

Gleim Preflight Risk Assessment Matrix

During each preflight planning session, use this form to gauge your overall risk. This form is based on the PAVE checklist and will help you determine if your intended flight is riskier than normal based on the factors listed. Making good decisions in the airplane starts on the ground. Grade yourself in each of these categories in an honest, self-evaluative manner. Further note that this list is not exhaustive. If any other factors will affect your flight, you must consider those factors. The go/no-go decision could be entirely based on factors not listed here. **Remember, as the pilot in command, you have the ultimate responsibility for the safety of your flight.**

Before each flight, fill in the appropriate element score in the Rating column and total these numbers to assess your overall flight risk.

	1	2	3	4	5	Rating
Pilot						
Experience	>1500 hours	500-1500 hours	300-500 hours	100-300 hours	<100 hours	
Recency (last 90 days)	>20 hours	15-20 hours	10-14 hours	5-9 hours	<5 hours	
Currency	VFR and IFR		VFR not IFR		Not VFR or IFR	
Emotional Condition	Excellent	Good	Average	Poor	Unacceptable	
Aircraft						
Fuel Reserves	Exceeds requirement		Meets requirement		None	
Time in Type	>400 hours	300-400 hours	200-300 hours	100-200 hours	<100 hours	
Performance	Well within limits		At limits		Outside limits	
Equipment	GPS, weather display	Hand-held GPS	VOR, NDB	Minimum required	Does not meet 14 CFR 91.205	
enVironment						
Airport	Adequate, familiar		Barely adequate		Unfamiliar, inadequate	
Weather (IFR/VFR)	VFR		MVFR	IFR	LIFR	
Runways	Dry, hard, long	Dry, hard, short	Dry, soft, short	Wet, hard, short	Wet, soft, short	
Lighting (Day VFR=1)	Runway, taxiway		Runway only		None	
Terrain	Flat, populated		Flat, unpopulated		Mountainous	
External pressures						
Delays/Diversions	No pressure exists		Inconvenient		Not possible	
Alternate Plans	No pressure exists		Inconvenient		Not possible	
Personal Equipment	Emergency kit		Cell phone only		None available	
Additional Factors						
Total Risk Rating →						
Risk within normal parameters. Flying is inherently risky. Do not take any unnecessary risks and examine your personal minimums to ensure compliance.						16-33
Elevated risk. Plan for extra time for flight planning. Review your personal minimums to ensure that all your self-determined standards are being met. Carefully analyze any risks near or on the boundaries of your personal minimums. Delay any flight that exceeds your personal minimums until conditions improve.						34-55 Or a 5 in any row
High risk. Plan for extra time for flight planning and consider requesting assistance from a more experienced pilot, if one is available. Carefully examine your personal minimums to ensure none are being violated. Examine methods of reducing the risk to the extent possible. Consider delaying or canceling the flight if risks cannot be reduced to an acceptable level.						56-80 Or a 5 in any two rows