



No. 35

CASAS ADVISORY PAMPHLET

Subject: Exemption Application

Date: May 20, 2024

Background

Compliance with Civil Aviation Regulation Suriname (CARS) regulatory requirements is obligatory. However, on some occasions, there may be instances where full compliance is not feasible. In those instances, exemptions may be helpful to the aviation industry until such time where full compliance becomes practicable. Such measures must be supported by appropriate, robust and documented safety risk assessments or aeronautical studies and imposition of limitations, conditions or mitigation measures, as appropriate.

Within the context of this Advisory Pamphlet the term “Exemptions” also include exceptions, deviations, waivers and prolonged extensions.

Purpose

CARS Part 1 Sub Part 1.4 “Exemptions” sets out the framework governing the issuance of exemptions from the CARS requirements. The purpose of this CASAS Advisory Pamphlet (CAP) is to provide information and guidance to those seeking an exemption from the CARS.

Authority to Grant Exemptions

Under CARS Part 1 Sub Part 1.4 an exemption may be sought from particular CARS provisions. The Director is empowered to approve such exemptions which are subject to conditions specified by the Authority. “Conditions” will be used as an equivalent to “Terms, conditions and limitations”.

When and How to Apply for an Exemption?

Timeframe

Unless otherwise agreed by CASAS, an application must be received at least three (3) months prior to when the exemption is required. CASAS considers that an exemption from the regulations is a last resort and the intent of introducing a 3-month timeframe is to:

- Ensure that the exemption application is given proper consideration;
- Encourage the industry to adopt proper planning and management fall back strategies; and
- Ensure that an exemption is absolutely necessary rather than a convenient method of not having to comply with the regulations.

CASAS is aware that there might be unforeseen circumstances when an exemption will be required within a very short time frame. In these circumstances, CASAS will consider a late application provided that, the applicant submits suitable justification as to why the application was not submitted three (3) months prior to when the exemption is required. CASAS will not accept poor planning or commercial impact on business as suitable justification.

In an emergency case, the application will be processed without delay when supporting evidence(s) (acceptable to the Director) has been submitted justifying the emergency situation and no other means exist to comply with the applicable requirement(s) in such emergency situation. CASAS will also need to determine if the reduced timeframe available will be adequate for proper assessment of the safety impact. An application will be rejected if the submitted evidence(s) does not justify the failure to apply in a timely manner or being in an emergency situation.

Exemptions from the CARS may be accepted for review by CASAS, however, not all of the requirements could be exempted. In this regard, consideration shall be given to the fact that compliance with some special requirements shall be achieved through very specific practices which are widely implemented and highly accepted by the aviation industry. Moreover, CASAS may consider other reasons to reject reviewing or granting an Exemption.

The Application

An application for an exemption must be submitted to the Director. The application must be in writing using the form in Attachment A and shall be submitted in hard copy format to the Director through his secretariat. E-mailed applications will not be accepted. The application form is available for download on the CASAS website www.casas.sr.

On the application form, the applicant shall provide the following information:

- (a) The applicant's name, contact details and address;
- (b) Details of any relevant Authorization/Certificate/Approval;
- (c) References to the Requirement(s) from which exemption(s) is sought;
- (d) Details of any person, aircraft or aeronautical product, or type of aircraft or aeronautical product, or material or kind of material, or service or kind of service to be affected by the exemption;
- (e) If the exemption will affect a particular kind of operation, details of such operation;
- (f) The reasons why the exemption is necessary and associated implication if such exemption is not granted;
- (g) Details (safety risk assessment) of how the applicant proposes to ensure that an acceptable level of safety will be provided when operating in accordance with the exemption if granted;
- (h) The date on which the applicant requires the exemption to commence (i.e., Effective Date)
- (i) How long the applicant requires the exemption to remain in effect; and
- (j) If the applicant seeks to operate under the proposed exemption outside of Surinamese airspace, the application shall also indicate whether the exemption would contravene any provision of the ICAO SARPs.

The CASAS may call for any supportive document(s) which are considered necessary for the determination of the application.

