

ANC08FA025 Sample Risk Assessment Document

The risk assessment attached is a sample document using conservative information known about the accident flight.



**EVERGREEN HELICOPTERS OF ALASKA, INC.**

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**HELICOPTER FLIGHT RISK ASSESSMENT**

<b>DATE:</b>					<input type="checkbox"/> 33AZ	<input type="checkbox"/> 85TC	<input type="checkbox"/> 70DB
<input type="checkbox"/> Daily Risk Assessment or Crew Change					<input checked="" type="checkbox"/> 350EV	<input type="checkbox"/> 352EV	<input type="checkbox"/> 353EV
<input checked="" type="checkbox"/> Individual Flight (Check / fill in customer below):					<input type="checkbox"/> 814EV	<input checked="" type="checkbox"/> 141LG	<input type="checkbox"/> 827MS
<input type="checkbox"/> CEA	<input checked="" type="checkbox"/> PROV	<input type="checkbox"/> CIPL	<input type="checkbox"/> ASWS	<input type="checkbox"/> USPS	<input type="checkbox"/> 398EH	<input type="checkbox"/> 59633	<input type="checkbox"/> 4750R
<input type="checkbox"/> SOA	<input type="checkbox"/> BLM	<input type="checkbox"/> GCI	<input type="checkbox"/> EHA	<input type="checkbox"/>	<input type="checkbox"/> 730TS	<input type="checkbox"/> 3530	<input type="checkbox"/>

**FACTOR – Circle Appropriate Item(s)**

ADMINISTRATIVE	
Short notice/change/guidance vague	+2
Last minute A/C or configuration change	+2
A/C based at remote location	+2
Flight training (including emergency procedures)	+5
MX flight	+4
More than two destinations	+3
More than one hour from base	+2

EQUIPMENT	
Open MEL items	+2
Twin engine A/C, single pilot	+2
NVG	+1

CREW SELECTION	
Less than 100 hours in type	+2
Unfamiliar destination	+3
Nearing end of duty day	+2
More than 4 hours flight time prior to this flight	+2
Expected 6+ hours of flight time	+2
Last flight in type more than 14 days ago	+1
Less than one year with company	+2
New to station or assignment	+2
Personal commitment following flight	+3
Personal concerns (divorce, birth of a child, family illness, major life events, etc.)	+3
Recent death in family	+4
Ongoing household situation/concern	+2

WEATHER, FLIGHT, LANDING ENVIRONMENT	
Known icing enroute	NO GO
WX below minimums	NO GO
Inadequate WX reporting enroute and/or at dest.	+3
Rapidly changing weather	+3

**FACTOR – Circle Appropriate Item(s)**

WEATHER, FLIGHT, LANDING ENVIRONMENT, CONT.	
WX forecast to deteriorate to marginal VFR	+3
T/O visibility 1-3 miles	+1
T/O visibility 1 mile or less	+3
VFR enroute less than 1000-5	+3
Destination less than 1000-1	+3
Temp -20°F / -30°C or less	+5
Precipitation enroute	+1
Temp/dewpoint less than 3° spread	+2
Possible turbulence	+1
Gust factor more than 15 kts	+3
Blowing snow, ash or dust	+3
Deep snow, marshy tundra, unimproved landing area	+3
Ice field landing(s)	+4
Fire operations – heavy smoke	+3
Fire operations – more than 2 other A/C	+3
Mountain pass enroute	+2
Extended flight over water	+3

SPECIAL OPERATIONS	
Precision set external load/hoist	+4
Search and rescue	+4
Medical evacuation	+4
Offshore Platform	+4
Damaged aircraft recovery	+4
Construction/water bucket	+4
Mountain operations above 5000'	+4
Night flight (must meet regulatory requirements for surface lighting)	+4
Heliskiing operation	+4

**TOTAL ALL CATEGORIES**

RISK FACTOR	TOTAL	ACTION
<input type="checkbox"/> Low	0-15	Pilot concurrence
<input type="checkbox"/> Caution	16-25	Pilot takes steps to reduce/lower risk (specify in remarks)
<input checked="" type="checkbox"/> Medium	26-34	Pilot and management concurrence / <i>OPERATOR</i>
<input type="checkbox"/> HIGH	35 or more	CANCEL FLIGHT
<input type="checkbox"/> SAFE COMPLETION OF FLIGHT	IN DOUBT	NO GO

<b>PIC Signature:</b>	<b>Flight Cancelled:</b>
<b>PRINT NAME:</b>	<input type="checkbox"/> WX
<b>Remarks:</b>	<input type="checkbox"/> Customer request
<b>Management Review:</b>	<input type="checkbox"/> A/C MX
	<input type="checkbox"/> Other: