

PHILIPPINE AIR FORCE FLYING SCHOOL

**101ST PILOT TRAINING SQUADRON**

Fernando Air Base, Lipa City

***T-41 OPERATIONAL RISK MANAGEMENT***

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| **CS** | **PILOTS NAMES** | | | | | **AC NR** | | **LESSON** | | | **AREA ASSIGNMENT** | | **DATE & TIME** | | | |
| **{callsign}** | **PIC: {pic\_name}** | | | | | **{ac\_nr}** | | **{lesson}** | | | **{area\_assignment}** | | **{date\_time}** | | | |
| **CP: {cp\_name}** | | | | |
|  | | | **GREEN (0 POINTS)** | | **YELLOW (1 POINT)** | | | | **RED (2 POINTS)** | | | **PIC** | | | **CP** | |
| **MISSION** | | | | | | | | | | | |
| Short notice for Mission Change | | | N/A | | >1 hour notice | | | | <1 hour notice | | | {pic\_shortnotice} | | | {cp\_shortnotice} | |
| Unfamiliar Airfield | | | Both pilots familiar | | 1 pilot unfamiliar | | | | Both pilots unfamiliar | | | {unfamiliar\_airfield} | | | | |
| Uncontrolled Field | | | N/A | | 1 point | | | |  | | | {uncontrolled\_airfield} | | | | |
| Area Assignment | | | Overland | | Half Land, Half water | | | | Bodies of water not within gliding distance/ High Terrain & Obstacles | | | {risk\_area\_assignment} | | | | |
| Test Flight | | | - | | FCF/LTF | | | | GTF/MTF | | | {test\_flight} | | | | |
| Lesson | | |  | | Taxiing, CP Maneuvers, Instruments | | | | Formation, Touch and Go, AM | | | {risk\_lesson} | | | | |
| (Other identified hazard) | | |  | |  | | | |  | | | {other\_hazard\_mission} | | | | |
| **ENVIRONMENT** | | | | | | | | | | | |  | | |  | |
| Clouds Enroute | | | CAVOK/FEW | | Scattered/Broken | | | | Overcast | | | {clouds\_enroute} | | | | |
| Temperature | | | <28°C | | 29°C to 33°C | | | | >34°C | | | {temperature} | | | | |
| Gustiness | | |  | | ≤10 kts | | | | >10 kts | | | {gustiness} | | | | |
| Crosswind at Landing Aerodrome | | | ≤5 kts | | 6 to 12 kts | | | | >12 kts | | | {crosswind} | | | | |
| Cloud Ceiling at Landing Aerodrome | | | Unlimited | | ≤ 1500’ AGL | | | | ≤ 800’ AGL | | | {cloud\_ceiling} | | | | |
| Visibility | | | CAVOK | | 5 miles | | | | ≤3 miles | | | {visibility} | | | | |
| Runway Condition Report (RCR) | | | Dry | | Wet | | | | Standing Water | | | {rwy\_condition} | | | | |
| Birds Condition | | | Low | | Medium | | | | High | | | {birds\_condition} | | | | |
| Kites Condition | | | Low | | Medium | | | | High | | | {kites\_condition} | | | | |
| (Other identified hazard) | | |  | |  | | | |  | | | {other\_hazard\_environment} | | | | |
| **HUMAN FACTOR** | | | | | | | | | | | |  | | |  | |
| Last Sortie | | | <7 days | | 7 to 14 days | | | | >14 days | | | {pic\_last\_sortie} | | | {cp\_last\_sortie} | |
| IP and Student Experience level | | | >500 hrs | | 100 to 500 hrs | | | | ≤100 hrs | | | {pic\_ip\_hours} | | | {cp\_ip\_hours} | |
| Number of sorties flown | | | 0 Sortie | | 1-2 Sorties | | | | ≥ 3 Sorties | | | {pic\_sorties} | | | {cp\_sorties} | |
| Sleep Cycle | | | Well Rested (≥8 hours) | | Minimum Rest (between 4 to 8 hours) | | | | Sleep-Deprived (<4 hours) | | | {pic\_sleep} | | | {cp\_sleep} | |
| Personal Factor | | | None | | At least 1 | | | | At least 2 | | | {pic\_personal} | | | {cp\_personal} | |
| Fatigue | | | Low | | Moderate | | | | Extreme | | | {pic\_fatigue} | | | {cp\_fatigue} | |
| Stress | | | Low | | Moderate | | | | Extreme | | | {pic\_stress} | | | {cp\_stress} | |
| (Other identified hazard) | | |  | |  | | | |  | | | {pic\_other} | | | {cp\_other} | |
| **AIRCRAFT** | | | | | | | | | | | |  | | | | |
| Aircraft Type & Model | | | Flown same type/model of AC within the day | | N/A | | | | Flown dissimilar type/model of AC within the day | | | {pic\_ac\_type} | | | | {cp\_ac\_type} |
| Aircraft Collision | | | Single ship | | Medium (2 -ship formation) | | | | High (>2 ship formation) | | | {collision} | | | | |
| Previous Aircraft discrepancies | | | N/A | | Radio, Electrical | | | | Engine Related discrepancies, Flight Controls | | | {previous\_discrepancies} | | | | |
| (Other identified hazard) | | |  | |  | | | |  | | | {other\_hazard\_aircraft} | | | | |
| **MANAGEMENT** | | | | | | | | | **Total MRP Score Per Pilot✈** | | | {pic\_mrp} | | | {cp\_mrp} | |
| **MDA Approval✈** | | | {pic\_mda} | | | {cp\_mda} | |
| **OVERALL RISK LEVEL** | | | **SCORE** | | | | **Mission Decision Authority (MDA)** | | | | | | | **MDA** | | |
| **LOW RISK** | | | **0-8 Points** | | | | **Pilot in Command** | | | | | | | **PIC** | | |
| **MODERATE RISK** | | | **9-15 Points** | | | | **Duty Supervisor, 101st PTS** | | | | | | | **SUP** | | |
| **HIGH RISK** | | | **16-20 Points** | | | | **Squadron Commander, 101st PTS** | | | | | | | **SC** | | |
| **SEVERE RISK** | | | **20 Points or Greater** | | | | **Commandant, PAFFS** | | | | | | | **CMDT** | | |
| **Six Steps of RM** | | | | **Four Key RM Principles** | | | | | | **Comments/Remarks:**  **{comments}** | | | | | | |
| **1.** Identify the Hazards  **2.** Assess Risk  **3.** Develop controls | | **4.** Make Decisions  **5.** Implement Controls  **6.** Supervise Controls | | **A.** Accept no unnecessary risk  **B.** Make risk decision at appropriate level  **C.** Accept risk when the benefits outweigh the costs.  **D.** Integrate MRP into AF Ops and planning at all levels. | | | | | |
| **­\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**  **SIGNATURE OF PILOT IN COMMAND** | | | | | | |

**Date:**