



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 —