

OPERATIONAL RISK MANAGEMENT

DATE: _____ Time: _____ SORTIE NO: _____
 A/C No: _____ A/C Type: _____ CAP FLIGHT : _____
 _____ Symbol: _____
 PIC Name Grade CAP ID Home Unit

 Briefing Officer Grade CAP ID Home Unit Briefing Officer Signature

Hazard Identification	Low	Pts	Moderate	Pts	High	Pts
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A - Human

1	Flight Experience	> 1000 hours PIC	0	250-1000 Hours PIC	5	< 250 Hours PIC	10
2	Mission Experience	> 100 Hrs Mission Time	0	50-100 Hrs Mission Time	5	<50 Hours Mission Time	10
3	Recency/Currency (in Group, per CAPM 60-1, Table 3-1)	> 10 Hrs Last 90 Days	0	5-10 Hrs Last 90 Days	5	< 5 Hrs Last 90 Days	10
4	Crew Complement	2nd Pilot	0	Observer, Scanner, Passenger	5	Solo	10
5	Crew Rest	Rested	0	Some Fatigue Noted	5	Fatigued	R
6	Health	Good	0	Minor Problems, No Medication	5	Taking Medication	R
7	Mission Complexity	Routine Tasks	0	Complex Tasks; No New Technology	5	Complex Task; New Technology	10

B - Machine

1	Maintenance	Fully Operational	0	Squawks; Airworthy	5	Squawks, Not Airworthy	NG
2	Avionics (VFR)	All Operational	0	Single Nav/Com	5	No Nav/Com	R
3	Avionics (IFR)	All Operational	0	Single Nav/Com	10	No Nav/Com	NG
4	Performance Factors	< 5,000 Ft Density Alt	0	5000-9000 Ft Density Alt	5	> 9000 Ft Density Alt	10

C- Environmnet

1	Ceiling in Mission Area (VFR)	> 3000 Feet	0	1000-3000 Feet	5	< 1000 Feet	R
2	Visibility in Mission Area (VFR)	> 7 SM	0	3-7 SM	5	< 3 SM	R
3	Pilot IRF Rated and Current	> 1000 Ft/3 Miles Vis	0	< 1000 Ft/3 Miles Visibility	5	Approach Minimums	10
4	Icing / Freezing Level (FL)	None reported; FL above highest msn alt.	0	Forecast icing at or below highest mission altitude	5	Known/Reported icing at or below highest msn alt.	NG
5	Surface Winds	< 10 Kts	0	10-20 Kts	5	> 20 Kts	10
6	Winds Aloft Forecast at Mission altitude	< 10 Kts	0	10-25 Kts	5	> 25 Kts	10
7	Turbulence (reported or forecast at or below msn alt)	None reported; FL above	0	Light to Moderate	5	Moderate to Severe	R
8	Terrain	Low/undemanding	0	Medium/Foothills	5	High/Mountainous	10
9	Over-Water Flights	Not Over-water	0	No Portion of Flight Beyond Normal Gliding Distance to Land	5	Some Portion Beyond Gliding Distance to Land	10
10	Night, Ambient Lighting	Daylight	0	Dusk or Good Moonlight	5	Night, No Moonlight	10
11	Mission Airfields	Familiar	0	Unfamiliar / Few or No Hazards	5	Unfamiliar / Hazards	10

Sub-Total: Sub-Total:

TOTAL POINTS:

TOTAL POINTS	RISK ASSESSMENT	FLIGHT RELEASE REQUIREMENTS
0-50	Low to Moderate Risk	FRO May Authorize Flight
Over 50 Points or an "R"	High Risk	Must get approval of wing commander or his/her designee
NG = No Go	A/C Grounded	

 PIC Verification Signature

Instructions, Explanations and Clarifications for KYWGRF 115

- A-2 This line needs only to be completed for CAPR 55-1 Missions
- A-3 For the purposes of this form, this line refers to recency/currency in any aircraft make and model that qualifies under the aircraft grouping (re: CAPR 60-1, Table 3-1) that the pilot has received his Form 5 initial or annual check ride.
- A-4 Crew Complement: Applicable to all flight categories, including AFROTC and CAP Cadets, who are considered passengers on orientation rides.
- A-5 In addition to the subjective criteria listed herein, the pilot must adhere to the flight time and duty limitations as stated in CAPR 60-1, para. 2-14.
- A-6 It is incumbent upon all pilots to thoroughly complete and evaluate their personal health according to FAA guidelines set forth in the FARs and the AIM. As part of this self-evaluation, CAP pilots are expected to complete the "IM SAFE" personal checklist (re: CAPR 60-1, Attachment 12-2).
- A-7 "New Technology" refers to any avionics that may be required to be used by the pilot for the successful completion of the mission – e.g., GPS, LORAN, DF equipment, CAP FM radios, etc.
- B-1 It shall be the responsibility of the PIC to familiarize him/herself with any outstanding squawks on the aircraft, and whether any outstanding squawks would affect the operation of the given mission (e.g., a burned out navigation light out would affect night operations only). This should normally be done when scheduling the aircraft for any given flight. During an actual or practice mission, such squawks shall be reported to and received from the appropriate dispatch and/or operations officer.
- B-2&3 This information should be received in the form of a squawk from the aircraft manager prior to preflight. Should the PIC discover any unreported malfunction of avionics equipment during preflight, the PIC must contact the FRO prior to takeoff and amend the Form 115 information, as it is possible that the maximum of 50 points could be exceeded for that flight.
- B-4 The FAA requires pilots to familiarize themselves with all aspects of a flight, including computing density altitude en route and at all airports of intended use.
- C-5 Surface winds shall not exceed the demonstrated crosswind component of the aircraft, as specified in the owner's manual, for any operations into or out of any airports during the designated mission. The pilot's personal ability and recent experience in crosswinds should also be taken into consideration.
- C-6&8 The pilot and FRO should consider the combination of forecast winds aloft and terrain. High forecast winds and mountainous terrain is a treacherous combination.
- C-8 If the mission will be flown over terrain that is defined as "high/mountainous," and the PIC has NOT graduated from a CAP or other officially sponsored and recognized Mountain Flying Clinic, the FRO should substitute **25 points** (instead of 10).