The Decision

The Director will notify the applicant in writing of its decision stating the following particulars:

- (a) The reference number of the application;
- (b) The full name of the applicant;
- (c) A reference to the requirement for which exemption is granted;
- (d) The expiry date of the exemption;
- (e) Terms, Conditions and Limitations;
- (f) If CASAS refuses to grant an exemption or imposes conditions not sought by the applicant, then CASAS will give reasons for its decision.

Terms, Conditions and Limitations of an Exemption

CASAS may impose conditions on an exemption which are necessary in the interests of aviation safety. All conditions imposed by CASAS will be in writing and set out in the grant of exemption letter (signed by the Director). Reasons will be provided by CASAS for imposing conditions which were not sought by the applicant.

CASAS will typically impose a condition on an exemption that a copy of it be included in a relevant document in the possession of the exemption holder, for example, its operations manual, procedures manual, aircraft logbook, personal logbook, etc. As an example, CASAS may also impose conditions relating to the circumstances in which the exemption is operative, the procedures to be used by the holder of the exemption, or record-keeping by the holder of the exemption. CASAS may also impose conditions on an exemption relating to an alternative means of compliance.

A breach of a condition may be reason for the exemption to be revoked and the holder will be required to comply with the regulatory requirement.

Exemptions are not Transferable

An exemption is not transferable. They are not a property and cannot be handed from person to person. As exemptions are generally issued to specified legal entities, should another entity wish to take advantage of the exemption, it may apply for a similar exemption, detailing their own conditions. This includes exemptions which may be issued in relation to aircraft or facilities which, as property, can be transferred.

An aircraft or facilities which, as property can be transferred, shall not transfer any exemption issued to the previous operator/owner. The said exemption upon transfer will be ceased.

As an example, if the exemption is granted to the owner of a particular aircraft and the owner sells the aircraft, the exemption will cease upon sale of the aircraft. If an exemption is granted in relation to an aerodrome and the person who was granted the exemption no longer operates the aerodrome, the exemption will also cease. If the new operator/owner requires to operate under similar exemption, they would be required to apply for a similar exemption.

Extension of an Exemption

The process for extension of an exemption pursuant to Part 1 Sub Part 1.4, is equivalent to the issuance process. An applicant for extension of an exemption must set out in writing the details of the exemption. However, the applicant is relieved from resubmission of those information or documents which have not changed since the initial exemption was issued.

Application for extension of an exemption does not entitle the applicant to the granting of a further exemption in the same or similar terms. Each application will be assessed on its merits at the time of the application.

The applicant shall include with the application a statement outlining in detail, the reason(s) as to why the extension of the exemption is necessary.

The above mention reason(s) shall additionally justify why the applicant still could not comply with the relevant regulatory requirement.

In any case, an exemption shall not be extended more than two (2) times.

Validity of an Exemption

The validity (duration) of the exemption cannot be more than twelve (12) months unless otherwise determined differently as per the discretion of the Director based on the severity of the exceptional circumstance. The validity of an extension to an exemption shall be half of the validity period of the initial issuance.

An exemption granted under CARS Part 1 Sub Part 1.4 and as per this procedure manual, shall cease as follows:

- (a) At the end of its validity as specified in the approval letter of the exemption; or
- (b) At any time that the exemption has been Revoked or Suspended by CASAS; or
- (c) In case where the applicant has cancelled the exemption, at the time CASAS accepts the cancellation.

Suspension of Exemptions

The Director may suspend an exemption, if continuation of the exemption may threaten aviation safety. Such suspension shall be notified to the holder of the exemption. Suspension may lead to revocation of an exemption, if CASAS review reveals that continuation of exemption in any applicable condition would threaten aviation safety. However, if by imposing additional conditions aviation safety would no longer be compromised, the suspension may be removed and the exemption reinstated.

Revocation of an Exemption

CASAS may at any time revoke an exemption in the interests of safety. This may occur as a result of the applicant not complying with the conditions of the exemption, or special circumstances arising and CASAS becoming aware that continuation of the exemption may threaten air safety. Additionally, CASAS may revoke an exemption on the request of its holder (i.e. cancellation).

