

PNGC RISK ASSESSMENT FORM

Serial No: 0029....

Date of Next Review: Jan 2015

Organisation		Activity		Hazard Identification	
PNGC	✓	Flying - Gliders		Flying Activities	✓ 1.1 & 1.4
Privately Owned Glider		Flying - Power	✓	Mechanical	
Privately Owned Power Aircraft		Ground Handling		Electrical	
Other Airfield User		Maintenance		Environment	✓ 4.1 & 4.2
		Travel		Waste	
		Visitors			
		Others (specify)		Others (specify)	

SUMMARY OF ACTIVITIES	1. Glider Aerotow Operations at PNGC , Lee on Solent.
SUMMARY OF HAZARDS	1. Emergency situations - full list as defined in Part 2 of the Aerotow Guidance Notes issued by the British Gliding Association. (Issue 1 June 2006) (inc. Aborted take-off, Out of position, Divergent positioning, Engine failure, Unable to release, Weather). 2. Tow rope fouling obstructions on the ground when landing or taxi-ing. 3. Tow rope fouling other aircraft whilst flying. 4. Damage to third party property (Tow rope accidental release when not overhead the airfield).

POPULATION AT RISK (inc No.)	Max 2 persons in the aircraft. (unspecified number of third parties)
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CURRENT SAFETY PRECAUTIONS & CONTROL MEASURES	1. Bi-annual training by a Class Rated Instructed or Flying Instructor authorised by CAA/BGA 2. Flying Currency and Checks controlled by Club Tug-master and Club Chief Flying Instructor 3. Type authorisation 4. Weather restrictions 5. Height clearance in the circuit particularly over roads and boundary fence. 6. Taxi routes with tow rope attached avoiding parked vehicles, gliders and airfield obstructions. 7. PNGC Rules for Tugging Operation. 8. BGA - Aerotow Guidance Notes 9. BGA –Laws & Rules for Glider Pilots 10. BGA – Aerotow training syllabus 11. Tug & Glider Tow hook and Weak link maintenance. 12. Tow –Rope pre-flight inspections.
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CURRENT RISK ASSESSMENT	HIGH		MEDIUM	5C-	LOW	
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RISK REDUCTION ACTIONS	1. Currency and Annual Checks by Tug Master 2. Individual pilot flying limits issued by Tug Master 3. Minimum tug pilot experience level set at 100 hours P1 4. All tug pilots to be qualified glider pilots. 5. Tow out routes to maintain safe distance from the airfield and avoid sensitive areas consistent with flight safety.
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FINAL RISK ASSESSMENT	HIGH		MEDIUM		LOW	5D-
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Assessed by Safety Officer	Agreed by Tug Master	Authorised by CFI/Chairman
..... Date:..... Date:..... 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	<p>LOW: No action is required if a hazard falls in this area, although some cost-effective improvements may be judged worthwhile.</p> <p>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.</p> <p>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.</p>

		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

Severity Category	Safety and Environmental Consequences		
	Personnel	Material Safety	Environmental (In addition General Public Safety)
Catastrophic	Multiple deaths or multiple serious injuries	Total loss or extreme damage of property	Severe long term environmental damage which affects people animals and plants and the 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 animals plants and the environment between 10 to 100 years to full recovery
Moderate	Injury or occupational illnesses	Severe damage of a property (1 -10 % of unit cost),	Environmental impact which causes a single death and/or multiple animal deaths and life threatening 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)	Minor levels above legal limits which temporarily affects animal and marine life. Recovery 1 week and no public interest
Negligible	At most a single minor injury or minor occupational illness	Negligible damage to property. (< 0.01% of unit cost),	Negligible impact, material but at or below legal limits. Recovery extending to years and no public interest

Table of Safety Severity Categories