



*SAFETY
MANAGEMENT
SYSTEM*

As transportation evolves and FAA requirements for safety become more defined, Safety Management Systems (SMS) are reducing risks in airports every day. ***AMA has developed and will maintain an SMS and will devote the time, staff, and resources to meet the highest safety standards.***

Communication

An integral part of SMS is the reliance on you to participate in and improve safety practices at every level. All SMS Managers shall actively support SMS and to enhance its ongoing safety effort.

The logo consists of a red semi-circle at the top containing the letters 'AMA' in white, and a dark blue semi-circle at the bottom containing the letters 'SMS' in white. The two semi-circles meet at a white horizontal line.

AMA

SMS

Why SMS?

The goal of SMS is to improve safety by making safety a part of everyone's responsibility. Rather than being an additional task, safety is integrated into the daily responsibilities of every job. SMS takes processes in place and formalizes them. SMS strives to:

- » Reduce/ minimize risk
- » Raise safety awareness
- » Provide data for identifying trends
- » Establish safety processes
- » Instill safe attitudes as a priority for all airport workers

Hazard vs. Risk

A hazard is anything with the potential to cause injury, damage, or disruption of normal operations. Hazards do not become risks until we identify the potential severity of an incident or accident and the likelihood of it happening. Assessing risks involves identifying a credible worst-case scenario as a possible outcome of each hazard including the potential severity and likelihood.

Safety Risk Management (SRM)

SRM is the process of identifying hazards, classifying and prioritizing associated safety risks, applying corrective actions to mitigate risks, and continuously improve operational safety. All employees will be engaged in the process of risk management since risk analysis may be conducted by a variety of staff. AMA developed a Safety Risk Assessment Matrix (see image) to analyze potential risk scenarios.

Reporting is essential. It is the responsibility of all workers to report any hazardous conditions, accidents, incidents, or unsafe actions.

Likelihood \ Severity		Minimal 5 Negligible safety effect	Minor 4 - Physical discomfort to persons - Slight damage to aircraft / vehicle	Major 3 - Physical distress or injuries to persons - Substantial damage to aircraft / vehicle	Hazardous 2 Multiple serious injuries; fatal injury to a relatively small number of persons (one or two); or a hull loss without fatalities	Catastrophic 1 Multiple fatalities (or fatality to all on board) usually with the loss of aircraft / vehicle
		Qualitative	Quantitative			
Frequent A Expected to occur routinely	Frequent A Expected to occur more than 10 times	Green	Yellow	Red	Red	Red
Probable B Expected to occur often	Probable B Expected to occur between one and 10 times per year	Green	Yellow	Red	Red	Red
Remote C Expected to occur infrequently	Remote C Expected to occur one time to every 1 to 3	Green	Yellow	Yellow	Red	Red
Extremely Remote D Expected to occur rarely	Extremely Remote D Expected to occur one time to every 3 to 10 years	Green	Green	Yellow	Yellow	Red
Extremely Improbable E Unlikely to occur, but not impossible	Extremely Improbable E Expected to occur less than once every 10 years	Green	Green	Green	Yellow	Red*

* High Risk with Single Point and / or Common Cause Failures

High Risk
This safety risk requires mitigation, tracking, and monitoring, and it can only be accepted at the highest level of management within LOBs and Staff Offices.

Medium Risk
This safety risk is acceptable without additional mitigation, however; tracking, and monitoring are required.

Low Risk
This safety risk acceptable without restriction or limitation; hazards are not required to be actively managed, but must be documented.

Safety culture is a team effort.

Safety culture is achieved through communication, information sharing, training, and education. An integral part of SMS is the reliance on you to participate in and improve safety practices at every level.



CONTACT THOMAS OSCARSSON

for more information

Thomas.Oscarsson@amarillo.gov
(806) 335-1671