**Aliaksei Pilko**

**Risk Assessment**

**Risk Assessment for the**

**activity of**

**Gliding (and Associated Airfield Activities)**

**Date**

**24/07/2020**

**Club or Society**

**Southampton University Gliding Club**

**Assessor**

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**President or Students’**

**Union staff member**

**Signed off**

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| **Relevant Named Specialist Name and Position** | **Pete Smith**  **Deputy Chief Flying Instructor** | **Signed Off** | **P.Smith** |

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| ***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** | | |  | **Residual** | | | **Further controls (use the risk hierarchy)** |
| **Likelihood** | **Impact** | **Score** | **Control measures (use the risk hierarchy)** | **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 retrained 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 retested 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. |
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| Getting or spreading coronavirus | Contraction and spreading of coronavirus | All SUGC members  All other airfield users | **2** | **5** | **10** | Ensure all members have face coverings prior to departing for flying.  Ensure all members are briefed on maintaining social distancing where possible.  Face coverings must be worn when travelling between airfield and when in enclosed spaces such as inside a glider and vehicles.  Soap and water is made available at the airfield and is used to clean frequent contact points such as glider wingtips.  Vulnerable members will be advised individually | **1** | **5** | **5** | All flying lists will be recorded for contact tracing purposes.  All members will be required to certify they have not experienced coronavirus symptoms as defined by the NHS in the preceding 14 days prior to the flying day  Follow all guidance from British Gliding Association (BGA) |

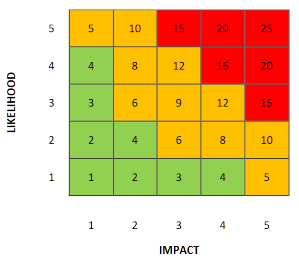
***PART B*** *–* ***Action Plan***

# Risk Assessment Action Plan

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| **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 |  |
| 5 | Ensure all members have correct PPE prior to leaving for the airfield | Drivers | On any  flying day | Next General Meeting |  |
|  |  |  |  |  |  |
| Responsible committee member signature: | |  |  | Responsible committee member signature: | |
| Print name: Aliaksei Pilko | |  | Date:02/09/2020 | Print name: Finlay Banks Date:02/09/2020 | |

**Assessment Guidance**

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| 1. Eliminate | Remove the hazard wherever possible which negates the need for further controls | If this is not possible then explain why | 1  2  3  4  5 |
| 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.

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| 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. |

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| 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 |