o inflight Oe	Icing/Anti-Icing Capability	+ 46	1
Pilot's Birthday		+ 46	1
Pilot's Discretion		+ 46	
Operation's Discretion	- · · · · · · · · · · · · · · · · · · ·	+ 46	
TOTAL RISK VALUE	Proposed Altitude:	800	

······			$\land \land$
RISK VALUE	RISK FACTOR	ACTION	SIGN-OFF
0-20	LOW	Pilot and Ops Concurrence	Pilot:
21-35	CAUTION	Management Notification	Ops Initials;
36-45	MEDIUM	Management Approval	Notification:
46 +	HIGH	Mitigation or Cancel Flight	Approval:

Aircraft Returned Due To:		
Elight Cancelled Oue To:		
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FLIGHT RISK ASSESSMENT



A PROUD PART OF SEAPORT AIRLINGS. INC.

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Aircraft: ______ Destinations: ______ Date: ______ Date: ______ Flight No. _______ INSTRUCTIONS: Complete all sections during flight plannina. Pilots will submit completed Flight Risk Assessment to dispatch prior to flight. Alropt Risk Values from company wind charts. Unless otherwise specified select "All that apply" for each section. Lowest total for any section block is 0, no negatives.

EQUIPMENT FACTORS	
Open MEL	+2
Less than 100 Hours in Type	(+2)
C-207 (Stationair)	ŦĨ
C-208 (Caravan)	(70

	HUMAN FACTORS	
Ŧ/	PERSONAL fall that ap	ply)
<u> </u>	Recent Death or Birth in Family	+ 10
	Recent Separation or Divorce	+ 5
	Personal Commitment Following Flight	+2
	Illness In Family	+1
	Flying With Friend or Significant Other Onboard	+3
	COMPANY (all that an	iply)
	Less Than Two Months With Company	+ 3
	Less Than One Year With Company	142
	ADO and ACP not on duty	+ 2
	Worked Involuntarily Over 5 Days In a Row (+1 For Each)	+ 2
	Over 10 Hours of Duty Day	+2
	More Than 5 Hours Since Today's Previous Flight	+1
	More Than 14 Days Since Last Flight	+ 1
	Empty Leg or Reposition Flight	+ 2

N	/EAT	HER FACTORS		
AREA FORECAST (FA)			(highest valu	
Cloud Layers < 1000 Feet	<u>or</u>	Visibility < 3 SM		5 + 10
Cloud Layers < 2000 Feet	Q r	Visibility < 5 SM		+ 3
PRECIPITATION			(hghest valu	
Snow Showers (SHSN)				+10
Rain Showers (SHRA)				<u>+</u> 5
Freezing Rain (FZRA) Possil	oility			+4
Snow (SN)				+3
Rain (RA) or Drizzle (DZ)				+1
HOURLY OBSERVATION (N	IET/	NR)	<u></u>	1. 1. 1. 1. 1.
Cloud Layers < 1000 Feet	Qŗ	Visibility < 3 SM		+4
OTHER REPORTED / FORE	AS	WEATHER	(all that up)	
Moderate or Greater Turb		GC		+6
Low Level Windshear (LLW	(5)			+4
Mist (BR), Fog (FG), or Haz	e (H	Z)		+4
Dawn/Dusk				+2
CAVU (Cellings And Visibili	τγ U.	niimited)		+5
INSTRUMENT FLIGHT RUL			(all that ap	
IFR Known Icing				+4
IFR Approach Required		·		+1
IFR Landing Visibility < 3 S	MA	bove Landing Mini	៣u៣	+1
IFR Landing Visibility < 1 S	MA	bove <u>Landing Mini</u>	<u>mum</u>	+1
IFR Celling < 200 Feet Abo	ve A	pproach HAT or H	AA	+ 1

