


Safety Assessment Form

Part 1: Details				
Title: 2016 Waikato BOP Review		Work Request No.: 16/ASD/28		
ASO: Paula Moore		Safety Assessors: Sean Rogers, Perry Matthews, Paula Moore, Stephen Rogers		
Part 2: Risk Identification (Brainstorm any risk areas, current or foreseen)		Assessment		
		Probability	Severity	Risk
1a.	Interim period after implementation increases safety risk due to unfamiliarity resulting in a proximity event between an IFR and VFR aircraft	Very Rare	Major	Minor
1b.	Interim period after implementation increases safety risk due to unfamiliarity resulting in a proximity event between VFR aircraft	Very Rare	Catastrophic	Low
2.	VFR aircraft no longer receive traffic information on other VFR aircraft operating in locations now outside CTR boundary, with less room to manoeuvre while awaiting clearance to enter CTR resulting in airspace incident.	Rare	Catastrophic	Moderate
3.	Difficulty with visual navigation along new CTR boundary for VFR aircraft contributing to uncertainty of position resulting in an aircraft incident.	Rare	Minor	Minor
4.	VFR traffic will transit the CTR boundary closer to the aerodrome circuit creating an aircraft incident	Rare	Minor	Minor
5.				
6.				
Part 3: Mitigation		Assessment		
		Probability	Severity	Risk
1.	<p>Considered the likelihood that a confused VFR pilot would result in a proximity event with other aircraft operating either within CTR (IFR in VMC) or outside the boundaries (other VFR).</p> <p>VFR aircraft continue to operate under 'see and avoid' rules of the air whether the airspace is controlled or not.</p> <ul style="list-style-type: none"> · Implementation includes communications and education plan focussed on regular and intinerant users. · Aerodrome control training to maximise effectiveness within the vicinity of the aerodrome. <p>Risk remains as low as reasonably practicable for this risk.</p>	Very Rare	Catastrophic	Low
2.	<p>VFR aircraft continue to operate on a 'see and avoid' basis. Correct application of effective circular flow procedures will ensure that runway use is optimised, traffic keeps moving, clearance is not withheld to enter CTR and therefore congregation/bunching at the boundary should not occur .</p> <p>The rightful owner of the risk outside controlled airspace is the pilot exercising rules of the air.</p>	Very Rare	Catastrophic	Low
3.	<p>This risk already exists as the CTR boundary does not use prominent features.</p> <p>A 3 NM radius at the eastern and western boundaries can be visually assessed by a pilot in VMC – which they operte in.</p> <p>The existing VFR reporting points are now further from the CTR boundary thus improving the likelihood of remaining clear of controlled airspace.</p> <p>Visual features do not need to be flown over for visual</p>	Very Rare	Minor	Trivial

	reference.			
4.	See No. 3 above.	Very Rare	Minor	Trivial
5.				
6.				

Part 4: Recommendation

The risk is as low as reasonably practicable

Signed: 
 (Safety Assessor)
 Date: 14 June 2016

Part 5: Suggested mitigation

When assessing the identified risk, the following hazards perceived by participants were considered:

- Airspace changes creates an interim reduction in pilot situational awareness for local airspace users due to unfamiliarity
- Airspace now exluded from the Hamilton control zone becomes congested and can not be used safely or effectively
- VFR aircraft are not able to effectively navigate the CTR boundary due to lack of suitable visual reference points
- Concentration of VFR aircraft at control zone boundary closer to the aerodrome

CAA comment:

Given that the consequence of an air proximity event could be collision, the consequence will most likely be catastrophic.

Within Class D airspace, separation is only provided between IFR aircraft and therefore severity of separation breakdown incidents to minor and major was not considered for VFR aircraft operating under rules of the air.

Risk Matrix Consequence	Probability				
	High	Medium	Low	Rare	Very rare
Catastrophic (Fatalities, major injury, significant financial impact*)	Extreme risk: stop activity	Very high: risk controls	High: risk controls	Moderate: risk controls	Low: may need risk control
Major (Major injuries, moderate financial impact)	Very high risk: risk controls	High	Moderate	Low	Minor: minimal risk control
Minor (Minor injuries, low financial impact)	High risk: risk controls	Moderate	Low risk	Minor	Trivial: little or no risk control
Negligible (No injuries, minimal financial impact)	Moderate risk: risk controls	Low risk: may need risk control	Minor risk: minimal risk control	Trivial: little or no risk control	Trivial: little or no risk control

*Financial impact includes public disruption, aircraft damage and environmental impacts.