



**PREFLIGHT RISK ASSESSMENT**

Pilot Name: \_\_\_\_\_ Date: \_\_\_\_\_ Tail #: \_\_\_\_\_

Pilot Error is the most common cause of fatal accidents. This is not normally because of one simple mistake, but because of an accumulation of risk elements. Use the checklist before each flight to assist you in evaluating any possible risk factors. We want you to enjoy a safe flight.

Assign an appropriate score (1 to 5) for your flight in the right hand column (Risk Rating). After you type the number and enter, the column will automatically total to obtain the Total Risk Value for your flight.

	1	2	3	4	5	Rating
<i>Flight Type</i>	IFR	VFR				
<i>Day/Night</i>	Day		Night			
<i>Pilot Rating</i>	CFI/ATP	COM	PPL w/ IFR	PPL w/o IFR	Solo Student	
<i>Sleep in the last 24 hours</i>	> 8 hours	7 - 8 hours		5 - 6 hours	< 5 hours	
<i>Last formal Dual recurrent training</i>	> 6 months	> 9 months	> 12 months	> 15 months	> 18 months	
<i>Visibility</i>	> 15 miles	10 - 15 miles	6 - 9 miles	3 - 5 miles	< 3 miles	
<i>Ceiling Clear</i>	> 10,000 feet	5,000 - 9,000 feet	3,000 - 4,000 feet	1,000 - 2,000 feet	< 1,000 feet	
<i>Crosswind - Departure</i>	0 - 5 knots	6 - 10 knots	11 - 15 knots	16 - 20 knots	> 20 knots	
<i>Crosswind - Destination</i>	0 - 5 Knots	6 - 10 knots	11 - 15 knots	16 - 20 knots	> 20 knots	
<i>Weather Stability</i>	Stable or improving		Slow deterioration		Rapid deterioration	
<i>Destination airport familiarity</i>	Yes		No			
<i>Hours in aircraft</i>	> 200	151 - 199	100 - 150	50 - 99	< 50	
<i>Hours in last 90 days</i>	> 20	15 - 20	10 - 14 hrs.	5 - 9 hrs.	< 5	
<i>Total Hours</i>	> 2,000	501 - 2,000	251 - 500	100 - 250	< 100	
<b>Total Risk Score</b>						

Normal risks. Normal hazards. Use normal flight planning and personal minimums.  
 Stay alert and fly smart

**14 - 30**

Riskier than usual. Conduct flight planning with extra care.  
 Consider alternatives to reduce risk of an accident or incident.  
 Review personal minimums and operation procedures.

**31 - 47 (or a 5 in any row)**

Conditions present an unacceptable risk factor that must be reduced. Identify areas to modify.  
 Develop contingency plans before takeoff to deal with each high-risk item.  
 Plan alternatives and brief passengers on special precautions to be taken during the flight.  
 Consider delaying flight until conditions improve.

**48 - 63 (or a 5 in any 2 rows)**



## Aircraft Takeoff & Landing Data

Date: \_\_\_\_\_

Aircraft #: \_\_\_\_\_

Student: \_\_\_\_\_

CFI: \_\_\_\_\_

(Attach MIAS website W & B info to this form)

Departure AWOS/ASOS: \_\_\_\_\_

Destination AWOS/ASOS: \_\_\_\_\_

**Did you check all NOTAMS and TFR's for your route of flight? Yes No**

DEPARTURE AIRPORT: \_\_\_\_\_

DESTINATION AIRPORT: \_\_\_\_\_

Runway Length: \_\_\_\_\_

Runway Length: \_\_\_\_\_

Initial Cruise Altitude: \_\_\_\_\_

T/O Ground Roll: \_\_\_\_\_

T/O Ground Roll: \_\_\_\_\_

T/O over 50' obstacle: \_\_\_\_\_

T/O over 50' obstacle: \_\_\_\_\_

Landing Roll: \_\_\_\_\_

Landing Roll: \_\_\_\_\_

Landing over 50' obstacle: \_\_\_\_\_

Landing over 50' obstacle: \_\_\_\_\_

Required Fuel: \_\_\_\_\_

$V_R$  \_\_\_\_\_

$V_X$  \_\_\_\_\_

$V_Y$  \_\_\_\_\_

**Pre-takeoff Briefing** - should be performed as indicated in the appropriate Pilot Operating Handbook.