

**Docket No. SA-540**

**Exhibit No. 2 G**

**NATIONAL TRANSPORTATION SAFETY BOARD**

**Washington, D.C.**

Hageland GOM Excerpt-Risk Assessment Process

(4 Pages)

# Attachment 6

To Operational Factors Specialist Factual Report

ANC17MA001

Hageland GOM Excerpt

Risk Assessment Process

#### D. Risk Assessment

This risk assessment is meant to give an overall value to the amount of risk a certain flight may encounter and the associated operational control given to each individual flight. The risk assessment (RA) categories are broken down into four specific categories with RA1 being the lowest risk and RA4 being the highest risk. When conducting a risk assessment for your flight, start by noting each hazard factor that applies to your flight. The hazard factors are explained below for further definition. Once you have all of the factors that apply to your flight, note the highest RA value for any of the hazards that you have circled, don't overlook hazard letter "R". If your highest hazard falls under RA value 1 or 2, your flight can be released by the Operational Control Agent (OCA) in Palmer. If you find that your RA value is 3, you will need approval from the OCA and from a Designated RA3 Company Manager. If you find yourself with a RA value of 4, your flight is deemed too risky, save yourself the phone call and inform the departure control agent at your base that the flight will need to be canceled or delayed until the risk is lowered.

Once you have determined what your RA value is and the associated hazards are, be sure to review this information to the OCA upon your phone call for release. An example phone call may go something like this: "Flight 232 going out to Savoonga. I've got a RA3 - Lima." This would indicate that the proposed flight is a RA3 due to the surface winds being above 30kts and would require approval from a Designated RA3 Company Manager. The OCA will record your RA and all applicable hazard letters for your flight in FlightMaster and you will only need to verify that it is printed on your manifest along with the time of release.

Remember, this is a risk assessment for conditions prior to accepting a flight. Once you have been released it is up to you to make good decisions that abide by the GOM and the FAR's. If you find that the conditions have changed and may put you into a higher risk category, it is up to you as the PIC to decide whether to continue the flight or take other actions with safety in mind.

## Category 1 – Common Hazards

- a. Day
  - VMC conditions for the entire route.
  - AWOS fully functional – Must have official reported weather.
  - Surface winds from any direction below 15 knots.
  - No runway contamination reported or expected.
  - No DMI – Any deferred items go under RA2.
  - No company imposed pilot restrictions.

## Category 2 – Caution

- b. Night – Any portion to be conducted at night.
- c. IMC – Any portion of your flight where you expect IMC conditions and will obviously will be IFR.
- d. No AWOS – This would indicate that there is not any official weather from an approved FAA source on the field.
- e. Known Icing – Any known icing along your route.
- f. X-Wind Component exceeding 15 knots.
- g. Runway Conditions Contaminated – Any reported contamination.
- h. Any DMI – Any deferred item even if it does not affect your flight.
- i. Company Imposed Restrictions – If you are on restrictions you are automatically a RA2.
- j. Haven't landed at the airport in the last 30 days – Look back at the calendar, not days worked.
- k. Surface winds from any direction 15-29 knots.

## Category 3 – Requires Approval from a Designated RA3 Company Manager

- l. Special VFR – If you are departing on a Special or expect to get one at your arrival.
- m. Surface winds from any direction above 30 knots.
- n. Wind over the manufacturer's max demonstrated crosswind.
- o. Published runway not including any overrun that is less than 1800 feet.
- p. Breaking Action reported poor or less.
- q. Special Airport- Haven't landed at the airport in 30 days.
- r. Special Approaches- Haven't used approach in the last 30 days.
- s. Part 91 flights - All part 91 flights regardless of their nature and Check Rides.
- t. 5 or more hazards from Cat. 2 – Be sure to reference Category 2, if you have 5 or more hazards from Category 2 you will be elevated to a RA3.

## Category 4 – Flights are Prohibited

- u. Any limitations or restrictions. – All flights that may exceed any company, FAA, or manufacturer's limitations or restrictions fall under this category.
- v. Human Factors – Self-Assessment using the "IMSAFE" checklist.

E. Flight release is authorized by the OCA and PIC through these actions:

1. PIC and OCA verbally agree on the Risk Assessment.
2. OCA will enter the RA category and associated hazard letters in the flight authorization field in FlightMaster
3. The OCA and PIC shall verbally confirm agreement on the requirements for flight release and are equally responsible. Either the OCA or PIC is authorized to suspend or terminate the proposed flight if an agreement cannot be reached.