

SeaPort Airlines
Juneau, AK
July 17, 2015
ANC15FA049

**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.**

ATTACHMENT 13

Completed Flight Risk Assessments

5 Pages

Pilot: SHAWN MICHAEL Flight No. 162/163/164/204/205
200/201/2

Aircraft: 10294

Destinations: GST/ANA

Date: 6/9/15

Flight No. 200/201/2

INSTRUCTIONS: Complete all sections during flight planning. Pilots 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 apply)	
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 apply)	
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

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 Origin)	+2
Additional Fuel Required (Alternate, Weather, Delays)	+2
FSS Required For Company Communications	+2

DESTINATION FACTORS	
AIRPORT & REGION (all that apply)	
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 Component > 15 Knots	+2
Temperature / Dewpoint Spread ≤ 1 °C	+2
Company Wind Chart Available	-2
RUNWAY (all that apply)	
Ice 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

WEATHER FACTORS	
AREA FORECAST (FA) (highest value)	
Cloud Layers < 1000 Feet or Visibility < 3 SM	+10
Cloud Layers < 2000 Feet or Visibility < 5 SM	+3
PRECIPITATION (highest value)	
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 apply)	
Moderate or Greater Turbulence	+6
Low Level Windshear (LLWS)	+4
Mist (BR), Fog (FG), or Haze (HZ)	+2
Dawn/Dusk	+2
CAVU (Ceilings And Visibility Unlimited)	+5
INSTRUMENT FLIGHT RULES (IFR) (all that 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

AIRPORT RISK VALUE	
(highest value)	
JNU, HNS, KTN, PSG, SIT, or WRG	+3
SGY	+6
KAE	+6
EXI	+17
Non-Scheduled Airport (* Management Approval)	*

IMMEDIATE "NO-GO"	
Known Icing w/o Inflight Deicing/Anti-icing Capability	+46
Pilot's Birthday	+46
Pilot's Discretion	+46
Operation's Discretion	+46

Proposed TAS: 145 Proposed Altitude: 2,500

TOTAL RISK VALUE	OPTIONAL NOTES
22	

RISK VALUE	RISK FACTOR	ACTION	SIGN-OFF
0 - 20	LOW	Pilot and Ops Concurrence	Pilot: <u>[Signature]</u>
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 Reverse

Pilot: SHAWN MICHAEL

Aircraft: 10294

Destinations: SBY

Date: 6/9/15

Flight No. 402/403

INSTRUCTIONS: Complete all sections during flight planning. Pilots 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	
2	Open MEL +2
	Less than 100 Hours in Type (+2)
	C-207 (Stationair) +1
	C-208 (Caravan) +0

HUMAN FACTORS	
2	PERSONAL (all that apply)
	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 apply)
	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

WEATHER FACTORS	
AREA FORECAST (FA) (highest value)	
	Cloud Layers < 1000 Feet or Visibility < 3 SM +10
	Cloud Layers < 2000 Feet or Visibility < 5 SM +3
PRECIPITATION (highest value)	
	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 apply)	
	Moderate or Greater Turbulence +6
	Low Level Windshear (LLWS) (+4)
	Mist (BR), Fog (FG), or Haze (H2) +4
	Dawn/Dusk +2
	CAVU (Ceilinas And Visibility Unlimited) +5
INSTRUMENT FLIGHT RULES (IFR) (all that 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

ROUTE FACTORS	
2	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 Origin) +2
	Additional Fuel Required (Alternate, Weather, Delays) +2
	FSS Required For Company Communications +2

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

DESTINATION FACTORS	
-2	AIRPORT & REGION (all that apply)
	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 Component > 15 Knots +2
	Temperature / Dewpoint Spread > 1 °C +2
	Company Wind Chart Available (+2)
	RUNWAY (all that apply)
	Ice 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 Icing w/o Inflight Deicing/Ant-icing Capability +46
	Pilot's Birthday +46
	Pilot's Discretion +46
	Operation's Discretion +46

Proposed TAS: 145 Proposed Altitude: 2,500

TOTAL RISK VALUE	OPTIONAL NOTES
19	

RISK VALUE	RISK FACTOR	ACTION	SIGN-OFF
0 - 20	LOW	Pilot and Ops Concurrence	Pilot: <u>[Signature]</u>
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 Reverse

Aircraft: 62 Pilot: WG Destinations: HNS/SGY Date: 6/19/15 Flight No. 480/481

INSTRUCTIONS: Complete all sections during flight planning. Pilots 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 (all that apply)	
PERSONAL	
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	
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

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 Origin)	+2
Additional Fuel Required (Alternate, Weather, Delays)	+2
FSS Required For Company Communications	+2

