# Preflight Risk Assessment

**Before each flight, assess each of the following conditions and assign a numerical rating of 1 to 5 in the right-hand (Rating) column.**

**Add up the entries in the Rating column to obtain an overall risk estimate, and see where it falls in the Green/Yellow/Red Risk Chart.**

| | 1 | 2 | 3 | 4 | 5 | Rating |
|---|---|---|---|---|---|---|
| Flight Type | VFR | IFR | | | | |
| Dual/Solo | Dual | | Solo | | | |
| Day/Night | Day | | Night | | | |
| Rating | CFI/ATP | Comm'l | PPL with Instrument | PPL | Student | |
| Rest in last 24 hrs | >8 hrs | 6-7 hrs | | 3-5 hrs | <3 hrs | |
| Visibility | > 15 miles | 10-15 miles | 6-9 miles | 3-5 miles | <3 miles | |
| Ceiling | > 10,000 | 5,000 – 9,000 | 3,000 – 4,000 | 1,000 – 2,000 | < 1,000 | |
| Crosswind - Departure | 0-5 kts | 6-10 kts | 11-15 kts | 16-20 kts | >20 kts | |
| Crosswind – Destination | 0-5 kts | 6-10 kts | 11-15 kts | 16-20 kts | >20 kts | |
| Weather stability | Stable | | Slow deterioration | | Rapid deterioration | |
| Destination airport familiarity | Yes | | No | | | |
| Hours in aircraft type | >200 | 151-199 | 100-150 | 50-99 | <50 | |
| Hours in last 90 days | >20 | 15-20 | 10-14 | 5-9 | <5 | |
| Total Hours | >2,000 | 501-2,000 | 251-500 | 100-250 | <100 | |
| | | | | | **Total Risk Score>>>>>** | |
| No unusual hazards. Use normal flight planning and established personal minimums and operating procedures. | | | | | | 14-30 |
| Somewhat riskier than usual. Conduct flight planning with extra care. Review personal minimums and operating procedures to ensure that all standards are being met. Consider alternatives to reduce risk. | | | | | | 31-47 or a 5 in any row |
| Conditions present much higher than normal risk. Conduct flight planning with extra care and review all elements to identify those that could be modified to reduce risk. If available, consult with more experienced pilot or instructor for guidance before flight. Develop contingency plans before flight to deal with high risk items. Decide beforehand on alternates and brief passengers and other crewmembers on special precautions to be taken during the flight. Consider delaying flight until conditions improve and risk is reduced. | | | | | | 48-63 or a 5 in any 2 rows |

{Experimental form (Version 1.0) – send comments to david.hunter@faa.gov}