

Promech Air
Ketchikan, AK
June 25, 2015
ANC15MA041

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

ATTACHMENT 20

Attachment 20 - Taquan Air Risk Assessment Form and Cue Based Training Aid

2 Pages

Taquan Air FLIGHT RISK ASSESSMENT

DATE: _____ AIRCRAFT: _____ DESTINATION: _____ Pilot: _____ Manifest#: _____

INSTRUCTIONS: Complete all sections during flight planning. Crews submit risk assessment worksheets to flight records with post flight paper work. Please write any suggestions on reverse side. Add all that apply.

EQUIPMENT		MANPOWER	
	2	End of Duty Day (After 10 hours)	2
Dawn / Dusk	2	More than 5 Hours Previous to this Flight	2
Instructor/ Ck Airman on Board	-2	Two Destinations. Add+1 for each Additional	2
Load > 1000 Lbs.	2	Unfamiliar Destination	3
Load Both Ways>80% Gross	2	Last Flight > 14 Days Ago	2
Landing Near Gross	2	Personal Commitment Following Flight	2
Winds Aloft 30Kts. or > at 3000	4	Recent Divorce	2
Surface Winds 30Kts. or greater	6	Recent Death in Family	2
No Weather within 10 Mi.	2	Illness in Family	1
More than 30 Minutes from Home Base	1	Less than 500 Hrs. in Type	2
More than One Hour from Home Base	2	Less than One Year with Company	2
		more than 5 days in a row. Add+2 for each add	2
		New to Area	2
Weather			
T/O VIS 2 - 4 Mi.	2	Cross Wind Component > 10 Knots	2
Snow Squalls	3	Precipitation	2
VFR Enroute <2000 - 5	3	Icing Possibility	4
Glassy Water	2	Turbulence Possibility	2
Sea More than 2 Feet	4	Temp/ Dewpoint < 3 Point Spread	2
Temp Below 30 Degrees	4	Gust Factor > 15 Knots	3
Temp Below 20 Degrees	6	Unreliable Weather Source	4
LANDING AREAS*		POINT TOTALS	
Restricted T/O Run	5	EQUIPMENT:	0
Rocky Beach	4	MANPOWER:	0
Reefs in Area	5	WEATHER:	0
Company Wind Chart	-2	*LANDING AREAS:	0
No Company Comm. from Beach (Remote area)	4	**OTHER FACTORS:	0
One Way APP / DEP	6	GRAND TOTAL:	0
*Landing areas - With multiple landing areas, use the highest airport risk factor. If an airport analysis exists, use the number for landing area - if not, use landing area chart on this form. Landing area with a minus (-) value, use "0"			
** Other Factors- Can include anything relevant to a flights safety (high winds, Turb, Low Vis, etc.) value, use "5"			
RISK FACTOR	TOTAL	ACTION	
LOW	0 - 10	PILOT & Flight Coordinator CONCURRENCE	
CAUTION	11 - 25	PILOT, Flight Coordinator & MANAGEMENT NOTIFICATION	
Management that was Notified:		CP: _____	DO: _____ Pres: _____ FC: _____
MEDIUM	26 - 35	PILOT, Flight Coordinator & MANAGEMENT APPROVAL	
HIGH	36 or above	CANCEL FLIGHT	
CP: Chief Pilot DO: Director of Operations Pres: President FC: Flight Coordinator		Flight Coordinator In.: _____ Supervisor In.: _____ Pilot Signature: _____	
Weight & Balance Info.			
Aircraft Wieght: _____		Index: _____	
Aircraft Wieght: _____		Index: _____	
Aircraft Wieght: _____		Index: _____	
Aircraft Wieght: _____		Index: _____	

