



V2

Hazard Log and Risk Assessment (RA)

When completing the RA overleaf it is important to follow the guidance in the “Safety Risk Management” section of the SMS document when defining risk levels and the tables are repeated below.

It is also important to assess the Identified hazard with regard to the risk to various stakeholders and so the following codes are to be used when defining the “Associated Risk” in the RA:

Code	Stakeholder
A	Air Racers and Officials (people under the control of the 3Rs)
B	Involved 3 rd Parties (people under the control of the airfield) eg air race spectators and visiting pilots
C	Uninvolved 3 rd parties (people and aircraft outside control of the airfield or 3Rs) eg people living under the race course

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SEVERITY OF CONSEQUENCES		
Aviation definition	Meaning	Value
Catastrophic	Results in an accident, death or equipment destroyed	5
Hazardous	Serious injury or major equipment damage	4
Major	Serious incident or injury	3
Minor	Results in a minor incident	2
Negligible	Nuisance of little consequence	1

Table 1. Severity of Consequences

LIKELIHOOD OF OCCURRENCE		
Qualitative definition	Meaning	Value
Frequent	Likely to occur many times (has occurred frequently)	5
Occasional	Likely to occur sometimes (has occurred infrequently)	4
Remote	Unlikely to occur but possible (has occurred rarely)	3
Improbable	Very unlikely to occur (not known to have occurred)	2
Extremely improbable	Almost inconceivable that the event will occur	1

Table 2. Likelihood of Occurrence

Risk Likelihood	Risk Severity				
	Catastrophic 5	Hazardous 4	Major 3	Minor 2	Negligible 1
Frequent 5	Unacceptable	Unacceptable	Unacceptable	Review	Review
Occasional 4	Unacceptable	Unacceptable	Review	Review	Review
Remote 3	Unacceptable	Review	Review	Review	Acceptable
Improbable 2	Review	Review	Review	Acceptable	Acceptable
Extremely improbable 1	Review	Acceptable	Acceptable	Acceptable	Acceptable

Table 3. Calculated Risk.

Hazard Log and Risk Assessment (RA) Form



Date	30 th March 2019	Assessment Risk Triggered By	New Race Venue / Race Venue Review / Air Safety Report/Safety Report (select and see note)			
Race Venue	Beccles					
Venue Owner	Rainer Forster					
RA Participants (Experience)	Mark Turner (Chief Handicapper former race pilot) Joanne Turner (Aviation Secretary & former race navigator)					
Reviewed by	John Kelsall (Chief Steward)					
Date Reviewed						
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
1. Airfield space & size	The airfield is smaller than many the 3Rs visits with multiple airside stakeholders – parachutes, local AC owners, Helicopter centre, Flying school & Visitors. The lack of space and large number of aircraft moving increase the likelihood of an accident. A B	Pilots self-brief for arrival thus are aware of the airfield size	Severity - 5 Likelihood - 3 Risk - 15 Unacceptable	- Airfield owners to provide Marshalls to direct all AC movements and enforce access to live areas of field - CoC to brief with Pilot Rep - Note to be published to pilots prior to race regarding taxiing and parking arrangements - As not SOP CoC to brief procedures during briefing. - Review in post brief	Severity - 5 Likelihood - 2 Risk – 10 Review	CoC, CS, H & PR Prior to Race Day & part of handicapping & safety notes
2. Fuelling arrangements & location of fuel station	The location of the fuel station is close to the main exit of the runway and parking location for the parachute aircraft. There is little space to manoeuvre in this area and it is likely to backup aircraft onto the runway if clear procedures are not followed. The lack	Fuelling procedures briefed to pilots at previous visit.	Severity - 3 Likelihood - 4 Risk - 12 Review	- Fuelling Procedure: Pilots will be provided with laminated sheet indicating fuelling is required (F-sheet). Before taxiing off RW pilots to place F-Sheet clearly in window. Marshalls will direct the pilot to a place in fuel queue. Pilots not showing F-sheet will be taxied to	Severity - 3 Likelihood - 2 Risk – 6 Review	CoC, CS, H & PR Prior to Race Day & part of handicapping & safety notes

