



SAFETY AT LAA FLYING EVENTS

DUTY OF CARE

1. **General** The LAA has a duty of care to inform and protect those taking part in any LAA Flying Event and to do so has defined certain additional criteria over and above those contained within the Air Navigation Order which it judges are as low as reasonably practical and proportionate to the risks involved. It shall be the responsibility of the Event Organiser to ensure that these criteria are understood by all involved and met so far as reasonably practicable. Event Safety Officers are required to undertake a risk assessment and mitigation exercise. Event Organisers should also notify the LAA in the timescales required, and ahead of the event, that:

- a. Safety assessments have been carried out;
- b. Proper safety arrangements are in place.
- c. Only trained/experienced persons are involved in any safety-related activities;

KEY ROLES DURING THE EVENT

2. **Event Safety Officer.** A current LAA club member who is also a current LAA Full Member and who is responsible for those safety aspects which are not the responsibility of the aircraft pilot(s) at any Event and who may give lawful and reasonable instructions to anyone attending the event, in order to reduce risks. Event Safety Officers are responsible for planning and implementing all safety aspects of the event, including appointing and supervising Event Marshals. They are responsible for taking action to control or mitigate risks, up to and including event cancellation. They are also responsible for communicating safety information to pilots, members and visitors, and for providing, so far as is practicable, an environment for safe operations.

3. **Event Marshal** - a current LAA club member who is appointed by the Event Safety Officer to assist at the Event and who may give lawful and reasonable instructions to anyone attending the event, in order to reduce risks. Duties may involve aircraft marshalling, parking and spectator control, or operation of an air/ground radio (with appropriate A/G radio licence). Event Marshals should be suitably trained, experienced and briefed for their duties.

GENERAL SAFETY CONSIDERATIONS

4. **PPR Considerations.** All advertised Fly-ins and other events where visiting pilots are expected shall be notified as being PPR, and full airfield/joining briefing information provided by telephone or on the internet. A contact number for visiting pilot's information 'on the day' should be published. Trained marshalls should be available to assist in aircraft ground operations. Normally, Strut events are club/type 'Fly-ins' which do not require pre-notification in accordance with CAP 403, however CAP 403 provides relevant guidance on many matters which should be followed wherever practical. However, if (exceptionally, with CEO permission) a flying display is planned then the CAA must be notified in accordance with CAP 403 (Article 162 of the ANO).

- a. **Liaison with Aerodrome Authorities.** This should include, where applicable, concerns relating to fire and safety cover, and required safety procedures (including arrangements for aircraft parking and spectator control); this is a necessity and is the

responsibility of the Event Safety Officer. Adequate mobile communications should be available to summon help in the event of an emergency.

b. **Emergency Response Equipment.** Ensure the availability of a comprehensive first aid kit and suitable fire extinguisher(s) for immediate use. For larger events the St John's Ambulance Brigade, local Red Cross, or other similarly competent organisation shall be available to provide a First Aid team and ambulance.

c. **Event Marshals.** The appointment in advance of an adequate number of suitable Event Marshals (and passenger escorts, where necessary) is the responsibility of the Event Safety Officer.

d. **Event Safety Officer.** The Event Safety Officer shall ensure that all event volunteers are briefed on safety matters, such as the dangers of propellers and moving aircraft, minimising the dangers to members of the public, the need to refrain from smoking or dropping litter, and the precautions to be observed during any refuelling.

e. **Public Access to Airside.** Careful consideration should be given before allowing members of the public to enter aircraft parking areas. The Event Safety officer is responsible for establishing the criteria for allowing members of the public to enter aircraft parking areas. All visitors should be warned of the dangers of rotating propellers, etc., and the need to refrain from smoking or dropping litter near the aircraft. Children must be accompanied and be supervised at all times.

f. **Accident Notification.** Notification of the AAIB and Police in the event of any serious accident is a legal requirement. Aircraft accidents are considered crime scenes and provision should be made to secure them as such. See also the requirement below for a written Club Emergency/Serious Incident Response Plan.

g. **Prohibited Activities.** Prohibited activities shall not take place unless approved in writing by the LAA CEO (see Annex A) and properly organised by the Event Safety Officer. Display-type flying involving additional risk should be discouraged including semi-aerobatic manoeuvres at low altitude.

h. **Pilot's Reporting Point.** A place should be available where pilots of visiting aircraft can report on arrival and before departure. This should be manned throughout the event and have available safety briefing material as necessary.

i. **PA System.** A public address system is of great assistance in crowd control and is essential where large numbers are involved.

j. **Aircraft Security.** Aircraft parks should be patrolled to guard against interference with aircraft. Aircraft should be spaced so that emergency vehicles can move between them.

k. **Smoking.** Smoking shall be prohibited in the aircraft parking and refuelling areas.

