



# SAMPLE FLIGHT RISK ASSESSMENT TOOL (FRAT)

*This document is for demonstration purposes only. It is not to be used for actual flights unless modified to suit individual pilot circumstances. This sample is appropriate for a non-instrument rated pilot flying a simple or complex single-engine airplane.*

SECTION 1: PILOT			
		Risk Value	Flight Value
1	Less than 100 hours in aircraft make and model	5	
2	Less than 5 flight hours in past 30 days	3	
3	Has not completed flight review or Wings phase in past 24 months	8	
4	Does not hold valid FAA medical certificate (even if not required)	8	
5	If <i>any</i> part of flight is at night, has less than 3 night hrs. in past 90 days	4	
6	Has <i>any</i> symptoms of illness including active allergies	8	
7	Is taking <i>any</i> prescription medication not reported to FAA	5	
8	Is taking <i>any</i> OTC medication	2	
9	Is taking <i>any</i> medication containing diphenhydramine (Benadryl, etc.)	N/G	
10	Has consumed <i>any</i> alcohol in past 12 hours	3	
11	Has consumed <i>any</i> alcohol in past 8 hours	8	
12	Has had less than 7 hours sleep in the past 18 hours	4	
13	Flight duration is more than 3 hours	2	
14	Has <i>any</i> emotional upset producing stress (financial, family, etc.)	2	
<b>Total for Section 1</b>			

Any item with a risk value specified as N/G is a no-go item.

<b>SECTION 2: AIRCRAFT</b>			
		<b>Risk Value</b>	<b>Flight Value</b>
1	Has not had annual inspection in past 12 months	8	
2	Has <i>any</i> Airworthiness Directives that have not been complied with	8	
3	Has <i>any</i> Service Bulletins that have not been complied with	4	
4	Has <i>any</i> known discrepancies not checked by certificated technician	8	
5	Has <i>any</i> discrepancies checked and cleared by certificated technician	2	
6	Has not been hangered since last flight	2	
7	Recent history of recurring discrepancy	1	
8	Has not been flown in past 30 days	4	
9	Has undergone maintenance since last flight	2	
10	Is a complex airplane	1	
11	Communications radio not installed or inoperative	2	
12	Transponder not installed, inoperative or not certified	2	
		<b>Total for Section 2</b>	

Any item with a risk value specified as N/G is a no-go item.

<b>SECTION 3: OPERATION</b>			
		<b>Risk Value</b>	<b>Flight Value</b>
1	Departing non-towered airport or tower closed at ETD	1	
2	Arriving non-towered airport or tower closed at ETA	2	
3	Alternate airport not selected	3	
4	Will not be using flight following	3	
5	Departure or arrival runway Turf	2	
6	Calculated obstacle takeoff distance 50% - 70% of runway length	4	
7	Calculated obstacle takeoff distance greater > 70% of runway length	N/G	
8	Calculated obstacle landing distance 60%-80% of runway length	4	
9	Calculated obstacle landing distance >80% of runway length	N/G	
10	Calculated weight 85% - 100% of max allowable	3	
11	Departure or arrival runway contaminated (wet, snow, etc.)	5	
12	Surface wind greater than 15 knots	2	
13	Departure or arrival X-wind 80% -100% max crosswind component	4	
14	Takeoff or Landing with any tailwind 1 – 5 knots	3	
15	Takeoff or Landing with any tailwind > 5 knots	5	
16	Departure or arrival airport higher than 3,000 feet MSL	4	
17	Any part of flight is at night	5	
18	Any part of the flight is at twilight	2	
19	> 30 minutes to be spent > 6,000 ft. w/o sup. oxygen or pressurization	2	
20	Any visibility less than 6 sm along route	5	
21	Moderate turbulence	3	
22	Severe turbulence	N/G	
23	Ceiling anywhere along route less than 3,000 feet AGL	5	
24	“VFR not recommended” advisory issued	N/G	
<b>Total for Section 3</b>			
<b>Total for Section 1 + Section 2 + Section 3</b>			
<b>Maximum Acceptable Flight Value</b>			20

Any item with a risk value specified as N/G is a no-go item.

## Notes on using and customizing the FRAT:

1. Some items listed, such as not having a valid flight review, would cause a violation of regulations. A numerical value is assigned rather than listing the item as a no-go item because of frequent violation of these items. The fact that a numerical value is assigned is not to be interpreted as an endorsement of violating regulations but rather as a way of addressing the associated risk.
2. The example is for demonstration purposes only. It is not to be used without being customized to the needs of the individual pilot.
3. If you downloaded the MS Word® version, you can easily add and delete items by editing the tables.
4. Risk values and maximum acceptable flight value given are arbitrary and may be revised as desired.
5. If an item applies, it has a flight value equal to the specified risk value.
6. If an item does not apply, it has a flight value of zero.