DESTINATION FACTORS (all that apply)	
AIRPORT & REGION	
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 Component > 15 Knots	+2
Temperature / Dewpoint Spread ≤ 1 °C	+2
Company Wind Chart Available	+2
RUNWAY	
Ice 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

WEATHER FACTORS (highest value)	
AREA FORECAST (FA)	
Cloud Layers < 1000 Feet or Visibility < 3 SM	+10
Cloud Layers < 2000 Feet or Visibility < 5 SM	+3
PRECIPITATION	
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 apply)	
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 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

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

IMMEDIATE "NO-GO"	
Known Icing w/o Inflight Deicing/Anti-Icing Capability	+46
Pilot's Birthday	+46
Pilot's Discretion	+46
Operation's Discretion	+46

Proposed TAS: 170 Proposed Altitude: 7800

TOTAL RISK VALUE	OPTIONAL NOTES
11	

RISK VALUE	RISK FACTOR	ACTION	SIGN-OFF
0 - 20	LOW	Pilot and Ops Concurrence	Pilot: <u>[Signature]</u>
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 Reverse

Aircraft: 32 Pilot: PS Destinations: GST Date: 8-20 Flight No. 106

INSTRUCTIONS: Complete all sections during flight planning. Pilots 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 apply)	
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 apply)	
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

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 Origin)	+2
Additional Fuel Required (Alternate, Weather, Delays)	+2
FSS Required For Company Communications	+2

DESTINATION FACTORS	
AIRPORT & REGION (all that apply)	
JNU - Peak Airport Wind > 35 Knots (* Mgmt Approval)	0
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 Component > 15 Knots	+2
Temperature / Dewpoint Spread ≤ 1 °C	+2
Company Wind Chart Available	+2
RUNWAY (all that apply)	
Ice 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

WEATHER FACTORS	
AREA FORECAST (FA) (highest value)	
Cloud Layers < 1000 Feet or Visibility < 3 SM	+10
Cloud Layers < 2000 Feet or Visibility < 5 SM	+3
PRECIPITATION (highest value)	
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 apply)	
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 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

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

IMMEDIATE "NO-GO"	
Known Icing w/o Inflight Deicing/Anti-Icing Capability	+46
Pilot's Birthday	+46
Pilot's Discretion	+46
Operation's Discretion	+46

Proposed TAS: 130 Proposed Altitude: 1800 *hopefully*

TOTAL RISK VALUE	OPTIONAL NOTES
17	

RISK VALUE	RISK FACTOR	ACTION	SIGN-OFF
0 - 20	LOW	Pilot and Ops Concurrence	Pilot: <u>[Signature]</u>
21 - 35	CAUTION	Management Notification	Ops Initials: <u>[Signature]</u>
36 - 45	MEDIUM	Management Approval	Notification:
46 +	HIGH	Mitigation or Cancel Flight	Approval:

Aircraft Returned Due To: _____

Flight Cancelled Due To: _____

See Reverse

Aircraft: 32 Pilot: AS
 Destinations: HNH Date: 8-20 Flight No. 200

INSTRUCTIONS: Complete all sections during flight planning. Pilots 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

WEATHER FACTORS	
AREA FORECAST (FA) (highest value)	
Cloud Layers < 1000 Feet or Visibility < 3 SM	+10
Cloud Layers < 2000 Feet or Visibility < 5 SM	+3
PRECIPITATION (highest value)	
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 apply)	
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 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

HUMAN FACTORS	
PERSONAL (all that apply)	
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 apply)	
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

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 Origin)	+2
Additional Fuel Required (Alternate, Weather, Delays)	+2
FSS Required For Company Communications	+2

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

DESTINATION FACTORS	
AIRPORT & REGION (all that apply)	
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 Component > 15 Knots	+2
Temperature / Dewpoint Spread > 1 °C	+2
Company Wind Chart Available	-2
RUNWAY (all that apply)	
Ice 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 Icing w/o Inflight Deicing/Anti-Icing Capability	+46
Pilot's Birthday	+46
Pilot's Discretion	+46
Operation's Discretion	+46

Proposed TAS: ? Proposed Altitude: ?

TOTAL RISK VALUE	OPTIONAL NOTES
9	

RISK VALUE	RISK FACTOR	ACTION	SIGN-OFF
0 - 20	LOW	Pilot and Ops Concurrence	Pilot: <u>[Signature]</u>
21 - 35	CAUTION	Management Notification	Ops Injefs: <u>[Signature]</u>
36 - 45	MEDIUM	Management Approval	Notification: <u>[Signature]</u>
46 +	HIGH	Mitigation or Cancel Flight	Approval: <u>[Signature]</u>

Aircraft Returned Due To: _____

Flight Cancelled Due To: _____

See Reverse