



**Safety Case 01.00 Ver 1.0**

**Air Show at Sligo Airport**

**Date:** 14.03.2024

**Distribution List:**     ATS Manager

                              Operations Manager

                              SRD IAA

**Document Drafted by:** Noel Jennings, Accountable Manager

## Record of Amendments

Version	Date	Entered	Reason
1.0	14.03.2024		1 <sup>st</sup> Final

### 1.0 Introduction

This Document is a Safety Case for a planned Air Show at Sligo Airport (EISG/SXL).

### 2.0 Scope

Temporary fences to be erected on southside of the airfield and control measures on the public right of way.

### 3.0 Proposal / Description of change

Sligo Airport are intending to host an Air Show event at the airport on the 27<sup>th</sup> and 28<sup>th</sup> July 2024 inclusive.

This event will be attended by members of the general aviation community and a small number of invited guest's airside on the 27<sup>th</sup> & 28<sup>th</sup>. With an enclosed area for ticketed public on the 28<sup>th</sup> also.

An approximate timeline of this event will be between 18:00L- 21:30L on Saturday 27<sup>th</sup>  
14:00L – 15:30L on Sunday 28<sup>th</sup>.

Aircraft for the Air Show will be parked on the main Apron and on a designated grassed parking area beside the Fire Station,

Temporary fencing will be erected on the southside enclosing the public, Connected to landside by a 6m wide walkway, as illustrated by pink lines in map below, to allow guests to freely move around in a controlled space. This fence line will extend from perimeter fence gate behind Hanger 4 creating a 6m walkway guiding the public into the enclosure. The fence will continue north to meet the natural ditch then continue east along the ditch for approximately 200m take a 90 degree turn returning to the existing fence. The Fokker 27 aircraft will also be protected by a fence also highlighted in pink.

Normal airport operations and procedures will continue.

### 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 06.22

Ref.	Safety Control Measure	Responsible person
SCM01	Ensure safe passage of people from parking areas to the enclosure.	Joe Corcoran
SCM02	Ensure guests movements airside are monitored and controlled in a safe manor	Noel Jennings
SCM03	Activities monitored by ATC from Control Tower	Duty ATCO
SCM04	Access to event will be controlled at entrance by Sligo Airport staff.	Noel Jennings
SCM05	Access to the loop walk will be removed on the 6 <sup>th</sup> August. Access on airport land will be closed access vis public land will be removed and closed for the day of the Air Show, north side boundary will be patrolled.	Noel Jennings