If CASAS decides to revoke an exemption other than on request, it will normally give the holder of the exemption reasonable notice of its intention to do so and provide them with the opportunity to respond. CASAS will take the exemption holder's response into account in deciding whether or not to revoke the exemption. CASAS may not provide prior notice of its intention to revoke an exemption in circumstances of serious and immediate risk to air safety, or where there is reasonable assurance (to CASAS) that the applicant is breaching a condition of the exemption or a related provision of the regulations.

When CASAS revokes an exemption, it will do so in writing and will state the reasons for the revocation.

Exemptions in Exceptional Circumstances

During exceptional circumstances such as a major disaster or a large-scale emergency requiring the use of air transport, CASAS can grant an exemption on its own initiative or on an application from Government or industry.

Note: Flash Floods are examples of exceptional circumstance.

Under these types of circumstances, an application can be made in any way that is reasonable. This may be by phone, e-mail or any other communication method that is available at the time. As time is critical in such circumstances, CASAS may notify applicants or affected parties verbally of the granting of the exemption and will follow up with a written notice. CASAS will publish the appropriate details of the exemption on the CASAS website www.casas.sr. Exemptions issued in exceptional circumstances shall have a maximum duration of twelve (12) months, unless otherwise determined differently as per the discretion of CASAS based on the severity of the exceptional circumstance.

ATTACHMENT A - EXEMPTION APPLICATION FORM



CASAS

Application for Exemption

Part A1 – The Application

Details of Applicant	
Applicant's Name	
Applicant's Address	
Certificate/Approval/License Number	
Certificate/Approval/License Expiry Date	

Particulars of Requested Exemption	
References to the specified requirements in the applicable regulations or implementing standards from which exemption are sought	
Reference No. (CARS etc.)	Details of Regulatory Requirement
Details of any person, organisation or service to be affected by the exemption such as airmen, airline, aircraft, aeronautical product, maintenance organisation aviation training organisation aerodrome, air traffic control, general public or other.	
If the exemption will affect a particular kind of operation, details of such operation.	
The reasons why the exemption is necessary	
Associated implication if such exemption is not granted	



CASAS

Application for Exemption

Part A2 – Details of Applicant’s Safety Measures

Details of how the applicant proposes to ensure that an acceptable level of safety will be provided when operating in accordance with the exemption if granted	
Details of how ALoS will be monitored	
Review and discuss of any known safety concerns with the requirement	
List the details of Safety and Public Interest Factors Considered	To be completed by CASAS
Safety Factors	Accepted (Y/N)
1)	
2)	
3)	
Public Interest Factors	Accepted (Y/N)
1)	
2)	
3)	
Is the Applicant aware of any information on relevant accidents or incidents related to similar conditions either due to or requiring exemption? If yes above provide details of Accident/Incident	



CASAS

Application for Exemption

Part A3 – Application

Note: Unless the Authority agrees otherwise, an application for an exemption shall be submitted not less than ninety (90) days in advance of the proposed effective date of the exemption. Where an applicant seeks emergency processing, the application must contain supporting facts and reasons why the application was not filed in a timely manner, and the reasons it is an emergency. An application may be rejected if the Authority finds that the applicant has not justified the failure to apply in a timely manner

Duration of Exemption			
Exemption Start Date and Time		Exemption End Date and Time	
Will the applicant seek to operate under the proposed exemption outside of Surinamese airspace?			Y/N
If yes indicate whether the exemption would contravene any provision of the ICAO SARPS			
Safety risk assessment, analysis or aeronautical studies to justify the application done		Alternative means of compliance / mitigations proposed	
Yes (Attach report)	No	Yes	No
Documents Attached			
Person Requesting Exemption (Accountable Manager /CEO / Post Holder as applicable)			
Full name			
Position			
Email & Phone number			
Declaration by the Applicant			
The applicant hereby declares that the information provided in this application is correct and that no relevant information has been withheld.			
Signature:		Date:	



