



**The TWIN CESSNA** *Flyer*

*The Twin Cessna Flyer*

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### The Twin Cessna Flyer Risk Assessment Tool

Date: _____ Departure: _____		Risk Value	Flight Value
Release/Trip #: _____			
Tail #: _____ Destination: _____			
<b>Pilot Qualifications and Experience</b>			
1	Less than 200 hours in type	5	
2	Less than 30 hours in last 90 days	5	
3	No type specific recurrent training in last 12 months	5	
4	"Duty day" that exceeds 14 hours	4	
5	Feeling tired, ill or under stress	5	
6	External pressure to complete a trip	5	
<b>Total Factor Score - Section 1 Pilot Qualifications and Experience</b>			
<b>Operating Environment</b>			
7	No published approach	3	
8	Instrument approach without vertical guidance	3	
9	Circling approach - day (night)	3 (5)	
10	No weather reporting at destination	5	
11	Alternate airport not selected	4	
12	Marginal weather at alternate	5	
13	Moderate to severe Icing conditions reported or forecast	5	
14	Thunderstorms, heavy rain, or severe turbulence reported or forecast	5	
15	Surface winds > 30 kts and/or crosswind > 15 kts	4	
16	Winter operation	3	
17	Night Operation	4	
18	High terrain surrounding airport	3	
19	Runway length < accelerate/stop distance (if unavailable: takeoff distance plus 1/2 landing distance)	2	
20	High density altitude and maximum gross weight takeoff	5	
21	Uncontrolled and/or unfamiliar airport	3	
22	Planned flight time into last hour of fuel	3	
<b>Total Factor Score - Section 2 Operating Environment</b>			
<b>Equipment</b>			
23	New avionics installed within last 6 months	3	
24	First flight after maintenance	5	
25	First flight after 15 days of non-use and/or outside storage	3	
26	Known maintenance discrepancies	3	
27	Inop or no autopilot (approach capable) for IFR flight	4	
28	More than 6 months since last engine inspection by a certified aircraft mechanic	2	
<b>Total Factor Score - Section 3 Equipment</b>			
<b>Total Risk Assessment Score Of All Sections</b>			
		Caution	> 15
<b>SEE OTHER SIDE FOR OTHER NO-GO ITEMS</b>		No Go	> 25

<b>No Go Items</b>					
1. Non-compliance of aircraft, pilot or planned flight with FAR's					
2. Any Operational Factors Below Personal Minimums					
	<u>Personal</u>				
	<u>Minimums</u>	<u>Actual</u>			
Weather:					
Ceiling					
Visibility					
Winds					
Other:					
Runway Length					
<b>NOTE:</b> Nothing in this document is meant to supersede FAA Regulations or Aircraft Flight Manual instructions or recommendations.					

