

SMS
Solutions

SAFETY MATERIALS

ARMOR

TRAINING

SEARCH:



Flight Risk Analysis Tool : View Report

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Template Name: Orbic Part 135 Flight Risk Assessment

Enter Flight Information:

Date:	2/9/2024	Aircraft:	N130CZ
Trip ID:	55919	Mission Type:	Part 135 - Charter
Origin:	KPSP <i>No Comments Available</i>	Destination:	KBVU <i>No Comments Available</i>
Mission Area:			
PIC:	Pettingill, Ben	SIC:	

Highest Obstacle along Route

Height:		Location:	
Crew Briefed:	Select		

Notes/Comments:

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Total Trip Score: 12

01 : Pilot



Remember Preference ☐

1	Illness/Physical Condition: No problems. Physically/Mentally in shape.	0	☒
2	Illness/Physical Condition: Nuisance, minor pain, illness or minor mental stress	1	☐
3	Illness/Physical Condition: Illness requiring medication / Persistent pain or discomfort / Major mental stress	2	☐
4	Medication (NO GO with ANY unapproved prescription meds): No medications in the last 24 hours	0	☒
5	Medication (NO GO with ANY unapproved prescription meds): Unit approved over the counter meds	1	☐
6	Medication (NO GO with ANY unapproved prescription meds): Approved prescription meds	2	☐
7	Fatigue: No fatigue. 6-8 hours sleep	0	☒
8	Fatigue: Some fatigue. Less than 6 hours sleep.	1	☐
9	Fatigue: Mentally or physically fatigued. Less than 4 hours sleep.	2	☐
10	Other stressors: No other stressors	0	☒
11	Other stressors: Minor life event	1	☐
12	Other stressors: Major life event	2	☐
13	Total Flight Time: Over 3000 hours total flight time	0	☐
14	Total Flight Time: Between 3000 and 1000 hours total flight time.	1	☒
15	Total Flight Time: Below 1000 hours total flight time	2	☐
16	Flight time in make/model: Over 1000 hours flight time in make/model	0	☐
17	Flight time in make/model: Between 500 and 1000 hours flight time in make/model	1	☐
18	Flight time in make/model: Below 500 hours flight time in make/model	2	☒
19	Last flight in make/model: Within 1 month	0	☒
20	Last flight in make/model: Between 1 and 3 months.	1	☐
21	Last flight in make/model: Over 3 months	2	☐
22	Currency training: Previous 6 months (factory, sim, recurrent training, etc)	0	☒
23	Currency training: Conducted 6-12 months prior	1	☐
24	Currency training: None in last 12 months	2	☐
25	IMC Preparedness: IFR Current - IIMC training within last 6 months	0	☒
26	IMC Preparedness: IFR currency 6 months old - IIMC training more than 6 months prior	1	☐
27	IMC Preparedness: No IFR currency or IIMC training in last 12 months	2	☐

Total Factor Score: 3

02 : Aircraft



Remember Preference ☐

28	Recent Maintenance Performed: More than 10 hours since last maintenance	0	☐
29	Recent Maintenance Performed: 5 - 10 hours since last maintenance	1	☒
30	Recent Maintenance Performed: Less than 5 hours since last maintenance	2	☐
31	Known Anomalies: None	0	☒

32	Known Anomalies: 1-2 discrepancies	1	☐
33	Known Anomalies: More than 2	2	☐
34	Performance: Well under limits	0	☐
35	Performance: Within 20% max gross or CG limit	1	☐
36	Performance: Within 10% max gross or CG limit	2	☒
37	Hover OGE: Performance allows HOG	0	☒
38	Hover OGE: Performance is within 200ft of possible HOG	1	☐
39	Hover OGE: HOG not possible	2	☐
40	Open MEL items on aircraft: No MEL items	0	☒
41	Open MEL items on aircraft: 1 - 2 open MEL items not crucial to safe flight	1	☐
42	Open MEL items on aircraft: 1 or more MEL items crucial to safe flight	2	☐

