

**NEW HAMPSHIRE WING HEADQUARTERS
CIVIL AIR PATROL
TACTICAL RISK MANAGEMENT ASSESSMENT FORM**

DATE _____ TIME _____ MISSION SYMBOL _____

A/C N No.: _____ CAPFLIGHT CALLSIGN: CPF _____

PIC _____
Name _____ Grade _____ Unit _____

MISSION NO. _____ SORTIE NO. _____

FRO: _____
Name _____ Grade _____ Unit _____ Signature _____

| | Hazard Identification | Low | Pts | Moderate | Pts | High | Pts |
|------------------------|-------------------------------------------------------|------------------------------------------|-----|-------------------------------------------------------------|-----|---------------------------------------------------|-----|
| A – Human | | | | | | | |
| 1 | Flight Experience | > 1000 hours PIC | 0 | 250-1000 Hours PIC | 5 | < 250 Hours PIC | 10 |
| 2 | Mission Experience | > 100 Hrs Mission Time | 0 | 50-100 Hours Mission Time | 5 | < 50 Hours Mission Time | 10 |
| 3 | Recency/Currency (in Group, per CAPM 60-1, Table 3-1) | > 10 Hrs Last 90 Days | 0 | 5-10 Hours Last 90 Days | 5 | < 5 Hrs Last 90 Days | 10 |
| 4 | Crew Complement | 2 nd Pilot | 0 | Observer, Scanner, Passenger | 5 | Solo | 10 |
| 5 | Crew Rest | Rested | 0 | Some Fatigue Noted | 5 | Fatigued | R |
| 6 | Health | Good | 0 | Minor Problems, No Medication | 5 | Taking Medication | R |
| 7 | Mission Complexity | Routine Tasks | 0 | Complex Tasks; No New Technology | 5 | Complex Tasks; New Technology | 10 |
| B – Machine | | | | | | | |
| 1 | Maintenance | Fully Operational | 0 | Squawks; Airworthy | 5 | Squawks, Not Airworthy | NG |
| 2 | Avionics (VFR) | All Operational | 0 | Single Nav/Com | 5 | No Nav/Com | R |
| 3 | Avionics (IFR) | All Operational | 0 | Single Nav/Com | 10 | No Nav/Com | NG |
| 4 | Performance Factors | < 5,000 Ft Density Alt | 0 | 5000-9000 Ft Density Alt | 5 | > 9000 Ft Density Alt | 10 |
| C – Environment | | | | | | | |
| 1 | Ceiling in Mission Area (VFR) | > 3000 Feet | 0 | 1000-3000 Feet | 5 | < 1000 Feet | R |
| 2 | Visibility in Mission Area (VFR) | > 7 SM | 0 | 3-7 SM | 5 | < 3 SM | R |
| 3 | Pilot IFR Rated and Current | > 1000 Ft/3 Miles Vis | 0 | < 1000 Ft/3 Miles Visibility | 5 | Approach Minimums | 10 |
| 4 | Icing / Freezing Level (FL) | None reported; FL above highest msn alt. | 0 | Forecast icing at or below highest mission altitude | 5 | Known/Reported icing at or below highest msn alt. | NG |
| 5 | Surface Winds | < 10 Kts | 0 | 10-20 Kts | 5 | > 20 Kts | 10 |
| 6 | Winds Aloft Forecast (at mission altitude) | < 10 Kts | 0 | 10-25 Kts | 5 | > 25 Kts | 10 |
| 7 | Turbulence (reported or forecast at or below msn alt) | None | 0 | Light to Moderate | 5 | Moderate to Severe | R |
| 8 | Terrain | Low/undemanding | 0 | Medium/Foothills | 5 | High/Mountainous | 10 |
| 9 | Over-Water Flights | Not Over-water | 0 | No Portion of Flight Beyond Normal Gliding Distance to Land | 5 | Some Portion Beyond Gliding Distance to Land | 10 |
| 10 | Night, Ambient Lighting | Daylight | 0 | Dusk or Good Moonlight | 5 | Night, No Moonlight | 10 |
| 11 | Mission Airfields | Familiar | 0 | Unfamiliar / Few or No Hazards | 5 | Unfamiliar / Hazards | 10 |

