

Operational Risk Management Matrix

Hazards	Contributing Factors	Effect	Probability	Severity	RAC	Mitigation	Corrective actions
Dehydration	Hot and dry during the daytime, cooling off at night. High Ops tempo, limited access to water, fear of drinking the water in Fallon.	Heat Stress and Heat Stroke	C	II	3	Safety training, in-brief, supply line personnel with camel backs, ensure easy access to drinking water.	Call base clinic and emergency services at X3100 or X3125. Remove injured personnel from further exposure.
Midair	Multiple aircraft, Insufficient coordination, Poor deconfliction plan, Loss of SA	Loss of aircraft(s) and crew	C	I	2	Thorough planning, emphasize lookout doctrine in the range and be under IFR control to max extent	Separate the aircraft, execute damage aircraft checklist
Exceeding aircraft capabilities	Dynamic maneuvering during threat reaction, improper scan	Overstress aircraft or depart controlled flight	C	II	2	Brief unusual attitude and spins, Set parameters and check points to monitor for trends.	Execute Departure/Post stall gyration and/or Spin procedures, recover and RTB via straight in approach
G- Loc	Dynamic maneuvering, dehydration, fatigue	Controlled flight into terrain	D	I	3	Perform G warn	Recover and RTB via straight in approach
Motor vehicle accidents	Fatigue, Road conditions, recklessness, and alcohol use	Injuries or death	C	II	3	Safety training, Limit the number of POV to Fallon, Drive with a buddy	Contact SDO, CO and CMC
Sports injuries to include ATV	Overconfidence, insufficient skills for level of difficulty, recklessness	Injuries result in loss of available manpower for high tempo ops	C	II	3	Mentorship and coaching from fellow squadron mate	Call base clinic at X3100 and X3125
Reduced aircraft performance	High field elevation and high outside air temperature, reduced thrust available	Reduced margin for error, depart controlled flight	C	II	2	10-sec go takeoffs, flaps down turn after takeoff.	
Hot brakes	High field elevation and high outside air temperature	Blown tires, blown fuse plugs resulting in loss of directional control on roll out	C	II	2	Use the full runway, monitor gross weight	Do not set parking brakes
Fatigue	High Operational Tempo, different environmental conditions, stress	Degraded performance, inattention to detail	C	IV	5	Supervisors monitor crew and work day	
FOD in cockpit	High tempo, Inattention to detail, improper training	Binding controls, Damage to aircraft, Loss of aircraft	C	II	3	Ensure all personnel check for FOD prior to entering the cockpit, account for all tools, QA procedures, "by the book"	Down aircraft for FOD search

Enclosure (7)