

A	Aircraft	MEL Items MTOW PERF Limited	APU TCAS EGPWS
W	Weather	Hi X-Winds MVFR / IFR LLWS	SVR WX FRZ PRECIP ++ PRECIP
A	Airports and Approaches	Terrain Class G Non-Prec Approach ODP	Mountainous ELEV > 5000' No Approach
R	Runway and Route	Wet Runway 75' Wide Runway TURB En-Route	Field Limited Contaminated Runways SVR TURB
E	External Pressures	Crew Day/Rest Int'l Ops Night Ops	Circadian Low Crew Currency Crew Fatigue

A	Refer to MEL Use AFM Brief Contingencies	QRH / AOM / AFM Consult MAINT / Ops <u>Detailed</u> Crew BRF Required for Abnormal Condition
W	Crosswind Limitation Chart Precision Approach Available Brief WS Escape Procedure	Delay Departure Hold Prior to Landing / Divert De-ice / Anti-ice
A	Terrain Awareness Uncontrolled Procedures GPS Overlay with LNAV/VNAV AFM	Review High Altitude Ops Brief Terrain Photo Recon
R	AFM Crosswind Limitations Brief FA / PAX	AFM OIS Avoid All Severe Weather
E	Manage Crew Time Effectively Plan for the Worst Prepare Contingencies	Allow for Adequate Rest Don't Push Fatigue Mitigate Risks

More than **1 RED** or **3 YELLOW** risk items should be cause for completion of the Flight Risk Assessment Tool (FRAT).

Flight Risk Assessment Tool (FRAT)

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/Orange/Red Risk Chart.

		1	2	3	4	5	RATING
P	Dual / Solo	Dual		Solo			
	Rating	CFI or ATP	Comm'l	Private with Instrument	Private	Student	
	Rest in last 24 hours	>8 hours	6-7 hours		3-5 hours	<3 hours	
	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	
A	Equipment Squawks (“0” for no squawks)	Not req'd for flight or mission		Mx cleared prior to flight		Req'd for flight or mission	
V	Flight Type	VFR	IFR				
	Day / Night	Day		Night			
	Destination Familiarity	Yes		No			
	Visibility (<i>statute miles</i>)	>15 sm	10-15 sm	6-9 sm	3-5 sm	<3 sm	
	Ceiling (<i>AGL</i>)	>10,000'	5,000' - 9,000'	3,000' - 4,000'	1,000' - 2,000'	<1,000'	
	Departure: Xwind or Gusts	0-5 kts	6-10 kts	11-15 kts	16-20 kts	>20 kts	
	Destination: Xwind or Gusts	0-5 kts	6-10 kts	11-15 kts	16-20 kts	>20 kts	
	Weather Stability	Stable		Slow Deterioration		Rapid Deterioration	
E	External Pressures (choose one)	Training	Check Ride	Personal	Work	Family	
	TOTAL RISK SCORE ==>						
L o w	No unusual hazards. Use normal flight planning, established personal minimums, and operating procedures.						14-30
M e d	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
H i g h	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