

# PNGC RISK ASSESSMENT FORM

Serial No: 28s.....

Date of Next Review: Jan 2015

<b>Organisation</b>		<b>Activity</b>		<b>Hazard Identification</b>	
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) Fire Safety 6.7	

<b>SUMMARY OF ACTIVITIES</b>	<ol style="list-style-type: none"> <li>1. Fuelling operations from Bowser to Aircraft</li> <li>2. Bulk Fuel Storage (Avgas &amp; Diesel)</li> <li>3. Bulk Fuel delivery to Bowser</li> <li>4. LPG delivery to Bulk Storage Container</li> </ol>
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<b>SUMMARY OF HAZARDS</b>	<ol style="list-style-type: none"> <li>1. Fuel Fire</li> <li>2. Death</li> <li>3. Personal injury.</li> <li>4. Damage to property ( parked aircraft, gliders, trailers and cars)</li> </ol>
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<b>POPULATION AT RISK ( inc No.)</b>	Pilot , Passengers and Driver of Delivery vehicle (total <5)
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<b>CURRENT SAFETY PRECAUTIONS &amp; CONTROL MEASURES</b>	<ol style="list-style-type: none"> <li>1. Fuel is stored at least 50m from adjacent occupied buildings.</li> <li>2. Trained personnel involved with fuel dispensing and delivery.</li> <li>3. No smoking or naked flames allowed in the immediate area.</li> <li>4. No use of mobile telephones or radio equipment adjacent to fuel storage area.</li> <li>5. Club Personnel are not routinely required to fight fires or receive training (thus endangering themselves).</li> <li>6. The Duty Instructor or Airfield Manager is to inform the appropriate Emergency Services.</li> <li>7. BN Airfield Manual (Version 8)</li> <li>8. Regulatory Reform (Fire Safety ) Order 2005</li> </ol>
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<b>CURRENT RISK ASSESSMENT</b>	HIGH	5C	MEDIUM	LOW
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<b>RISK REDUCTION ACTIONS</b>	<ol style="list-style-type: none"> <li>1. Club members are directed by the Duty Instructor not to attack any major fires but to evacuate the area and allow the Emergency Services to deal with an incident.</li> <li>2. In an extreme emergency PNGC has basic Fire Fighting Equipment which would be used for a minor incident or the saving of life where immediate response was judged to be essential.</li> <li>3. Fire Prevention advice has been obtained from Royal Navy sources ( Dockyard Fire and Rescue Service)</li> </ol>
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<b>FINAL RISK ASSESSMENT</b>	HIGH	MEDIUM	5D	LOW
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<b>Reviewed by Safety Officer</b>
..... <b>Date:</b> .....

<b>Authorised by PNGC Manager/Chairman</b>
..... <b>Date:</b> .....

## 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 FIRE SAFETY

Severity Category	Safety and Material Consequences		
	Personnel	Material Safety	
<b>Catastrophic</b>	Multiple deaths or multiple serious injuries	Total loss or extreme damage of property	
<b>Major</b>	Severe Injury/ illness or single fatality	Major damage of property. (10 - 95% of unit cost)	
<b>Moderate</b>	Injury or occupational illnesses	Severe damage of a property ( 1 -10 % of unit cost),	
<b>Minor</b>	A single injury or occupational illness and/or multiple minor injuries or occupational illnesses	Small damage to property ( 0.01 - 1% of unit cost)	
<b>Negligible</b>	At most a single minor injury or minor occupational illness	Negligible damage to property. ( < 0.01% of unit cost),	

**Table of Safety Severity Categories**