

# Risk Assessment Matrix (RAM)

POTENTIAL CONSEQUENCES: (Severity of Impact)				LIKELIHOOD, PROBABILITY and FREQUENCY:					
Consequence Label	People: (Injury and Illness)	Environment & Biosecurity:	Business Impact: <ul style="list-style-type: none"> <li>- Airfield Disruption</li> <li>- Asset Damage</li> <li>- Security</li> <li>- Financial Impact</li> <li>- Passenger/ Terminal Disruption</li> <li>- Damage to Reputation</li> <li>- Compliance Impact (CAA, WorkSafe)</li> </ul>	A. Rare:	B. Unlikely:	C. Possible:	D. Likely:	E. Almost Certain:	
				Likelihood:	Could occur in exceptional circumstances if at all.	Unlikely under most circumstances	May occur but not expected to occur.	Could occur in most circumstances	Will occur regularly
				Indicative Frequency:	Could occur once, if at all, during the facility life	Could occur several times during facility life, with extended periods between events	Could occur routinely over an extended period	Weekly exposure	Continuous exposure
				Probability:	< 1%	1 – 10%	10 – 50%	51 – 90%	> 90%
<b>1. Insignificant</b>	- First Aid or - No injury or illness.	Confined to immediate area within site; No effect or contained	<ul style="list-style-type: none"> <li>- No aircraft movements affected, no impact on airfield</li> <li>- No damage to airport assets</li> <li>- No passenger disruption issues</li> <li>- No security incursion</li> <li>- Financial consequence up to \$10 000</li> <li>- No media concerns</li> <li>- Potential non-compliance with industry code or of known requirements.</li> </ul>	<b>L (1)</b>	<b>L (2)</b>	<b>L (3)</b>	<b>L (7)</b>	<b>M (8)</b>	
<b>2. Minor</b>	- Minor health effect/injury - MTI/RWI/LTI	Impact contained to site with simple clean-up or management process	<ul style="list-style-type: none"> <li>- Minor impact on aircraft movements, minor impact to airfield</li> <li>- Minor damage to airport assets</li> <li>- Minimal terminal congestion, some impact on passenger processing</li> <li>- Minor security incursion</li> <li>- Financial consequence between \$10 000 and \$100 000</li> <li>- Low level media interest</li> <li>- Potential breach of regulation or current non-compliance with industry code. Direction issued and recorded.</li> </ul>	<b>L (4)</b>	<b>L (5)</b>	<b>M (9)</b>	<b>M (10)</b>	<b>H (14)</b>	
<b>3. Moderate</b>	- Significant health effect or injury - Irreversible damage	Impact contained to site requiring specialist clean-up or resources or management	<ul style="list-style-type: none"> <li>- Some aircraft movements restricted or limited for up to 3 hours, some impact to airfield</li> <li>- Some damage airport assets, out of order at present, no on-going concerns</li> <li>- Parts of terminal congested with moderate impact on passenger processing</li> <li>- Moderate security incursion</li> <li>- Financial consequence between \$100 000 and \$1 million</li> <li>- Some on-going media interest</li> <li>- Potential breach of regulation &amp; may be reportable incident to legislator. Notice issued.</li> </ul>	<b>L (6)</b>	<b>M (11)</b>	<b>M (12)</b>	<b>H (15)</b>	<b>C (20)</b>	
<b>4. Major</b>	- Multiple significant health effects or injuries - Permanent total disability - Single fatality	Extends beyond facility boundary, ecosystem disturbance requiring clean-up using internal & external resources	<ul style="list-style-type: none"> <li>- Limited or no aircraft movements for up to 24 hours, high impact to airfield</li> <li>- High level of damage to airport assets, taken out of action for a period of time</li> <li>- Passenger processing time affected, high level of passenger disruption</li> <li>- Major security incursion</li> <li>- Financial consequence between \$1 million and \$10 million</li> <li>- National concern</li> <li>- Reportable breach of regulation and licence. Possible prosecution.</li> </ul>	<b>M (13)</b>	<b>H (16)</b>	<b>H (17)</b>	<b>C (21)</b>	<b>C (22)</b>	
<b>5. Catastrophic</b>	- Multiple fatalities	Environmental impact of regional or national significance; Long term damage	<ul style="list-style-type: none"> <li>- No aircraft movements for extended period over 24 hours, significant impact to airfield</li> <li>- Significant damage to airport assets for an extended period of time</li> <li>- Passenger processing halted for extended period, significant pax disruption</li> <li>- Significant security incursion</li> <li>- Financial consequence over \$10 million</li> <li>- International and national concern</li> <li>- Breach of regulation and licence condition - reportable incident to regulator; prosecution very likely</li> </ul>	<b>H (18)</b>	<b>C (19)</b>	<b>C (23)</b>	<b>C (24)</b>	<b>C (25)</b>	

Level of Risk:	Hazard and Risk Management:	Incident and Investigation:	Audit:
Overall risk rating <b>LOW</b> (1 - 7)	<ul style="list-style-type: none"> <li>- Proceed with controls only when these have been confirmed as being fit for purpose and appropriate for the task.</li> <li>- If unsure discuss with supervisor/ line manager or area authority</li> </ul>	<ul style="list-style-type: none"> <li>- Verbal notification to supervisor/line manager/area authority.</li> <li>- Details to be entered into Risk Manager including any suggestions for improvement and/or corrective actions within 3 working days.</li> <li>- A simple investigation may be required depending on the issue and circumstances.</li> </ul>	Corrective actions to be completed as soon as practicable
Overall risk rating <b>MEDIUM</b> (8 - 13)	<ul style="list-style-type: none"> <li>- Proceed with controls only with the approval of the line managers or area authority and when the controls have been incorporated in the JSA</li> </ul>	<ul style="list-style-type: none"> <li>- Verbal notification to Department Manager, HS&amp;W Team and Airport Safety &amp; Security Manager (for Aeronautical) as soon as possible, and followed up by an email confirmation.</li> <li>- Details to be entered into Risk Manager within 1 working day.</li> <li>- <b>Simple Investigation</b>, such as five whys or Mini-ICAM which is sufficient to establish the root cause, within 5 working days.</li> </ul>	Corrective actions to be completed with 7 days
Overall risk rating <b>HIGH</b> (14 - 18)	<ul style="list-style-type: none"> <li>- Only proceed with controls once written approval has been received from the relevant GM</li> </ul>	<ul style="list-style-type: none"> <li>- Verbal notification to Relevant GM, Head of HS&amp;W and Airport Safety &amp; Security Manager (for Aeronautical) as soon as possible, and followed up by an email confirmation.</li> <li>- Details to be entered into Risk Manager within 1 working day.</li> <li>- <b>Root Cause Analysis</b> (RCA) such as five whys or Mini-ICAM within 10 days, however the Relevant GM and/or Head of HS&amp;W may request a full ICAM Investigation within 15 working days.</li> </ul>	Corrective actions to be completed within 48 hours
Overall risk rating <b>CRITICAL</b> (19 - 25)	<ul style="list-style-type: none"> <li>- Under no circumstances should you or any other workers proceed with the task until additional controls are put into place and the effectiveness of the controls have been verified by a subject matter expert. Written approval must be received from the relevant GM.</li> </ul>	<ul style="list-style-type: none"> <li>- Immediate verbal notification to Relevant GM, Head of HS&amp;W and GM Corporate Services.</li> <li>- Details to be entered into Risk Manager within 1 working day.</li> <li>- <b>ICAM Investigation</b> within 15 working days.</li> </ul>	Activity is to be stopped and corrective actions to be implemented before activity can recommence