

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 |