

Name of the threat	Risk description	Probability	Harmfulness	How to mitigate the risk	Probability	Harmfulness	Person in charge	Comments
MAN								
Commander /Instructor fatigue	Reduced alertness, insufficient focus, and distractions affect the conducting of safe flight operation	3	D	<p>Raise awareness among pilots by:</p> <ul style="list-style-type: none"> - Addressing fatigue in CRM training, - Include in the topics of instructor meetings, <p>In addition:</p> <ul style="list-style-type: none"> - providing the pilot with the opportunity to rest when indisposition due to fatigue is detected, adhering to the norms of the regulations on rest, not undertaking flight operations in case of excessive fatigue. 	2	D	<p>Training Manager</p> <p>Flight Operations Manager</p>	Include in training topics
Behaviour of the task specialist that may affect the control of the helicopter	<p>The commander may be surprised by the action of the task specialist, affecting the helicopter's maneuverability,</p> <p>Loss of control of the helicopter</p>	4	D	<p>Always remain aware and use the principle of limited trust. Discuss the flight task in detail during the pre-flight briefing.</p> <p>Additionally - the introduction of Standard Operating Procedures.</p>	2	D	Commander / Accountable Manager	Conduct a briefing with task specialists
Maintain the validity of authorisations: license, medical certificate, training validity, etc.	Lack of valid authorisations necessary for crews, especially in the case of multiple entries of authorisations in the license, can fail flight operations = financial losses	4	C	Effective oversight to maintain the validity of crew licenses and their periodic review.	2	B	Flight Operations Manager	

Overconfidence of pilots	Overconfidence during flight preparation and the flight itself results in reduced attention levels, carefree and routine behavior, potentially dangerous. It can increase with airfare	2	D	Proper selection of pilots, training / human factor / human - possibilities and limitations, instructor talks	1	C	Flight Operations Manager	
Student pilot behaviour that may affect helicopter control	The instructor may be surprised by the student's actions, affecting the helicopter's maneuverability, Loss of control of the helicopter	4	D	Always remain vigilant and use the principle of limited trust. Discuss the flight task in detail during the pre-flight briefing. In addition, standard operating procedures should be introduced.	2	D	Commander Accountable Manager	Conduct a thorough briefing with students
Bringing flammable hazardous material on board	The possibility of catching fire on board	4	B	Conduct a briefing in accordance with OM A-8-03-00 p.16	2	B	Commander	
Bringing hazardous tool on board	Ability to use the tool against the commander	2	A	Conduct a briefing in accordance with OM A-8-03-00 p.16	2	A	Commander	
MEL misreading	Execution of a flight with a fault that is not allowed by MEL	2	A	Training in the use of MEL	1	A	Training Manager	

Improper operation of the SOL device	Obtaining incomplete data from a patrol flight The need to repeat the flight	4	E	SOL device training	2	E	Training manager	
MACHINE								
Exceeding limit parameters in aircraft configuration.	Overloading of the helicopter structure or its destruction	3	A	Control of piloting technique, painted limits on speedometers, information badges in the helicopter	2	A	Training Manager Commander	
Improper refuelling.	Execution of operations with an incorrect amount of fuel, which may lead to, premature interruption of flight operations, precautionary landing, forced landing	4	B	The use of fuel consumption calculations, ongoing monitoring of fuel required and consumed, and the application of the principle that always flight operations, we start with full tanks unless it raises a problem with weight and balance	2	B	Commander	
Reliability of the helicopter in flight	Emergencies in a time deficit	4	A	Conduct training and checks to ensure familiarity with memory procedures; improve procedures in preparation	4	C	Training Manager Commander	Include in training topics
Reliability in flight	Other emergencies	4	c	Adherence to procedures, ability to use IUL, improvement of procedures in preparation	3	D	Training Manager Commander	Include in training topics
Battery/device PED fire	There is a possibility of fire on board the helicopter. The possibility of reduced visibility through smoke and the possibility of pilot burns.	2	C	- Equipping each helicopter with a bag that minimises the fire hazard caused by PEDs and protective gloves. - Procedure for charging EFB devices in flight (e.g., original charger, undamaged cables, designated location on board)	2	D	Flight Operations Manager	

