



Safety Case 01.24 Ver 1.2

**Airshow Grass Taxiway and Parking
at Sligo Airport**

Date: 04.04.2024

Distribution List: SATCO

Operations Manager

SRD IAA

Document Drafted by: Noel Jennings

Record of Amendments

Version	Date	Entered	Reason
1.0	20.01.2024		First Draft
1.2	04.04.2024		Final Draft

1.0 Introduction

This Document is a Safety Case for a planned Airshow event at Sligo Airport (EISG).

2.0 Scope

Temporary fences to be erected on apron, and preparation of food stall/tables & chairs in hangar 1, Rally Cars on Display in Hangar 2.

3.0 Proposal / Description of change

Sligo Airport are intending to host a Airshow event at the airport on the 27th & 28th July 2024.

This event will be attended by mostly members of the public and a small number of invited guests.

An approximate timeline of this event will be between 20.00L – 22.30L on Saturday 27 July and 13:00L – 17:00L on Sunday 28th July 2024,

Aircraft for the Airshow with a wingspan less than 8m will be parked along the fence on the southwest side of the Airfield. Access will be via a temporary 10.5m wide grass taxiway as illustrated in black on map below. This taxiway will be identified by weighted cones, painted centre line with the grass cut shorter than surrounding grassland.

In addition, there will be a controlled walkway from the grass aircraft parking area to a landside exit on the west side of the terminal building. marked in purple on the below map, with Sligo Airport Ground Ops staff manning either side of this walkway to allow safe passage from the parking area, Staff will be equipped with radios for contact with ATC,

4.0 Risk Assessment/Gap Analysis

A risk assessment was carried out in relation to the proposed airfield works.

5.0 Safety Control Measures

To ensure safety assurance for this plan the following table will be activities will be monitored by Sligo Airport ground staff and management from the ground, and from the control tower. This will ensure that safety control measures and mitigations remain valid.

