

Air Activities Risk Assessment

21 March 2025

Hertfordshire Scout Air activities

Hazard	Assessment with no mitigation			Mitigation	With Mitigation		
	Severity	Likelihood	Rating		Severity	Likelihood	Rating
Child or adult straying into the path of a taxying aircraft or launching glider	3	2	6	6 All attendees are given safety briefing on the morning of the event, covering both gliding and powered ops. Scouts will be escorted for their flights and at all times when on the active airfield,	3	Likelihood reduced to 1	3
Visitor struck by rotating propeller or rotor	4	1	4	4 All attendees are given safety briefing on the morning of the event, covering both gliding and powered ops. All aircraft are approached from behind not from the front, the motor glider by the "hand on wing" technique . There will be no propellers or rotors turning while passengers are entering or exiting the aircraft.	4	1	4
Fall, etc when entering or exiting aircraft.	1	3	3	3 Ground Ops and Pilots will be on hand to assist all Pax with entering and exiting the aircraft to ensure they do so safely.	1	Likelihood reduced to 1	1
Trip on uneven ground.	2	2	4	4 Ground will be inspected on the morning of the event for hazards, which will be eliminated or marked clearly. Any youngsters requiring assistance will be given assistance as and when required.	2	Likelihood reduced to 1	2
Visitor walks into sharp edge on static aircraft.	2	2	4	4 No unescorted visitors are allowed near any static aircraft. The static aircraft used for youngsters ground training will be supervised at all times.	2	Likelihood reduced to 1	2
Injury caused by sharp knives whilst aeromodelling	1	1	1	1 All aeromodelling sessions will be supervised and safe use of tools fully briefed. 2 fully qualified First Aiders on site .	1	1	1
Mid Air Collision	5	2	10	10 All pax to be briefed on their shared responsibility for maintaining an adequate lookout as a member of the aircraft crew. pilots to follow briefed procedures on circuit re-join. Motor Glider is fitted with FLARM. Motor Glider flights are conducted downwind of the airfield where possible.	5	Likelihood reduced to 1	5
Visitor lost from group, airside.	4	2	8	8 Scouts and all other visitors are to be escorted on and off the active sections of the airfield. No one is permitted airside without an escort .	4	Likelihood reduced to 1	4
Frightened passenger seizes controls	5	2	10	10 Passengers are known to Scout organisers & have been selected. Passengers will be briefed before they go on their flights. Pilots will be briefed to avoid sudden manoeuvres. Reduced risk with side by side seating in TMG	5	Likelihood reduced to 1	5
Aircraft flying/landing/take-off accident.	5	2	10	10 All pilots meet the statutory requirements to carry passengers and have the minimum hours required for a Scout flying event. All aircraft meet the statutory requirements that certify them as fit to fly. All documentation will be checked before any pilot is allowed to fly any young people. Flying will be supervised by the duty CGC instructor. .	5	Likelihood reduced to 1	5
Pilot not meeting the required minimum criteria for taking part in flying Scouts,	5	2	10	10 All paperwork will be checked to ensure that Pilots License, Medical Certificate, Insurance, Permit to Fly and minimum number of hours flown, and currency meet with the required minimum flying hours for Scouts . If there are any elements that do not, then the pilot will not be allowed to take part.	5	Likelihood reduced to 1	5
Vulnerable Persons - or a youngster being abused.	2	1	2	2 All volunteers and Pilots will be given a copy of the Scouts Yellow Card, which clearly defines code of good practice with regards to Child or a vulnerable persons protection.	2	1	2
Aircraft or Glider striking a participant	3	2	6	6 Participants escorted on the active airfield at all times and briefed about the specific dangers of glider launch points	3	Likelihood reduced to 1	3
Unaccompanied youngster entering active airfield unsupervised.	3	2	6	6 Initial safety briefing and instruction to stress dangers. All youngsters will be accompanied to and from the aircraft by Ground Ops crew	3	Likelihood reduced to 1	3

Note on Rating
 1 to 6 - Low Risk
 6 to 15 - Medium Risk
 Over 15 - High Risk