

SeaPort Airlines
Juneau, AK
July 17, 2015
ANC15FA049

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

ATTACHMENT 12

Flight Risk Assessment

1 Page



FLIGHT RISK ASSESSMENT WINGS OF ALASKA



Pilot: _____

Aircraft: _____ Destinations: _____ Date: _____ Flight No. _____

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) | + 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: _____ Proposed Altitude: _____

| TOTAL RISK VALUE | OPTIONAL NOTES |
|------------------|----------------|
| | |

| 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: |

| | |
|---------------------------------------------------------------------------------------------------------|--------------------------------------|
| <input type="checkbox"/> Aircraft Returned Due To: <input type="checkbox"/> Flight Cancelled Due To: | See Reverse <input type="checkbox"/> |
|---------------------------------------------------------------------------------------------------------|--------------------------------------|