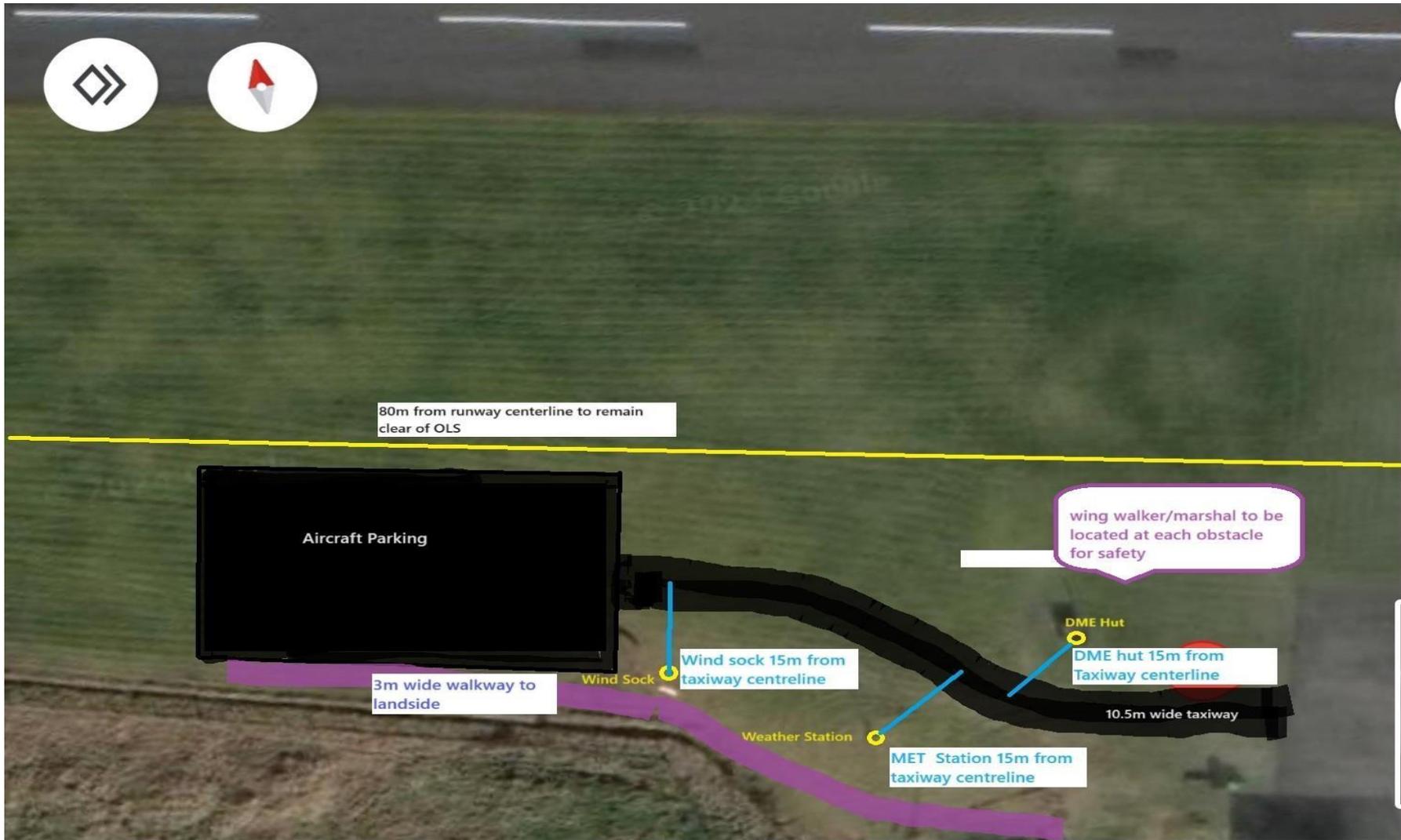
Safety Control Measures SC 02.24

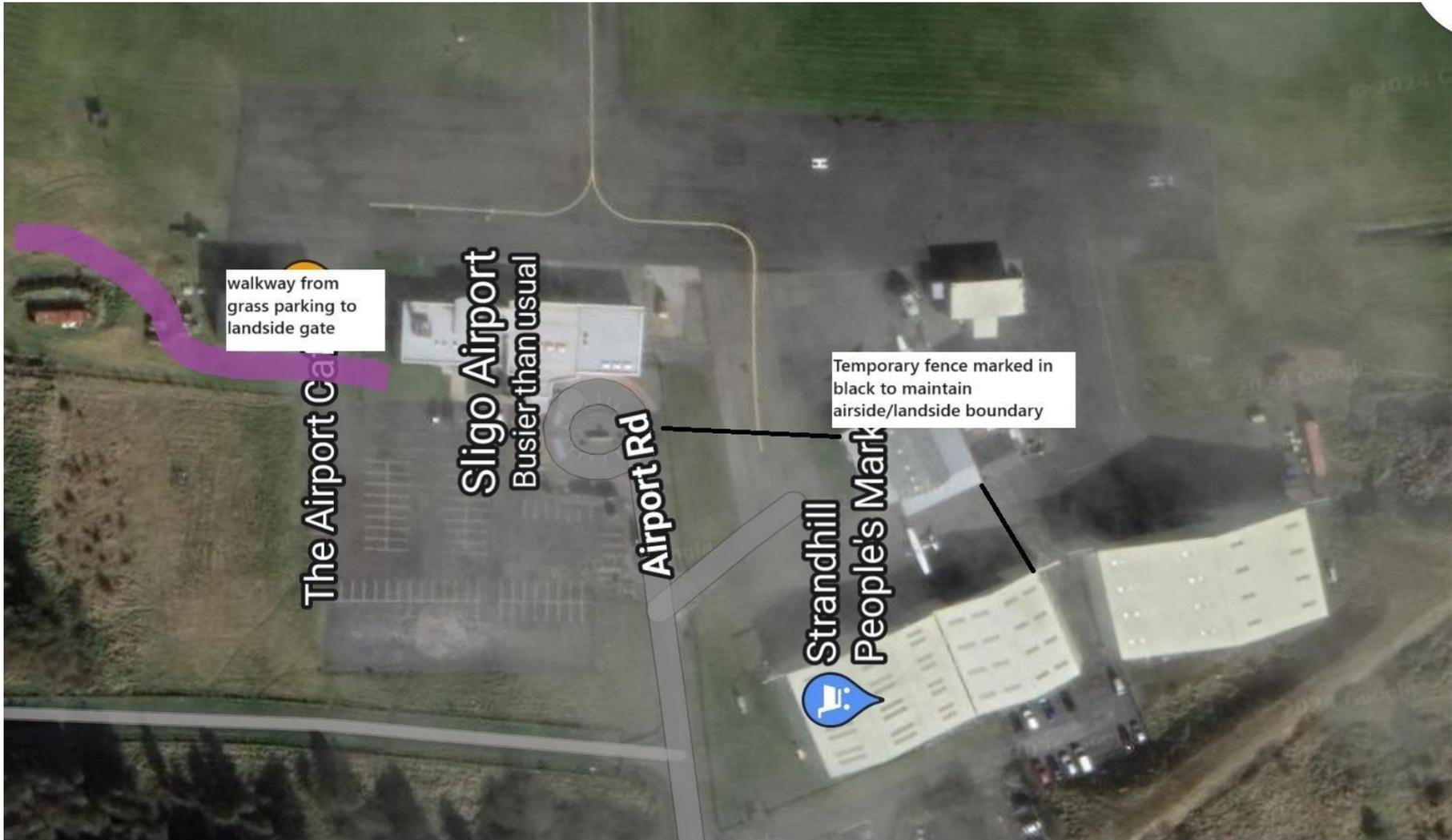
Ref.	Safety Control Measure	Responsible person
SCM01	Ensure safe passage of people from parking areas to landside.	Ground Staff and/or Accountable Manager
SCM02	Ensure guests movements airside are monitored and controlled in a safe manor	Ground Staff and/or Accountable Manager
SCM03	Activities monitored by ATC from Control Tower	Duty ATCO

