

**OPERATIONAL RISK MANAGEMENT MATRIX**

1. The following items have been identified as possible risk areas during TSTA. Risk areas have accompanying action items that, if correctly implemented, will reduce risk to an acceptable level. Responsible departments shall follow through to ensure mitigation action items are accomplished.

Hazards	Contributing Factors	Effect	Probability	Severity	RAC	Mitigation	Corrective actions
Jet exhaust Intakes Turning Props Turning Rotors	New Squadron personnel, Lack of experience, Loss of SA	- Suffer injuries from these hazards - Blown overboard	B	II	2	Maintenance: ensure flight deck personnel are briefed on the dangers of the flightdeck. Ensure adequate supervision of trainees Safety: Ensure Safety observer present to watch trainees	
Heavy cruise box, equipment,...	On-load/Off-load. Carrying heavy loads through narrow passageways and up/down ladder wells	Back injuries, dropped and damaged equipment – loss of manpower and assets	B	3	2	Supervisors: ensure the packouts are not overloaded.	Lighten the load and make multiple trips
Improper taxi procedures	New deck crew and green personnel	Crunches – damaged aircraft	B	III	3	Aircrew brief CRM and lookout	Stop and request clarification
Slip hazards	Fuel, oil, hydraulic fluids and water on ladders, decks and catwalks	Bodily injuries from fall – loss of manpower	B	III	3	Safety: Brief hazard at standdown Maintenance: Ensure spills are quickly cleaned up and flight deck boots are in good order	Send personnel to medical if required
Environmental conditions	Approaching winter off the coast of California	Hypothermia – loss of manpower	D	II	4	Maintenance: Inspect and ensure adequate foul weather gear are available	Send personnel to medical if required
Heavy sea state, pitching deck	Local SOCAL conditions and phenomenon	Hard landings, Bolters – damaged aircraft	B	II	2	LSO: Brief pitching deck/MOVLAS procedures	Divert if required
Trip hazards	Compact space with lots of chains, wires and hoses	Bodily injuries from fall and cuts – loss of manpower	B	III	3	Safety: Brief hazard at standdown Maintenance: Ensure personnel	Send personnel to medical if required
Blown tires and field braking issues	- Carrier pressurized tires during divert and flyoff. - Grease on the brake pads.	Blown tires, blown fuse plugs resulting in loss of directional control on roll out	C	II	2	Use the full runway, monitor gross weight. Brief ship to shore checks	Use arresting gear or roll and go if applicable.
Fatigue	- High Operational Tempo, different environmental conditions, stress. - Sea sickness	Degraded performance, inattention to detail	C	IV	5	Supervisors monitor crew and work day	
Midair	Multiple aircraft, Have not worked around the ship since cruise, Insufficient coordination, Loss of SA	Loss of aircraft(s) and crew	C	I	2	Operations: Thorough brief of CV procedures and ensure good lookout doctrine	Separate the aircraft, execute damage aircraft checklist