	ROUTE FACTORS	
	Special VFR Required	+4
area and	More Than 30 Minutes From Home Base	+ 2
	More Than 60 Minutes From Home Base	+ 2
	Two or More Destinations (Excluding Alrport of Origin)	+2
	Additional fuel Required (Alternate, Weather, Delays)	+ 2
	FSS Required For Company Communications	+2

AIRPORT RISK VALUE		
(highest	value)	
INU, GST, HNS, KTN, PSG, SIT, or WRG	+0	6
HNH	+7	
SGY	+6	
KAE	+6	
EXI	+ 17	
Non-Scheduled Airport (* Management Approval)		

2	DESTINATION FACTORS	
~	AIRPORT & REGION (all that ap	aly) 👘
	JNU - Peak Airport Wind > 35 Knots (* Mgmt Approval)	•
	HNS - Airport Wind > 20 Knots	+ 8
	Possible Ground Icing Conditions w/o Deicing Capabilities	÷5
	More than 90 Days Since Last Flight to Destination	+ 3
	Ground Deicing Required	+3
	Gust Factor > 15 Knots (Gust Factor # Gust - Sustained)	+3
	Unfamiliar Destination or Area (< 5 times)	+ 3
	Crosswind Companent > 15 Knots	+2
	Temperature / Dewpoint Spread ≤ 1 °C	+ 2
	Company Wind Chart Available	$\sqrt{2}$
	RUNWAY fall that op	ply}
	lce on Runway (IR)	+5
	Snow and Ice on Runway (SIR)	+ 3
	Sand Over Ice (or Snow) on Runway (IR SA)	÷2
	Slush on Runway (SLR)	+ 2
	Snow Berms	+ 2

IMMEDIATE "NO-GO"	,
Known loing w/o Inflight Deicing/Antl-Iolng Capability	+ 45
Pllot's Birthday	+45
Pilot's Discretion	+ 46
Operation's Discretion	+ 46

Proposed TAS: 130 Proposed Altitude: 1000 Charles

TOTAL RISK VALUE	OPTIONAL NOTES	
F A		

RISK-VALUE	RISK FACTOR	ACTION	SIGN-OFF
C 0-20	LOW	Pilot and Ops Concurrence	Pilot:
21-35	CAUTION	Management Notification	Ops Initials
36 - 45	MEDIUM	Management Approval	Notification:
46 +	HIGH	Mitigation or Cancel Flight	Approvál:

Aircraft Returned Due To:	
🗖 Flight Cancelled Due To:	See Reverse 🗔
(



FLIGHT **RISK ASSESSMENT**



WINGS OF ALASKA

~ ~	Pilot:			
Aircraft:	Destinations:	Date: 8-20	Flight No.	200

INSTRUCTIONS: Complete all sections during flight planning. Pllots will submit completed Flight Risk Assessment to dispatch prior to flight. Airport Risk Values from company wind charts. Unless otherwise specified select "All that apply" for each section. Lowest total for any section block is 0, no negatives.

17	EQUIPMENT FACTORS	
16-	Open MEL	+2
	Less than 100 Hours in Type	
	C-207 (Stationair)	-+1
	C-208 (Caravan)	+0

	HUMAN FACTORS	
L	PERSONAL (all that a	oply)
	Recent Death or Birth in Family	+ 10
	Recent Separation or Divorce	+5
	Personal Commitment Following Flight	+ 2
	Iliness in Family	+1
	Flying With Friend or Significant Other Onboard	+3
	COMPANY (all that a	
	Less Than Two Months With Company	+3_
	Less Than One Year With Company	Ct2
	ADO and ACP not on duty	+2
	Worked Involuntarily Over 5 Days In a Row (+1 For Each).	+2
	Over 10 Hours of Duty Day	+2
	More Than 5 Hours Since Today's Previous Flight	+1
	More Than 14 Days Since Last Flight	
	Empty Leg or Reposition Flight	+1 +2

