

558 FTS OPERATIONAL RISK MANAGEMENT

CALLSIGN _____ AC _____ Date _____

Each item is worth 1 point unless otherwise noted. Mission profiles are cumulative (i.e. a formation orientation would be rated 1 pt for formation and 1 pt for orientation). For O&B and X-Country sorties, refer to ROE on reverse.

FLIGHT CONDITIONS

	Sortie #1	Sortie #2
• Crosswinds >20 knots	_____	_____
• < 1500' AGL/3 Miles (1pt) / < 500 AGL/1.5 Miles (2pts)	_____	_____
• RCR < Dry; Wet (1pt) / Icy or Standing Water (2pts)	_____	_____
• T-Storms along route Few (1pt), Sct or Greater (2pts)	_____	_____
• Icing along route	_____	_____
• Bird Condition Mod (1pt), Severe (2pts)	_____	_____
• ITS Caution (1 pt), Danger (2 pts)	_____	_____

MISSION PROFILE

	Sortie #1	Sortie #2
• Night , Night RCP Upgrade (2pts)	_____	_____
• Formation: 2 ship (1pt) / 4 Ship (2pts)	_____	_____
• Solo CT and (Wx < VFR or planned Gs > 3)	_____	_____
• Orientation Sortie (ORT, DV, FAM, MOFFT)	_____	_____
• Unfamiliar Airfield	_____	_____
• OCF, FCF Sortie(2pts)	_____	_____
• Non-Towered Airfield	_____	_____
• Runway < 5000ft (other than a non-towered field)	_____	_____
• Demo (2pts) Demo Upgrade (3pts)	_____	_____
• AHC Sortie	_____	_____
• Low level	_____	_____

HUMAN FACTORS

	Sortie #1	Sortie #2
• No experienced IP on-board	_____	_____
• International student	_____	_____
• 3 rd sortie of the day for the IP(2pts)	_____	_____
• A/C (T-1) or both IPs (T-3) out of Jet > 2 weeks (3pts)	_____	_____
• A/C (T-1) or both IPs (T-3) 30 day flt time <6 hrs (3pts)	_____	_____
• Show Time earlier than 0530L	_____	_____
• Land Time later than 2000L	_____	_____
• Personal Factors* (0 – 5 pts)	_____	_____

FLT/CC initials _____

FINAL TOTALS

CATEGORY	Sortie #1	Sortie #2	LOW	MEDIUM	HIGH
FLT CONDITIONS	_____	_____	0-4	5-7	8+
MISSION PROFILE	_____	_____	0-2	3-4	5
HUMAN FACTORS	_____	_____	0-2	3-5	6+
GRAND TOTAL	_____	_____	0-8	9-16	16+

If the grand total is high the Sq/CC will be notified.
 *IP will talk directly with Flt/CC prior to stepping for any point listed under "Personal factors." Flt/CC initials signify approval to step.

Sup initials _____

Aug 2003

OPERATIONAL RISK MANAGEMENT (ORM)

A logic based, common sense approach to making calculated decisions on human, material, and environmental factors before, during, and after Air Force operations.

PRINCIPLES OF OPERATIONAL RISK MANAGEMENT

1. Accept No Unnecessary Risks -- Those that have no benefit and clearly are not worth taking.
2. Make Risk Decisions At The Proper Level -- Emphasize sound ORM at all levels; elevate when necessary.
3. Accept Risk If Benefits Outweigh The Cost -- We may have to accept significant risk to accomplish the mission, but it must be based on sound risk management.



**The
ORM
6-Step
Process**

558 ROEs for ORM Checklist

This checklist is not designed as a Go/No Go item, but rather as a tool to help aircrews/Supervisors assess mission risks

Aircrews:

- Fill out and turn in ORM checklist to SQ Sup/Ops Desk for all sorties.
- For out and back sorties, turn in planned ORM checklist(s) to Sup prior to departing home station. If risk changes to a higher category than planned while off-station, notify Sup prior to departing on that leg.
- For Cross Country, inform weekend Sup if rating is med or high.

SQ Sup:

- Will review completed aircrew ORM checklist prior to crew stepping to aircraft.
- Consideration should be given to altering a mission to mitigate risk if any individual category is HIGH or OVERALL risk is MEDIUM.
- The SUP will notify the SQ/CC prior to step if overall risk is HIGH.