

PNGC RISK ASSESSMENT FORM

Serial No: 0024

Date of Next Review: Jan 2015

Organisation		Activity		Hazard Identification	
PNGC	✓	Flying - Gliders		Flying Activities	
Privately Owned Glider	✓	Flying - Power		Mechanical	
Privately Owned Power Aircraft		Ground Handling		Electrical	
Other Airfield User		Maintenance	✓	Environment	
		Travel	✓	Waste	
		Visitors			
		Others (specify)		Others (specify)	6.7

SUMMARY OF ACTIVITIES	<ol style="list-style-type: none"> 1. Towing Glider Trailers in the UK 2. Towing Glider Trailers on the Continent.
SUMMARY OF HAZARDS	<ol style="list-style-type: none"> 1. Vehicle and Trailer stability 2. Roadworthiness of the Trailer 3. Fatigue 4. Loss of control in High winds. 5. Rough ground and access to fields. 6. Speed control and braking. 7. Lack of towing experience particularly with long trailers. 8. Lack of experience with regard to Continental driving.

POPULATION AT RISK (inc No.)	Driver plus passenger and other road users.
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CURRENT SAFETY PRECAUTIONS & CONTROL MEASURES	<ol style="list-style-type: none"> 1. Legal requirements of towing trailers. 2. Car and Trailer combination within legal weight limitations. 3. Insurance cover for towing trailers. 4. Repatriation insurance for damaged gliders/trailers/vehicles (required for Continent).. 5. Supervision and training for novice trailer drivers.
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CURRENT RISK ASSESSMENT	HIGH		MEDIUM	4B	LOW	
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RISK REDUCTION ACTIONS	<ol style="list-style-type: none"> 1. Shared driving on long journeys. 2. Experienced towing drivers to car share with novices. 3. Regular maintenance checks on car and trailers. 4. Use correct towing speed (which may be less than maximum allowed). 5. Do not tow in adverse weather. (Wind., poor visibility, etc). 6. Check condition of 'unmade' roads and tracks before using them. 7. Check condition of fields and obtain landowners permission before driving onto property. 8. Travel in 'convoy' with other trailer combinations where possible. 9. Minimise Continental driving distance by using longer sea crossing routes. 10. Suitable tow vehicle (weight & power ratio) 11. Avoid turning too sharply and allow plenty of room for the 'over-swing' at the rear of the trailer.
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FINAL RISK ASSESSMENT	HIGH		MEDIUM	4C	LOW	
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Assessed by Safety Officer
..... Date:.....

Agreed by Club Manager
..... Date:.....

Authorised by CFI/Chairman
..... Date:.....

GUIDANCE NOTES

For further guidance on completing this form contact the PNGC Safety Officer

- Risk Assessment No.** Will be completed by the PNGC Safety Officer or Administrator.
- Organisation** Tick the appropriate box.
- Activity** Tick the appropriate box.
- Hazard Identification** From the Hazard Identification Check List select all hazard types applicable to the task/activity being assessed and enter the hazard identification code in the appropriate box.
- Summary of Activities and Hazards** Briefly describe the key aspects of the task/activity being assessed and how the hazard(s) may arise. Look only for the HAZARD(S) which you could reasonably expect to be present and which may result in significant harm under the conditions of your task / activity. In addition to hazards, which arise from “normal operations”, consider also likely abnormal and emergency situations
- Population at Risk** State the approximate number of people likely to be effected by the hazards of the task/activity. Don't forget it may not be just personnel carrying out the activity who may be effected. Consider also third parties.
- Current Safety Precautions and Control Measures** Describe the control measures or precautions already taken to reduce the risks from the hazards you have listed? e.g. Training, supervision , written procedures, fitting of guards and covers, provision of special tools or work areas, adequate information, instruction and safe systems etc
- Current Risk Assessment** Assess the level of risk taking into account the current control measures and precautions using the matrix below. Consider first the likely probability of the event arising and identify which row of the matrix is applicable. Then consider the most likely outcome of the hazard being realised in terms of personal injury or environmental impact and identify which column on the matrix applies. The box at which the two crosses will fall into either the low/medium/high risk sections of the matrix. i.e.C3
- Risk Reduction Actions** Have risks been reduced to a level that is as low is reasonably practicable? It may help to consider if the current measures have to meet standards set by regulations, Air Navigation Order, BGA Laws & Rules, HSE guidance and local Agreed Codes of Practice (ACOPS) . Where appropriate identify further risk reduction measures.
- Final Risk Assessment** Now re-assess the expected level of risk assuming the further risk reduction measures identified are in place.
- Date of Next Review** Assign a date for the next review based on an estimate of the likely hood of changes occurring that may effect the validity of the assessment.
- Acceptability of Risk**
LOW: No action is required if a hazard falls in this area, although some cost-effective improvements may be judged worthwhile.
MEDIUM: If a hazard falls in this area, a cost versus benefit analysis will help decide whether remedial action is taken or the risk accepted.
HIGH: If a hazard is judged to be in this area **the activity is not to be carried out until corrective action are implemented to reduce the risk to a lower level.**