CASAS

Application for Exemption

Part B1 - Inspector Evaluation and Recommendation of Exemption

FSD Section responsible for Evaluating Exemption	
Inspector Responsible	

Checklist and evaluation of Exemption Package		Y/N	Satisfactory/ Not-satisfactory
1	Has the applicant clearly specified the details of the exemption sought?		
2	Do the details include the reasons why the exemption is sought?		
3	Do the details include the duration of the exemption?		
4	Has the applicant clearly indicated the factors considered in making the request?		
5	Do the factors include public interest and safety factors considered?		
6	Has the applicant proposed alternative means of compliance with regulatory requirements including mitigation measures to ensure safety is not compromised?		
7	Has the applicant submitted all relevant documents to support the application?		
8	If certified, has the applicant provided the details of the certificate in force?		
9	Is the application for exemption submitted as part of an application of a certificate/approval?		
10	Are there any known safety concerns that are yet to be addressed by the applicant?		
11	Has the applicant conducted and submitted a safety risk assessment for all the identified safety implications?		



CASAS

Application for Exemption

Part B1 - Inspector Evaluation and Recommendation of Exemption (continued)

Particulars of Requested Exemption	
References to the specified requirements in the applicable regulations or implementing standards from which exemption are sought	
Reference No. (CARS etc.)	Details of Regulatory Requirement
Details of any person, organisation or service to be affected by the exemption such as airmen, airline, aircraft, aeronautical product, maintenance organisation aviation training organisation aerodrome, air traffic control, general public or other.	
If the exemption will affect a particular kind of operation, details of such operation.	
The reasons why the exemption is necessary	
Associated implication if such exemption is not granted	



CASAS
Application for Exemption

Part B1 - Inspector Evaluation and Recommendation of Exemption (continued)

Hazards Associated with Granting Exemption		
Description of Hazards	Consequence	Conditions/Mitigation Measures for Exemption

RISK ASSESSMENT (After Conditions/Mitigation Imposed)		
	Probability	Severity
Post Mitigation Risk Assessment		

Inspector Recommendation for Granting Exemption	
Evaluated by:	
Date:	

Terms, Conditions and Limitation.
 CASAS will in the interests of Aviation Safety impose or specify terms, conditions and limitation to be complied with when granting an exemption from the specified requirements.
 These terms, conditions and limitations are stated below:

Risk Assessment Matrix						
Risk Severity						
		A Catastrophic	B Hazardous	C Major	D Minor	E Negligible
Risk Probability	5 – Frequent	5A	5B	5C	5D	5E
	4 – Occasional	4A	4B	4C	4D	4E
	3 – Remote	3A	3B	3C	3D	3E
	2 – Improbable	2A	2B	2C	2D	2E
	1 – Extremely Improbable	1A	1B	1C	1D	1E



CASAS

Application for Exemption

Part B2 – Decision on Granting of the Exemption

FSDM Review and Recommendation for Granting Exemption		
Evaluation	Y/N	Comments
Has the risk assessment been done using appropriate risk management tools?		
Is the risk assessment done by the applicant adequate for all the risks identified for this exemption application?		
Are the proposed alternative means of compliance, including the proposed mitigations appropriate for the management of the risks assessed?		
Recommendation for Granting Exemption		
Reviewed by:		
Date:		

DIRECTOR - Exemption Approval/ Denial	
Exemption Granted/Denied:	
Date granted (DD/MM/YYYY):	
Date of Expiry (DD/MM/YYYY):	
Director Name:	
Director Signature:	

ATTACHMENT B - GUIDANCE ON THE CONTENTS OF THE EXEMPTION APPLICATION FORM

The below list and details describe how the applicant should submit correct information when applying for an exemption to the Director of CASAS. It is also useful for the CASAS inspectors who will be validating such information:

