Preflight Risk Assessment

PAVE-based self-assessment: Pilot, Aircraft, enVironment, External pressures

Use this form during each preflight planning session to gauge your overall risk. Grade yourself honestly in every category; the list is not exhaustive, so consider any other factor that will affect the flight. **Circle** the description that best fits each row, write its number (1-5) in the Rating column, and total the column. Then determine your risk level and complete the reverse side. As pilot in command, you have final responsibility for the safety of the flight.

Pilot: _____ **Instructor:** _____ **Date / Time:** _____

Lesson: _____ **Aircraft/Equip.:** _____ **Dispatch copied:** _____

Factor	1	2	3	4	5	Rating
Pilot						
Total Experience	>200 hr	150-200 hr	75-150 hr	20-75 hr	<20 hr	
Recency (last 90 days)	>20 hr	15-20 hr	10-14 hr	5-9 hr	<5 hr	
Currency	VFR and IFR		VFR not IFR		Not VFR or IFR	
Emotional Condition	Excellent	Good	Average	Poor	Unacceptable	
Physical Condition	Excellent	Good	Average	Poor	Unacceptable	
Personal Minimums	Wide margin	Good margin	Marginal	Met	Exceeded	
Alcohol / Medication	No factor	Use in last 48 hr	Use in last 24 hr	Use in last 12 hr	Use in last 8 hr	
Fatigue / Rest	8+ hr sleep	<8 hr sleep	<7 hr sleep	<6 hr sleep	<5 hr sleep	
Aircraft						
Fuel Reserves	Exceeds required		Meets required		Below required	
Time in Type	>100 hr	60-100 hr	40-60 hr	20-40 hr	<20 hr	
Performance	Well within limits	Within limits	At limits		Outside limits	
Equipment	GPS, weather, traffic	Functional, up-to-date GPS	Functional comm and nav	Minimum required	Does not meet 14 CFR 91.205	
Known Anomalies	None	One, nonessential	Two, nonessential		Any essential	
enVironment						
Airport	Adequate, familiar	Adequate, unfamiliar	Marginally adequate	Familiar, inadequate	Unfamiliar, inadequate	
Weather	CAVOK	VFR	MVFR	IFR	LIFR	
Wind	Light, variable	Mild, steady	Mild, some gusts	Shear, gusts	Exceeds limits	
Runways	Dry, hard, long	Dry, hard, short	Dry, soft, short	Wet, hard, short	Wet, soft, short	
Lighting (Day VFR = 1)	Runway, taxiway		Runway only	1+ unlit towers	None or INOP	
Terrain	Flat, populated		Flat, unpopulated		Mountainous	
Time of Day	Day, proficient	Night, proficient	Day, current	Night, current	Not current	
External Pressures						
Delays / Diversions	No pressure	Slight pressure	Inconvenient	Problematic	Not possible	
Alternate Plans	No pressure	Slight pressure	Inconvenient	Problematic	Not possible	
Personal Equipment	Emergency kit		Cell phone only		None	
Importance of Flight	No pressure	Slight pressure	Mild pressure	Evaluation prep	Critical	
Flight Complexity	Not complex	Moderate	Difficult	Severe	Extreme	
Number of 5s: _____					**TOTAL RISK RATING**	

Overall Flight Risk Level

Use your total risk rating from the front. The highest level that applies is your risk level.

[ ]	**Risk within normal parameters.** Flying has inherent risks. Do not take unnecessary risks, and check your personal minimums and applicable SOPs to ensure compliance.	**25-49**
[ ]	**Elevated risk.** Allow extra time for flight planning. Review personal minimums and SOPs to ensure all standards are met. Run a TEAM check on any risk near or at the edge of your personal minimums. Delay any flight that exceeds your minimums or the SOPs until conditions improve.	**50-74 or a 5 in any row**
[ ]	**High risk.** Allow extra time for flight planning and consider asking a more experienced pilot or instructor for help. Carefully check personal minimums and SOPs so no standard is violated. Use TEAM to reduce the risk as far as possible. Delay or cancel the flight if the risk cannot be reduced to a lower level.	**75-125 or a 5 in any 2 rows**

Check the box for your level.

Risk Management (TEAM)

Always advised; **required** for elevated and high risk. List how each risk can be managed and the resulting point change (e.g. -3), then re-evaluate your risk level.

How can the risk be...	Risk management strategies	Point change
TRANSFERRED? e.g. fly with an instructor		
ELIMINATED? e.g. avoid the hazard entirely		
ACCEPTED? benefit outweighs the risk		
MITIGATED? e.g. extra fuel, delay departure		

Original total: _____ **Total point change:** _____ **Final total:** _____

Final risk level: [ ] Normal [ ] Elevated [ ] High

A row still rated 5 keeps the "5 in any row" rule in effect unless that factor itself has been changed.

Flight Determination

Find your certificate level and your final risk level; the cell where they meet is your determination. Circle it.

Overall risk level	Student, Pre-Solo	Student, Post-Solo	Private Pilot	Private, Instrument	Commercial Pilot
Normal Risk	Dual only	Solo allowed*	Solo allowed	Solo allowed	Solo allowed
Elevated Risk	Dual only*	Dual only**	CFI review*	CFI review*	CFI review*
High Risk	Not permitted**	Dual only**	Dual only**	Not permitted***	Not permitted***

** A certificated flight instructor assigned to the student must review the risk assessment and authorize the flight.*
*** A chief instructor may allow unrestricted flight to continue, but only after reviewing the form with the student.*
**** A program administrator may allow the flight to continue, but only after reviewing the form with the student.*

Risk Assessment Outcome

[ ] GO **[ ] NO-GO** **[ ] APPROVED**

Pilot signature: **Approved by:** **Date / Time:**

Where your program requires it, attach a completed copy to the dispatch release before departure, carry a copy in the aircraft, and file it with the lesson record at the post-flight briefing. This form is a personal decision aid and does not replace the pilot in command's judgment, your school's SOPs, or FAA regulations.