STRIP FLY-INS - ADDITIONAL SAFETY CONSIDERATIONS

5. **Considerations.** In addition to the above safety considerations which are applicable to all flying events, to minimise risks during a strip fly-in the overall suitability of the Fly-In site should be assessed and the following factors taken into account:

a. **Surfaces.** Confirm the suitability of surfaces for the fly-in.

b. **Runway Distances.** Confirm the take off and landing distances available

c. **Obstructions.** Note and make visiting pilots aware of any obstructions in the vicinity

- d. **Towns.** Make visiting pilots aware of the proximity of built-up and congested areas
- e. **Livestock.** Note the presence of livestock in the area and ensure it is clear of the aircraft and runways
- f. **Other Airfields.** Make visiting pilots aware of the proximity of other aerodromes and gliding sites
- g. **Emergency Access.** Ensure there is clear access and exit for emergency services vehicles
- h. **Windsock.** If there is no permanent windsock is in use, consider erecting a portable windsock near the touchdown end of the strip.
- i. **Barriers.** Where possible, a barrier should be used to keep spectators clear of aircraft manoeuvring areas. Areas to which spectators are not permitted shall be enclosed at all times and warning notices should be displayed. Barrier tape tied across poles or cones may be sufficient.
- j. **Public Rights of Way.** The Event Safety officer should establish whether any public rights of way lead across the strip. Warning signs shall be erected at any entrances, gates or stiles leading into the strip.
- k. **Public & Car Parks.** Sites for public enclosures and car parks should be carefully selected in relation to aircraft flight paths and should never be located underneath these. They should also be separated from moving aircraft.
- l. **Emergency Services.** The local Police and Fire Service should be advised of the intention to fly in and out of the strip and the date(s) involved.
- m. **Air to Ground Communications.** A portable transceiver (subject to licensing requirements) should be available. Pilots may use SAFETYCOM (135.475MHz) for communication between airborne aircraft and this may provide information for event organisers. There should be no response from the ground, except where the pilot of an aircraft on the ground also needs to transmit his intentions, or exceptionally where information is critical to the safety of an aircraft (see UK AIP, GEN 3.4.3). Any other frequencies used should not conflict with allocated ATC frequencies.

PRECAUTIONS TO BE OBSERVED WHEN REFUELLING AIRCRAFT

- 6. **Refuelling Precautions.** The following precautions are to be observed:
 - a. **Fuel.** Fixed and approved fuel installations are preferred wherever possible.
 - b. **Public Safety.** The public should not be permitted closer than 45 metres to any refuelling area.
 - c. **Smoking.** Smoking shall be prohibited in or near refuelling areas.
- 7. **Portable Refuelling.** Where portable methods are necessary, the following items should be considered:
 - a. **Segregation.** An area for refuelling kept apart from other aircraft, vehicles, spectators, etc.
 - b. **Containers.** Use of purpose-designed containers ('jerry cans')
 - c. **Contamination Control.** Use of effective funnels and filters
 - d. **Static Electricity.** Awareness of static risk and use of earthing leads

- e. **Supervision.** Aircraft pilot to supervise refuelling of their specific aircraft
- f. **Aircraft Occupants.** Aircraft to be unoccupied during refuelling
- g. **Water Checks.** Advisability of allowing fuel to settle and making water checks after refuelling
- h. **Fuel Transport.** Proper means of safely transporting fuel from source to aircraft
- i. **Fire Extinguishers.** Fire extinguishers to be on hand at refuelling location.
- j. **Contamination Control.** No fuel to be discharged onto the ground

LAA SERIOUS INCIDENT CONTROL AND RESPONSE PLAN

8. **Incident Planning.** The Event Safety Officer shall ensure that prior to the Event the LAA member club has in place a written Emergency/Serious Incident Response Plan linked to the higher level LAA Serious Incident Control and Response Plan. This plan shall have been desk-exercised in the last 12 months.

9. **Media Management.** The media is likely to be interested should an incident occur, and this aspect should be considered in the planning. No comment shall be made to the media purporting to represent the LAA; Club Officers should not make statements to the media concerning an incident, but should refer inquiries to the LAA HQ.