- (a) The applicant's name and address. Where an exemption is being sought by an organisation, the application should also include the name and contact details of the primary point of contact for CASAS in that organisation in relation to the application. As CASAS will in most cases issue an exemption to a legal entity, if the applicant's trading name and entity name are different, the application should include the name of the legal entity to which CASAS will issue the exemption. Further, if the exemption is in relation to a facility, the application should identify the location of the facility;
- (b) Details of any authorisation held by the applicant which is relevant to the exemption. At minimum, this should include the authorisation which makes the applicant subject to the provision from which they wish to be exempt (e.g., their flight crew license if the provision applies to a pilot in command, or their AOC if the provision applies to an operator);
- (c) The relevant Requirement(s) from which the exemption is sought. The applicant should also identify the relevant provision of the CARS;
- (d) Details of the aircraft or aeronautical product, if applicable – this may include type, model, serial number or registration;
- (e) The reasons why the applicant needs the exemption. The reasons provided should be detailed and fulsome. Failure to provide adequate information will simply result in delay in the processing of the application while CASAS seeks the information necessary for it to consider the application;
- (f) Details of how an acceptable level of safety will be provided. Again, the application should be detailed and fulsome in this regard. A safety risk assessment(s) is considered an integral part of such details. The applicant's proposal to maintain the required level of safety shall be supported by proper safety risk assessment, performed in accordance with an acceptable methodology, detailing the hazards, risks and mitigations.
 - (1) In some specific areas CASAS may accept safety analysis or aeronautical studies where safety risk assessment is not feasible or such analysis or studies would be more relevant. The said safety risk assessment(s), analysis or Aeronautical studies might justify the application of the exemption as well as the continuing need for the exemption;
 - (2) Moreover, the applicant shall submit a review and/or discussion of any known safety concerns with the requirement, including information about any relevant accidents or incidents of which the applicant is aware.
 - (3) CASAS might ask the applicant to re-submit the review if it determines any safety concern or any accident or incident relevant to the context of exemption sought, which is not properly reviewed or assessed by the applicant.
- (g) The Effective Date is the first day on which the applicant planned to start using the exemption.
- (h) The Duration of exemption shall be specified clearly in number of calendar days or months (as relevant) for which the applicant requires the exemption to remain in effect.

ATTACHMENT C - SAFETY RISK ASSESSMENT GUIDELINES

Identify Hazards

When identifying hazards in this step, consider the system analysis. A hazard is a condition that could foreseeably cause or contribute to an aircraft accident. During the hazard identification step, hazards and each hazard's corresponding outcomes should specifically identified and documented. The hazard identification step considers all reasonably possible sources of hazards. Remember that elements in the system analysis may be sources of hazards. The primary hazard through the exemption procedure is "non-compliance with the applicable safety requirement which intended to be exempted"

Safety Risk Analysis

The objective of this step is to determine the initial safety risk associated with the effects of each identified hazard. The safety risk associated with a hazard is the combination of the severity and the likelihood of the potential outcome(s) of the hazard. Where appropriate, existing controls are considered prior to safety risk determination. The safety risk of a hazard is the function of the severity and likelihood of the hazard's potential outcomes. The safety risk associated with the hazard must be determined and documented in terms of severity and likelihood. Regardless of which definitions/criteria are used, this step includes the following common characteristics:

- (a) Likelihood is the estimated probability or frequency, in quantitative or qualitative terms, of the outcome(s) associated with a hazard. It is an expression of how often an outcome of a hazard is predicted to occur in the future. When sufficient empirical data exists, statistical probabilities should be used. The likelihood levels are defined as illustrated in the table 1, classification of safety risk likelihood.

TABLE 1 - classification of safety risk likelihood

Likelihood	Meaning	Value
Frequent	Likely to occur many times (has occurred frequently)	5
Occasional	Likely to occur sometimes (has occurred infrequently)	4
Remote	Unlikely to occur, but possible (has occurred rarely)	3
Improbable	Very unlikely to occur (not known to have occurred)	2
Extremely improbable	Almost inconceivable that the event will occur	1

- (b) Severity is the potential consequence or impact of a hazard in terms of degree of loss or harm. It is a prediction of how bad the outcome of a hazard can be. There may be many outcomes associated with a given hazard, and the severity should be determined for each outcome.