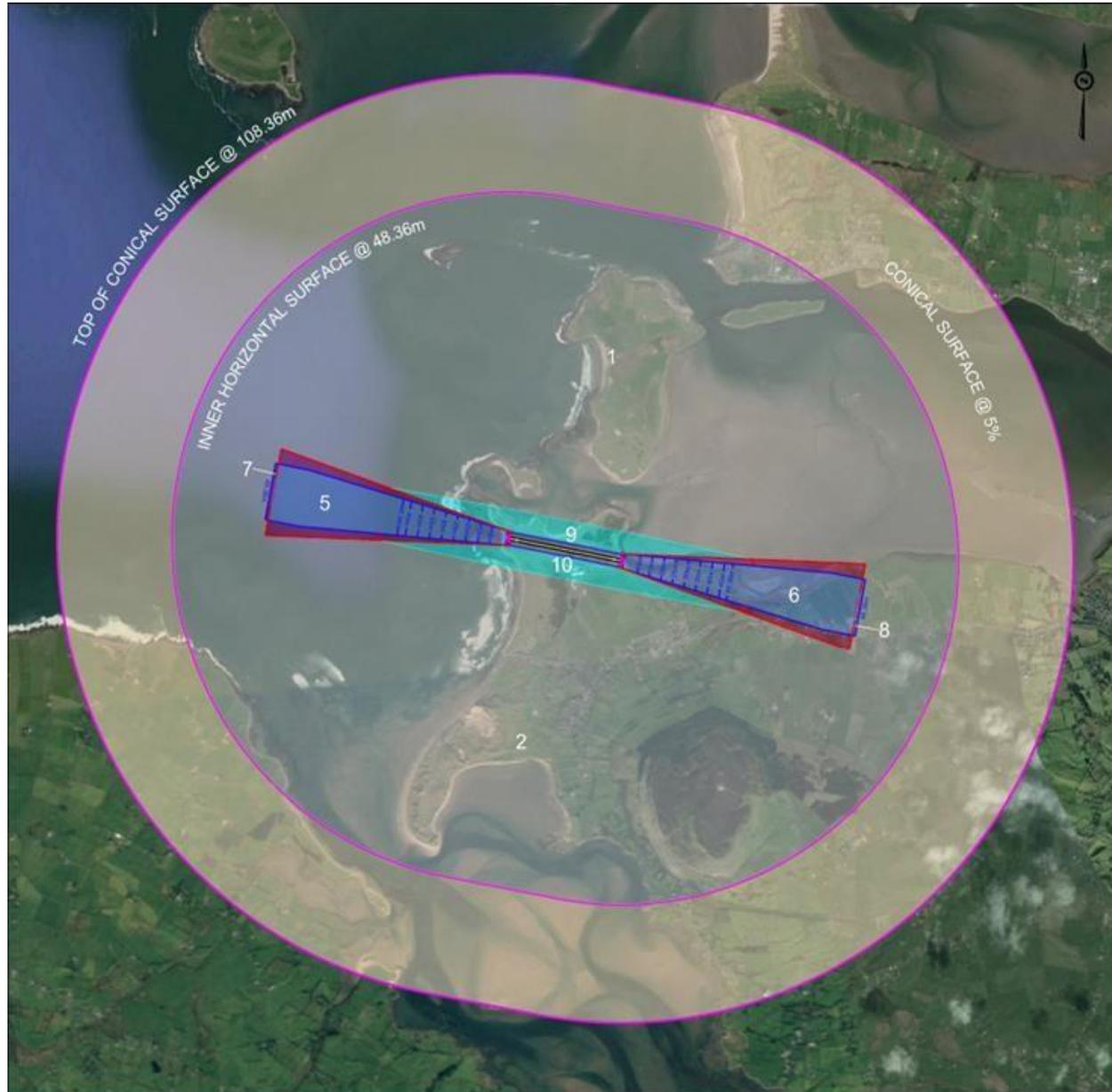
6.0 Conclusion

The proposal as laid out above, along with the attached risk assessment will not affect the safety of operations at Sligo Airport.

Map of Airfield Proposed Temporary Changes







Sligo North West Airport Company Ltd.

Note:

1. Threshold 10 (Elevation @ 3.36m)
N837091.6362 / E560447.8695
54°16'51.90E77"N / 8°36'26.50528"W
2. Threshold 28 (Elevation @ 3.61m)
N836890.0209 / E561501.2444
54°16'45.67E111"N / 8°35'28.18401"W

Legend

- 1 & 2 Inner Horizontal Surface
Maximum Obstacle Elevation 48.36m ASL
- 3 & 4 Conical Surface (Rising at 5%)
Maximum Obstacle Elevation
Inner Limit 48.36m ASL rising at 5% to 108.36m ASL
- Approach Surfaces (Rising at 3.33%)
5 - Maximum Obstacle Elevation 3.36m ASL
rising at 3.33% to 48.36m ASL
6 - Maximum Obstacle Elevation 3.61m ASL
rising at 3.33% to 48.36m ASL
(Governed by meeting Inner Horizontal Surface
at 48.36m ASL, then lies horizontal)
- 7 & 8 Departure Surfaces (Rising at 4%)
Maximum Obstacle Elevation
Relevant Threshold Elevation at start of
Clearways rising at 4% to 48.36m ASL to
meet Inner Horizontal Surface, then horizontal
at 48.36m ASL to Conical Surface at 48.36m ASL
- 9 & 10 Transitional Surfaces
Maximum Obstacle Elevation limited by runway
elevation along Runway Strip edge
Maximum Obstacle Elevation rises from
Runway Strip edge at 20% to 48.36m ASL

**Sligo Airport
Obstacle Limitation Surfaces
for Re-configured Code 2
Instrument Non-Precision Runway
(25th February 2021)**

Scale :



	Description of Change Related Hazards	Current Mitigations	Initial Severity	Initial Likelihood	Initial Risk Description / Tolerability	New Mitigations	Final Severity	Final Likelihood	Final Risk Description / Tolerability
01	Pedestrians walking airside to Access the event	Access Control	Major	Frequent	INTOLERABLE	Temporary fencing to be erected, which will be manned by Sligo Ops staff to ensure safe crossings. Sligo staff will also have radio contact with ATC.	Major	Extremely improbable	ACCEPTABLE
02	Pedestrians walking unaccompanied on apron.	Airport procedures	Major	Frequent	INTOLERABLE	Pedestrians will be escorted by airport ops staff. Along a dedicated walkway to the landside access gate	Major	Extremely improbable	ACCEPTABLE
03	Visiting aircraft parking inappropriately/dangerously.	Airport procedures	Major	Frequent	INTOLERABLE	Additional trained marshalling personnel will be on site to ensure safe parking of aircraft.	Major	Extremely improbable	ACCEPTABLE
04	Access to fire vehicles and equipment in event of emergency.	Fire service procedures	Major	Frequent	INTOLERABLE	All fire vehicles and equipment available Normal fire response fully available. Grassed parking also assessable by appliances	Major	Extremely improbable	ACCEPTABLE
05	Use of a temporary Grass Taxiway and Parking		Major	Frequent	INTOLERABLE	Grass parking to be greater than 80m from runway centreline as not to	Major	Remote	TOLERABLE

