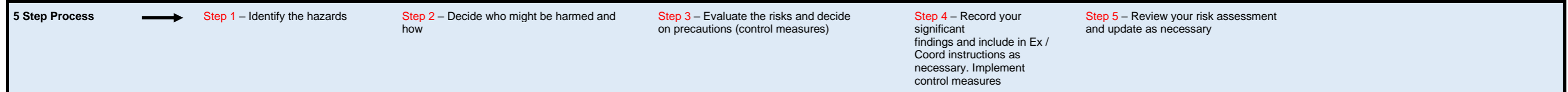


<p>Key Guidance This section provides a quick overview of some of the key concepts in Army risk assessment. Refer to Notes section for further information. The first line of the risk assessment table, below, shows an illustrative example.</p> <p>Hazard is anything that may cause harm, e.g. working at height on a ladder.</p> <p>Risk is the chance that someone or something could be harmed by the hazard, measured by combining (multiplying) the likelihood of it happening with its impact (severity). For example, there may be a 'possible' likelihood that someone that is not competent could fall from a ladder (3 rating – see right) combined with a 'moderate' impact of multiple injuries (2 rating), which creates a score of 6 (low risk). However, the risk should be reduced to as low as reasonably practicable (ALARP) through the implementation of control measures, such as ensuring that only trained people climb the ladder.</p> <p>Dynamic Risk Assessment compliments generic and specific risk assessment. Regardless of completing this AF 5010, it is beholden on the person creating the risk to continue to monitor the activity and the control measures. Any changes to the activity (including the environmental conditions) or the control measures, must be addressed via the mechanism of a dynamic risk assessment such that risks remain ALARP.</p> <p>Note however that persons undergoing training cannot be deemed competent until their capability is properly assessed.</p>	<p>Likelihood (L)*</p> <p>1 – Remote / Rare</p> <p>2 – Unlikely</p> <p>3 – Possible</p> <p>4 – Probable</p> <p>5 – Highly Probable (Almost Certain)</p>	<p>Multiplied by</p> <p>1 – Minor</p> <p>2 – Moderate</p> <p>3 – Major</p> <p>4 – Severe</p> <p>5 – Critical</p> <p><i>Note: impact number is unlikely to change with control measures</i></p>	<p>Equals</p>				



Dept / Sub-Unit / Unit / Formation:	AWSA (Alpine)	Assessor (No, Rank, Name):	
Activity (SSW) / Exercise (SST):	SST	Assessor's signature:	
Generic or Specific Risk Assessment:	Specific – Ex LIONS CHALLENGE	Assessment Date:	
Relevant Publications / Pamphlets / Procedures:	FIS ICR, AWSA (Alpine) Rules (Annually Updated), ACSO 1200, JSP 375, Pt 2, Vol 1, Chap 41 & 42, Ex LC Med Plan dated XXXX	Review Date for GRA (Step 5):	As required

