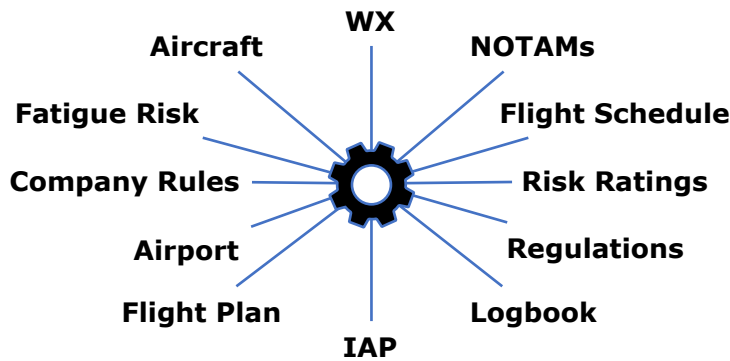# VOCUS®

BY POLARIS AERO

SAFETY INTELLIGENCE™

VOCUS App: FLIGHTRISK **Automated Risk Assessment System**

FlightRisk is an advanced risk assessment system that automatically identifies the hazards and risk mitigation procedures that are most relevant to your flight. Unlike subjective hazard scoring systems (i.e., FRATs), FlightRisk is objective: It is based on published regulations, rules, and procedures. FlightRisk goes beyond compliance; it helps facilitate action!

Integrations

Collins Aerospace
ARINCDirect℠
FOS

ForeFlight
A Boeing Company

PFM
PROFESSIONAL FLIGHT MANAGEMENT

TRIP PLANNING.BIZ

BART
SEAGIL SOFTWARE COMPANY

Airplane Manager

SD

FL3XX

myairops

PULSAR® INFORMATICS

AGGREGATES

WX
Aircraft   NOTAMs
Fatigue Risk   Flight Schedule
Company Rules   Risk Ratings
Airport   Regulations
Flight Plan   Logbook
IAP

ANALYZES

IF Fatigued **AND** Unfamiliar **AND** Night **AND** Mountainous

THEN:

ADVISES

STOP

Long landing advisory -
The conditions at this airport have led to landing irregularities. Be very vigilant on flying a stabilized approach and landing within the touchdown zone.

Simple.   Meaningful.   Seamless.

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VOCUS®

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SAFETY INTELLIGENCE™

FLIGHTRISK

Review flight relevant advisories

Improve consistency across your pilots

Ensure you never forget a lesson learned

Be proactive with your safety knowledge

HAZARD SCORING

Inform stakeholders of Top Hazards to shape training that suits your mission profile

Crew hazard(s). Identified 92 Times in 80.7% of Risk Assessments

Unfamiliar Airfield
PIC has not been to this airfield in the last year. FlightRisk uses the PIC's previous assessments to determine familiarity.   41   35.96%

Departure during Circadian Low
Crew is operating at the departure airfield during their Circadian Low. The CL window is 0200 to 0600 (Standard Time) and uses the departure airfield as the reference.   26   22.81%

Flight Ti
Crew is c

Multiple
Crew tra

Duty Tin
Crew is c
schedule

Arrival d
Crew is c
airfield a

Fatigue

Weather hazard(s). Identified 80 Times in 70.18% of Risk Assessments

Operations at Night
Night is based on celestial data calculation. Does not include operations during twilight.   48   42.11%

Precipitation
Precipitation includes SH, DZ, and RA.   36   31.58%

Icing Conditions/Freezing Precipitation
Weather

IFR con
Weather

Icing Co
Weather

Operati
Twilight

Airfield hazard(s). Identified 38 Times in 33.33% of Risk Assessments

Contaminated Runway
Uses runway surface condition NOTAMs to determine if a runway surface has contamination.   25   21.93%

Single Runway
Airfield has a single runway. Computed distances are not taken into account.   18   15.79%

Narrow Runway
Airfield does not have a runway that is wider than 148 feet (45 meters).   13   11.4%

Uncontrolled (No Tower Facility)
Airfield may be uncontrolled. Based on information in the combined FAA/Euro control data file.   5   4.39%

No Instrument Approach
Airfield does not have a published instrument approach (AIP).   4   3.51%

High Elevation
Airfield elevation is greater than 5000 feet MSL (1525 meters).   4   3.51%

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