Additional Resources

When considering how and whether to employ a flight-risk assessment tool, many resources are available to the individual pilot, flight school and/or flying club. The FAA’s Risk Management Handbook pictured at right is a good place to start, but it shouldn’t be the end of your journey. In addition to the tools developed by the FAA and AOPA ASI, and described in this article’s main text, other tools are available for operations as diverse as multi-pilot helicopter EMS, Fortune 500 corporate flight departments and scheduled air carriers. Adopting one or more of them to your specific circumstances shouldn’t be difficult or expensive.

The safety management system concept, or SMS, has been touted by the FAA and many other organizations around the world is a comprehensive way for an organization to look at safety in the context of all its operations. While it might be a bit too involved for the average owner flying a piston single, it does provide the benefits of imposing a systemic, all-encompassing approach to managing safety and thereby risk throughout an organization.

The FAA calls SMS a “formal, top-down business approach to managing safety risk, which includes a systemic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures.” As such, it may be a suitable complement to FRATs and other pre- and in-flight tools.