	<p>of space and large number of aircraft moving increase the likelihood of an accident.</p> <p>A B</p>			<p>parking. AC wishing to fuel at other time to follow same procedure.</p> <ul style="list-style-type: none"> - CoC to brief updated fuelling procedures with Pilot Rep. - Fuelling procedures to be published to pilots prior to race - As not SOP CoC to brief procedures during briefing. - Review in post brief 		
<p>3. Spectators, 3rd Parties & non-filers on airfield</p>	<p>The airfield has 2 café's plus helicopter centre and parachute centre in addition to flying centre from where race will be based. The active area is not completely fenced off to stop unauthorised access. Potential for accident due to unauthorised persons airside.</p> <p>A B</p>	<p>None</p>	<p>Severity - 4 Likelihood - 2 Risk - 8 Acceptable</p>	<ul style="list-style-type: none"> - 3Rs to liaise with airfield staff to impress importance of keeping all uninvolved parties in designated areas - Airfield owners to provide Marshalls to direct all AC movements and enforce access to live areas of field - All 3Rs officials and airfield officials (designated by high visibility vests) to demonstrate and enforce safe areas. 	<p>Severity - 4 Likelihood - 1 Risk - 4 Acceptable</p>	<p>CoC, CS, H & PR Sec Race day prior to check-in starting</p>
<p>4. Runway surface</p>	<p>The runway is composed of two sections one grass and the other tarmac. On landing most aircraft will transition between these. Away from the centreline of the tarmac runway there is a lot of debris. There is an increased likelihood of a landing event from the unusual surfaces.</p> <p>A</p>	<p>Pilots self-brief for arrival thus are aware of the landing surface</p>	<p>Severity - 4 Likelihood - 1 Risk - 4 Acceptable</p>	<p>Pilots to be reminded of landing surface in handicapping & safety notes</p>	<p>Severity - 4 Likelihood - 1 Risk - 4 Acceptable</p>	<p>H & Sec & CoC Prior to Race Day & part of handicapping & safety notes</p>

<p>5. Stream landing after race RW27</p>	<p>When landing on RW 27 there is no taxiway back to parking and little space to hold out of the way of the next landing aircraft. There is an increased likelihood of a collision with fences or other aircraft if aircraft hold at the end of 27.</p> <p>A</p>	<p>Pilots are notified of landing procedures prior to race weekend and briefed prior to each race & practice.</p>	<p>Severity - 5 Likelihood - 4 Risk - 20 Unacceptable</p>	<p>- Landing procedure: Maximum 3 aircraft on runway plus hold at any one time. Only 1 aircraft allowed to hold at 09 end of RW27, 2nd landed and rolling out and third touching down with a minimum 200m separation from second. When 3rd aircraft lands all will backtrack together to clear RW. If 2nd or 3rd pilot unhappy to land they should elect to go around an announce on radio intentions</p> <ul style="list-style-type: none"> - CoC to brief & agree procedure with Pilot Rep - Procedure to be published to pilots prior to race - As not SOP CoC to brief procedures during briefing - Review in post brief 	<p>Severity - 5 Likelihood - 2 Risk - 10 Review</p>	<p>H & Sec & CoC Prior to Race Day & part of handicapping & safety notes</p>
<p>6. Trees on approach to RW 27 and race finish</p>	<p>There are trees along the eastern boundary of the airfield up to a height of 30 feet. Distraction to pilots on landing and race finish leading to increased potential for accident.</p> <p>A B C</p>	<p>None</p>	<p>Severity - 4 Likelihood - 1 Risk - 4 Acceptable</p>	<p>CoC to discuss with Pilot Rep & publish any procedures</p>	<p>Severity - 4 Likelihood - 1 Risk - 4 Acceptable</p>	<p>H & Sec & CoC Prior to Race Day & part of handicapping & safety notes</p>
<p>7. Footpath across airfield and adjacent field</p>	<p>An ancient footpath crosses the runway at the midpoint at right angles and progresses away across the adjacent field. There is the potential for a walker to access the runway during race and practice operations. Potential for an</p>	<p>None</p>	<p>Severity - 5 Likelihood - 1 Risk - 5 Acceptable</p>	<ul style="list-style-type: none"> - H & Sec discussed with Airfield operator and were notified that the path is virtually unused. - CS to discuss with Airfield operator and arrange a 'watch' on the path for the period of the races & practice 	<p>Severity - 5 Likelihood - 1 Risk - 5 Acceptable</p>	<p>CS Race day prior to check-in starting</p>

	incident or accident to 3 rd party and/or race crews A C					
8. Roads adjacent to airfield	There are roads on two sides of the airfield that will be crossed by aircraft whilst taking off, racing and landing. Should an incident occur there is potential for uninvolved 3 rd parties to become involved. A C	None	Severity - 5 Likelihood - 1 Risk - 5 Acceptable	- RW27 has displaced threshold for increased separation from closest road. - race course including scatters and AF turn have been considered for location to 3 rd parties and 3Rs/CAA guidance (CAP403) for course design and proximity to 3 rd parties	Severity - 5 Likelihood - 1 Risk - 5 Acceptable	N/A

This risk assessment is venue specific and is to be reviewed alongside the SMS standard risk assessment

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