		LOW RISK	MEDIUM RISK		HIGH RISK	
Possibility of repeated occurrence	A					
Possibility of isolated occurrence	B					
Possibility of occurring sometime	C					
Not likely to occur	D					
Probability near zero	E					
		1	2	3	4	5
		Negligible	Minor	Moderate	Major	Catastrophic

HAZARD IDENTIFICATION CHECKLIST

1	FLYING ACTIVITIES
1.1	OPERATIONS
1.2	FLYING TRAINING
1.3	RISK OF COLLISION
1.4	AIRMANSHIP
1.5	VISITOR MANAGEMENT
1.6	OTHER
2	MECHANICAL HAZARDS
2.1	DRAWING-IN / TRAPPING
2.2	IMPACT
2.3	STABBING / PUNCTURE
2.4	FRICTION / ABRASION
2.5	HIGH PRESSURE FLUID INJECTION
2.6	SLIPS / TRIPS / FALLS
2.7	FALLING / MOVING OBJECT
2.8	OTHER MECHANICAL HAZARDS
3	ELECTRICAL HAZARDS
3.1	DIRECT CONTACT
3.2	INDIRECT CONTACT
3.3	ELECTROSTATIC PHENOMENA
3.4	SHORT CIRCUIT / OVERLOAD
3.5	SOURCE OF IGNITION
3.6	OTHER ELECTRICAL HAZARDS
4	ENVIRONMENT
4.1	NOISE
4.2	VISUAL IMPACT
4.3	EMISSIONS
4.4	USE OF RESOURCES
4.5	FLORA & FAUNA
4.6	CONTAMINATION (DEBRIS)
5	WASTE
5.1	TOXIC
5.2	HAZARDOUS
5.3	DOMESTIC
5.4	SPECIAL
5.5	FUEL
6	OTHER
6.1	Winch Driving
6.2	Airfield Driving
6.3	Launchpoint Control
6.4	Work Environment
6.5	Stressful Posture
6.6	Poor Workplace design
6.7	Trailer towing

Severity Category	Safety and Environmental Consequences		
	Personnel	Material Safety	Environmental Consequences
Catastrophic	Multiple deaths or multiple serious injuries	Total loss or extreme damage of property	Severe long term environmental damage which affects people, animals and marine environment for more than 100 years
Major	Severe Injury/ illness or single fatality	Major damage of property. (10 - 95% of unit cost)	Major event resulting in severe environmental damage to humans, marine and birds, taking several months to years for recovery
Moderate	Injury or occupational illnesses	Severe damage of a property (1 -10 % of unit cost),	Environmental impact which causes a single death and multiple animal and/or plant deaths. Recovery 1 to 10 years
Minor	A single injury or occupational illness and/or multiple minor injuries or occupational illnesses	Small damage to property (0.01 - 1% of unit cost)	Impact levels above legal limits which temporarily affect animals and marine life. Recovery 1 week and minor public interest
Negligible	At most a single minor injury or minor occupational illness	Negligible damage to property. (< 0.01% of unit cost),	Negligible impact in terms of air or below regulatory noise exposure for 1 week. No public interest

Table of Safety Severity Categories