Risk Assessment

Risk Assessment for the activity of	**Gliding (and Associated Airfield Activities)**	**Date**	**30/08/2018**
Club or Society	**Southampton University Gliding Club**	**Assessor(s)**	**Alex James Sergi Palleja-Cabre**
President or Students' Union staff member		**Signed off**	

PART A

(1) Risk identification			(2) Risk assessment				(3) Risk management			
Hazard	**Potential Consequences**	**Who might be harmed** **(user; those nearby; those in the vicinity; members of the public)**	**Inherent**			**Control measures (use the risk hierarchy)**	**Residual**			**Further controls (use the risk hierarchy)**
			Likelihood	**Impact**	**Score**		**Likelihood**	**Impact**	**Score**	
Travelling to/from Shalbourne Gliding Club	Road traffic accident	Driver, passengers, other car occupants, pedestrians	1	5	5	Ensure that all occupants have proper shoulder-style seatbelts Ensure cars being used for SUGC travel are properly maintained, and drivers are licenced and insured	1	5	5	Any drivers reported to be driving in a non-sensible manner will not be invited to drive future groups

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Ground handling of aircraft	Damage to aircraft, resulting in future air accident Collision with other airfield users Over-exertion (pulled muscles etc.)	Pilots (SUGC members or other Shalbourne members) Aircraft handlers Other airfield users	2	5	10	Ensure any accidents involving gliders are reported to the duty instructor or aircraft inspector to be checked Ensure all SUGC members are properly trained before handling aircraft. Experienced members should always be present	1	2	2	Exercise caution whenever moving aircraft. All members should be aware that reporting damage will not result in punishment.

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Winch Launching	Wing drop on ground roll – potentially resulting in ground-loop of glider Cable break during winch launch – potentially resulting in glider accident Cable catching ground crew – potentially resulting in dragging of crew Collision with inbound aircraft	Pilots of glider being launched Crew member holding wing Crew member attaching cable Pilots of nearby aircraft	**2**	**5**	**10**	Ensure all members are properly briefed and then trained in winch launching dangers by an instructor or fully qualified member Do not allow untrained members to conduct winch launch related activities. Winch drivers must follow an additional course of training for safe operation of winch launching. Only solo glider pilots may start this training to ensure that they have a full understanding of the process. All pilots are regularly re-trained for launch failure situations	**1**	**5**	**10**	Ensure all members are aware that they are able to stop a launch if unsure about anything and will never be penalised for a false alarm

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Gliding	Mid-air collision Accident in landing	Pilots	**1**	**5**	**5**	All pilots are regularly trained from the beginning in collision avoidance. Gliders are fitted with FLARM collision warning systems All pilots are trained in field selection, approach and landing. This training is repeated regularly even after being qualified for solo flying All aircraft are inspected daily before flying by a bronze qualified member at minimum. This is a nationally recognised level of competence.	**1**	**5**	**5**	All pilots are reminded and re-tested each year on the dangers of flying.

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Manual tasks around the airfield, (caravan positioning, winch cable retrieving, winch positioning)	Injuries due to a collision with other airfield users or vehicles Over-exertion (pulled muscles etc.) Cable catching ground crew – potentially resulting in dragging of crew Interference with launching or landing aircraft	Ground crew Visitors to the airfield Pilots	**2**	**5**	**10**	Ensure all SUGC members are properly briefed and trained by an experienced member or instructor before doing any task. Experienced SUGC members should always be present on any given day of gliding	**1**	**5**	**5**	Be cautious at all times and encourage communication within members.