## 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

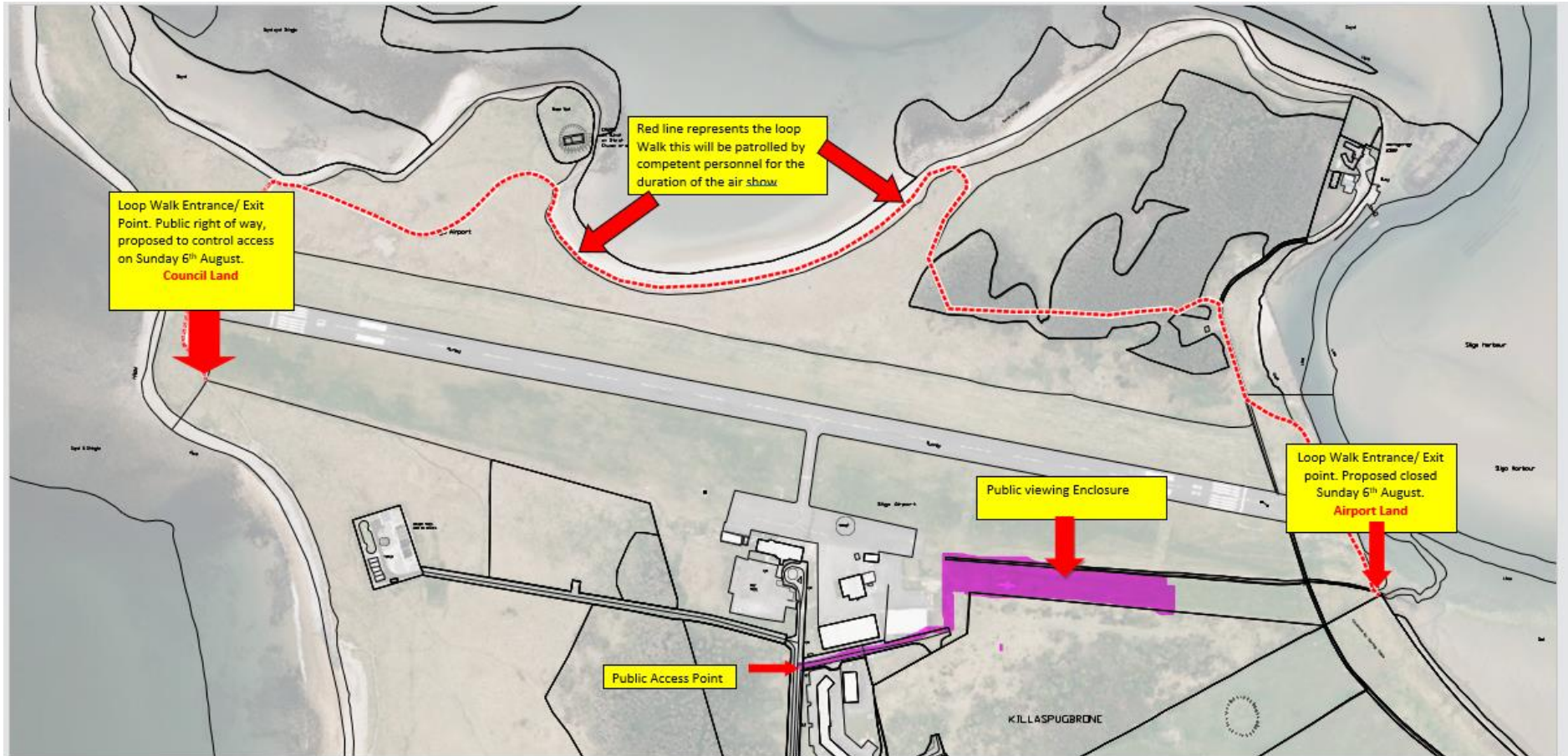


Figure 1

### DWA Analysis of Potential Safety Hazards

Ref.	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 and across live taxiways		Major	Frequent	High	Temporary fencing to be erected for general public.  single airside access point controlled by Sligo Airport Staff.  Sligo staff will also have radio contact with ATC.  Control measures to be put on public access points.	Minor	Remote	Low
02	Traffic congestion in the area on morning of event.		Major	Occasional	Medium	Event restricted to 4k ticket holders. Joe Corcoran has spoken to landowners to facilitate parking. Meeting arranged with Gardai, and they will provide a presence on the day to ensure no traffic/congestion issues.	Minor	Remote	Low
03	Loop Walk Public encroaching the strip		Major	Frequent	High	In consultation with Sligo Walks and Sligo Co/Co.it has been decided to close the loop walk from 8am to 6pm. The turnstile	Minor	Remote	Low

						barriers will be blocked by heraz fencing and manned by a member of Sligo aero club and a non-public duty Garda to prevent access. In addition, the loop walk will be patrolled by competent staff during the display.  Command vehicle located adjacent to the terminal building with 360CCTV to monitor airside activities			
04	Visiting aircraft parking inappropriately/dangerously.		Major	Frequent	High	Additional trained marshalling personnel will be on site to ensure safe parking of aircraft. No visiting Aircraft will be accepted on 5th & 6 <sup>th</sup> Airshow associated traffic only.	Minor	Remote	Low
05	Access to fire vehicles and equipment in event of emergency.		Major	Frequent	High	All required fire vehicles and Fire Crew will continue with normal operations with CAT 4 fire cover available	Minor	Remote	Low
06	Delay to the operations of the SAR		Major	Remote	High	In the event of SAR getting an emergency call, Sligo Tower will contact the FOD by uhf radio and request a show stop for the safe departure and return of the SAR aircraft. All parties have agreed that there will be no affect	Minor	improbable	

						on SAR operations on August 6 <sup>th</sup> . See accompanying pilots briefing			
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## DWA ATM/ANS/Aerodrome Change Management Risk Assessment & Evaluation Template

Likelihood Descriptions		Negligible	Minor	Major	Catastrophic
Estimated to occur two or more times in a year	<b>Frequent</b>				
Estimated to occur once per year	<b>Occasional</b>				
Unlikely to occur during a year but may occur within 10 years	<b>Remote</b>				
Unlikely to occur within ten years nevertheless, an occurrence is considered possible / credible	<b>Improbable</b>				

### Severity Description:

#### Catastrophic:

Very large impact in the capacity of the functioning of the Organisation, or in ATM/ANS/Aerodrome capacity or safety.

E.g. Inadequate resource/Loss of certificate/Safety margins critically impacted if unmanaged

#### Major:

Major reduction impact in the capacity of the functioning of the Organisation, or in ATM/ANS/Aerodrome capacity or safety.

E.g. Significantly reduced resource/Limited ability to meet certificated functions or services/Safety margins eroded if unmanaged

#### Minor:

Slight impact in the capacity of the functioning of the Organisation, or in ATM/ANS/Aerodrome capacity or safety.

E.g. Reduced compliance/resources to provide service are affected - workloads increased/safety margins could be affected

#### Negligible:

Negligible impact on ATM/ANS/Aerodrome Service or functions.

No impact on safety.

Minor or no impact elsewhere, such as efficiency of management system.



## DWA ATM/ANS/Aerodrome Tolerability Matrix

**High:** Unacceptable Risk.

**Medium:** Tolerable / Acceptable with sign-off from Accountable Manager

**Low:** Acceptable risk within Management System /SMS