

FLIGHT RISK ASSESSMENT TOOL

HEADER	Student Pilot: <u>On Theia</u>	Date: <u>3/28/2019</u>	TOTAL RISK VALUE <i>Individual risk calculation considering all sub-sections below</i>	
	Instructor Pilot: <u>Meghan McDonald</u>	FSA AC Code: <u>SP</u> AR GA / VC IC <input checked="" type="checkbox"/> GW / NS GS		
	Charge Type: DUAL <u>SOLO</u>	Flight Rule: <u>IFR</u>	Route: <u>KURB → KPHK → KOBE → KURB</u>	55

RISK LEVEL	LOW RISK	Use normal flight planning and established personal minimums and operating procedures <small>ALL LOW RISK SOLO flights require OPS personnel signoff.</small>
	MEDIUM RISK	Elevated risk. Conduct flight planning with extra care. Review personal minimums and operating procedures to ensure that all standards are being met. Consider, and be prepared to discuss, alternatives to reduce risk in order to complete flight safely. <small>ALL MEDIUM Risk flights require discussion with and signoff by Ops Personnel. Mitigation efforts must be documented in section below.</small>
	HIGH RISK	Must consult with flight line management for additional guidance before flight. Consider alternatives and be prepared to brief flight line management on contingency plans to mitigate high risk items. If flight dispatches, brief passengers and other crewmembers on special precautions to be taken during flight. In most cases, the best course of action will be to cancel or delay flight until conditions improve and risk is reduced to acceptable level.

All risk factors must be assessed and graded unless noted otherwise.

Items below cannot be modified or down-graded by other crew members. Consider high risks individually and mitigate appropriately.

PERSONAL FACTORS	Low Risk ----->High Risk					Rating	
	1	2	3	4	5	SP	IP
Prior Night's Sleep	> 8 hrs	6-8 hrs	5-6 hrs	4-5 hrs	<4 hrs	3	
Flight will conclude "X" hours into duty day: (from start of 1st operation of the day)	1-3 hrs	3-6 hrs	6-8 hrs	8-14 hrs	>14 hrs	1	
Level of urgency to complete flight	Low		Elevated	High		1	
Experiencing Significant External Pressures (family/personal)	No			Yes		1	
Alcohol within: (or under affects of alcohol)	None / >24hrs		12 hrs		8hrs or under influence	1	
Crew Illness / Sickness	None		Minor		Major	1	
Crew Medication (if any) limiting ability to act as PIC	None				Yes	1	
Hydration and Nutrition Prior Flight	Within 2 hrs	2-4 hrs		4-6 hrs	>6 hrs	1	
Flight Mission Duration including fuel stop	1-2hrs	2-3hrs	3-6hrs	6-8hrs	>8 hrs	1	
9 Total Factors						11	

LOW RISK No 4's or 5's and total <18 SOLO Requires OPS Signoff

MEDIUM RISK Any 4's and/or rating total of 18-22 Requires OPS Signoff.

HIGH RISK Any 5's and/or total of >22 - ALL Require Chief/Asst. Signoff.

If Instructor is on board, then the Instructor's experience can reduce and mitigate higher student risk values as appropriate.

EXPERIENCE	Low Risk ----->High Risk					Rating	
	1	2	3	4	5	SP	IP
Total Hours in MAKE/MODEL	>100	75-100	50-75	25-50	<25	2	
Flight Hours in Last 90 days IN MAKE/MODEL	>20	15-20	10 to 14	5 to 9	<5	1	
G500 Experience (if G500 Aircraft not required use "1" for risk level)	>50 Hrs G500 (or not req'd)	26-50 Hrs G500	10-25 Hrs G500	5-9 Hrs G500	0-4 Hrs G500	1	
Authorized X-wind Limit	≥ 15kts	12-15kts	10kts	6-8kts	≤ 5kts	4	
License / Ratings Held	Commercial	Pvt/Inst	Private	Student	PreSolo	4	
Night PIC Flight Experience and currency in past 90 days (if day flight, use "1" for risk level)	Day Flight or >10 hrs	>8 -<10 hrs	>4 -<8 hrs	<4 hrs	Not Auth. /or Current	1	
Destination (airport layout, taxiways, local features etc.)	Familiar		Unfamiliar			1	
7 Total Factors						14	

LOW RISK No "5" rating and total ≤15 SOLO Requires OPS Signoff

MEDIUM RISK Any unmitigated "5" Rating OR Total of 16-19 Requires OPS Signoff

HIGH RISK Total >19 - ALL Require Chief/Asst. Signoff.

**Fill in Climb Performance for Single or Multi not both*

AIRCRAFT LOADING/PERFORMANCE	Low Risk ----->High Risk					Rating	
	1	2	3	4	5	SP	IP
Weight & Balance calculated and within POH limits	Yes				No	1	
Planned Fuel Required including reserve (as % of fuel on board) (FSA Minimums)	≤50%	51-59%	60-79%	80-100%	>100%	2	
T/O Weight (as pct of Max Gross)	<90%	91-94%	95-99%	=Max Gross	>Max Gross	2	
T/O or Ldg Distance (over 50' obst) more than 50% of Available Runway	No			Yes		1	
*Single Engine Aircraft - Total Climb Performance	abv 550 FPM	450-549 FPM	350-449 FPM	250-349 FPM	btw 250 FPM	1	
*Multi Engine Aircraft - Vyse climb performance	abv 200 FPM	150-199 FPM	100-149 FPM	50-99 FPM	btw 50 FPM	1	
5 Total Factors						7	

LOW RISK No "5" rating and total ≤12 SOLO Requires OPS Signoff

MEDIUM RISK Any "5" Rating OR Total of 13-16 Requires OPS Signoff

HIGH RISK Total >16 - ALL Require Chief/Asst. Signoff.