(a)	(b)	(c)	(d)	(e)	(f)			(i)	(j)	(k)			(n)
					(g)	(h)	(l)			(m)			
Ref	Activity / element (Step 1a)	Hazards identified (Step 1b)	Who or what might be harmed and how, e.g. • Military personnel - fatality • Civ staff / contractors - injury • General public - injury • Environment - spill (Step 2)	Existing control measures (Step 3a)	Assessment with existing controls			Is residual risk acceptable in the context of risk appetite for the activity? (Yes / No) – Refer to Risk Score Calculation above <i>If Yes, move to column (n). If No, identify additional controls (Step 3e)</i>	Reasonable additional controls that can be implemented to reduce risk to ALARP (Step 3f)	Reassessment with additional control measures			List required action(s) to instigate controls (Step 3j)
					L* (1 to 5) (Step 3b)	I** (1 to 5) (Step 3c)	Score*** (L x I) (Step 3d)			L (1 to 5) (Step 3g)	I (1 to 5) (Step 3h)	Score (L x I) (Step 3i)	
	EXAMPLE: Driving to / from training area	Driver fatigue / distraction causes RTA	<ul style="list-style-type: none"> Multiple injuries / fatality to military personnel Multiple injuries / fatality in the general public Equipment damage Spill of fuel / lubricants (assumed low environmental impact) 	<ul style="list-style-type: none"> Designated, trained drivers Compliance with JSP800 Spill kits 	2	5	10	No	<ul style="list-style-type: none"> Minimise night driving by incorporating overnight stop or relief driver Require breaks every 2 hours 	1	5	5	<ul style="list-style-type: none"> Officer in charge of road move to incorporate all controls into task instruction and brief Exercise Conducting Officer (ECO). ECO to brief personnel.
1	Inclement Weather and Fatigue	NFCI and illness through exposure to cold temperatures.	Military Personnel - Injury	<p>1. Chief of Race and TD to assess weather daily based on local forecast and brief at TC's meeting. Dynamic RA to be conducted daily by CoR and Ex Dir.</p> <p>2. Chief of Race to continuously monitor conditions throughout the race. Chief of Gates to</p>	3	5	15	No	<p>Monitor for early signs or symptoms of participants' distress or exposure and conduct restorative measures if required.</p> <p>If there are more than 150 competitors at an Alpine event, or the event takes longer than 4 hours to deliver, a dynamic risk assessment must be</p>	2	4	8	<p>Compliance with JSP 375.</p> <p>TCs are to carry and be familiar with Annex A to Chap 42: Commander's Guide to Preventing Cold Injury.</p> <p>Individuals are to carry and be familiar with Annex B to</p>

(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
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				<p>monitor and report to COR/TD on the condition and welfare of Gate Keepers and Officials.</p> <p>3. Racing and training to cease at -20°C.</p> <p>5. Races do not start until appropriate time in order to allow overnight air temperature to rise.</p> <p>6. Night races are short, temperature and wind chill to be constantly assessed by Race Jury as per ser 2.</p> <p>7. Team Captains are responsible for ensuring individuals wear adequate clothing for the local conditions.</p> <p>8. Races are to be postponed/ cancelled by the Race Jury if environmental conditions are too severe.</p> <p>9. All race courses are set by a trained, qualified, competent and current person and inspected by the Race Jury prior to use. Competitors and officials are to have access to welfare facilities within a reasonable distance of the race piste.</p> <p>10. A suitable diet is provided through CILOR (High energy to offset the onset of fatigue or hypothermia).</p>					completed by the race organiser and race jury – this could reasonably lead to a possible cessation of the event.				Chap 42: Individual's Guide to Preventing Cold Injury.

(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
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				<p>11. Personnel that have previously had, or are at risk of incurring, non-freezing cold injuries (NFCI) are to have been assessed, by their own Medical chain of command, as fit to participate in activities at temperatures down to -19°C.</p> <p>12. Prior to deployment Units are responsible for conducting a condition's check on the suitability of individuals to participate in the competition.</p>									
2	Alpine Ski Racing – All Disciplines	Racer to racer and collision with static objects	Military Personnel - Injury	<p>1. Competitors inspect the course to identify and practise areas of challenge and hazard.</p> <p>2. Competitors advised to ski within capability.</p> <p>3. Homologated Race Piste manned by trained race officials with communications to Ski Patrol.</p> <p>4. Ski Patrol on standby and able to reach casualty within FIS guidelines during technical races and at start for speed events.</p> <p>5. When skiing (training and racing) all individuals conducting Alpine events (training, racing and leisure) must wear appropriate personal protective equipment (PPE), including</p>	3	3	9	Yes					

