

# FLIGHT STANDARDS PREFLIGHT ORM WORKSHEET (NON-AEG)

Date: \_\_\_\_\_ Pilot: \_\_\_\_\_ Copilot/Additional Crew: \_\_\_\_\_ FTE/Other Crew: \_\_\_\_\_  
 Office Code: \_\_\_\_\_ Departure ICAO: \_\_\_\_\_ Destination ICAO: \_\_\_\_\_ Aircraft Make/Model/Series: \_\_\_\_\_ SN/Registration Number: \_\_\_\_\_

<b>1. Mission:</b> (Select all that apply)	14 CFR Part 121/135	2		
	14 CFR Part 61	8		
	14 CFR Part 141	8		
	14 CFR Part 183	8		
	49 U.S.C. § 44709	12		
	Medical Flight Test	12		
<b>2. Mission Complexity:</b> (Select all that apply)	Day	1		
	VFR / IFR Currency	2		
	Hood/NVG	3		
	Density Altitude >2,500' above field elevation	4		
	Night Unaided	5		
	Touch & Go Landing(s)	2		
	Glassy Water (Seaplane)	3		
	Rough Water (Seaplane)	3		
	Special Airport Qualification	4		
	Autorotations (non-touchdown)	4		
	Unimproved Airport/Landing Area	4		
	Unprepared Landing Surface (FW) / Touchdown Autorotation (RW)	9		
	Slope Landing (RW)	3		
	Stalls	4		
	Pinnacle Ops / Confined Area	4		
	Water Ops / Ski Ops / Emergency Procedure Tng	5		
	Spins / External Load Training / Aerobatics	7		
	New Equipment (GPS, TAA, EFVS, EFB, etc.)	4		
	SFAR Aircraft	4		
	Brakes One Side Only	5		
Single or Throw-Over Controls	6			
Conventional (tailwheel) Landing Gear	6			
<b>3. Physiological Factors:</b>	Pilot	Additional Crew		
	None	1		
	Minor	3		
	Major	5		
<b>4. Runway Length:</b> (Select one)	≥ (MRL+2,000'), or Rotorcraft	1		
	≥ (MRL+1,000')	4		
	< (MRL+1,000')	6		
<b>5. Departure Weather:</b>	≥3,000-3	1		
	≥2,000-3(FW)	2		
	≥1,000-3(RW)			
	≥ Approach minimums or 300-1 (no IAP) (FW)	5		
	< Approach minimums or 300-1 (no IAP) (FW)	9		
	< Approach minimums or 300-½ (no IAP) (RW)			

<b>6. Enroute Weather:</b> (Select one item for each hazard)						
Thunderstorms:	Numerous 8	Scattered 6	Few 3	Isolated 1		None 0
Turbulence:		Severe No-Go	Moderate 3	Light 1		None 0
Precipitation:		Heavy 7	Moderate 3	Light 1		None 0
Icing:	Severe No-Go	Moderate 6	Light 3	Trace 1		None 0
<b>7. Destination Weather:</b> (Select one)						
Fixed Wing	≥ 2,000-3	1				
	≥ IAP mins or 1,000-3 (no IAP)	4				
	< IAP mins or 1,000-3 (no IAP)	6				
Rotorcraft	≥ 1,000-2	1				
	≥ IAP mins or 500-1 (no IAP)	4				
	< IAP mins or 500-1 (no IAP)	6				
<b>8. Alternate Airport Weather:</b> (Select one)						
	Alternate Not Required	0				
	≥ 2000-3	1				
	≥ 1000-3	4				
	≥ IAP mins	6				
Below 14 CFR 91.169 Requirements						
<b>9. Surface Winds:</b> (Depart & Arrive) (Select one)						
	XW≤10 kt (FW) & Total Wind≤15 kt (ALL)	1				
	XW≤15 kt (FW) & Total Wind≤20 kt (ALL)	3				
	XW>15 kt (FW) or Total Wind>20 kt (ALL)	6				
	>5 kt (Balloon)	6				
<b>10. EBC Currency:</b> (In what time period) (Verified by Manager)						
	0-30 Days	1				
	31-60 Days	2				
	61-90 Days	3				
	90+ Days	4				
14 CFR 61.56/61.57/SFAR currency					Yes No	
<b>11. Uncalculated Risk Value:</b> Enter a value for risk not accounted for above. State the risk(s). Add to the total.					+	
<b>12. Mitigated Risk Value:</b> Enter a value for risk that is mitigated. State the mitigation(s)? Subtract from the total.					-	
<b>13. Risk Level:</b> Calculate total, and choose risk level		Less than 31 LOW	31 to 45 MEDIUM	Greater than 45 HIGH	Total	
<b>14. Outcome:</b> Mission risk is acceptable? YES NO						
_____ Signature of Risk Acceptance Authority						
_____ Inspector Last Name						

