

Daily General Assessment of Risk (GAR) for:

Date:

Name*:

Risk	1 (Low)	2 (Medium)	3 (High)	TOTAL
Airtanker Base Manager	Qualified and knowledgeable in base policy, personnel, capabilities, and limitations. Works at the base or has been to the base on multiple 2-week assignments in a supervisory position. Is familiar with local Unit Organization and Policies.	Working knowledge of the base's capabilities and limitations or a trainee in the position. May have some local knowledge or filled in at the base within the past few years.	Qualified or trained but has limited knowledge about the base capabilities and limitations. Is unfamiliar with the appropriate controls to minimize risk. Has not been to the airtanker base before and is building local knowledge.	
Airtanker Base Personnel (RAMP, ATIM, MXMS, FWPT, RTCM)	All positions are qualified, briefed, healthy and rested prior to starting operations. Airtanker Base positions are assigned, and responsibilities are understood. Operations are performed with limited supervision. Personnel issues are addressed, and little external stress is being exerted. Have been to the base on multiple 2-week details in their current position.	Are mixed with qualified and trainees (1:1). SABO and local base knowledge are in practice and being learned. Local Base standards are being learned. RAMP positions and responsibilities are being developed. Transitioning personnel.	Limited qualified personnel available leading to juggling of responsibilities to achieve mission success. Trained personnel are lacking local base knowledge, setup, and practices. Proficient communication practices are lacking or being built. RAMP positions are responsibilities are unclear.	
Base Environment	Is conducive to the best possible chance of success for daily operating. Airtanker base, ramp, and retardant plant are well maintained with daily maintenance completed. No airport construction or known interruptions to base operations.	Weather is transitioning, potentially leading to drastic changing conditions later in the day. Ramp parking space is at half or more capacity. Airport construction is underway, and mitigations have been communicated and are in place. Repairs to base, ramp, or retardant plant ongoing.	Winds are unpredictable. Base and/or ramp in need of immediate repairs. Airport or non-airtanker base operations create interruptions or shut down of base operations. Operational tempo is too low or too high. Ramp parking is FULL.	
Operational Complexity	Single agency aircraft and personnel from the same unit or who work together regularly. Operations are straight forward and covered by the SABO and local base plans. Fire support is at a minimum.	Operational tempo is changing. Initial Attack activity is high with Extended Attack activity building. Multiple days (2+) being flown on the same fires. Supporting multiple agencies' needs.	Multiple agencies are involved in missions. Personnel are new to each other and come from different cultures. Many leaders are emerging and working toward different objectives. Fire activity is numerous with support being flown to different incidents.	
Fueling Operations	Are timely and proficient. No issues to operations.	Are causing longer than usual delays in airtanker operations. Other airport operations outside of airtanker base's control are taking precedence.	Are impeding effective operations at the base. Fuel is limited or not available from vendor. Operations have the potential to be halted.	
Additional airtankers the base could be supporting in the area	0 to 4	5 to 8	9+	
Fire Weather	No adverse forecast. Haines Index below 4	Forecast T-storms or Red Flag conditions, Haines Index 4 or 5.	Active T-storms in area, Haines Index 6. Red Flag in effect.	
Temperature	<90°	90° - 100°	<32° or >100°	
Fatigue	9 hours daily	10-13 hours daily	14+ hours daily	

*Completed by Base Management in conjunction with key base personnel.

Risk Level / Action:

Low: 9 to 16, Medium: 17 to 22, High: 23 to 27