

Hazard Log and Risk Assessment (RA) Form

Date	07/08/218	Assessment Risk Triggered By	New Race Venue / Race Venue Review / Air Safety Report/Safety Report			
Race Venue	Shobdon					
Venue Owner	Herefordshire Aero Club					
RA Participants (Experience)	Race Pilot & 2018 Chief Handicapper					
Reviewed by	Bob Ellis	Normally SMS Manager				
Date Reviewed	7 Aug 2018					
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. Scatter point on public highway	Low flying aircraft at Scatter point with potential for aircraft accident or inadvertent road traffic accident due to sudden distraction, injury, property damage or loss of life Stakeholder: A C	CoC briefs race pilots of their obligations and of the dangers of low flying at Shobdon Scatter	Severity: 4 Likelihood: 4 Risk: 16 Unacceptable Review Acceptable	Agree minimum altitude for Scatter and enforce via Handicapping/GPS altitude check. Racers infringing disqualified. Racers infringing both days reported to Chief steward for sanction. CoC to brief at practice and race brief.	Severity: 4 Likelihood: 2 Risk: 8 Unacceptable Review Acceptable	CoC at Shobdon Race 11 th & 12 th Aug

<p>2. High temporary obstructions (log piles) parallel to runway on take-off / overshoot</p>	<p>Low flying aircraft just airborne may come into conflict with obstruction with potential for aircraft accident, injury, property damage or loss of life.</p> <p>Potential for race pilots to attempt un-safe route around hazard with potential for accident, injury, property damage or loss of life.</p> <p>Stakeholder: A</p>	<p>CoC briefs race pilots of the hazard in line with take-off.</p>	<p>Severity: 4 Likelihood: 4 Risk: 16 Unacceptable Review Acceptable</p>	<p>Move scatter point in line with take off to remove likelihood of flying around hazard.</p> <p>Agree minimum altitude for hazard and enforce via Handicapping/GPS altitude check. Racers infringing disqualified. Racers infringing both days reported to Chief steward for sanction.</p> <p>CoC to brief at practice and race brief.</p>	<p>Severity: 4 Likelihood: 2 Risk: 8 Unacceptable Review Acceptable</p>	<p>CoC at Shobdon Race 11th & 12th Aug</p>
<p>3. High ground, rising rapidly at TP2</p>	<p>Hills and high ground after TP2 impinge on the racers ability to maintain steady height and speed. Potential that race pilots infringe minimum height rules across hills. Potential for incident causing</p>	<p>CoC briefs race height is a minimum above AGL. Recommends racers plan their race according to the ground conditions.</p>	<p>Severity: 4 Likelihood: 4 Risk: 16 Unacceptable Review Acceptable</p>	<p>Enforce altitude via Handicapping/GPS altitude check. Racers infringing disqualified. Racers infringing both days reported to Chief steward for sanction.</p>	<p>Severity: 4 Likelihood: 2 Risk: 8 Unacceptable Review Acceptable</p>	<p>CoC at Shobdon Race 11th & 12th Aug</p>

	aircraft accident, injury, property damage or loss of life Stakeholder: A C			CoC to brief at practice and race brief.		
<p>4. Race finish (as provided by CAA) narrow, close to spectators and buildings</p> <p>See Figure 1</p>	<p>The race finish (as provided by CAA) is within 150 meters of spectators. It passes over tall grain silos close the finish line and is narrow due to other buildings. At a critical phase of the race these funnels racers together resulting in increased likelihood of collision, and the debris moving towards spectators and airfield buildings. Potential for incident causing aircraft accident, injury, property damage or loss of life.</p> <p>Stakeholder: A B C</p>	CoC briefs race finish procedures for each race giving descent	<p>Severity: 5 Likelihood: 4 Risk: 20 Unacceptable Review Acceptable</p>	<p>Move race finish to farthest west point on airfield to enhance safety and separation. The race finish (and airfield turn) is significantly further away from all spectators, complying with CAP403 minimum distances. It minimises chances of overflight of buildings, spectators and parked aircraft. It provides a wider space across which racers can spread out for the finish and open fields in case of an incident.</p> <p>Consider altitude at finish higher than normal to</p>	<p>Severity: 3 Likelihood: 2 Risk: 6 Unacceptable Review Acceptable</p>	Immediately for Race planning, plus briefed by CoC at Shobdon Race 11 th & 12 th Aug