EFB device failure before flight	There is a possibility that the crew will not complete the task.	3	D	Verification of the correct operation of the device in accordance with A-8-07	2	D	Commander	
EFB device failure during flight	The possibility of making a flight not following the flight planned route.	3	D	Having a paper map on board in accordance with A-8-07	2	D	Commander	
SOL device detaching from its mount		3	C	Checking the status of the SOL attachment	2	B	Commander	
MEDIA								
Pilot blinding by laser	Any laser pointing at a flying or taxiing aircraft resulted in a glare of the cockpit.	2	C	Discussing ways to behave in such incidents. Reminding of the obligation to report any such incident.	1	C	Training Manager SMM Manager	
Rapid deterioration of meteorological conditions	An unexpected decrease in meteo conditions below the minima of the pilot operating.	3	B	Training on VFR minima held and how to get out of adverse weather areas or conditions	2	B	Training Manager	
FOD	Sucking/picking up a foreign object at an airport/airfield/landing site	4	C	Apply procedures for proper selection and review of the landing site before touchdown	3	D	Training Manager Commander	Consider in training
Bird strike	Collision with a bird or group or flock of birds	4	C	Cooperation in the CRM crew, periodic switching on the landing reflector and other lights, proper observation of space	4	D	Commander	

MISSION								
Collision with an off-road obstacle/patrolled object	There is a possibility of serious damage to the helicopter	4	B	Execution of flights in accordance with the SOP Continuous observation by the Commander of the environment and conditions	4	C	Commander	
Serious incidents in air traffic include near-misses, runway interference, or inappropriate avoidances.	This can lead to an accident	2	A	All-round training and control, with an emphasis on just culture aspects.	1	A	Commander Training Manager	
Loss or disruption of communications.	Inability to perform operations, collision in the air or on the ground.	3	B	Training on behaving in case of communication loss in a given flight phase.	2	C	Training Manager	
Fall of a task specialist from a helicopter during a flight with a dismantled door	Death or serious injury	4	B	Checking the operation of the seat belts before the flight with the doors removed Do not make sharp tilts to the side of the dismantled door	2	B	Task specialist Commander	
MANAGEMENT								
Use of outdated documentation for flight planning	Preparation and execution of flight operations using documentation that is not valid, e.g. maps, Flight Manual, checklists, etc.	2	B	The requirements in the documentation are introduced to check its validity. The Compliance Monitoring Manager conducts audits in this regard. Documentation checking requirement included in checklists of individual aircraft	1	B	Commander	

Improper performance of duties by nominated person	Poor organisation of the work of its own and subordinate employees, organisational chaos, delays in the execution of tasks, loss of control over the continuity of complex and multi-element administrative processes, delays in responding to correspondence, failure to timely rectify non-conformities identified by the CAA (ULC), and, consequently, the consequences on the part of the aviation authority oversight.	3	D	Increased supervision by the company's management, reorganisation of the work, and if this does not bring the desired result - consequences in the form of a change in the post-holder's position	2	D	Accountable Manager	
Use of an improperly secured/attached device during critical phases of flight	Possibility of locking the flight controls and losing control on the helicopter	3	A	Pre-flight check of the correct attachment of the device in accordance with A-8-07	2	A	Commander	
Outdated map database	Possibility of airspace violation (P,R,D, CTR, etc.) without the pilot's knowledge	3	C	<ul style="list-style-type: none"> - Pre-flight check of the database in accordance with A-8-07 - The application automatically checks and signals the availability of updates - Having an up-to-date map on board and checking the pre-flight NOTAM for the task area in accordance with the Commander's responsibilities 	1	C	Commander Flight Operations Manager	

The new way of using maps and documentation	The possibility of paying too much attention and directing one's gaze (staring) at the EFB while performing operations. The possibility of exceeding flight parameters or losing spatial orientation.	2	A	EFB training	1	A	Training Manager	
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