Sub-Total:

Sub-Total:

TOTAL POINTS:

| TOTAL POINTS | RISK ASSESSMENT | FLIGHT RELEASE REQUIREMENTS |
|----------------------------------|----------------------------|---------------------------------------------------------|
| 0-50 | Low to Moderate Risk | FRO May Authorize Flight |
| Over 50 Points or any "R" | High Risk | Must get approval of wing commander or his/her designee |
| NG = No Go | NO FLIGHT PERMITTED | |

See Reverse for Instructions, Explanations and/or Clarifications

Instructions, Explanations and Clarifications for NHWF 104

- A-2 This line needs only to be completed for CAPR 60-3 Missions
- A-3 For the purposes of this form, this line refers to recency/currency in any aircraft make and model that qualifies under the aircraft grouping (re: CAPR 60-1, Table 3-1) that the pilot has received his Form 5 initial or annual check ride.
- A-4 Crew Complement: Applicable to all flight categories, including AFROTC and CAP Cadets, who are considered passengers on orientation rides.
- A-5 In addition to the subjective criteria listed herein, the pilot must adhere to the flight time and duty limitations as stated in CAPR 60-1, para. 2-14.
- A-6 It is incumbent upon all pilots to thoroughly evaluate their personal health according to FAA guidelines set forth in the FARs and the AIM. As part of this self-evaluation, CAP pilots are expected to complete the "IM SAFE" personal checklist (re: CAPR 60-1, Attachment 12-2). With respect to the reference to "Taking Medication" please note that certain prescription medications are permissible (e.g., cholesterol control medication), while other "over-the-counter" medications are considered debilitating and should **not** be taken before or during a flight. Please consult with your AME if you have any questions concerning any medication you are currently taking or are planning to take.
- A-7 "New Technology" refers to any avionics that may be required to be used by the pilot for the successful completion of the mission with which s/he may not be familiar – e.g., GPS, LORAN, DF equipment, CAP FM radios, etc.
- B-1 It shall be the responsibility of the PIC to familiarize him/herself with any outstanding squawks on the aircraft, and whether any outstanding squawks would affect the operation of the given mission (e.g., a burned out navigation light out would affect night operations only, and therefore, although there is an outstanding "squawk," the airplane is "airworthy" albeit for day VFR only). This should normally be done when scheduling the aircraft for any given flight. During an actual or practice mission, such squawks shall be reported to and received from the appropriate dispatch and/or operations officer.
- B-2&3 This information should be received in the form of a squawk from the aircraft manager prior to preflight. Should the PIC discover any unreported malfunction of avionics equipment during preflight, the PIC must contact the FRO prior to takeoff and amend the NHWF 104 information, as it is possible that the maximum of 50 points could be exceeded for that flight.
- B-4 The FAA requires pilots to familiarize themselves with all aspects of a flight, including computing density altitude en route and at all airports of intended use.
- C-5 Surface winds shall not be such that the demonstrated crosswind component of the aircraft, as specified in the owner's manual, shall be exceeded for the runway of intended use for any operations into or out of any airport during the designated mission. The pilot's personal ability and recent experience in high winds and/or crosswinds should also be taken into consideration.
- C-6&8 The pilot should consider the combination of forecast winds aloft and terrain. High forecast winds and mountainous terrain is a treacherous combination.
- C-8 If the mission will be flown over terrain that is defined as "high/mountainous," and sufficient terrain clearance (a minimum of 2000 feet) cannot be continually maintained (except for takeoff and landing), and the PIC has NOT graduated from a CAP or other officially sponsored and recognized Mountain Flying Clinic, the FRO should substitute **25 points** (instead of 10).
- C-9 Re: CAPR 60-1, paragraph 2-1.i., "Over-water Flights."