



Pilot RAV (P-RAV)

Instructions for completion of leg-by-leg risk assessment.



DTC ORAV Result #13638344

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Scoring Summary

Item	Score	Max	Explanation
% effective:	88.23	0	
Total Score	88.23	0	

the P-RAV. Most information will be pre-loaded based on the SDO's preparation of the trip packet. The review should take less than 2-minutes. The P-RAV is iPad, iPhone and other mobile device friendly.

For Actual Wake Up Time: Use 24-hour clock & enter in the following format: 0530.



DTC Aviation Services

Complete this form during preflight and between subsequent legs. Make adjustments based on any changes conditions from original RAV. All hazards are to be properly mitigated prior to commencement of the flight leg. Review with operations if conditions warrant. All times are Zulu.

Date * 2018-05-08
Tail Number: * 12345
Route of Flight * test

Pilot in Command: * t
PIC Actual Wake Up Time * ? 500
PIC Sleep Quality * Good

Second in Command * r
SIC Actual Wake Up Time * ? 500
SIC Sleep Quality * Good

Trip Number: * 1235
Leg: * 1
Circadian Shift * ? Less than 3
Leg End Time * ? 2200

% effective: 82.29%
Fatigue Impairment Rating: 0.051

Calculate

Calculate

Fill out the fields as shown by the arrows and ovals in this example.

For Sleep quality: select Good if you felt completely rested and ready to go. Select Fair if you had to hit "snooze" or needed some time to get going. Select Poor if you hit "snooze" more than once or needed coffee or another legal stimulant to get moving or really didn't want to get out of bed.

For Leg End Time: Use 24-hour format & enter time in this format: 1930. Add 24 hours if duty time ends past midnight. For example, 0300 would be 2700.

Choose how many time zones you will cross and/or how many hours your wake time is shifted from normal (earlier or later). Combination of the two is cumulative.

For Leg select the flight leg from the drop down.

Click "Calculate" to determine Fatigue Incident Risk and wherever else you see it on the form.

MITIGATION REQUIRED FOR ALL ITEMS MARKED "YES" (can write "per initial release" if no change from O-RAV)

Medium Risk Hazards

M1: T/O or destination alt req'd. *

- Yes
- No

M2: Short notice trip (< 2 hrs). *

- Yes
- No

M3: Contaminated rwy; non-frozen. *

- Yes
- No

M4: Xwind comp > 20 kts. *

- Yes
- No

M5: Significant NOTAMS/TFR for departure or arrival airport. *

- Yes
- No



If a risk line item will be experienced on the flight leg, click the corresponding "Yes" and a Mitigation field will appear. List the mitigation as discussed with or listed by the Scheduler.

Skip it if the risk line item will not be experienced during the flight leg.

Click the Calculate button whenever you see it.



M7: PIC or SIC have not flown in type in >30 days. *

Yes

No

M8: >12 hrs duty and/or
>7 block hrs flying. *

M8 Mitigation

Yes

No

M9: APG data not available for dep and/or
dest airport. *

Yes

No

If a risk line item is listed already by the SDO then the Mitigation can be “per initial release.”

Keep in mind that you only need to click “Yes” on a line item or change it to “No” if the conditions have changed since the SDO’s initial RAV of the flight.

When you are ready to go on...

High Risk Hazards

H2: Declared or discovered medical condition/special need for pax. *

- Yes
 No

H3: "One-time-only" maintenance flight per MEL, CDL, or FAA Ferry Permit. *

- Yes
 No

H4: Duty period includes, starts, or ends between 2300 & 0400 local time. *

- Yes
 No

H5: Runway dimensions less than 5,000-ft. *

- Yes
 No

H6: PIC and SIC have <250 hours combined time in type. *

- Yes
 No



Click "Next"...



Extremely High Risk Hazards

E2: Forecasted numerous (>45%) or embedded thunderstorms. *

Yes

No

E3: Forecast severe turbulence. *

Yes

No

E4 Mitigation

<< PREVIOUS

SUBMIT

When you are ready to submit the P-RAV click the "SUBMIT" button.



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Between legs of the same flight duty day click on the original link for the flight that you were emailed. Repeat for each leg. The system logic will trigger a notification for additional mitigation if a leg-specific release is needed due to higher operational risk or higher fatigue risk.