



AEROSPACE

Preflight Risk Assessment Form

During each preflight planning session, use this form to gauge your overall risk. This form is based on the PAVE checklist and will help you determine your flight risk based on common accident/incident causal factors. Grade yourself in each of these categories in an honest, self-evaluative manner. Further note that this list is not exclusive. If any other factors will affect your flight, you must consider those factors in addition to the factors listed below. Remember, as the pilot in command, you have the ultimate responsibility for the safety of your flight.

Before each flight, fill in the appropriate element score in the Rating column and total these numbers to assess your overall flight risk level (reverse side). Use the guidance provided in the Risk Management section to determine opportunities for reducing the overall risk. Then, complete the Flight Determination section to determine appropriate outcome based on the level of risk.

	1	2	3	4	5	Rating
Pilot						
Total Experience	>200 hr	150-200 hr	75-150 hr	20-75 hr	<20 hr	
Recency (<90 days)	>20 hr	15-20 hr	10-14 hr	5-9 hr	<5 hr	
Currency	VFR and IFR		VFR not IFR		Not VFR or IFR	
Emotional Condition	Excellent	Good	Average	Poor	Unacceptable	
Physical Condition	Excellent	Good	Average	Poor	Unacceptable	
Personal Minimums	Wide margin	Good margin	Marginal	Met	Exceeded	
Alcohol/Medication	No factor	Use in last 48 hr	Use in last 24 hr	Use in last 12 hr	Use in last 8 hr	
Fatigue/Rest	8+ hr sleep	<8 hr sleep	<7 hr sleep	<6 hr sleep	<5 hr sleep	
Aircraft						
Fuel Reserves	Exceeds required		Meets required		Below required	
Time in Type	>100 hr	60-100 hr	40-60 hr	20-40 hr	<20 hr	
Performance	Well within limits	Within limits	At limits		Outside limits	
Equipment	GPS, weather, traffic	Functional, up-to-date GPS	Functional comm and nav	Minimum required	Does not meet 14 CFR 91.205	
Known Anomalies	None	One, nonessential	Two, nonessential		Any essential	
eVironment						
Airport	Adequate, familiar	Adequate, unfamiliar	Marginally adequate	Familiar, inadequate	Unfamiliar, inadequate	
Weather	CAVOK	VFR	MVFR	IFR	LIFR	
Wind	Light, variable	Mild, steady	Mild, some gusts	Shear, gusts	Exceeds limits	
Runways	Dry, hard, long	Dry, hard, short	Dry, soft, short	Wet, hard, short	Wet, soft, short	
Lighting (Day VFR=1)	Runway, taxiway		Runway only	1+ unlit towers	None or INOP	
Terrain	Flat, populated		Flat, unpopulated		Mountainous	
Time of Day	Day, proficient	Night, proficient	Day, current	Night, current	Not current	
External Pressures						
Delays/Diversions	No pressure	Slight pressure	Inconvenient	Problematic	Not possible	
Alternate Plans	No pressure	Slight pressure	Inconvenient	Problematic	Not possible	
Personal Equipment	Emergency kit		Cell phone only		None	
Importance of Flight	No pressure	Slight pressure	Mild pressure	Evaluation prep	Critical	
Flight Complexity	Not complex	Moderate	Difficult	Severe	Extreme	
Total Risk Rating						



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Overall Flight Risk Level

Based on your total risk rating from the previous page, determine your risk level category.

Risk within normal parameters. Flying has inherent risks. Do not take any unnecessary risks, and examine your personal minimums and applicable SOPs to ensure compliance.	25-49
Elevated risk. Plan for extra time for flight planning. Review your personal minimums and applicable SOPs to ensure that all standards are being met. Perform a TEAM checklist on any risks near or on the boundaries of your personal minimums. Delay any flight that exceeds your minimums or the SOPs until conditions improve.	50-74 or a 5 in any row
High risk. Plan for extra time for flight planning and consider requesting assistance from a more experienced pilot or instructor. Carefully examine your personal minimums and applicable SOPs to ensure standards are not being violated. Use the TEAM checklist to examine methods of reducing the risk to the extent possible. Delay or cancel the flight if risks cannot be reduced to a lower risk level.	75-125 or a 5 in any 2 rows

Risk Management

Use the guidance in this section and the TEAM checklist to determine how the flight risks can be managed and reduced. While always advised, this step is required for elevated (yellow) and high (red) flight risk levels. Use your thoughtful and honest answers to re-evaluate your flight risk level. Once you have a final risk level rating, move to the Flight Determination section.

How can the risk be...	List Appropriate Risk Management Strategies	Risk Point Change
TRANSFERRED?		
ELIMINATED?		
ACCEPTED?		
MITIGATED?		
Original Total Risk Rating	<input type="text"/>	Total Risk Point Change
		<input type="text"/>
		Final Total Risk Rating
		<input type="text"/>
		Final Overall Flight Risk Level
		<input type="text"/>

Flight Determination

Use the guidance below to make a final determination on the conduct of the proposed flight operation. Find your current certification level below and match up your risk assessment and mitigation information.

Overall Risk Level	Student, Pre-Solo	Student, Post-Solo	Private Pilot	Private, Instrument	Commercial Pilot
Normal Risk	Dual only	Solo allowed*	Solo allowed	Solo allowed	Solo allowed
Elevated Risk	Dual only*	Dual only**	CFI review*	CFI review*	CFI review*
High Risk	Not permitted**	Dual only**	Dual only**	Not permitted***	Not permitted***

* A certificated flight instructor assigned to the student must review the risk assessment form and authorize the flight.

** A Chief Instructor may allow unrestricted flight to continue, but only after reviewing the form with the student.

*** A Polk State Aerospace administrator may allow the flight to continue, but only after reviewing the form with the student.

Record your vital information below. A completed copy of this form must be attached to the dispatch release prior to departure. A copy must accompany you in the aircraft. File form with the lesson record during the post-flight briefing.

RISK ASSESSMENT OUTCOME: _____ **GO** _____ **NO-GO** _____ **APPROVED**