



# PREFLIGHT RISK ASSESSMENT WORKSHEET - AIRPLANE



Pilot Name		Date		Mission #		Sortie		A/C #	
Factor	Minimal	Reduced	Nominal	Elevated/Special Conditions	No Go	Score			
<b>Airfield(s) Familiarity</b> (Planned Departure and Landings including touch and goes)	<b>Familiar</b> Have Taken Off, Landed, and Taxied at all airports in the sortie planned at least once in the last year (0 pts)	<b>Unfamiliar</b> Have not Taken Off, Landed, and Taxied at all airports in the sortie planned in the last year (1 pt)							
<b>Time of Day</b>	<b>Day</b> (0 pts)	<b>Civil Twilight</b> (1 pt)	<b>Night (IFR Rated Pilot)</b> (2 pts)	<b>Night (VFR Rated Pilot)</b> (5 pts)					
<b>Index of Thermal Stress</b> (View Chart Below )	<b>Normal</b> (0 pts)	<b>Caution</b> (1 pt)	<b>Danger</b> (3 pts)	<b>Many Danger Sorties</b> >= 4 Danger Sorties in the same operational period (5 pts)	<b>Cancel Zone</b> (60 pts) <b>CAP/DO or designee approval required</b>				
<b>Outside Air Temp</b>	<b>&gt; 40 deg F</b> (0 pts)	<b>&lt;= 40 deg F</b> (1 pt)	<b>&lt;= 20 deg F</b> (3 pts)	<b>&lt;= -10 deg F</b> (30 pts) <b>Wing CC, CV or DO approval required</b>	<b>&lt;= -20 deg F</b> (60 pts) <b>CAP/DO or designee approval required</b>				
<b>Departure &amp; Arrival Weather</b> Current and Forecast conditions  VMC	<b>Special VFR</b> Instrument rated clear of clouds and >1 SM Visibility (1 pts)	<b>IMC</b> >= 800 AGL Ceiling and >= 2 SM Visibility and > approach mins (3 pts)	<b>Reduced IMC</b> >= 500 and >= 1 SM Visibility and > approach mins (15 pts) <b>SFRO approval required</b>	<b>Low IMC</b> < 500 or < 1 SM and > approach mins (30 pts) <b>Wing CC, CV or DO approval required</b>	Below approach minimums at departure airport <b>CAP/DO or designee approval required</b>				
<b>Maximum Surface Winds</b> (any direction including gusts)	<b>Light</b> <= 10 knots (0 pts)	<b>Moderate</b> > 10 <= 20 knots (1 pt)	<b>High</b> > 20 <= 30 knots (5 pts)	<b>Extreme</b> > 30 knots (30 pts) <b>Wing CC, CV or DO approval required</b>	No takeoffs permitted if crosswinds exceed maximum demonstrated crosswind as listed in the POH at departure or destination airports. <b>No Waivers Authorized</b>				
<b>Takeoff or Landing Distance</b> (TOLD)	<b>Good</b> Departure runway length > TO GROL + Lnd GROL (0 pts)		<b>Caution</b> Departure runway length < TO GROL + Lnd GROL (15 pts) <b>SFRO approval required</b>						
<b>Bird Strike Hazard</b> (highest risk at departure and arrival airports)	<b>Low</b> (0 pts)	<b>Moderate</b> (2 pts)	<b>Severe</b> (5 pts)						
<b>Enroute Conditions</b> (Forecast or Reported) Thunderstorms Icing Turbulence	<b>None</b> <b>None</b> <b>Calm</b> (0 pts)	<b>Isolated (10-20%)</b> <b>Within 2,000'</b> <b>Light</b> (2 pt)	<b>Scattered (30-50%)</b> <b>Within 1,000'</b> <b>Moderate (Tango)</b> (5 pts)	<b>Numerous (60%+)</b> <b>Within 500'</b> (10 pts)	<b>Flight Into</b> Icing, or Severe/Extreme Turb (Fcst/Rptd) or <10nm from a Thunderstorm <b>No Waivers Authorized</b>				
<b>Mountain Flying Winds Aloft</b> 9,000' to 12,000' MSL ◦ (N/A for non-mountainous or flights > 2000' AGL)	<b>Light</b> <= 15 KTS (0 pts)	<b>Moderate</b> > 15 <= 25 Knots (1 pt)	<b>High</b> > 25 <= 30 Knots (3 pts)	<b>Extreme</b> > 30 Knots (15 pts)					
<b>Pilot Experience</b>	<b>Experienced</b> > 500 hours PIC (0 pts)	<b>Moderately Experienced</b> > 300 <= 500 hours PIC (1 pts)	<b>Minimal Experience</b> <= 300 hours PIC (3 pts)						
<b>CAP PIC Mission Recency</b>	<b>Very Familiar</b> Flown this mission type in the last 60 days (0 pts)	<b>Familiar</b> Flown this mission type in the last 61-120 days (1 pt)	<b>Moderately Familiar</b> Flown this mission type in the last 121-180 days (2 pts)	<b>Unfamiliar</b> Never flown this mission type or > 180 days since last flown this mission type (3 pts)					
<b>PIC Currency</b> (Flight in same Category and Class; Consider currency of 2nd Pilot, if applicable)	<b>Very Current</b> Within last 30 Days (0 pts)	<b>Current</b> Within 31 - 90 Days (1 pt)	<b>No Passengers/Cargo</b> Within 91 - 180 Days (3 pts)	<b>Noncurrent</b> 181 Days or more (15 pts)					
<b>Crew Duty Period</b> (Crew Show To Land)	<b>Low Normal</b> < 10 hrs (0 pts)	<b>High Normal</b> 10 - 12 hrs (1 pt)	<b>Extended</b> 12 - 14 Hrs (2 pts)	<b>Maximum</b> 14 - 16 Hrs (30 pts) <b>Wing CC, CV or DO approval required</b>	> 16 hrs <b>No Waivers Authorized</b>				