## FLIGHT STANDARDS PREFLIGHT ORM WORKSHEET INSTRUCTIONS (NON-AEG)

<b>Definitions &amp; Abbreviations</b>
<p>Pilot – The pilot (PIC or SIC) who is planned to be predominantly at the controls during critical phases of flight.                      Additional Crew (2-pilot aircraft) – The pilot who is planned to primarily serve as the pilot not flying (i.e. copilot, safety pilot, etc.).                      Additional Crew (single pilot aircraft) – A pilot or flight test engineer whose primary purpose is to serve as the PNF (i.e. copilot, safety pilot, etc.).                      (FW) – Item applies to fixed wing aircraft.                      (RW) – Item applies to rotorcraft aircraft.</p>
<b>Instructions</b>
<p><b>1. Mission.</b> Choose the mission(s) for the flight. ASIs conducting enroute inspections need not complete an ORM worksheet. ASIs on flights for which the operator applies an approved risk management process need not complete an ORM worksheet.</p>
<p><b>2. Mission Complexity.</b> Select risks from the list as applicable to the mission and enter each value in the right column. Not all mission risks are included in the block. Additional risks the ASI identifies should be added in block 11, “Uncalculated Risk Value”.</p>
<p><b>3. Physiological Factors.</b> Physiological is personal health and well-being. For example, if the ASI has a headache, the ASI might enter “3” in the column “Additional Crew”. Enter the values for the pilot and additional crew in the right-hand column.</p>
<p><b>4. Runway Length.</b> MRL is the largest of Critical Field Length (CFL); Accelerate-Stop Distance; Takeoff or landing over 50 ft obstacle distance; or Stop &amp; Go distance. Calculate Minimum Runway Length (MRL) and compare to the runway available at each of the airports in the mission plan. Select the highest risk value among all planned airport operations and enter that value in the right-hand column. Do not consider touch and go runway requirements in this block.</p>
<p><b>5. Departure Weather.</b> Select the category for departure weather depending on fixed wing aircraft (FW), rotorcraft aircraft (RW), and whether there is an Instrument Approach Procedure (IAP). Enter appropriate risk value for in the right-hand column.</p>
<p><b>6. Enroute Weather.</b> For each hazard (thunderstorms, turbulence, precipitation, and icing), select the appropriate risk and enter that risk in the right-hand column. For example, if during the enroute portion of the mission the ASI expects to encounter light turbulence but no thunderstorms, precipitation, or icing, the ASI should enter a “1” in the right-hand column opposite the turbulence hazard. Zeros should be entered for the other hazards.</p>
<p><b>7. Destination Weather.</b> Select fixed wing aircraft (FW) or rotorcraft aircraft (RW) and whether there is an Instrument Approach Procedure (IAP). Enter appropriate risk value for forecast destination weather in the right-hand column.</p>
<p><b>8. Alternate Weather.</b> If an alternate is not required by 14 CFR §91.169, enter a zero in the right-hand column. If an alternate is required, enter the appropriate risk value for forecast alternate weather. If an alternate is not required, an alternate may be filed on the flight plan with a risk value of zero.</p>
<p><b>9. Surface Winds.</b> Consider the wind expected at each of the airports in the mission plan and the landing runway’s orientation. Consider both the wind velocity and the crosswind component. Enter the highest risk value for all planned airports. For example, the ASI should choose the row with risk of “3” if the wind is equal to 20 knots and the XW is less than 15 knots. For the purposes of this risk assessment worksheet, a maximum demonstrated crosswind is considered a limit. “ALL” means it applies to all categories and classes. For flight in a balloon, the wind must be less than 5 knots.</p>
