



Hazard Log and Risk Assessment (RA) Form

Date	30 th April 2019	Assessment Risk Triggered By	New Race Venue / Race Venue Review / Air Safety Report / Safety Report (select and see note)			
Race Venue	Haverfordwest					
Venue Owner	Pembrokeshire County Council (Dr S Jones)					
RA Participants (Experience)	Bob Ellis (Clerk of the Course former Chief Steward and race pilot)					
Reviewed by	John Kelsall (Chief Steward)					
Date Reviewed	19 May 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
1. Fuelling arrangements & location of fuel station	The location of the fuel station is in a confined space between two hangars. The lack of space and potential large number of race aircraft manoeuvring increase the likelihood of an incident. A B	Airfield does not encounter large numbers of movements so do not consider normal refuelling in the area a risk	Severity - 3 Likelihood - 4 Risk - 12 Review	-Fuelling Procedure: The airfield will provide an AVGAS and JET A-1 bowser and will refuel on the apron where race aircraft will be parked. Pilots will be required to be in attendance or leave a fuel requirement clearly displayed in the cockpit and leave keys for any fuel caps. The refueler will not refuel if any doubt exists about where to refuel/how much fuel required. -Pilots will be responsible for checking the type/correct amount of fuel has been uploaded - Clerk of the Course (CoC) to	Severity - 3 Likelihood - 2 Risk – 6 Review	CoC Prior to Race Day & part of handicapping & safety notes

				<p>brief fuelling procedures with Pilot Rep.</p> <ul style="list-style-type: none"> - Fuelling procedures to be published to pilots prior to race - As not SOP CoC to brief procedures during briefing. - Review in debrief 		
<p>2. Disabled Riding School (DRS)</p>	<p>There is a DRS north of the airfield and low flying aircraft could cause a horse to dismount its rider</p> <p>A C</p>	<p>Stated in AIP for pilots to avoid</p>	<p>Severity - 3 Likelihood - 3 Risk - 9 Review</p>	<ul style="list-style-type: none"> - Chief Handicapper (CH) to ensure scatters avoid the DRS - CoC to publish the avoid area and brief - CoC to contact DRS owner prior to the race weekend - Review in debrief 	<p>Severity - 3 Likelihood - 2 Risk - 6 Review</p>	<p>CoC, CH Prior to Race Day & part of handicapping & safety notes</p>
<p>3. Public Roads near end of runways 21/03/27 and farm track at end of runway 09</p>	<p>The A40 (busy route to/from Fishguard Ferry Port) passes close to the end of RW 21 and 27, a minor C road passes close to the end of RW 03 and a private farm track at the end of RW 09</p> <p>A C</p>	<p>Low Flying Aircraft Road Signs (end of RW 21/03/27)</p> <p>Farmer aware of airfield activity (end of RW 09)</p> <p>Displaced thresholds for all runways.</p>	<p>Severity - 5 Likelihood - 2 Risk - 10 Review</p>	<ul style="list-style-type: none"> - CH to determine a minimum safe height at Scatter Point 1 and publish in handicapping and safety notes. - CoC to brief the scatter point 1 minimum height and displaced thresholds - Chief Steward (CS) and CoC to monitor scatters during practice and the races - CH to check GPS data post race and disqualify racer for low flying -CS to endorse race licence for low flying based on GPS evidence - Pilots not to land short - Review in debrief 	<p>Severity – 5 Likelihood - 1 Risk - 5 Review</p>	<p>CoC, CH, CS Prior to Race Day & part of handicapping & safety notes</p>

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