

Covid 19 Risk Assessment December 2021

The following risk assessment is based on a previous one done on 30/3/21 but updated to reflect the current situation of the surge of the Omicron variant. Flight training is currently allowed by the DfT.

Risk assessment for ground risk of Covid – 19 prior to mitigations:

Risk of Covid 19 entering the premises and infecting staff

Risk of mild to possible severe illness to staff, particularly those who are unvaccinated

Temporary closure of the business to prevent spread of virus and subsequent loss of income

SEVERITY	PROBABILITY	ASSESSMENT
Major 3	Occasional 4	Unacceptable 12

Mitigations for Ground Risks

Medical declaration completed by all students and instructors upon entering CAC Reception. *Staff only required to complete once then only if any change to circumstance.

All persons entering to fly with CAC, to have their temperature taken upon arrival. Anyone with a high temperature (exceeding 37.7c) to leave immediately.

No admittance to anyone showing symptoms or failing a medical declaration.

Area in front of Reception desk to continue to be screened off to create social distance between customers and Reception staff.

Face coverings (masks) to be worn in Reception area, when total occupants exceed one.

Preference given to Hangar One for briefings. Briefing rooms may be used with mutual agreement between instructor and student.

Persons in the Reception area to be kept to a minimum.

Regular cleaning of door handles and frequently touched items and surfaces.

Preferably only one administrator in at a time. Where two administrators are in, they are to work in separate rooms.

Everyone to have their own pens. No communal pens, including white board markers.

Try to avoid instructors swapping aircraft throughout the day.

No trial lessons unless it's first lesson of a course and then only if unaccompanied.

Kitchen strictly staff only and applicable areas cleaned before and after use.

Building windows to be open to create airflow/good ventilation whenever possible.

All Marshall Holdings working practices and guidance should be followed where applicable to CAC.

Risk assessment for ground risk of Covid - 19 **after** mitigations:

SEVERITY	PROBABILITY	ASSESSMENT
Major 3	Remote 3	Review 9

Risk assessment for additional flight risk of Covid – 19 **prior** to mitigations

SEVERITY	PROBABILITY	ASSESSMENT
Major 3	Occasional 4	Unacceptable 12

Additional Mitigations for Flight Risks

Face coverings (masks or face shields) advised to be worn by all occupants of the aircraft but ultimately a mutual decision between instructor and student taking into account addition safety concerns of piloting aircraft.

The pilot in command is responsible for cleaning the applicable areas of the aircraft (those areas and surfaces that are likely to have been, and likely to be touched by students and if applicable, the previous instructor) with Bacoban or Bacoban wipes prior to the first flight with each student.

Where possible, an aircraft window or windows should be open for ground taxiing.

Risk assessment for additional flight risk of Covid – 19 **after** mitigations

SEVERITY	PROBABILITY	ASSESSMENT
Hazardous 4	Improbable 2	Review 8

Risk assessment for staff vaccine status – 19 **prior** to mitigations

SEVERITY	PROBABILITY	ASSESSMENT
Major 3	Occasional 4	Unacceptable 12

Additional mitigations for staff vaccine status

Staff strongly advised to get Covid-19 vaccine and booster.

Unvaccinated staff asked to complete a Lateral Flow Test (LFT) daily on CAC work days.

Up to date (GDPR compliant) vaccine status list for staff kept for all staff and shared with HR.

Conclusions:

Flight training can continue but is subject to weekly review in the current fast-moving situation. The CAC Risk Assessment team will follow government guidance and update the Risk Assessment accordingly.