<p><b>10. EBC Currency.</b> Enter the risk value for the time period in which Event Based Currency (EBC) was completed. For example, if EBC was completed within the previous 30 days, the risk value would be “1”.</p>
<p><b>11. Uncalculated Risk Value.</b> Uncalculated risk is risk that was not accounted for in the worksheet. Risk is increased by adding the subjective value(s) based on the judgement of the ASI or the management team. This worksheet was not intended to capture all risk for all possible missions. This block is the ASI’s opportunity to identify risks not identified elsewhere in the worksheet. These risks might come from the aircraft’s condition, deferred maintenance items, equipment unfamiliar to the ASI, or something unusual about the mission, as examples. Uncalculated risk might relate to the IMSAFE checklist for Illness, Medication, Stress, Alcohol, Fatigue, Eating/Food. The risk should be listed in the block or on a separate sheet with a subjective risk value. Determine a risk value by comparing the risk to the risks in the first part of the worksheet. For example, the ASI is doing a 49 U.S.C. § 44709 and the helicopter for the flight just came out of an annual inspection. The ASI may decide to add a risk value of 5 by looking at the risk values for other items such as autorotations. Consider as many additional risk factors as are appropriate, and assign a subjective value to each. Briefly describe the risk(s), and enter the value(s) in the right-hand column, which will then be added to the total risk calculated to that point. Once this risk is identified, it may be mitigated in block 12.</p>
<p><b>12. Mitigated Risk Value.</b> Mitigated risk is risk that is reduced by some method. Risk is decreased by subtracting a subjective value(s) based on the judgement of the ASI or the management team. This block is the ASI’s opportunity to reduce risk identified earlier in the worksheet including the uncalculated risk in block 11. For example, if the mission will be conducted in a tailwheel aircraft, recent recurrent ASI tailwheel training may be a mitigation. The risk for flight in a tailwheel aircraft is “6” as assigned in block 2. The ASI may choose to reduce that risk by a subjective value of “4” based on the recurrent training. Briefly describe what the mitigation(s) are in block 12 or on an additional paper, and enter the total risk mitigation in the right-hand column. This value will be subtracted from the total risk calculated up to this point.</p>
<p><b>13. Risk Level.</b> This block is the total risk reduced by mitigations in block 12. The result is the mission’s risk level. If the final total is less than 30, the risk level is LOW. If the final total is between 31 and 45, the risk level is MEDIUM. If the final total is greater than 45, the risk level is HIGH.</p>
<p><b>14. Outcome.</b> For LOW risk, the ASI’s front line manager decides whether the risk is acceptable. For MEDIUM risk, the ASI’s office manager decides whether the risk is acceptable. For HIGH risk, the mission should receive close scrutiny and mitigations to reduce the risk to MEDIUM or LOW. If the HIGH risk level cannot be reduced, the office manager will forward the mission specifics along with the ORM worksheet to the appropriate division manager who decides whether the mission’s risk is acceptable. If the risk is acceptable, the flight is conducted. If the risk is not acceptable, the risk is either mitigated further or the flight is not conducted. The appropriate manager selects “YES” or “NO” and signs block 14. An ASI will never be forced to perform a job function in an aircraft in flight, regardless of the risk level, if the ASI considers the task unsafe.</p>