

## **Risk Assessment Instructions, Airplane - (Attachment 2)**

**ASSESSMENT, GENERAL:** Select a risk factor, then select the descriptor representing the maximum risk anticipated during the flight, or during the flying day if assessing multiple flights (ex: Factor: Time of Day and last landing will occur during civil twilight falls under the "Reduced" column).

**DEPARTURE & ARRIVAL WEATHER:** A single row addresses current/forecast weather conditions at the departure and destination airports. Select VMC in the left most column, if applicable. Otherwise, select the appropriate IMC descriptor.

**BIRD STRIKE:** Select the highest AHAS risk that will be encountered at departure/destination airports, as obtained from the DoD/FAA AHAS website ([www.usahas.com](http://www.usahas.com)). Instructions on how to use the AHAS site are provided on [gocivilairpatrol.com](http://gocivilairpatrol.com) under Programs > Emergency Services > Aircraft Operations > Risk.

**ENROUTE CONDITIONS:** Several factors that could impact the enroute phase of flight have been combined under this heading. The descriptors are listed in the same order as the factors in the left column (e.g., Thunderstorms, Icing, then turbulence). Select the highest risk level.

**PIC CURRENCY:** For initial solo flight, do not mark "181 Days or more." Instead assess the risk based on the number of days since last flight. The time periods provided under this factor are not appropriate for initial solo flight. If a significant number of days have elapsed since last flight, this should be addressed under "Are there additional risks..." and the FRO should be informed.

**TOTAL SCORE:** When using the electronic system, risk scores will be calculated and the flight release routed appropriately. When using paper, note the number of points for each factor and write that number in the column to the far right to aid in totaling the values. The PIC must seek a release based on the resulting score on the information provided at the bottom of the sheet. For some factors, a specific risk level/descriptor results in an assessment of elevated risk or special conditions. These special conditions must be honored regardless of the cumulative risk score generated by the chart.

**FREE TEXT AREAS:** It is impossible for any pre-planned risk assessment tool to predict the full range of risks that might present themselves in an operational environment. Accordingly, the PIC shall apply RM principles, knowledge, and judgment, to identify and assess any other significant, known risk factors using the provided space. The PIC should consider these additional factors when determining the level of flight release to seek.