



Hazard Log and Risk Assessment (RA) Form

Date	1 Jul 2019	Assessment Risk Triggered By		New Race Venue / Race Venue Review / Air Safety Report / Safety Report (select and see note)		
Race Venue	Sandown (EGHN)					
Venue Owner	Dan Subhani					
RA Participants (Experience)	Bob Ellis Clerk of the Course (ex-Chief Steward) and Mark Turner – Chief Handicapper					
Reviewed by	John Kelsall - SMS Manager and Race Organizing Committee					
Date Reviewed	14 Jul 2019					
Identified Hazard (See note)	Associated Risk (Consequence) and Stakeholder Code (s)	Existing Mitigation Measures in place	Current Level of Risk And Scores	Further Mitigation Measures	Revised Level of Risk	Action by and when
<p>1A. Public footpath crosses RW05/23</p> <p>1B. Private road crosses undershoot of RW05</p>	Unacceptable for Race Start/Finish (A C)	Notice Board for walker and radio call to aircraft if Air to Ground is manned. Warning in airfield entry of AIP	Severity - 5 Likelihood – 3 Risk: Unacceptable Review Acceptable	<ul style="list-style-type: none"> 3Rs and Airfield to provide 2 marshals to man public footpath during the race start and landing and 2 marshals at the private road on take off if using RW23 and Landing if using RW05. Clerk of Course (CoC) to Brief Air to Ground to be manned 	Severity - 5 Likelihood – 2 Risk: Unacceptable Review Acceptable	<p>CoC at Brief and during Race</p> <p>Dan Subhani EGHN Air to Ground – monitor during race</p>
<p>Note: In the 2018 Sandown Race a member of the public ignored Marshal advice and crossed the runway and Air Safety Report 5-2018 was raised. The conclusion was the Public Footpath needed closing for any future race. However, closing the footpath has a cost and neither the Airport or the 3Rs are prepared to meet the cost. After email conversations with Isle of White local government and the Airport Owner the following was received from the Isle of White Rights of Way Manager on 27 June 2019 – “I can also confirm that marshals stopping the public from temporarily walking the path for very short periods when it is not safe to cross the runway is reasonable and does not require a formal closure” Should a member of the public fail to follow Marshall instructions the race start/landing will be suspended if not safe to continue, a photograph of the offender will be taken and details passed to the local police.</p>						



<p>2. Part of a Caravan Park to west of RW05 threshold is within the 230m safety circle for the race and finish</p>	<p>Unacceptable for Race and Finish (A B C)</p>	<p>In 2018 the airfield turn was removed and race aircraft pass well to the west of the Caravan Park. At the finish aircraft climb to 1000 ft and also pass to the west.</p>	<p>Severity - 5 Likelihood – 3 Risk: Unacceptable Review Acceptable</p>	<p>None required in 2019 as existing mitigation is satisfactory.</p>	<p>Severity - 5 Likelihood – 2 Risk: Unacceptable Review Acceptable</p>	<p>Chief Handicapper will continue to use existing mitigation and Clerk of Course to brief</p>
<p>3. The northern part of the course is fairly close to the Bembridge Circuit</p>	<p>Possible Airprox or distraction (A C)</p>	<p>In 2018 the airfield had an agreement with Bembridge to introduce a line through Ashley/Brading/The Fort. Race aircraft to remain South of the line and Bembridge Traffic to the North</p>	<p>Severity - 3 Likelihood – 3 Risk: Unacceptable Review Acceptable</p>	<p>None required in 2019 as existing mitigation is satisfactory.</p>	<p>Severity - 3 Likelihood – 2 Risk: Unacceptable Review Acceptable</p>	<p>Chief Handicapper will continue to use existing mitigation and Clerk of Course to brief</p>

Notes: Continue on separate sheet if required and if a Race Venue RA has no new hazards report “Nil”. Once completed send to the SMS Manager who will: review and update the General Risk Register, or Race Venue Register, in the printed and electronic SMS folders and publicise General Risks to racers