

## Guidance Notes for Visiting Pilots

Radio 129.980 Burn Base - normally in use on Thursdays, Saturdays and Sundays, but in case you do not receive a response by radio, fly a standard circuit to make your intentions clear.

Telephone Launchpoint 07712 467401 (not permanently attended)

The club operates from a large flat site with long runways suitable for both winch and aero tow operations.

There are three runways: 07/25, 19/01 and 33/15. The centre and fields on the sides of the runways are farmed with crops and one field has sheep penned in it normally. The undershoot on runways 19, 01, and 15 are used for farming and are not available for landing.

## STANDARD PROCEDURES

1. Left- and right-hand circuits are operated simultaneously.
2. The direction of take-off and landing is often not the same.
3. Launching cables may be encountered to 3,000 ft AGL, - no overhead circuit joins.
4. Join Downwind - calls are standard procedure and are to take the following form:- Burn base, Glider \*\*\*, Downwind right/left-hand Runway \*\*.
5. Plan your circuit so that the glider stops abreast of an intersection.
6. Clear the aircraft from the active runway as soon as practical.
7. If the active runway is unavailable, adjust your circuit and approach to use an alternative runway or overfly the obstruction.
8. Landing behind an obstruction should only be undertaken if there is clearly enough room with an additional generous safety margin.

## GLIDER PILOTS

1. Avoid arriving low or from a marginal final glide.
2. Allow for a slightly higher circuit initially because turning in early has limited use when operating from narrow runways and extending the base leg if high is not an option.
3. Be extra vigilant with your lookout both inside and outside the planned circuit particularly directly across from your position on the downwind leg, this glider will arrive in the final turn area at the same time as you.
4. Almost all final turns on any given day are in the same area directly downwind of the active runway good planning, lookout, and clear radio communication are essential.
5. Pilots used to grass field operations and who are not familiar with or practised in cross-wind landings should seek advice and or a check flight.
6. Be aware that your ground run will be longer than landing on grass. Wheel brakes should be in good condition.

## POWER PILOTS

1. PPR Only.
2. Avoid overflying Burn Village.

## BEFORE FLYING

1. Read and understand the club flying rules.
2. Know the local airspace.
3. All pilots are expected to have an initial site check irrespective of their experience.
4. Visiting pilots below SPL or Bronze XC must receive a briefing before each flight.
5. All visiting pilots must have valid medical evidence and an up to date logbook available.

# RISK ASSESSMENT FORM – Burn Gliding Club

System.	Identified BY	Hazard ID
Gliding	Burn Gliding Club	RA04

RISK TYPE *select one*

<input type="checkbox"/>	Financial
<input type="checkbox"/>	Legal / Contractual
<input type="checkbox"/>	Reputation / Customer Relations
<input type="checkbox"/>	Resources
<input checked="" type="checkbox"/>	Operational
<input type="checkbox"/>	Other: <input type="text"/>

RISK IDENTIFIED

Visiting aircraft landing and departing from Burn Airfield when Burn Gliding Club is not operating.

RISK DESCRIPTION

1. Danger to / from members of the public, dog walkers, straying animals and horse riders.
2. Farm Traffic.
3. Blind spots around hangar, workshop and club house for helicopter landing in that area, danger from vehicles pedestrians or horse riders appearing without notice.
4. Risk to parked gliders from helicopter landing near hangar, workshop and clubhouse.
5. No radio communication available on non-operational days.
6. Poor operating surface conditions.
7. Non-compliance with legal airfield flight recording requirements

PERSON(S) IMPACTED *check all that apply*

	Customers / Clients	
	Employees	
√	Contractors (Farm)	
√	Public	
√	Other:	Visiting Aircraft
√	Other:	Farmers
√	Other:	Dog Walkers, Horse Riders, Straying Animals

RISK IMPACT *select one*

IMPACT LEVEL	DESCRIPTION
NOT SIGNIFICANT	Negligible injuries not needing medical treatment
MINOR	Minor injuries causing temporary impairment needing medical treatment
MODERATE	Illness and/or injury requiring hospitalization
MAJOR	Illness and/or injury resulting in permanent impairment
SEVERE	Fatality

RISK PROBABILITY *select one*

PROBABILITY LEVEL	DESCRIPTION
HIGHLY UNLIKELY	Rare chance of an occurrence
UNLIKELY	Not likely to occur under normal circumstances
POSSIBLE	May occur at some point under normal circumstances
LIKELY	Expected to occur at some point in time
HIGHLY LIKELY	Expected to occur regularly under normal circumstances

RISK SEVERITY MATRIX *based on Impact and Probability Levels*

IMPACT x PROBABILITY	NOT SIGNIFICANT	MINOR	MODERATE	MAJOR	SEVERE
HIGHLY UNLIKELY	LOW	LOW	LOW / MED	MEDIUM	MEDIUM
UNLIKELY	LOW	LOW / MED	LOW / MED	MEDIUM	MED / HIGH
POSSIBLE	LOW	LOW / MED	MEDIUM	MED / HIGH	MED / HIGH
LIKELY	LOW	LOW / MED	MEDIUM	MED / HIGH	HIGH
HIGHLY LIKELY	LOW / MED	MEDIUM	MED / HIGH	HIGH	HIGH

## RISK ASSESMENT

Risk Description	Impact	Probability	Severity	Control Measures	Impact	Probability	Residual Risk
1) Danger to / from members of the public, dog walkers, stray animals and horse riders.	Severe	Likely	High	Maintain a stringent look out on approach. Ensure runways are clear before commencing departure.	Severe	Possible	Medium / High
2) Farm Traffic crossing runway to access fields.	Severe	Likely	High	Maintain a stringent look out on approach. Ensure runways are clear before commencing departure.	Severe	Possible	Medium / High
3) Blind spots around hangar, workshop and club house for helicopter landing in that area, danger from vehicles pedestrians or horse riders appearing without notice.	Severe	Likely	High	Helicopters are not permitted to land in that area. Advised to land on the West end of Runway 07	Severe	Highly Unlikely	Medium
4)Risk to parked gliders from helicopter landing near hangar, workshop and clubhouse.	Severe	Likely	High	Helicopters are not permitted to land in that area. Advised to land on the West end of Runway 07	Severe	Highly Unlikely	Medium
5) No radio communication available on non-operational days.	Severe	Highly Likely	High	Maintain a stringent look out on approach. Ensure runways are clear before commencing departure.	Sever	Possible	Medium / high
6)Damage and flight hazard from poor tarmac condition on all runway surfaces.	Major	Possible	Medium / High	Aircraft are advised to land on the 5m centre strip from intersection to intersection. Pooleys flight guide updated to advise poor surface.	Major	Unlikely	Medium
7) Noncompliance with airfield flight recording legal requirements	Moderate	Likely	Medium	Remote monitoring using FR24 logging on qlogger.	Minor	Unlikely	Low/Med

ACTIONS TO IMPLEMENT *if applicable*

ACTION	ASSIGNED TO	DUE DATE	STATUS
Issue this risk assessment and "visiting pilot notes" to visiting pilots when asking for permission to land at Burn	Safety officer	Immediately	Current

DATE REVIEWED	APPROVING OFFICIAL NAME & TITLE	SIGNATURE
18/06/2023	<p>Risk Assessment carried out by: Richard Truchan</p> <p>Reviewed By: Dave Watson</p> <p>Approved by CFI : Dave Watson</p> <p>Approved by Chairman: Craig Dawkins</p>	