				provide larger buffer. See Figure 1		
5. Mixed aviation traffic at airfield now including Parachuting	<p>Shobdon operate a significant number and type of aviation traffic. On the race weekend this can include GA, Microlights, Gliders and as of 2018 Parachuting.</p> <p>As they operate an AFIS radio service all aircraft are positively controlled within the ATZ.</p> <p>However there is increased likelihood of conflict and especially accident mixing Race/GA with Parachutes.</p> <p>Stakeholder: A B C</p>	<p>CoC briefs mixed traffic environment to racers and reminds them of the AFIS requirements.</p> <p>Typically, Gliders do not operate on Race weekend.</p> <p>Typically, Microlights have not presented a conflict</p>	<p>Severity: 5 Likelihood: 3 Risk: 16 Unacceptable Review Acceptable</p>	<p>3Rs committee arrange with Shobdon management to close airfield and neutralise all other air traffic including parachuting for the period of Saturday practice and race plus Sunday practice and race.</p>	<p>Severity: 5 Likelihood: 1 Risk: 5 Unacceptable Review Acceptable</p>	<p>Immediately for Race planning, plus briefed by CoC at Shobdon Race 11th & 12th Aug</p>
<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</p>						

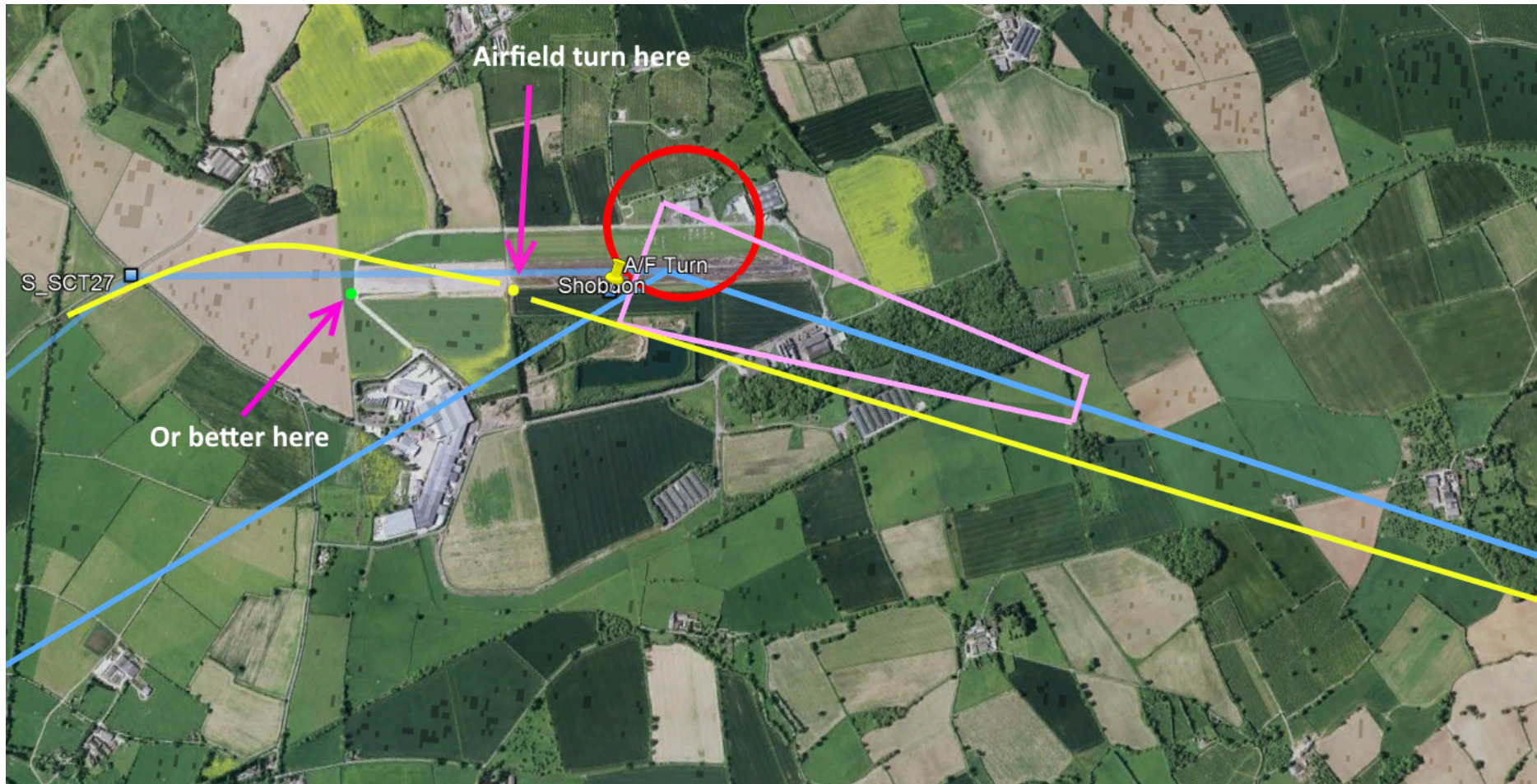


Figure 1 CAA race finish (Polint Alpha) and suggested amendment to comply with CAP403