

Risk assessment – Covid-19 and Club Launch Facilities (Winch & Tug)

What are the hazards?	Activity	Who might be harmed and how?	What action do you need to take to control the risks?	Who needs to carry out the action?
Catching Covid-19 from operating the WINCH e.g. from close proximity to others carrying the virus or handling contaminated equipment or inadvertently passing it on to others	Activities include; - Moving Winch - Operating Winch - Driving retrieve vehicle - Swapping over	Winch Driver & Club Members	<p>Vulnerability Considerations – the vulnerability of the winch driver needs to be considered and on the basis of risk, either others, less vulnerable be used, or additional risk mitigations put in place.</p> <p>Social Distancing – close proximity (<2m) should be minimised by doing things ALONE (if safe to do so) in the first instance by the winch operator. If assistance is required then social distancing protocols should be adhered to. If, in the unlikely situation of close proximity being required, suitable precautions e.g. face coverings should be used.</p> <p>Hygiene – when handling equipment, contact should be minimised in the first instance – equipment required to be touched should be cleaned and sanitised before the first use of the day, at every crew change and then after the last use of the day with appropriate cleaning material e.g. disinfectant wipes. This includes controls, door handles, and radio microphones. There is particular onus on the next person using the equipment to be thorough as they will be the one at risk of contracting the virus as a result of inadequate cleaning.</p> <p>Hands should be kept clean through regular use of sanitiser gel.</p> <p>Consideration should be given to those that will be using the equipment after you.</p> <p>Assuming solo operation of the winch and retrieve vehicle the only common equipment handled by winch driver and the launch crew are the weak links.</p> <p>Therefore, need to ensure that launch crew sanitize hands before and after handling strops. There should be no need to touch anything else.</p>	Winch Drivers

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Assessment carried out by: Rob Thompson (Health & Safety Officer) & Greg O'Hagan (Chief Flying Instructor) & Peter Bagnall (Operations Officer)

Date assessment was carried out: 23rd May 2020

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Catching Covid-19 from supporting winch signalling operations from within the launch point bus.	Activities include; - Replacing weak links - communicating to winch driver by radio - using signalling equipment.	Launch point signaller	<p>The use of the winch will force the use of the bus in order to safely control signalling. The risk should be managed by;</p> <ul style="list-style-type: none"> ▪ Restricting access to one person ▪ Clear signage on bus restricting access to just one person ▪ Provision of cleaning equipment to keep surfaces clean ▪ Active reinforcement of these protocols ▪ Consideration was given of using an external signalling arrangements where possible – but a held radio operates on a different frequency and use of mobiles likely to be impractical based on consistency of signal. 	Launch point signaller

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Catching Covid-19 from operating TUG e.g. from close proximity to others carrying the virus or handling contaminated equipment or inadvertently passing it onto others	Activities include; - Moving Tug - Operating Tug - Swapping over	Tug Pilots & Club Members	<p>Vulnerability Considerations – the vulnerability of the tug pilot needs to be considered and on the basis of risk, either others, less vulnerable be used, or additional risk mitigations put in place.</p> <p>Social Distancing – close proximity(<2m) should be minimised by doing things ALONE (if safe to do so) in the first instance by the tug pilot. If assistance is required e.g. removing from hanger, then social distancing protocols should be adhered to. If in the unlikely situation of close proximity is required, suitable precautions e.g. face coverings should be used.</p> <p>Hygiene – when handling equipment, contact should be minimised in the first instance – equipment required to be touched should be cleaned and sanitised before the first use of the day, at every crew change and then after the last use of the day with appropriate cleaning material e.g. disinfectant wipes. All cockpit knobs, controls, handles, latches, canopy release, pedal adjustments, instrument knobs, switches, seat harnesses, cushions and especially microphones and/or anything else than can be touched or coughed and sneezed on are to be cleaned with alcohol wipes before first flight, at the end of the day and at every crew change. Both the outgoing pilot and incoming pilot should clean and disinfect in turn at each crew change. There is particular onus on the next pilot to fly to be thorough as they will be the one at risk of contracting the virus as a result of inadequate cleaning. Hands should be kept clean through regular use of sanitiser gel.</p> <p>Consideration should be given to those that will be using the equipment after you.</p>	Tug Pilots

More information on managing risk: www.hse.gov.uk/simple-health-safety/risk/

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