



# OPERATIONAL 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 —