CHANGE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

National Policy

ORDER 5200.11
CHG 2

Effective Date:
07/22/2013

SUBJ: FAA Airports (ARP) Safety Management System

1.   **Purpose.** This change recognizes and accepts the Risk Matrix in FAA Order 8040.4A, Safety Risk Management Policy, as the standard graphical mean for determining safety risk levels. This change replaces the Risk Matrix in Appendix C of this Order and formalizes the use of one FAA Risk Matrix, which will facilitate communication across FAA organizations.

2.   **Who this Change Affects.** This Change affects ARP, at the headquarters, regional, and field levels.

3.   **Distribution.** We will distribute an electronic version of this change to ARP headquarters, regional, and field offices. In addition, we will make this Change available on the "My FAA" Website at: https://employees.faa.gov/tools_resources/orders_notices/.

4.   **Disposition of Transmittal Paragraph.** Retain this transmittal until it is superseded by another change or we revise the Order.

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Risk Matrix

Severity / Likelihood	Minimal 5	Minor 4	Major 3	Hazardous 2	Catastrophic 1
Frequent A	🟩	🟨	🟨	🟥	🟥
Probable B	🟩	🟨	🟨	🟥	🟥
Remote C	🟩	🟩	🟨	🟥	🟥
Extremely Remote D	🟩	🟩	🟩	🟨	🟥
Extremely Improbable E	🟩	🟩	🟩	🟩	*

* **Unacceptable with Single Point and/or Common Cause Failures**

High Risk
Medium Risk
Low Risk

High Risk – High risk is unacceptable within the ARP SMS. If a hazard presents a high-initial risk, the proposal cannot be carried out unless hazards are further mitigated so risk is reduced to medium or low level and the ARP Safety Review Board recommends that ARP-1 approve the mitigations. Tracking and management of high-risk hazards and controls are required.

Medium Risk – Medium risk is acceptable within the ARP SMS. A medium risk is the minimum acceptable safety objective. With medium risk, the proposal may be carried out as long as the risk is tracked and managed.

Low Risk – Within the ARP SMS, low risk is the target. Low risk is acceptable without restriction. Low-risk hazards do not need to be actively managed but must be recorded in the SRM documentation.