



TACTICAL RISK MANAGEMENT MATRIX



Pilot Name: _____ Date: _____ Mission #: _____ A/C #: _____ Sortie: _____

HAZARD	LOW RISK	PTS.	MODERATE RISK	PTS.	HIGH RISK *	PTS.	VALUE
--------	----------	------	---------------	------	-------------	------	-------

MAN B SUGGESTED VALUES

Experience / Training	≥ 1,000 hours PIC ≥ 50 hours mission time	0	≥ 250 < 1,000 hours PIC ≥ 25 < 50 hours mission time	10	< 250 hours PIC < 25 hours mission time	20	
Pilot Currency	≥ 10 hours within last 30 days	0	≥ 5 < 10 hours within last 30 days	10	< 5 hours within last 30 days	20	
Health / Crew Rest	Good health and proper crew rest	0	Fair health and/or some signs of fatigue	10	Poor health and / or serious fatigue	No Go	

MACHINE B SUGGESTED VALUES

Maintenance Factors	Fully Functional	0	Partially Non-Functional	15	Fully Non-Functional	No Go	
Performance Factors	> 2,500' < 7,000' AGL search altitude	0	≥ 7,000' AGL search altitude	10	< 2,500' AGL search altitude	25	
A/A & A/G Comms	Good comms and/or high bird available	0	Some blind spots or faulty comms and/or no high bird	10	Poor comms and no high bird	15	

MISSION B SUGGESTED VALUES

Operations Tempo	1 - 2 total search aircraft	0	3 - 4 total search aircraft	10	> 4 total search aircraft	20	
Search Complexity	Simple tasks, no new technology	0	Complex tasks, no new technology	10	Complex tasks, new technology	20	

ENVIRONMENT B SUGGESTED VALUES

Weather (current & forecast, including winds aloft)	Icing: none	0	Icing: none	0	Icing: ≥ light	No Go
	Ceiling: none	0	Ceiling: ≤ 1,500'	20	Ceiling: < 500'	75
	Hazards: none	0	Hazards: lite-mod	10	Hazards: mod-sev	No Go
	Winds: < 5 kts. Visibility: ≥ 6 mi.	0	Winds: > 5 < 15 kts. Visibility: > 3 < 6 mi.	5 10	Winds: > 15 kts. Visibility: < 3 mi.	50 100
Terrain	Low, flat	0	Foothills / featureless	25	Mountainous	50
Night Ops			VFR	25	IFR	75
Airfield	Familiar	0	Unfamiliar	25		

ADDITIONAL CIRCUMSTANCES B SUGGESTED VALUES

CAPF 5 & 91	No forced landings or simulated engine cuts	0	Forced landings and/or simulated engine cuts	50		
Overwater			Within gliding distance of land	50	Outside gliding distance of land	100
CD Overwater			With immersion suit Water temp < 60° F	75	Without immersion suit Water temp < 60° F	No Go

TOTAL CALCULATED RISK ASSESSMENT:

OVERALL RISK ASSESSMENT	Initials	Date / Time
Low Risk = 0 B 75 †	FRO / MC / IC	/
Moderate Risk = 76 B 150 †	Squadron DO / DOS / CC	/
High Risk = > 151 †	Wing DO / DOS / CC	/
No Go	Mission can be rejected by any direct participant at any level	/

Notes: * Implement suitable controls for any item in the high range. † Approvals are granted in ascending order of command and only with PIC concurrence. All approvals are optional, based upon local procedures and established Wing policies.



TACTICAL RISK MANAGEMENT MATRIX INSTRUCTIONS FOR USE



INSTRUCTIONS: Assign a value to each of the stated risk factors, and place in the appropriate box on the right-hand side of the page. When all categories have a risk value assigned, calculate total and place in the box labeled “**Total Calculated Risk Assessment**”. Based upon your judgment and the values stated in the table labeled “**Overall Risk Assessment**”, take whatever steps necessary to either fly, correct the unsafe conditions within your control, or cancel the flight, as appropriate.

RISK LEVELS:

Low	—	0 - 75
Moderate	—	76 - 150
High	—	151 +

MAN — SUGGESTED RISK VALUES:

Experience / Training: High time pilots are statistically less likely to have accidents.
Pilot Currency: Recency of pilot experience also lowers possibility of accidents.
Health / Crew Rest: Fatigue or health problems can and will degrade a pilot’s skills.

MACHINE — SUGGESTED RISK VALUES:

Maintenance Factors: Awareness of mechanical flaws vital to safety of mission.
Performance Factors: Lowest search altitudes increase chance of hitting tall objects; Highest introduces chance of hypoxia; Intermediate altitudes statistically the safest.
Communications: Spotty comms or blind spots distract crew, prevent them from watching for traffic and add to pilot workload.

MISSION — SUGGESTED RISK VALUES:

Operations Tempo: The more aircraft involved, the greater the chance for collision.
Search Complexity: High workload caused by unfamiliar tasks can add to distractions.

ENVIRONMENT — SUGGESTED RISK VALUES:

Weather:

- Icing - Even the possibility of light icing in the forecast is a no-go.
- Ceiling - Marginal VFR adds to risk; Hard IFR increases risk substantially.
- Hazards - Turbulence, thunderstorms all require careful pilot judgment.
- Winds - Winds greater than 15 kts increase the risk of landing accidents.
- Visibility - Low visibilities add to risk of collision, disorientation or IFR.

Terrain: The higher the land, the greater the possibility of controlled flight into terrain.

Night Ops: Night VFR is higher risk than day; Night IFR is statistically the riskiest of all.

Airfield: More incidents occur at airfields unfamiliar to the pilot than at the home field.

ADDITIONAL CIRCUMSTANCES — SUGGESTED RISK VALUES:

CAPF 5 & 91: Forced landing simulations or engine cuts add greatly to checkride risk.

Overwater: Being further than gliding distance increases the hazard of the mission.

CD Overwater: Lack of an immersion suit makes long overwater trips a no-go in cold water.

— Use Values Assigned As Maximums — Assign Lower As Appropriate —