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<b>Aircrew Condition</b> (All Crew Members; assign based on worst person functioning as crew member)	<b>Excellent</b> 100% Good-To-Go (0 pts)	<b>Good</b> Minimal stress/discomfort, sufficiently rested (1 pt)	<b>Fair</b> Some stress/discomfort/ fatigue, legal to fly IMSAFE (2 pts)		Significant pain, sickness or other wise run down <b>No Waivers Authorized</b>	
<b>Sorties Planned</b>	<b>1 Sortie</b> (0 pts)	<b>2 Sorties</b> (1 pt)	<b>3-4 Sorties</b> (2 pts)	<b>5 or More Sorties</b> (3 pts)		
<b>Mission Complexity</b>	<b>Routine</b> Fully qualified crew (0 pts)	<b>Moderate</b> Flight Evaluation Training Event or Minor Differences (1 pt)	<b>Elevated</b> Significant Differences; Unfamiliar or Complex (3 pts)			
<b>Overwater Flight</b>	<b>Over Land</b> (0 pts)	<b>Within Gliding Distance</b> (1 pt)	<b>Beyond Gliding Distance</b> Rescue Forces On Standby (25 pts)	<b>Beyond Gliding Distance</b> No Rescue Forces On Standby (30 pts)	<b>Beyond 50 nm of Shore</b> CAP/DO or designee approval required (60 pts)	

Some conditions require approval at level noted; otherwise Total Score below sets level of release

**TOTAL SCORE**

**Low** - Scores between **0 and 14** may be approved by any Flight Release Officer.  
**Med** - Scores between **15 and 29** must be approved by a Senior Flight Release Officer.  
**High** - Scores between **30 and 59** must be approved by a Senior Flight Release Officer and the Wing CC, CV or DO.  
**Extreme** - Scores greater than or equal to **60** must be approved by a Senior Flight Release Officer, the Wing CC, CV or DO, and the CAP/DO or their designee through the NOC.  
 Disapproval at any level of the approval process terminates the request. Changes to the assessment after an intermediate approval require a restart of the process.

What are the primary risks you will face on this mission?	What are you doing to mitigate these risks?

Are there additional risks, not previously identified, that need mitigation?

## Index of Thermal Stress