WEATHER FACTORS	- -	Π_
AREA FORECAST (FA) (highest	value)	
Cloud Layers < 1000 Feet or Visibility < 3 SM	+ 10	IY .
Cloud Lavers < 2000 Feet or Visibility < 5 SM	+3	·
PRECIPITATION (hghost	value)	
Snow Showers (SHSN)	+ 10	
Rain Showers (SHRA)	+5	
Freezing Rain (FZRA) Possibility	+4	
Snow (SN)	+ 3	
Rain (RA) gr Drizzle (DZ)	+1	
HOURLY OBSERVATION (METAR)		
Cloud Lavers < 1000 Feet or Visibility < 3 SM	÷4	
OTHER REPORTED / FORECAST WEATHER (all that	oppiy)	
Moderate or Greater Turbulence	+6	
Low Level Windshear (LLWS)	+ 4	
Mist (BR), Fog (FG), or Haze (HZ)	+4	
Dawn/Dusk	+2	
CAVU (Ceilings And VIsibility Unlimited)	+5	
INSYRUMENT FLIGHT RULES (IFR)	apply)	
IFR Known Icing	+4	
IFR Approach Required	+1	
IFR Landing Visibility < 3 SM Above Landing Minimum	+1	
IFR Landing Visibility < 1 SM Above Landing Minimum	+1	
IFR Ceiling < 200 Feet Above Approach HAT or HAA	+1	

and the second s	ROUTE FACTORS	
	Special VFR Required	+ 4
	More Than 30 Minutes From Home Base	+ 2
	More Than 60 Minutes From Home Base	+2
	Two or More Destinations (Excluding Airport of Orlain)	$+\frac{1}{+2}$
	Additional Fuel Required (Alternate, Weather, Delays)	+ 2
	FSS Required For Company Communications	+ 2

AIRPORT RISK VALUE	[]	
(highest	value)	· 7
JNU, GST, HNS, KTN, PSG, SIT, or WRG	+ 0	'
HNH	+7	
SGY	+6	
ŞGY KAE EXI	+6	
EXI	+ 17	
Non-Scheduled Alrport (* Management Approval)		

DESTINATION FACTORS	
AIRPORT & REGION	apalvi
JNU - Peak Airport Wind > 35 Knots /* Mamt Approval)	-
HN5 - Airport Wind > 20 Knots	+ 8
Possible Ground Icing Conditions w/o Deicing Capabilities	.+5
More than 90 Days Since Last Flight to Destination	+ 3
Ground Delcing Required	+ 3
Gust Factor > 15 Knots (Gust Factor = Gust - Sustained)	+ 3
Untamiliar Destination or Area (< 5 times)	+3
Crosswind Component > 15 Knots	+2
Temperature / Dewpoint Spread \$ 1 °C	+ 2
Company Wind Chart Available	
RUNWAY (all that a	ionivi "
ice on Runway (IR)	+ 5
Snow and Ice on Runway (SIR)	+ 3
Sand Over Ice (or Snow) on Runway (IR SA)	+ Z
Slush on Runway (SLR)	+ 2
Snow Berms	

IMIN	AEDIATE "NO-GO"	11	
Known Icing w/o inflight De	cing/Anti-Icing Capability	+ 46	
Pilot's Birthday		+ 45	
Pilot's Discretion		+ 46	
Operation's Discretion		+ 45	
Proposed TAS:	Proposed Altitude;(
TOTAL RISK VALUE	OPTIONAL NOTES		
9			

RISK VALUE	RISK FACTOR	ACTION	
0-20	LÓW	Pilot and Ops Concurrence	Pilot:
21-35	CAUTION	Management Notification	Ops Initigfs;
<u>36 - 45</u> 46 +	MEDIUM	Management Approval	Notification:
<u> </u>	HIGH	Mitigation or Cancel Flight	Approval;

	Aircraft Returned Due To:	
1	E Flight Cancelled Due To:	

Form K\$RA-03

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See Reverse 🖂