



CIVIL AIR PATROL RUNWAY RISK ANALYSIS. 1.3

DATE		Mission #		A/C ID N		CALLSIGN	
ETD		ATD		ETR		ATA	
Flt Time		SORTIE #		FROM		TO	
PIC		CAP ID		PIC Grade		A/C Type	
2nd Pilot		CAP ID		2nd Grade		Mission	
Observer		CAP ID		Obs Grade		Unit	
Scanner		CAP ID		Sc Grade		FRO	

CONDITION	VAL	DEP	ARR	CONDITION	VAL	DEP	ARR
Runway length <2000ft	+8			No cross runway	+4		
Runway length 2000-3000 ft	+4			Off airport landing area	+8		
Runway length >3000 ft	-1			VASIS	-1		
Runway width 50-75 ft	+2			NDB/VOR	-2		
Runway width 150 ft plus	-2			IFR Approach	-4		
Runway lighting system	-3			Mountainous terrain	+5		
Landing area cone markers	-1			App/Dep overwater -landplane	+3		
50 ft Obstacle one end	+5			Air/Ground comms	-2		
50 ft Obstacle both ends	+6			RCO to FSS	-2		
Restricted TO run (water)	+5			Phone on field	-1		
TO & LDG area marked (water)	-1			Poor drainage	+4		
Official weather reporting	-2			Runway distance markers	-3		
Wx reporting within 10 sm	-1			No windsocks	+4		
Unofficial Weather reporting	-1			Double windsocks	-2		
No Weather reporting	+5			Poor gravel	+3		
Paved runway	-3			High bird hazard	+4		
Berms at end of runway	+2			Prevailing wind offset	+3		
Cliff at end of runway	+4			TO/Landing near Gross	+2		
More than 1 percent slope	+2			Water Takeoff/Landing	+4		
Bend in runway	+2			No taxi field (water)	+2		
One way approach/departure	+6			Other	+3		
Airport/Common Road/Channel	+4						
TOTAL COLUMN 1				TOTAL COLUMN 2			
TABLE TOTAL TO/LDG				MAX DEP/ARR (A) *			

* Use greater value of takeoff or landing risk. When multiple airports are planned, use the highest landing Risk Factor. For airports with a minus (-) value, use 0. Related conditions might increase risk by association; eg a short runway that has patches of ice. Include only values for risk factors that apply.

CIVIL AIR PATROL. FLIGHT RISK ANALYSIS

EQUIPMENT

HUMAN FACTORS

Risk factor	Val	No.	Risk factor	Val	No.
Unfamiliar landing area	+3		Density Altitude > 5000 ft	+3	
Multi engine	-2		Short Notice/Change in plans	+1	
Skis	+4		Mission complexity	+2	
Floats	+2		Last flight > 14 days ago	+1	
Amphibian	+4		Recent exp <10 hrs last 90 days	+2	
Conventional Gear	+3		Recent exp <5 hrs last 90 days	+4	
Glider	+6		Total flight experience < 250 hrs	+4	
Turbine engine	-2		Flight Experience < 1000 hrs	+2	
Auto pilot	-2		Mission Experience < 10 missions	+3	
GPS	-3		Less than 50 hrs in type	+2	
Capstone Equipped	-4		Reduced crew rest	+5	
Airplane/pilot IFR	-3		Duty day over 8 hours	+4	
Deicing equipment	-2		End of work day	+2	
Home base > 2 hr away	+2		Each additional destination	+1	
Maintenance deferred	+2		Personal commitment after flight	+2	
Inoperative avionics VFR	+1		Crew under training	+1	
Inoperative avionics IFR	+2		Two qualified pilots	-2	
			Recent Family problem	+2	
TOTAL EQUIPMENT (B)			TOTAL HUMAN FACTORS (C)		

ENVIRONMENT:

Risk factor	Val	No.	Risk factor	Val	No.
TO Vis 1-3 sm	+1		Terrain Foothills	+3	
TO Vis < 1 sm	+3		Terrain Mountainous	+5	
VFR enroute <3000-5	+3		Overwater flight	+3	
VFR enroute <2000-3	+5		Snow showers	+2	
Dawn/Dusk	+2		Precipitation	+1	
Night	+5		Fog at the field	+4	
IFR approach required	+1		Mod/Sev Turb forecast	+6	
IFR vis < 1 sm above min	+2		Icing forecast	+4	
IFR vis < 3sm above min	+1		Gust factor >15 knots	+3	
IFR ceiling < 200 above min	+1		Crosswind > 10 knots	+5	
Temp/DP spread <3 deg	+1		Soft runway	+3	
Unreliable Wx source	+4		Ice on runway	+2	
Snow berms	+2		Ground deice required	+3	
Floating Ice	+2		Possible flatlight, whiteout	+9	
Seas > 2 feet (water)	+6		Ground Temp < 0 F	+1	
Glassy water	+4		Winds > 20 knots	+3	
Fog on water	+4		Winds >30 knots	+8	
Unfavorable tide	+4		Ground Temp < -20 F	+4	
TOTAL Column 1			TOTAL Column 2		
TOTAL ENVIRONMENT (D)					

The Risk Assessment Form numbers can and should be changed to accommodate each pilot based on flying time, experience and judgment. Negative numbers reduce risk. Positive numbers indicate increased risk. Values shown are for LOW risk conditions. Double the numbers for MEDIUM risk, triple the numbers for HIGH risk. Any box greater than 5, Confer with FRO. Over 10, consider canceling the flight.

TOTALS:

ACTION TAKEN:

EQUIPMENT (B)			Delay Flight
HUMAN (C)			Add Equipment
ENVIRONMENT (D)			Add Crew
OTHER (E)			Change Crew
RUNWAY (A)			Re-Route
TOTAL			Confer with other pilot, FRO, Wing
			Cancel Flight

RISK FACTOR	ACTION	APPROVALS
LOW 0-20	Normal Vigilance	Any FRO, PIC
CAUTION 21-35	Confer, re-consider	FRO, Check Pilot
MEDIUM 36-50	Add/Change crew , equipment, delay, re-route	FRO, Wing
HIGH 51 and UP	Cancel flight	Wing Only for Dispatch

CAP FLIGHT PLAN

1. Type VFR/IFR 2. A/C ID _____ 3. A/C Type/Eq _____ 4. TAS _____
 5. From _____ 6. ETD _____ 7. ALT _____
 8. Route of flight _____
 9. Destination _____ 10. ETR _____
 11. Remarks _____
 12. Fuel _____ 13. Alternate _____ 14. PIC Details, telephone: _____
 _____ 15. POB _____ 16. A/C Color _____
 17. Flight plan filed FAA/CAP/DUATS 18. Flight Plan Closed FAA/CAP/DUATS
 19. Survival Equipment YES/NO 20.FRO Contacted before flight/after flight: YES/NO / YES/NO
 21. Bingo Fuel _____

RCC Debriefing:
 1. Date _____ 2. Agency CAP 3. Unit _____ 4. A/C Type _____ 5. A/C Reg N _____
 6. Pilot _____ 7. Map # _____ 8. Grid # _____ 9. Time in Grid _____ 10. ATD _____
 11. Number of Sorties _____ 12. Hours flown _____ 13. ALT _____ 14. Vis _____
 15. Terrain _____ 16. Track Spacing _____
 17. Comments _____

 Coordinates of sightings _____

Flight payment details: USAF/Wing/Name _____ Check# _____ Date _____

Weight and Balance

Condition	Weight	Index	Moment/100/1000*
Basic			
Crew (Row 1)			
Crew (Row 2)			
Crew (Row 3)			
Crew (Row 4)			
Baggage Area 1			
Baggage Area 2			
Baggage Area 3			
Zero Fuel (ZFW)			
Fuel Main			
Fuel FWD			
Fuel Center			
Fuel Aft			
Oil			
Fuel Aux			
Takeoff (TOW)			
Burnoff			
Landing (LDW)			

*Select

PIC Signature, Name, ID _____

FRO Name, Signature _____

CAP F103 (PIC, Crew, Passengers)

Name	Grade	CAPSN	Home Unit	Duty	101 Card	Emergency Notification	Emergency Telephone