TABLE 2 - classification of safety risk severity

Severity	Meaning	Value
Catastrophic	<p>Results in loss of life or destruction of equipment</p> <ul style="list-style-type: none"> • Necessitates a significant change to and/or revocation of portions of CAA program or system objectives • Equipment destroyed / multiple fatalities • Results in fatalities and/or loss of the system <p>Personnel: Fatal injuries to personnel or passengers. Public exposed to life threatening hazard.</p> <p>Operations: Operational delay grounding all operating certificates for the subject aircraft/ engine/ major component. Removal of the operating certificate for subject aircraft/engine/major component or airline.</p> <p>Equipment: Loss of aircraft.</p> <p>Environment: Large uncontained release that kills and threatens lives of humans and the habitat with irreversible effects lasting for more than 50 years.</p> <p>Media attention: Media attention having severe repercussion for the Minister, and/or public servants.</p> <p>Public confidence: Public demonstrations organized against the Government.</p>	A
Major	<p>Results in serious injury to persons or major equipment damage</p> <ul style="list-style-type: none"> • Necessitates modifications to CAA program or system objectives • Major damages to equipment / Serious injuries / large reduction in safety margins / Physical distress or excessive workload such that the operation cannot be conducted safely, accurately or completely • Severe injury and/or major system damage <p>Personnel: Disability or severe injuries. Crew extended because of workload or environmental conditions.</p> <p>Operations: Operational delay grounding air operator's fleet. May result in a large reduction in safety margins.</p> <p>Equipment: Technical delay grounding aircraft fleet causing substantial costs and long delays to return the aircraft to service.</p> <p>Environment: Moderate uncontained release that kills and/or threatens lives of humans and the habitat with effects lasting up to 30 years.</p> <p>Media attention: Media attention that initiates legal action against the Government and/or public servants, Parliamentary debate.</p> <p>Public confidence: Decreased; significant reduction in travelling public flying on a particular aircraft type or airline.</p>	B

<p>Moderate</p>	<p>Results in injury to persons or failure of significant operational processes or systems</p> <ul style="list-style-type: none"> • Significant questioning of CAA program or system objectives • Injuries to persons / Serious incident / Significant reduction in safety margins / Reduction in the capacity to cope with adverse operating conditions / Increase in workload <p>Personnel: Lost time injury or passenger injuries (i.e., broken bone), no disability. Difficult for crew to cope with adverse conditions.</p> <p>Operations: Operational delay requiring grounding of an aircraft and causing the operator substantial costs. May result in significant reduction in safety margins.</p> <p>Equipment: Technical delay requiring grounding of an aircraft and causing the operator relatively substantial costs.</p> <p>Environment: Small uncontained release that threatens lives of humans and the habitat with effects lasting up to 15 years</p> <p>Media attention: Media attention that elevates occurrence to High profile status requiring Minister’s action and/or results in Parliamentary debates.</p> <p>Public confidence: Significantly lowered with high profile media coverage</p>	<p>C</p>
<p>Minor</p>	<p>Affects normal operating procedures or performance</p> <ul style="list-style-type: none"> • Minimal questioning of CAA program or system objectives • Nuisance / Operating limitations / Use of emergency procedures / Minor incident • Minor injury and/or Minor system damage <p>Personnel: First aid injury, no disability or lost time.</p> <p>Operations: May result in operating limitations, or emergency procedures; operational delay incurring relatively minimal costs.</p> <p>Equipment: Technical delay requiring grounding of aircraft and causing the operator to incur relatively minimal costs.</p> <p>Environment: Contained release that may reduce the quality of life of humans and the habitat. Full recovery period will be less than 5 years</p> <p>Media attention: Media attention that requires Briefing and/or Question Period notes and Minister’s attention.</p> <p>Public confidence: May be lowered, but public accepts situation.</p>	<p>D</p>
<p>Negligible</p>	<p>No significant impact to operational safety</p> <ul style="list-style-type: none"> • Little to no impact on CAA program or system objectives • Less than minor injury and/or less than minor system damage <p>Personnel: No injuries.</p> <p>Operations: Minor operational delay with no immediate costs.</p> <p>Equipment: No damage or minor technical delay with no immediate costs.</p> <p>Environment: Minor contained release that does not significantly threaten the quality of life of humans and/or the habitat.</p> <p>Media attention: No media attention.</p> <p>Public confidence: No loss of public confidence.</p>	<p>E</p>

In general, CASAS inspector(s) should limit assumptions as much as practical. If any assumptions are made, the assumptions and their rationale must be documented.

