

Site: Gransden Lodge Airfield	Date: 16/10/2023	Last Reviewed: 01/09/2025
Risk Assessment: Cambridge University Gliding Club		

Risk assessment for the activities undertaken as part of a membership with the Cambridge University Gliding Club that are NOT related to flying and equipment. All flying and equipment risks are outlined in a separate document, written by the British Gliding Association (BGA).

Significant hazards	What could go wrong	Risk level (High, Medium or Low)	Existing control measures	Further actions
Behaviour/conduct of pilots, instructors, ground crew, etc.	Physical or psychological injury, or mental health problems, caused by aggressive or violent behaviors, poor practices, rule violations, harassment, or bullying	Low	<p>The rules and regulations of the sport, as specified by the BGA, enforce physical and physiological safety as a necessary requirement to flight. Instructors are also well-trained and appropriately qualified to instruct pilots of corresponding levels safely. CUGC members are expected to comply with the BGA rules and regulations, and to always follow the directions of their instructors during training.</p> <p>All CUGC members are subject to the membership Terms & Conditions, as well as the Code of Conduct, which specifies all members' obligations in upholding good conduct.</p> <p>CUGC does not tolerate abusive behaviour or harassment towards any persons, whether by or against instructors, members (of either CGC or CUGC), visitors, unrelated persons, etc.. Any incident of abuse or harassment will be investigated by the CUGC Committee with action to be taken as soon as possible, and members may be banned if necessary. The CGC Committee is also held to these same expectations.</p>	<p>As a subsidiary of CGC, CUGC members are also subject to CGC's rules.</p> <p>The CGC Committee is equally committed to the physical, physiological, and mental health of its members, and the two clubs' committees will cooperate in taking action against unsafe or abusive behaviours.</p>
	Unknowingly dangerous actions by untrained visitors	Low	Visitors/spectators to gliding are generally rare, except for the case of Trial Flights. Nevertheless, all visitors must undergo the CGC safety briefing, and must be supervised at all times by an experienced CGC or CUGC member. Visitors who fail to cooperate with members' instructions will be removed.	

Car transport to/from airfield	Car accidents	Low	<p>Only licensed and insured drivers are able to provide transport for members of the club. Licensed taxis may also be used.</p> <p>In the case of private cars being used, drivers are required to produce their license and insurance certificate for inspection by any member of the committee. This is to be done for any new member wishing to provide transport prior to doing so.</p>	
	Students left behind at airfield	Low	<p>All facilities are checked before the club is locked up in the evening.</p> <p>Airfield staff who live on site permanently will be able to provide assistance.</p>	
	Vehicle unroadworthy or otherwise unsuitable for use	Low	The CUGC Vehicle Safety Protocol, which sets out the minimum acceptable technical standard for any vehicle to be used for club purposes (higher than MOT standard), is in place to require drivers to self-declare vehicle roadworthiness and for the safety officer to carry out random inspections to ensure compliance.	
	Danger of driver fatigue resulting from repeated drives between Cambridge & the airfield during CUGC-organized events, e.g. during Flying Days	Medium	<p>Members may provide car transport for Flying Days or other CUGC-organized events only upon appointment from the committee, who must be satisfied that the member is in suitable physical condition, is suitably experienced in long distance driving, and has the correct attitude towards safety, including an awareness of their limitations.</p> <p>The committee must schedule the appointed drivers so as to give sufficient rest between drives, and must plan the event in such a way as to avoid placing pressure on drivers in the event of lateness.</p>	
	Danger of driver fatigue resulting from long distance drives to an expedition site	Medium	<p>Members who provide car transport to expedition sites require approval from the committee prior to doing so, who must be satisfied that the member is suitably experienced in long distance driving and has the correct attitude towards safety, including an awareness of their limitations.</p> <p>Expedition drivers are encouraged to take regular breaks and must not be rushed in the event of lateness.</p>	
	Accidents resulting from towing the trailer of the club's glider	Medium	<p>The equipment and safety officer, who is responsible for the trailer's roadworthiness, must give permission prior to the trailer being used on highways, empty or otherwise. In giving such permission, he / she must be satisfied that:</p> <p>(1) the driver is suitably experienced and skilled, and aware of the lower speed limits when towing a trailer.</p>	