**input values for VFR --or-- IFR, not both.*

	Low Risk ----->High Risk					Rating	
	1	2	3	4	5	SP	IP
*VFR FLIGHT:							
Departure Visibility at ETD	+6SM	6SM	5SM	3-4SM	<3SM	/	
Departure Ceiling at ETD	abv 5000	3000 - 5000	1500 - 2999	1000 - 1499	blw 1000	/	
Destination Visibility (Fcst range +/- 1hr from ETA)	+6SM	6SM	5SM	3-4SM	<3SM	/	
Destination Ceiling (Fcst range +/- 1hr from ETA)	abv 5000	3000 - 4999	1500 - 2999	1000 - 1499	blw 1000	/	
Temp/Dew-Point Spread </- 2 deg. C.	No		Yes			/	
*IFR FLIGHT:							
Departure Visibility at ETD	abv 3 SM	2-3 SM	1-2 SM	blw 1 SM	Blw Mins	/	
Departure Ceiling at ETD	abv 1500	1000 - 1499	500 - 999	blw 500'	Blw Mins	/	
Destination Visibility (Fcst range +/- 1hr from ETA)	abv 3 SM	2-3 SM	1-2 SM	blw 1 SM	Blw Mins	/	
Destination Ceiling (Fcst range +/- 1hr from ETA)	abv 1500	1000 - 1499	500 - 999	blw 500'	Blw Mins	/	
IFR Currency	Current				Not Current	/	
ALL FLIGHT OPS:							
Traffic's impact on flight: After careful planning and consideration (ops desk, practice area board etc) , it is expected along the planned route that traffic will have the following level of impact on flight:	Minimal impact	Elevated impact	Probable impact	High Level impact		2	
			Mitigation Req.	Mitigation Req.			
Gusty Conditions (current and/or fcst above mean wind speed)	<= 5kts		6-12 kts	13-20 kts	+20 kts	1	
Current and forecasted crosswind conditions (personal limits). If Instructor on board (DUAL FLIGHT), use aircraft's demonstrated max crosswind as limit.	Below limits		near limits (w/in 1-2 kts of max)		Over limits	1	
Convective Activity current or forecasted within 20NM Route	None		Yes able to avoid/divert		Yes: Likely encounter	1	
High Obstacles (Towers, rising terrain, etc) within 20NM of planned route	No			Yes		1	
Freezing Conditions Along Route (within 2000' of planned altitude)	No		Yes: able to remain clr		Yes: Likely encounter	1	
Weather's impact on completing flight mission (lesson)	Little or No impact		Potential impact		Probable impact	1	
Published Weather Reporting at Dep / Dest.	Yes		No			3	
NOTAMS and TFRs along planned route: (level of impact on completing mission)	Minimal impact		Elevated impact		Significant impact	1	
Uncontrolled, Non-Towered Airport Operations	None	Yes/Dual	Yes/Solo			2	
Use of Flight Following / or under IFR	Yes	No/Dual	No/Solo			1	
VASI / PAPI at Destination	Yes	No/Dual	No/Dual IFR	No/Solo		2	
Contaminated Runway	N/A	Wet-Grvd	Wet-Ungrvd	Snow	Ice	1	
						18 Total Factors	23

LOW RISK No "5" rating and total >=24 SOLO Requires OPS Signoff

MEDIUM RISK Any "5" Rating OR Total of 25-32 Requires OPS Signoff

HIGH RISK Total of >=32 - ALL Require Chief/Asst. Sign-off

MITIGATION

Clearly explain mitigation as required for medium and high risk sections. Please write neatly and clearly.

Will not land at DBE or PNE unless VIZZ 5500, 6767 1500ft

Other potential risk factors that are not addressed specifically in sections above (ex. check flight, 1st solo, etc).

TSA / VISA STATUS				DOCUMENTS VERIFIED / AUTHORIZED	
AUTHORIZATION	STUDENT USA CITIZEN	Y/N	TYPE	EXP DATE	INSTRUCTOR: _____ OPERATION: _____ CHIEF/ASST.: _____ FLIGHT DECISION: GO <input checked="" type="checkbox"/> NO-GO <input type="checkbox"/>
	STUDENT VISA (1-20) REQ'D: <small>(Form 1-20 Date must be current)</small>	<u>No</u>	NA	NA	
	STUDENT VISA (1-20) REQ'D: <small>(Form 1-20 Date must be current)</small>	<u>Yes</u>	I-20	3/29/19	
	TSA AUTH. REQUIRED:	<u>Yes</u>	INT / IFR / ME	4/9/19	
	STUDENT SIGNATURE:	_____			