

Risk Management

Scenario #4

TIME-CRITICAL RISK MANAGEMENT – THE LANDING STRIP

SCENARIO: You are a member of the flight crew of a standard C-130 transport engaged in a critical national security mission to a remote Asian country. Your flight was scheduled to land at a major airport; however, for security reasons and at the host country's request, it has been diverted to a dirt strip about 50 miles away from the original landing strip. The strip was not one of your alternate landing sites, and you currently need more information about it. You are in reliable, secure radio contact with your home station, which does have access to the USAF intelligence database on airstrips. Your senior operations officer is available for guidance via radio if needed. In response to your request for data, you are informed that this strip is just long enough to meet minimums and that surface and other characteristics should not prevent your use of the airstrip. Unfortunately, the information on the strip in the database is about 18 months old, and no updated data is available. Because of its remote location and political instability in this country, you are warned that significant changes could have occurred. You are about an hour from landing when you receive word of the sudden landing site change and orders to proceed with this critical mission. Some supplementary information you have available is as follows:

- The landing strip is believed to be adequately secured, but the area is subject to occasional unrest. It's important to note that you do not have a security element on board the plane, and there won't be one waiting on the ground. You will turn over your cargo (3 personnel and several large metal boxes) to personnel from the host country who are supposed to meet you at the landing strip.
- The crew meets all required proficiency standards but has not worked together extensively prior to this flight.
- After completing your delivery, you will have plenty of fuel to land, take off, and reach at least two alternate landing sites.
- The weather at the strip is the same as at the major airport where you originally planned to land (moderate cross winds, moderate haze), well within minimums. It's crucial to remember that it will be a daylight landing, although it will be near dusk when you land.
- There is no tower or other ground control at the site, but you should contact your host country POC by radio prior to landing. You have been instructed to land whether or not radio contact is established with these personnel. These personnel are not aviation personnel but do speak fair English.
- In response to your inquiries regarding the mission's importance, you are informed that it is of the utmost gravity, but due to security concerns, further details cannot be disclosed.

EXERCISE: You can spare about 30 minutes from your other responsibilities to respond to the pilot in command's request that you complete a time-critical RM application to this situation.

- Step 1: a. Identify critical steps in the process and develop a Hazard ID approach suitable for this Risk Management application.
- b. Apply the Hazard ID tools you have chosen. Refer to DAFPAM 90-803 for a list of Hazard ID tools.
- Step 2: Assess the risk associated with each hazard you identified in step 1. Use the 4x5 risk management matrix (refer to DAFPAM 90-803) to help prioritize the risks. Document the risk issues using the DAF Form 4437.
- Step 3: Starting with the worst hazards, prioritize the development of the best possible risk controls in this scenario.
- Step 4: Be prepared to present your recommendations in a way that enables the appropriate person to make a risk-based decision. Outline the advantages and disadvantages of each option.
- Step 5: Describe how these risk controls would be implemented.
- Step 6: Describe the procedures that could be used to assess the effectiveness of this RM application. Additionally, explain the feedback mechanism or process that would be applied in this situation.