

USCG AUXAIR D1 SR Aviation Risk Matrix

Date: _____ Mission: _____

Step 1 Risk Assessment

Review questions and circle the score according to currently available information. Score items according to instinct and the examples given. Absence of data automatically sets the score to *maximum* point value.

Planning: Thoroughness of pre-mission planning. Factors which increase risk: Launch from Bravo Zero, in-flight diversion.

Adequate Minimal None
1 **2** **3** **4** **5**

Event: Refers to mission complexity and guidance or doctrine available. Factors which may increase risk: sketchy details or non-standard mission profile.

Clear Guidance Complex/Innovation Required
1 **2** **3** **4** **5**

Asset: Selection of appropriate resources. Factors that affect risk: time with qualification, unfamiliar area, fatigue, flight time (total time & time in type), crew rest, requestor's knowledge of asset capabilities.

A. Pilots
 Excellent Adequate Marginal
1 **2** **3** **4** **5**

B. Aircrew
 Excellent Adequate Marginal
1 **2** **3** **4** **5**

C. Airframe/Resources

Fully Mission Capable Partially Mission Capable
1 **2** **3** **4** **5**

Communications: Ability to maintain communications throughout mission. Factors: internal w/command and external w/customer.

Adequate Marginal None
1 **2** **3** **4** **5**

Environment: External condition surrounding mission: Weather, night, illumination, sea state, terrain, power lines/structures, alternate airfields, water temp, on-scene cover.

Benign Marginal Hazardous
2 **3** **6** **9** **12** **15**

WIND (sustained)

10-15 kts add 7
 16-20 kts add 13
 20+ kts add 15

Gust Spread 12 add 2 to above value
 Gust Spread 14 add 4 to above value

VISIBILITY

4 miles or less assign value 15
 (With two IFR rated pilots) 11

Wind greater than 25 kts or reported wind gust that exceed 25 kts or crosswind greater than the crosswind component from POH will be the limiting factor for a NO GO mission.

Step 2 Risk Management

Risk Management is the decision to control or reduce hazards. Below are *Control Options* to assist in risk control or reduction. Review the options and reassess the risks as appropriate.

It is mandatory that any mission which results in a Risk Assessment value above 20, requires re-evaluation and/or ASCC approval.

Spread-out - Disperse the risk by launching additional air/surface assets.

Transfer - If practical, locate a better suited asset to conduct the mission i.e. different airframe, surface asset, or crew.

Avoid - Circumvent hazard: Wait for risk to subside (i.e., wait until daylight or weather passes.)

Accept - In all cases the benefit must justify the assumption of low risk. The decision to accept risk must be made with the stipulation that risk is reevaluated as the mission progress. (No adjustment to Risk Assessment)

Reduce - Reduce or limit risk exposure: Additional PRECOM/EXCOM, bring in fresh or more experienced crew.

Reassess Step 1 Values

Step 3 Risk vs. Gain

Low Gain - Situation with intangible benefits or a low probability for providing concrete results. Examples include passenger transport, non-critical logistics missions, PAO demonstration flight, etc.

Medium Gain - Situation that provides immediate, tangible benefits. Examples include saving property, protecting the environment, deterring illegal operations.

High Gain- Situation that provides immediate, tangible benefits that if ignored could result in loss of life. Examples include Urgent SAR. Given the mission description above, what is the "Gain" for this mission?

Risk Assessment Vs. **Gain**
 (HiMed/Lo) (HiMed/Lo)

Add the values for each Risk Assessment and plot the final Risk Assessment on graph below (include re-assessment from Step 2).

