

Devon Strut Events
Risk Assessment (Air Side / Ground Activities)
Dunkeswell – 2 June 2018

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: 29 May 2018	Signed:
Assessment Verified by Strut Safety Officer	Name:	Date:	Signed:
Assessment Verified by Strut Events Organiser	Name:	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 time scales List any remedial action required prior to the event	Impact	Likelihood	Risk
1. Aircraft movements including:									
1.1 Airprox / airspace infringement incident prior to arrival	Arriving a/c pilots / pax / visitors / participants / marshallsers / staff	Air arrivals instructions Prior Permission Required (PPR) (Non-radio) NOTAMs in place A/G comms frequency (123.475) Exeter ATC informed of activity Crash kit in safety vehicle / First Aid available in safety vehicle	4	2	8	Instructions posted on web site / e mail / hard copy sent / telephone briefing to non-radio pilots prior to event and before departure / Safety brief to staff & incident plan LAA Events "Actions in the event of an accident" available at a/c check in point / incident control point (ICP)	4	1	4
1.2 Aircraft crash / disabled on runway / taxiing incident on arrival / departure		Aircraft recovery team with equipment (also minor repairs) (DSFT) Warning signs in place / access regularly checked by Dunkeswell staff	4	2	8	Marshallsers on hand during engine start and taxi Manned by DSFT staff & trained member of staff with first aid kit	4	1	4

1.3 Fire in aircraft park / refuelling point	Fire / Emergency Services on site Fire extinguishers placed	4	2	8	Manned by Dunkeswell staff. DSFT fire tender Events set up	4	1	4
1.4 Foreign Object Damage (FOD)	Trained and experience staff available Access control point for visitors / manned				Events set up Pre-event briefing Continuous check for FOD / safety leaflet issued going airside / waste bins provided			
1.5 Marshalling mistakes	Marshallers trained / revised and in current practice / safety brief	2	2	4	i/c marshaller nominated – peer feedback and communication via radio	2	1	2
1.6 Duty of care to staff (dehydration / sun stroke / temporary LAA membership)	Gazebo shelters placed / water available / sun cream / sun hats / staff work rota / first aid available / Strut temporary membership forms completed	2	2	4	Pre-event briefing. Staff rotation list. Periodic checks by event manager during staff rotation	2	1	2
2. Exhibition / camping area	Warning signs in place	2	2	4	Event set up and pre-briefing	2	1	2
2.1 Fire in exhibition / camping area	Fire / Emergency Services on site Fire extinguishers placed (inc out of operating hours)							
3. Airside Access	Issue Safety Leaflet on entry airside area	2	2	4	Control airside access via gate (gates not in use secured and warning signs placed / sufficient safety staff / taxiing routes / control of FOD/ issue safety leaflets. Manned by strut staff / trained member of staff with first aid kit	1	3	3
3.1 Movement of visitor's airside / damage to parked aircraft by visitors inc slips trips falls		2	3	6				
3.2 Unauthorised access airside (trespass)	Warning signs placed / access regularly checked by Dunkeswell staff / marshals. Marshallers on							

		hand to check / escort away from airside	2	3	6	Event set up and pre-briefing, escort to safe areas by staff			
4. Emergency / Incident									
4.1 Emergency Access blocked		DSFT to ensure access and move / report obstructions to Police	4	1	4	Adequate controls in place			
4.2 Evacuation		Evacuation Plan as per DSFT Brief	4	1	4	Adequate controls in place			

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	Potential personal injury claim	Potential personal injury claim	AAIB reportable accident. CAA informed Potential personal injury claim	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