(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
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				<p>helmets, that meet the criteria stipulated in AWSA (Alpine) Rules.</p> <p>6. Race pistes are closed off using 'B' and 'C' netting. Signs are placed to warn the general public that the pistes is closed. Race officials are placed to they can control access to the race piste and monitor the whole of the race course. Radio contact is to be maintained throughout.</p> <p>7. As a minimum all race pistes are protected in accordance with the relevant FIS homologation. Once the course is set a Jury inspection is to be conducted to ensure compliance with the homologation report. Protection may be enhanced if deemed necessary by the Race Jury.</p> <p>8. Athletes entry onto the course is to be controlled by the Start Referee.</p> <p>9. Team Slalom 'Step Back' rule is briefed to the Team Captains at the specific TCM.</p>									
3	Alpine Ski Racing – All Disciplines	Trips, falls or accident resulting in physical injury	Military Personnel - Injury	<p>1. All participants conduct an inspection of race courses.</p> <p>2. Competitors in speed events (DH/SG) must have conducted a minimum of one training run prior to competing in the actual race. A competitor's ability to</p>	3	3	9	Yes					

(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
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				safely negotiate the course will be assessed by the race jury, who may withdraw any individual who it is felt is unable to safely negotiate the course at an appropriate speed. 3. Appropriate equipment is to be used for each event iaw AWSA (Alpine) rules. 4. All officials and competitors are trained and current in emergency FA (ITR BCD). 5. Communications available to contact emergency and/or rescue services in accordance with Med Plan.									
4	Alpine Ski Racing – All Disciplines	Avalanche	Military Personnel – Injury-fatality	1. Participants are briefed daily on local weather and avalanche risk. 2. All activities are conducted on prepared race courses. 3. All race courses are set by a trained, qualified, competent and current person on a homologated piste. 4. Athletes briefed that there is to be no Off Piste skiing.	3	5	15	Yes					1. Dynamic Risk Assessment conducted on a daily basis which considers local Avalanche Risk level. 2. On receipt of an Avalanche warning of 5 the competition is postponed.
5	Alpine Ski Racing – All Disciplines	Equipment Failure	Military Personnel – Injury	1. Individuals are to conduct regular inspections of their equipment to ensure it is serviceable. 2. Personnel are trained on equipment care and basic	3	3	9	Yes					

(a) Ref	(b) Activity / element <i>(Step 1a)</i>	(c) Hazards identified <i>(Step 1b)</i>	(d) Who or what might be harmed and how, e.g. • Military personnel - fatality • Civ staff / contractors - injury • General public - injury • Environment - spill <i>(Step 2)</i>	(e) Existing control measures <i>(Step 3a)</i>	(f) (g) (h) Assessment with existing controls			(i) Is residual risk acceptable in the context of risk appetite for the activity? (Yes / No) – Refer to Risk Score Calculation above <i>If Yes, move to column (n). If No, identify additional controls (Step 3e)</i>	(j) Reasonable additional controls that can be implemented to reduce risk to ALARP <i>(Step 3f)</i>	(k) (l) (m) Reassessment with additional control measures			(n) List required action(s) to instigate controls <i>(Step 3j)</i>
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				maintenance by Team Captains. 3. Spares and/or running repairs are available locally if required. 4. Team Captains and individuals are responsible for ensuring their teams/own equipment is tested before use. 5. A cursory inspection of equipment is conducted prior to each participant starting by the Start Referee. 6. Team Captains and competitors are advised by the Race Jury to ensure that they race on skis that are commensurate with their skiing ability and with which they can safely negotiate the race course. The minimum length of skis for men is 165cm and for ladies is 155 cm. The Start Referee is responsible for checking competitors' equipment before they are allowed to proceed onto the race course. 7. Crash helmets are mandatory for ski racing events and must comply with Article 6 of the current FIS Equipment Regulations.									
6	Driving to and from Ex Locations.	Driver fatigue / distraction causes RTA	Military Personnel – Injury/Fatality	1. All movement to be conducted IAW JSP 800 and Dvr's hours legislation.	3	5	15	Yes					