						penetrate the OLS or runway strip , No Aircraft with a wingspan greater than 8m are permitted use the temporary taxiway, Signs stating this to be located each side of taxiway. experienced personnel to be located at each obstacle to wing walk the aircraft. Taxiway to be identified with Grass cut shorter than surrounding area, weighted cones to mark taxiway edge, white line marker to identify the taxiway centreline, competent marshalling staff to park aircraft, ground levelled and rolled. Alternative locations were considered for the taxiway, however all other options would have an effect on operations, Safety and greatly reduce the availability of parking for larger aircraft so were discounted.			
06	Heavy workload on ATS Management with increased traffic		Major	Frequent	INTOLERABLE	Two ATC to be rostered in the tower for the duration of the event	Major	Remote	TOLERABLE

07	The possibility of apron congestion		Major	Frequent	INTOLERABLE	Additional Grass parking added for aircraft with wingspan less than 8m with the addition of marshalling Staff	Major	Extremely improbable	ACCEPTABLE
08	Bird and wildlife Strike	Airport Procedures	Major	Frequent	INTOLERABLE	Airport bird and wildlife procedures to apply	Major	Remote	TOLERABLE
09	Runway Incursion	Airport Procedures	Major	Frequent	INTOLERABLE	Vehicle to cover access gate on public right of way	Major	Extremely improbable	ACCEPTABLE
10	FOD	Airport Procedures	Major	Frequent	INTOLERABLE	Increase FOD patrols during the event	Major	Extremely improbable	ACCEPTABLE

EISG SMS AD02 - HAZOPS RISK TABLES

EISG SMS AD02 Table 1. Safety Risk Probability Table

<i>Likelihood</i>	<i>Meaning</i>	<i>Value</i>
Frequent	Likely to occur many times (has occurred frequently)	5
Occasional	Likely to occur sometimes (has occurred infrequently)	4
Remote	Unlikely to occur, but possible (has occurred rarely)	3
Improbable	Very unlikely to occur (not known to have occurred)	2
Extremely improbable	Almost inconceivable that the event will occur	1

EISG SMS AD02 Table 2. Safety Risk Severity Table

<i>Severity</i>	<i>Meaning</i>	<i>Value</i>
Catastrophic	Aircraft / equipment destroyed Multiple deaths	A
Hazardous	<ul style="list-style-type: none"> • A large reduction in safety margins, physical distress or a workload such that operational personnel cannot be relied upon to perform their tasks accurately or completely Serious injury <ul style="list-style-type: none"> • Major equipment damage 	B
Major	<ul style="list-style-type: none"> • A significant reduction in safety margins, a reduction in the ability of operational personnel to cope with adverse operating conditions as a result of an increase in workload or as a result of conditions impairing their efficiency Serious incident <ul style="list-style-type: none"> • Injury to persons 	C
Minor	<ul style="list-style-type: none"> • Nuisance Operating limitations <ul style="list-style-type: none"> • Use of emergency procedures Minor incident	D
Negligible	<ul style="list-style-type: none"> • Few consequences 	E

Table 3. Safety Risk Matrix

Safety Risk		Severity				
Probability		Catastrophic A	Hazardous B	Major C	Minor D	Negligible E
Frequent	5	5A	5B	5C	5D	5E
Occasional	4	4A	4B	4C	4D	4E
Remote	3	3A	3B	3C	3D	3E
Improbable	2	2A	2B	2C	2D	2E
Extremely improbable	1	1A	1B	1C	1D	1E

Table 4. Safety Risk Tolerability

Safety Risk Index Range	Safety Risk Description	Recommended Action
5A, 5B, 5C, 4A, 4B, 3A	INTOLERABLE	Take immediate action to mitigate the risk or stop the activity. Perform priority safety risk mitigation to ensure additional or enhanced preventative controls are in place to bring down the safety risk index to tolerable.
5D, 5E, 4C, 4D, 4E, 3B, 3C, 3D, 2A, 2B, 2C, 1A	TOLERABLE	Can be tolerated based on the safety risk mitigation. It may require management decision to accept the risk.
3E, 2D, 2E, 1B, 1C, 1D, 1E	ACCEPTABLE	Acceptable as is. No further safety risk mitigation required.