Any known limitations of the safety risk analysis should be described. Limitations may also include the margin of error of the analysis if it can be calculated.

Safety risk assessment

In this step, each hazard’s associated safety risk is assessed against the risk acceptance criteria identified in the safety risk acceptance plan and plotted on a risk matrix based on the severity and likelihood of the outcome. The objective of this step is to determine the safety risk level acceptability. The safety risk matrix provides a visual depiction of the safety risk and enables prioritization in the control of the hazards. The table 3 provides risk matrices to be used in this step of the process in the state level, in other words, the tolerability of safety risks in an aggregate level, may be different in the service provider’s level.

If a hazard’s associated safety risk and/or safety risk controls only affect the service provider’s activity, the expert(s) and/or the CASAS inspector(s) can use the existing safety risk assessment methodology, and it does not have to translate its assessment into the risk matrix in this procedure. The safety risk associated with a hazard is the combination of the likelihood and the severity of the potential outcome(s) of the hazard. Where appropriate, existing controls should be considered prior to safety risk determination.

TABLE 3 – safety risk tolerability matrix

Risk Probability	Risk Severity				
	Catastrophic A	Hazardous B	Major C	Minor D	Negligible E
Frequent (5)	5A	5B	5C	5D	5E
Occasional (4)	4A	4B	4C	4D	4E
Remote (3)	3A	3B	3C	3D	3E
Improbable (2)	2A	2B	2C	2D	2E
Extremely Improbable (1)	1A	1B	1C	1D	1E

Safety Risk Control

Additional safety risk controls (to reduce the safety risk to a level acceptable to the decision maker) may need to be designed/developed and evaluated by the team or individual conducting the assessment (CASAS Inspectors).

The analysis is conducted to predict the residual safety risk as if the proposed controls had been put in place. The prediction of the residual safety risk is assessed to determine if the safety risk acceptance criteria are met. Based on the risk assessment, appropriate mitigation measures shall be taken to eliminate or reduce the level of risks associated with hazards to an acceptable level.

TABLE 4 - risk tolerability notes

Category	Tolerability	Explanation
High	Intolerable	The risk is unacceptable and operations should not take place until sufficient major risk mitigating measures have been implemented to reduce risk to an acceptable level.
Medium	Tolerable	The risk is of concern and risk mitigating measures should be put in place to reduce the level of risk to as low as reasonably practicable. Where further risk reduction / mitigation is not practicable or viable, the risk may be accepted, provided endorsement is given by the management.
Low	Acceptable	The risk is considered acceptable. No further action is required.

Typical risk mitigation measures include:

- (a) cancelling the operation or activity because the risks exceed the benefits of continuing;
- (b) reducing the frequency of the operation or activity; and
- (c) acting to reduce likelihood/ severity of the risk(s) by enhancing existing defenses or introducing new defenses.

Safety Risk Acceptance

Once the assessment is complete and the findings and alternatives/proposals for safety risk mitigations/controls are documented, the results are delivered to the appropriate management official within the service provider and/or the CASAS. If multiple teams will accept the safety risk and these experts or inspectors cannot agree on which severity and likelihood definitions to use, the definitions and risk matrices documented in this procedure should be considered for use, as appropriate, or advice from the Director should be sought to resolve differences.

When an individual or organization accepts safety risk, it does not mean that the safety risk is eliminated. Some safety risk remains; however, the individual or organization has determined that the prediction of the residual safety risk is acceptable. By accepting risk, the management official is deciding to authorize the operation without additional mitigation at the present time. Each service provider to which this procedure is applicable must establish the levels of management that can accept safety risk based on the severity and likelihood. In order for the operation to be implemented, when the responsibility for managing the safety risk spans across more than one area, the residual safety risk must be accepted by the appropriate management official in each affected area. Accepting risk is a management decision. This policy does not compel a management official to accept risk, nor does it require CASAS to circumvent their existing risk acceptance criteria or safety standards.