(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
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7													Hint: tab here for new row

Authorising Officer / Warrant Officer (at unit level)	No, Rank, Name	Post	Date	Signature
Existing and additional controls agreed				
Where risk elevated up the CoC, CO to confirm additional controls implemented				

NOTES

Risk = Likelihood x Impact

Likelihood		Definition
5	Highly Probable (Almost Certain)	Is expected to occur in most circumstances
4	Probable	Will probably occur at some time, or in most circumstances
3	Possible	Fairly likely to occur at some time, or some circumstances
2	Unlikely	Is unlikely to occur, but could occur at sometime
1	Remote / Rare	May only occur in exceptional circumstances

Impact		Definition (Health Safety and Environment)
5	Critical	<ul style="list-style-type: none"> Multiple fatalities or permanent, life changing injuries. Permanent loss or damage beyond remediation of an important and publicly high-profile natural resource, area or species. Multiple incidents causing a major environmental impact.
4	Severe	<ul style="list-style-type: none"> A single death or multiple life-threatening injuries. Severe damage over a wide area and/or on a prolonged basis to a natural resource, including controlled waters, or geography requiring multi-year remediation. Single incident causing a major environmental effect or multiple incidents causing significant effect.
3	Major	<ul style="list-style-type: none"> Single life changing injury or multiple injuries which have a short-term

Risk Score Calculation						
		Likelihood				
		1	2	3	4	5
I m p a c t	5	5	10	15	20	25
	4	4	8	12	16	20
	3	3	6	9	12	15
	2	2	4	6	8	10
	1	1	2	3	4	5

Risk Management		
Risk Rating	Authorisation	How Risk should be managed
1 – 3 (Low)	OC	Review periodically to ensure conditions have not changed and working within ALARP and risk appetite.

		<p>impact on normal way of or quality of life.</p> <ul style="list-style-type: none"> Moderate damage to an extended area and/or area with moderate environmental sensitivity (scarce/ valuable) requiring months of remediation. Single incident causing significant environmental impact. 	<table border="1"> <tr> <td>4 – 9 (Low)</td> <td>CO</td> <td></td> </tr> <tr> <td>10 – 12 (Medium)</td> <td>OF5 / 1* Bde HQ</td> <td>Good risk mitigations to ensure that the impact remains ALARP and tolerable. Re-assess frequently to ensure conditions remain the same.</td> </tr> <tr> <td>15 – 16 (Medium to High)</td> <td>2* Div HQ</td> <td>Requires active management – review of desired outcome with additional resources or change to output requirements.</td> </tr> <tr> <td>20 (High)</td> <td>3* – HQ HC & FA</td> <td>Contingency plans may suffice together with limited risk mitigations to achieve risk ALARP and tolerable.</td> </tr> <tr> <td>25 (Very High)</td> <td>4* – CGS, Army HQ</td> <td>Operational capability where the required outcome impacts on defined military capability.</td> </tr> </table>	4 – 9 (Low)	CO		10 – 12 (Medium)	OF5 / 1* Bde HQ	Good risk mitigations to ensure that the impact remains ALARP and tolerable. Re-assess frequently to ensure conditions remain the same.	15 – 16 (Medium to High)	2* Div HQ	Requires active management – review of desired outcome with additional resources or change to output requirements.	20 (High)	3* – HQ HC & FA	Contingency plans may suffice together with limited risk mitigations to achieve risk ALARP and tolerable.	25 (Very High)	4* – CGS, Army HQ	Operational capability where the required outcome impacts on defined military capability.
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2	Moderate	<ul style="list-style-type: none"> Multiple injuries requiring first aid. Moderate damage to an area, and that can be remedied internally. Multiple incidents causing minor environmental effect. 																
1	Minor	<ul style="list-style-type: none"> An Injury requiring first aid Limited short-term damage to an area of low environmental significance/ sensitivity Incidents causing minor environmental impacts 																