			<p>(2) the towing vehicle is suitably powerful and the tow bar in serviceable condition.</p> <p>(3) the driver is in compliance with their license and insurance requirements regarding the towing of trailers.</p> <p>(4) the correct identification plate and other signage is displayed in a proper fashion.</p> <p>(5) if the glider is in the trailer, it is loaded correctly and secured properly, and the trailer is free from clutter.</p>	
Cycling to/from the airfield	Road accidents	Medium	<p>We advise all of our members to sign up to the transport mailing list instead of cycling, and to have proper safety equipment on their bikes if they do decide to cycle. Members who cycle out often get a lift home in someone's car (with their bike in the back).</p> <p>Members who are booked to fly but don't turn up are checked up on.</p>	Overall, cycling is comparably riskier than car transport. The committee tries to promote the widespread use of the transport mailing list to make car and taxi sharing more readily available.
	Exhaustion	Medium	The ride to the airfield measures 20 km and is mostly flat but has several ascents. Members with limited cycling experience, skill, and physical endurance are advised to avoid cycling. Members are advised to use a suitable, well-maintained roadgoing bicycle, to wear adequate clothing, and to bring sufficient food and drink.	
	Puncture	Medium	The likelihood of punctures en-route is realistic. Members are advised to carry repair kits and be familiar with their use. Members who suffer from a puncture at the airfield can often ask for a lift back to Cambridge. Equipment can usually be found at the airfield to repair punctures.	
	Getting lost	Low	Detailed cycling instructions are available on the club website.	
Social activities and alcohol	Physical injury, illness, or disruptive behavior resulting from excessive alcohol consumption	Low	<p>Social activities will not involve, or promote, unsafe, illegal, degrading or anti-social behavior, or be based on the excessive consumption of alcohol. Non-alcoholic drinks must always be provided as an option at all social activities.</p> <p>Anyone who does drink to excess will be supported in returning to their college or residence and someone, who has not been drinking and can monitor their wellbeing, will be informed of their condition.</p> <p>A Club Welfare Officer is in place to signpost members to support systems if needed.</p>	Members are still subject to the Code of Conduct, even during social activities.

Doping	Illness due to recreational or performance enhancing drug use	Low	<p>Following BGA policies, CUGC adheres to the anti-doping rules and procedures of the FAI and of UK Anti-Doping, in addition to the requirements of the BUCS Clean Sport Commitment statement and WADA code. This is specified in the membership Terms & Conditions, which all members are subject to.</p> <p>CUGC does not provide supplements to members. Supplements should only be used by members if advised by a suitably qualified nutritionist for specific, individual needs. Members will be banned from flying if drug use is suspected.</p> <p>A Club Welfare Officer is in place to signpost members to support systems if needed.</p>	
Expedition	Miscellaneous risks from 'free time' activities	Low	<p>CUGC expeditions visit many airfields across the UK, often bringing members to areas of the UK that they have not visited before. It is common, and acceptable, for members to explore the surrounding area during their free time, e.g. to visit a nearby town, or to hike in the area.</p> <p>All members participating in an expedition must remain readily contactable to each other (e.g. by phone) throughout the duration of the expedition. Any member who travels off on their own should alert the rest of the group upon departure and upon return.</p> <p>The expedition must be headed by one person-in-charge, who is either the CUGC Captain or else a delegate thereof; this person shall account for all members at the expedition.</p>	
Management of injuries, illness, and infections	Transmission of infectious diseases due to prolonged close contact	Low	<p>Members are advised not to share a vehicle or to attend high-density social events if they are infected with a contagious disease. Members are discouraged to fly if they are ill, for any reason.</p> <p>Members are also advised not to join expeditions if they fall ill immediately preceding travel; if they fall ill during the expedition, they will be quarantined and sent home to recover at the first opportunity.</p>	Government guidelines must be checked regularly regarding any new outbreaks of infectious diseases, e.g. Covid-19
	Flying while injured or ill	Low	<p>Following BGA regulations, pilots must not fly if they have an injury or illness which threatens the safety of flight, whether directly or indirectly, even if there is an instructor on board. Pilots must be physiologically fit (along the "IMSAFE" guidelines) in order to fly, even if there is an instructor on board.</p> <p>First Aid provisions are in place at the airfield. A Club Safety Officer is in place to signpost members to additional help if needed.</p>	


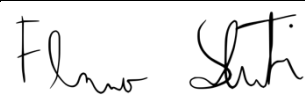
	Worsening of injuries or illnesses	Low	Members are generally advised not to travel to the airfield if they are injured or ill, even if it has no risk to flight, risk for worsening, or risk of infecting others. This is due to the general physiological toll of travelling to/from the airfield. Members are encouraged to instead spend their time resting at home and recovering.	
Concussion	Head injuries or concussions	Low	<p>The risk of head injuries stemming directly from gliding is extremely low. However, it is possible for pilots to sustain head injuries or concussions from club-unrelated incidents, e.g. accidents in daily life.</p> <p>Pilots with head injuries or concussions should not fly, under any circumstances. All head injuries or concussions are to be treated immediately, with the member's well-being to be monitored on a regular basis; injured members may return to flying only after full recovery has been confirmed.</p> <p>A Club Welfare Officer is in place to signpost members to support systems if needed.</p>	

EMERGENCY PROCEDURES

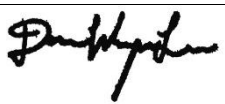
Action to be taken in case of reasonably foreseeable emergencies (e.g. overheating, loss of electricity, flooding): -

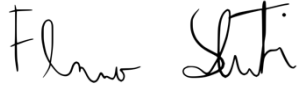

In case of an emergency at the airfield, the crew of the Cambridge Gliding Centre would normally deal with the emergency and provide immediate First Aid. If the emergency is not at the airfield, a member of CUGC would call 999.

ASSESSOR

Name of assessor:	Signature:	Date	Name of Supervisor:	Signature:	Date
Darren Lim		16/10/2023	Flavio Salvati		17/10/2023

REVIEW DATES

Reviewed by (name)	Signature	Date	Indicate changes here
Darren Lim		21/10/2023	Added sections on behaviour & conduct, doping, and concussion, on the recommendation of the Sports Service.

Flavio Salvati		27/06/2024	Annual review; no changes
Darren Lim		01/09/2025	Annual review; no changes