

Devon Strut Events

Generic Risk Assessment (Air Side Ground Activities) 2010

Risk Assessment for: Generic Risk Assessment (Air Side Ground Activities) for all Devon Strut organised and authorised events			
Assessment undertaken by:	Name: S B Robson	Date:	Signed:
Assessment Verified by Strut Safety Officer	Name: C H Bailey	Date:	Signed:
Assessment Verified by Strut Events Organiser	Name: D Millin	Date:	Signed:

STEP 1	STEP 2	STEP 3								
								Residual		
Observations List significant hazards and unsafe practices	Who might be harmed and how?	Current controls (if any) List existing control measures or note where information may be found.	Impact	Likelihood	Risk	Required controls and timescales List any immediate or longer-term action required	Impact	Likelihood	Risk	
Arriving aircraft (all events)	Arriving a/c pilots / pax / visitors / participants / marshallers / staff	<p>Prepare and Issue joining air instructions</p> <p>NOTAMs (if required)</p> <p>Safety section on Strut web site</p> <p>Brief to pilots prior to event (PPR) also ensure the pilot experience / aircraft type are suitable (i.e. Lundy)</p> <p>A/G comms frequency</p> <p>Fire / Emergency Services on site</p> <p>First Aid Kits available (flying club, strut stand, airside control)</p> <p>LAA Events "Actions in the event of an accident" to be available at a/c check in point or nominated incident control point (ICP)</p> <p>a/c insurance, permit / docs, license, in date medical</p> <p>Access control point for visitors /</p>								

		<p>participants manned</p> <p>Issue brief / safety leaflet to all who will be going airside</p> <p>Warning signs placed (Beware of Propellers / No Entry / No Smoking etc)</p>	4	2	8			
Manoeuvring aircraft (all events)	Arriving a/c pilots / pax / visitors / participants / marshalls / staff	<p>Marshalls trained / revised and in current practice (event rehearsals / briefing)</p> <p>Ground staff event briefing prior to starting</p> <p>Ground to ground communications (Radio, visual)</p> <p>Safe system of taxiing routes</p> <p>Emergency signals for engine shutdown</p> <p>Control access manoeuvring area / sufficient safety staff</p> <p>Control of FOD / waste bins provided</p>	4	2	8			
Aircraft refuelling (all events)	Arriving a/c pilots / pax / visitors / participants / marshalls / staff	<p>Fire extinguishers / fire services available and on hand</p> <p>Use of designated refuelling point (Where it exists)</p> <p>Fuel in cans stored in safe area (temporary only for the duration of the event)</p> <p>Appropriate refuelling procedures followed (i.a.w. Local regulations / POH / a/c type)</p>						

		Marshalls / safety staff present whilst refuelling is taking place	4	2	8			
Departing aircraft (all events)	Arriving a/c pilots / pax / visitors / participants / marshalls / staff	Briefing prior to departure / booking out (Air Instruction) Marshalls on hand to engine start and taxi Check for FOD	2	4	8			
Aero Rally (Dunkeswell)	Arriving a/c pilots / pax / visitors / participants / marshalls / staff	As above plus: Risks reviewed / assessed in line with event project plan Fire / Emergency Services on site First Aid Kits available (3) flying club, strut stand, airside control LAA Events "Actions in the event of an accident" to be available at a/c check in point or nominated incident control point (ICP) Marshalls trained / revised and in current practice (event rehearsals / briefing) Ground staff event briefing prior to starting Ground to ground communications (Radio, visual) Safe system of taxing routes Emergency signals for engine shutdown Refuelling aircraft Refuelling point (fixed), as per						

		<p>airfield procedures</p> <p>Refuelling from cans (earthling / fire extinguisher available)</p> <p>Control access manoeuvring area / sufficient safety staff</p>	4	2	8			
Young Aviators	<p>Arriving a/c pilots / pax / visitors / participants / marshallers / staff</p>	<p>Follow LAA event guidance on YA events</p> <p>a/c insurance, permit / docs, license, in date medical</p> <p>Pilot currency / suitability checks</p> <p>Suitable aircraft for type of event</p>	4	2	8			
Scout Aerocamp	<p>Arriving a/c pilots / pax / visitors / participants / marshallers / staff</p>	<p>Follow LAA / Scout Association event guidance on YA events</p> <p>a/c insurance, permit / docs, license, in date medical</p> <p>Pilot currency checks</p> <p>Suitable aircraft for type of event</p> <p>Identification of Scouts / Staff (different colour hi viz jackets)</p>	4	2	8			
<p>Scrambles / Fly-outs / Competitions / Strut 'Challenge' events (Breakfast Patrol) / collaborative events (Smeatharpe)</p>	<p>Arriving a/c pilots / pax / visitors / participants / marshallers / staff</p>	<p>Liaison meetings with host organisation (where appropriate)</p> <p>Prepare and Issue event air instructions (where appropriate)</p> <p>Brief to pilots prior to arrival at event (PPR) also ensure the pilot experience / aircraft type are</p>						

		suitable (i.e. Lundy) A/G comms frequency Fire / Emergency Services on site First Aid Kits available (3) flying club, strut stand, airside control LAA Events "Actions in the event of an accident" to be available at a/c check in point or nominated incident control point (ICP) a/c insurance, permit / docs, license, in date medical	4	2	8				
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Impact Assessment

<u>Impact</u>	1 Minimal (including no harm / near miss)	2 Minor	3 Moderate	4 Major	5 Catastrophic
Safety	Minor cuts/ bruising no absence from work	Up to 3 days absence from work. Major cuts / bruising requiring medical treatment	A & E needed, RIDDOR reportable (under HSE) AAIB reportable accident	Single (or unexpected) death. Permanent disability. Aircraft destroyed or damaged beyond repair	Multiple deaths / aircraft destroyed
Legal	No action	No action	AAIB reportable accident. CAA informed	Investigation / prosecution by CAA / AAIB / Police / HSE / NATS Civil litigation (1 person)	Major investigation /prosecution by CAA / AAIB / Police / HSE / NATS Civil litigation (> 1 person)
Reputation	Written / e mail complaints (some verbal complaints may be considered, depending upon context)	Letters in local press / TV / Aviation press	Adverse articles in local press / TV / Aviation press	Adverse letters/articles in Extensive local press coverage.	Nationwide media coverage

RISK SCORING MATRIX

	1 Rare	2 Unlikely	3 Possible	4 Likely	5 Certain
1 Minimal	1	2	3	4	5
2 Minor	2	4	6	8	10
3 Moderate	3	6	9	12	15
4 Major	4	8	12	16	20
5 Catastrophic	5	10	15	20	25

Key to risk level:

Green	Low risk (1-4) – Manage locally
Yellow	Moderate risk (5-8) – Review control measures
Amber	Significant risk (9-12) – Controls / action plan to be put in place before work continues
Red	High risk (15-25) – Activity should not start or continue until risk has been reduced