

					TOTALS						TOTALS
1. SUPERVISION						10. NVG CREW SELECTION - PC (Total NVG Time)					
CMD/CONT		Patrol/parades/static displays Specialized division assistance				>150	<150	<100	<50	<25	
Internal ASU Mission	1				1	2	3	4	5		
BRPD Special Assignments	2										
Outside Agency	3					11. NVG CREW SELECTION - PI (Total NVG Time)					
						>150	<150	<100	<50	<25	
						1	2	3	4	5	
2. PLANNING						12. NVG CREW SELECTION - TFO (Total NVG)					
		Planning Time				>150	<150	<100	<50	<25	
Guidance	In Depth	Adequate	Minimal			1	2	3	4	5	
Vague	3	4	5			13. MOON ANGLE					
Implied	2	3	4			90-70	69-50	49-30	<30	Below Horizon	
Specific	1	2	3			0	1	2	3	8	
3. CREW SELECTION - PI						14. PERCENT ILLUMINATION - N/A if Moon Below Horizon					
Time in AO:		Flight Hours				100-80	79-60	59-40	39-23	<23	
	>1000	<1000>500	<500	<200		1	2	3	4	5	
<25	2	4	5	6		15. ADDITIONAL RISK FACTORS NVG					
<50	1	3	4	5		NVG Emergency Training					
>50	0	2	3	4		4					
4. CREW SELECTION - TFO						16. CREW SELECTION - MP					
Time in AO:		Flight Hours				MP Time in ACFT:		Flight Hours			
ADD +3 if TFO only	<1000	<500	<300	<200			>350	<350	<150		
<25	2	4	5	6		<25	3	4	5		
<50	1	3	4	5		<75	2	3	4		
>50	0	2	3	4		>75	1	2	3		
5. OFF SITE LANDING EXPECTED						17. TEST FLT ADDITIONAL RISK FACTORS					
	Yes	No				With other pilot	1				
	4	0				Without other pilot	NO FLY				
5. PASSENGER ON BOARD						18. MAINTENANCE COMPLEXITY (Type of Test)					
	Yes	No				Type Maint	MOC	LTD	GEN	RECOVERY	
	2	0				MINOR	1	1	2		
6. CREW ENDURANCE						MAJOR	2	3	4	6	
		Duration of rest				RISK VALUES DAY / NIGHT					Risk Values NVG
Quality of rest	>8 Hrs	6-8 Hrs	<6 Hrs			1. Supervision		10. PC			
Outside LFA	2	6	10			2. Planning		11. PI			
Within LFA	1	4	10	(Add 2 for > 10 hours on duty day)		3. PC		12. TFO			
8. EXPECTED FLT HRS DURING DUTY DAY						4. PI/TFO		13. CE/MO/OR			
		Flight Hours				5. Off Site Landing		14. Moon Angle			
Flight Condition	<2 hrs	2hrs - 4hrs	4hrs-6hrs	>6 hrs		6. Passenger		15. Illumination			
VMC/Day	1	2	3	4		7. Crew Endur		16. Add Risk			
VMC/Night	2	3	4	5		8. Expected Flight time		10-16 Subtotal			
VMC/NVG	3	4	5	6		9. Complexity		Risk Values Maint			
7. COMPLEXITY						10. Weather		17. Crew MP			
Type mission	Flight Condition of Mission					11. Add Risk FAC		18. Add Risk FAC			
	VMC DAY	VMC NIGHT	VMC NVG			1-11 Subtotal		19. Maint Comp			
Routine	1	2	3			17-19 Subtotal					
Cross Country w/FSS	1	2	3								
Spot Light Operations	0	1	2								
FLIR Operations	0	1	2								
Flights below 500 ft.	6	10	8								
Reconnaissance	1	2	3								
Mobile Surveillance	2	6	4								
Casualty Evac	2	6	4								
8. WEATHER						MISSION TOTAL					
Ceiling and Visibility	<2500/5	<1500/3	<1000/3	<700/2		OVERALL RISK ASSESSMENT VALUE					
Day (SR to SS)	0	1	4	8		DAY/NIGHT MISSION	NVG MISSION	MTF			
Night uaided (SS to SR)	2	4	8	10		LOW <17	LOW <30	LOW	<25		
NVG (SS to SR aided)	1	3	7	9		LOW/MED <31	LOW/MED <40	LOW/MED	<36		
9. ADDITIONAL RISK FACTORS						MED/HIGH <42	MED/HIGH <57	MED/HIGH	<50		
Single Pilot < 100 hrs PC		NO FLY	ADDITIONAL RISKS AS			HIGH >42	HIGH >57	HIGH	>50		
PI & TFO (pilot) Total hrs <1000		4	DETERMINED BY			Final Mission Approval Authority initials as per appointment orders					
PI w/<100 hrs in type		4	APPROVAL AUTHORITY			REMARKS					
			LISTED BELOW:			LOW RISK - Approved via Unit Supervisor/designee per letter					
						LOW/MED RISK - Approved via Unit's Supervisor/designee per letter					
						MED/HIGH RISK - NO FLY Unless Approved by CHIEF					
						HIGH RISK - NO FLY					
						INITIALS					
						PILOT IN COMMAND					
						Senior Flight time pilot					
NOTE: Block 7 does not apply to Maintenance Test Flights.											
Blocks 3, 4, 8 and 9 do not apply to Maintenance Ground Runs.											