

Step #1 Risk Assessment:

Review the questions and determine the associated risk for each of the below areas. Once completed, consider risk management options from step #2 and determine risk vs. gain. Reassess as needed throughout the mission.

Planning: Thoroughness of pre-mission planning. Factors that increase risk: B-0 response assets, diversion of asset.


Adequate 1 2 Minimal 3 4 None 5 

Event: Refers to mission complexity and guidance or doctrine Available. Factors that increase risk: non-specific details, non-standard mission profile.

Clear Guidance 1 2 Complex/Innovation Required 3 4 5 

Asset: Selection of appropriate resource. Factors that effect risk: time at unit, unfamiliar w/op area, fatigue, u/w time, crew rest, crew selection, adequate supervision.

Crew Excellent 1 2 Adequate 3 4 Marginal 5 

Boat/Resource Fully mission capable 1 2 3 Partially mission capable 4 5 

Communications: Ability to maintain comms throughout the mission. Factors: internal w/command, external w/customer

Adequate 1 2 Marginal 3 4 None 5 

Environment: External condition surrounding mission: weather, day/night, sea state, water temp, air temp, visibility.

Benign 1 2 3 4 Marginal 5 6 7 Hazardous 8 9 10 

Add the values for each Risk Assessment and plot the final Risk Assessment on graph below (include re-assessment from Step 2).

Step #2 Risk Management

Risk Management is the decision to control or reduce hazards. Below are *Control Options* to assist in risk control or reduction. Review the options and reassess the risks as appropriate.

Spread-out – Disperse the risk by increasing the time between events or using additional assets.

Transfer – If practical, locate a better-suited asset to conduct the mission (i.e. different type of asset or crew).

Avoid – Circumvent hazard: Wait for risk to subside (i.e. wait until daylight or weather passes).

Accept – In some cases the benefit might justify the assumption of risk. In these cases, a decision to accept risk may be made with the stipulation that risk is reevaluated as the mission progress. (No adjustment to Risk Assessment)

Reduce – Reduce or limit risk exposure, use of PPE, additional training or rest, stress reduction.

Step #3 Risk vs. Gain

Low Gain – Situation with intangible benefits or low probability for providing concrete results. Examples include passenger transports, non-critical logistics missions, and public affairs demonstrations.

Medium Gain – Situation that provides immediate, tangible benefits. Examples include saving property, protecting the environment, deterring illegal operations.

High Gain – Situation that provides immediate, tangible benefits that if ignored, could result in loss of life. Examples include SAR and MEDEVACs.

Given the mission description above, what is the “Gain” for this mission?

VS
Risk Assessment (Hi/Med/Low) Gain (Hi/Med/Low)

Total Score: Add the values for each risk category and plot the final assessment below: (minimum = 0, maximum = 35)

(Circle your score for each boat movement)

Low | Medium | High
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35
Green | Amber | Red

| Contact SFO AC GDO → → → → → → → → → →

The above is a draft of Station Barnegat Light's Risk assessment. This risk assessment has been broken down into 3 "steps" which when all are completed and thoroughly evaluated, will aid in the determination of whether or not the calculated "Risk" will be worth the forecasted outcome or "Gain". All of these steps are to be reviewed, discussed, and articulated by the entire crew for the mission set forth and briefed thru the proper Chain of Command as needed. The most important aspect of this particular risk assessment, is that it never stops changing, it's fluid. From the moment a crew pre-briefs, arrives on scene, and until the crew moors, this assessment shall be open to change.

Step 1 ("Risk Assessment") focuses on the P.E.A.C.E. model which is a five letter acronym consisting of 6 equally vital elements. All of which are based on a point scale of 1-5 (except weather which is 1-10). The breakdown is as follows:

Planning- Planning is the amount of information, or lack there of. You can determine this score easily by starting with the simplicity of the particular mission to how un-routine or out of the norm that mission may become. The less time a crew has to prepare, the higher the number should rise. Planning mainly revolves around your crew, pre-mission briefs, and duty assignments. If all have been discussed and everyone knows their particular roles and executes them accordingly, your numbers should remain low opposed to the opposite scenario.

Event- Is exactly that. This stems off of planning because they are so closely related. Experience is a large part in this one. This would be a high number if a crew is executing an uncommon mission or there is little task direction, or little information given. (I.e. a crew may have a lower event number if it is a scheduled or routine patrol. If the patrol then diverts to a SAR case, the number could spike higher.) Keep in mind that this will always be changing (fluid).

Asset- Notice that there are two prongs to this one. First part discusses your **crew selection**. This again is considering the experience of the crew and the entire break down of that: How long has the crew been running together? What's the level of experience of the crew? How long have they been out prior to a mission? Have they had proper rest and nutrition? Most importantly, are they up for the mission? Secondly it breaks down the **asset or resource**. Now the crew needs to consider the limitations of the platform: What's the draft? What are the winds doing? What size chop is out there? How much fuel is onboard? Have the engines been acting up? How close is the boat to being fully mission capable?

Communications- The number of radios or landline capability is a good way of breaking this one down. If a crew has only a handheld radio opposed to having a handheld merely as a backup, this would deem a higher number. A common misconception to this one is that it is only the means of communication, but thru who the communications are with (i.e. Coast Guard to Coast Guard or CG to civilian) is as highly important. Being able to maintain comms, is just as vital as establishing comms. Know if there are "dead spots" in the area, and establish a secondary means of comms.

Environment- This element is broken down with ten points making a range from benign, moderate, and hazardous. Break this down by considering air temperatures, visibility, wind speed and direction, sea state, and time of day, etc. If night operations are determined, that should increase your number significantly.

Once these numbers have been totaled from the initial pre-brief, the totals should be entered into either half of the boxes provided to the right. Any of these numbers at this point should be discussed if they appear to be higher than expected. With a little regrouping and brainstorming from the crew, any of these numbers could possibly be lowered.

Step 2 (“Risk Management”) Examples: If the crew selection was high, bring additional or possibly higher qualified member(s). If the environment is high, bring an extra spot light or personal protective equipment. Chose another platform. After considering your options and making changes where applicable, tally all six totals and compare the sum with the G.A.R. model on the bottom. Allow this to guide your crew towards seeking guidance from the chain of command. Also this will establish a Risk level for Step 3.

Step 3 (Risk Vs. Gain) Gain is broken down to Low, Medium, and High just like the end result of Risk. Put your determined Risk in its box and decide a Gain. Gain can only be articulated by the crew for that particular mission. However, if the gain agreed upon is less then the risk calculated out, then stop and reconsider the options. The model has been used successfully!

After completion of the mission, refer back to the P.E.A.C.E model and add your concluding scores into the second half of the blocks provided and see what your actual assessment for the mission would be. The model, when used correctly is not only giving a number, but giving the crew a moment to reflect, regroup, and breakdown the potential hazards that can most commonly be avoided with calculating these three simple steps.