Total Factor Score: 3

03 : Environment



Remember Preference ☐

43	Ceiling (use lowest along route): >1000' higher than policy minimums	0	☒
44	Ceiling (use lowest along route): Within 500' of policy minimums	1	☐
45	Ceiling (use lowest along route): Within 100' of policy minimums	2	☐
46	Visibility (use lowest along route): >5 miles greater than policy minimum vis	0	☒
47	Visibility (use lowest along route): Within 3 miles of policy minimum vis	1	☐
48	Visibility (use lowest along route): Within 1 mile of policy minimum vis	2	☐
49	Winds (use highest along route): Light winds	0	☒
50	Winds (use highest along route): Winds within 10 knots of aircraft (or personal) limits - gusts >10kts	1	☐
51	Winds (use highest along route): At or near aircraft (or personal) limits - >15kt gusts	2	☐
52	Convective Activity: No convective activity	0	☒
53	Convective Activity: Moderate convective activity within 20 nm	1	☐
54	Convective Activity: Strong convective activity within 20nm	2	☐
55	Forecast Conditions: WX conditions stable - no change forecast	0	☒
56	Forecast Conditions: Moderate change in WX forecast or unreliable forecast	1	☐
57	Forecast Conditions: WX unstable or forecast to deteriorate towards IMC conditions	2	☐
58	Terrain: Rural - Flat	0	☐
59	Terrain: City - Moderate Hills - Swamp	1	☐
60	Terrain: Mountainous, extended overwater beyond gliding distance	2	☒
61	Fog: Conditions not present for fog	0	☒
62	Fog: Fog forecast >4 hours beyond launch time	1	☐
63	Fog: Tempp/dewpoint spread <3°F or 1°C, light winds	2	☐
64	Icing: No icing conditions	0	☒
65	Icing: Marginal icing conditions	1	☐
66	Icing: Probable icing if entering in visible moisture conditions	2	☐

Total Factor Score: 2

04 : Mission

Remember Preference ☐

67	Second Pilot - Yes	-1	☒
68	Mission Type: Normal call response - normal operating area	0	☒
69	Mission Type: Call outside of normal operating area	1	☐
70	Mission Type: Specialized mission - K9 transport, long line, hoist, bambi bucket, etc.	2	☐
71	Fuel Requirements: <70% of usable fuel required to complete flight	0	☐
72	Fuel Requirements: 70% - 80% of usable fuel required to complete flight	1	☒
73	Fuel Requirements: >80% of usable fuel required to complete flight	2	☐
74	Landing Site: At base or designated landing area	0	☐
75	Landing Site: Offsite or helipad landing - familiar site	1	☐
76	Landing Site: Offsite or helipad landing- unfamiliar site	2	☒
77	Flight turned down by another operator: Flight has not been turned down by another operator	0	☒
78	Flight turned down by another operator: Flight has been turned down by another operator due to non-weather related issues	1	☐
79	Flight turned down by another operator: Flight has been turned down by another operator due to hazardous weather	2	☐
80	Day/Night/Aided: Daytime mission	0	☐
81	Day/Night/Aided: Night mission - NVG's utilized or significant ground illumination (City)	1	☐
82	Day/Night/Aided: Night mission - unaided and minimal ground illumination (roads, wind farms, etc.)	2	☒
83	External Pressure: Flight easily cancelled - no risk of death or injury to persons on call	0	☒
84	External Pressure: Risk of injury or death without help from aviation	1	☐
85	External Pressure: Significant pressure from agency leadership to launch	2	☐
86	Hours on Duty: 0 - 8 hours	0	☒
87	Hours on Duty: 8 - 12 hours	1	☐
88	Hours on Duty: 12+ hours	2	☐

Total Factor Score: 4

Additional Risk and Mitigation

Paragraph

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Mitigation Score Adjustment: 0

Debrief

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Add Leg

Flight cancelled due to
elevated risk ☐

Total Trip Score:12

If score > 15 , designated 3rd party must assess.

If score > 20 , No-Go

Signatures And/Or Approval

Pilot E-Signature:

Sign

[Redacted Signature]

I verify that the preflight risk analysis worksheet has been accurately completed and that, according to my professional judgment, the flight can be conducted safely or has been cancelled due to elevated risk.

Elevated Report

Approve

Approval (cannot be
approved by PIC)