

Appendix C Flight Assessment Form VFR = VFR pilot on VFR flight IFR = IFR current pilot on IFR flight

Pilot

Factor	VFR	IFR	Score
Less than 100 hours in type	+ 2	+ 3	
Unfamiliar Destination	+ 1	+ 1	
Fatigue (less than normal sleep prior night)	+ 2	+ 3	
Flight at end of work day	+ 2	+ 3	
Scheduled commitment after flight	+ 2	+ 2	
Recent death of close family member	+ 2	+ 2	
Major domestic problems	+ 2	+ 2	
Illness in family	+ 1	+ 1	
Second pilot who is rated and current	- 1	- 1	
Alcohol within the last 24 hours	+ 2	+ 2	
Taking over the counter medication	+ 3	+ 3	
Inadequate food prior to flight	+ 2	+ 2	
Inadequate water prior to flight/no water on board	+ 2	+ 2	
Day > 10,000' PA with no supplemental Oxygen	+ 2	+ 2	
Night > 5,000' PA with no supplemental Oxygen	+ 3	+ 3	
Flight duration more than 3 hours	+ 2	+ 2	
TOTAL			

Aircraft

Factor	VFR	IFR	Score
Fuel calculation completed for flight with reserves for day/night conditions	- 1	- 1	
Total fuel required for flight with reserves for day/night conditions less 60% of available fuel	- 2	- 3	
Weight and balance calculated	- 1	- 1	
Weight within 10% of maximum gross	+ 2	+ 2	
Takeoff or landing distance more than 50% of runway length	+ 2	+ 2	
TOTAL			

Environment

Factor	VFR	IFR	Score
Visibility 3 to 5 miles	+ 2	0	
Visibility 1 to 3 miles	+ 3	0	
Destination visibility less than 1 mile	+20	+ 1	
Ceilings less than 3,000' AGL	+ 3	0	
Destination ceilings less than 1,000' AGL	+10	+ 1	
Destination ceilings less than 500' AGL	+20	+ 2	
Convective activity within 20 NM of flight path	+ 5	+ 3	
Convective act./ no storm-scope/detection capability	+10	+ 3	
Convective activity with detection capability	0	- 2	
Destination dew point spread less than 3°	+ 5	+ 1	
No de-icing equipment, surface temperature less than 40° F, and low clouds or precipitation	+30	+10	
Icing forecast (AIRMET more than light) at altitude required to fly with de-icing equipment	N/A	+ 2	
Operational control tower at destination	- 2	- 2	
VASI/PAPI at destination	- 1	- 1	
Radar environment at destination	- 1	- 1	
Mountainous terrain	+ 3	+ 3	
Approach/departure over water	+ 1	+ 1	
High bird hazard	+ 1	+ 1	
Unpaved runway	+ 1	+ 1	
IFR and only approach is non-precision	N/A	+ 2	
Weather reporting at airport	- 1	- 1	
Precipitation causing obstruction to visibility	+ 2	+ 1	
Wet runway	+ 1	+ 1	
Ice on runway	+ 2	+ 2	
Crosswind 90% of max POH	+ 2	+ 2	
Using flight following/radar advisories in high density traffic areas	- 1	N/A	
On IFR flight plan during VFR conditions	- 1	N/A	
TOTAL			
GRAND TOTAL			

	VFR Grand Total	VFR Action	IFR Grand Total	IFR Action
Minimal	Less than 6	Go	Less than 7	Go
Low	6 to 8	Consider alternate actions	7 to 10	Consider alternate actions
Medium	9 to 14	Consult experienced CFI	11 to 15	Consult experienced Instrument CFI
High	More than 14	Don't go	More than 15	Don't go