PART B – Action Plan

Risk Assessment Action Plan

Part no.	Action to be taken, incl. Cost	By whom	Target date	Review date	Outcome at review date
1	Ensure all members are provided with a briefing sheet before their first attendance to the airfield	Committee members	Before any flying day	Next General meeting	
2	Ensure all members are trained on any activity which they are involved in at the airfield	Instructor/Qualified member	Before any flying day	Next General meeting	
3	Check drivers and cars for proper licensing and insurance	Committee members	Before any flying day	Next General meeting	
4	Ensure all the pre-flight and ground checks are done before any glider flies	Instructor/Qualified member	Before any flying day	Next General meeting	

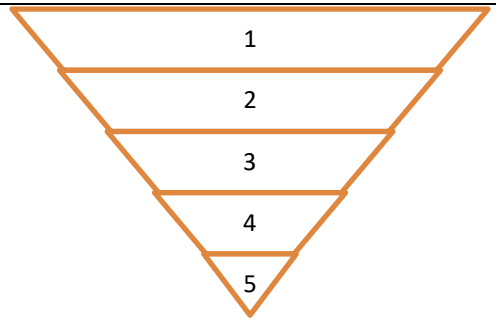
Responsible committee member signature: Print name: Date:	Responsible committee member signature: Print name: Date

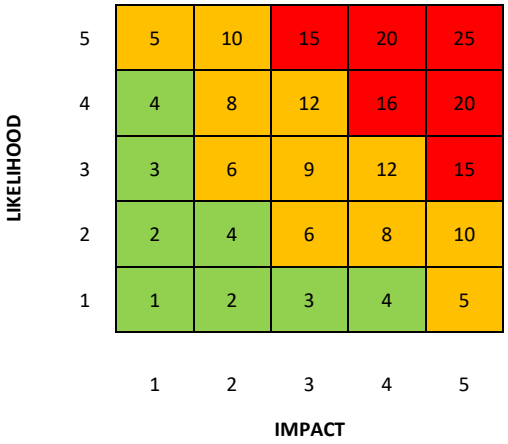
University of Southampton Health & Safety Risk Assessment

Version: 2.3/2017

Assessment Guidance

1. Eliminate	Remove the hazard wherever possible which negates the need for further controls	If this is not possible then explain why
2. Substitute	Replace the hazard with one less hazardous	If not possible then explain why
3. Physical controls	Examples: enclosure, fume cupboard, glove box	Likely to still require admin controls as well
4. Admin controls	Examples: training, supervision, signage	
5. Personal protection	Examples: respirators, safety specs, gloves	Last resort as it only protects the individual





Risk process

1. Identify the impact and likelihood using the tables above.
2. Identify the risk rating by multiplying the Impact by the likelihood using the coloured matrix.
3. If the risk is amber or red – identify control measures to reduce the risk to as low as is reasonably practicable.
4. If the residual risk is green, additional controls are not necessary.
5. If the residual risk is amber the activity can continue but you must identify and implement further controls to reduce the risk to as low as reasonably practicable.
6. If the residual risk is red do not continue with the activity until additional controls have been implemented and the risk is reduced.
7. Control measures should follow the risk hierarchy, where appropriate as per the pyramid above.
8. The cost of implementing control measures can be taken into account but should be proportional to the risk i.e. a control to reduce low risk may not need to be carried out if the cost is high but a control to manage high risk means that even at high cost the control would be necessary.

Impact		Health & Safety
1	Trivial - insignificant	Very minor injuries e.g. slight bruising
2	Minor	Injuries or illness e.g. small cut or abrasion which require basic first aid treatment even in self-administered.
3	Moderate	Injuries or illness e.g. strain or sprain requiring first aid or medical support.
4	Major	Injuries or illness e.g. broken bone requiring medical support >24 hours and time off work >4 weeks.
5	Severe – extremely significant	Fatality or multiple serious injuries or illness requiring hospital admission or significant time off work.

Likelihood	
1	Rare e.g. 1 in 100,000 chance or higher
2	Unlikely e.g. 1 in 10,000 chance or higher
3	Possible e.g. 1 in 1,000 chance or higher
4	Likely e.g. 1 in 100 chance or higher
5	Very Likely e.g. 1 in 10 chance or higher