

External live fire training rigs (simulators) at airports / aerodromes

External live fire training rigs (simulators) fuelled by LPG and used to train fire fighters should be properly engineered and managed to ensure safe operation. Intelligence gathered from operational visits have identified that there is potential for LPG to be introduced at the full burner flow without burners being lit or for there to be a delay in lighting them. The use of fire simulators fuelled by liquid LPG without flame failure protection presents a foreseeable risk of ignition of an LPG cloud resulting in a fireball or explosion.

HSE therefore issued an advice note to all fire and rescue services in March to flag up the risks and a similar, but slightly updated note is in preparation for wider circulation to airport / aerodrome operators. The purpose of the advice note is to advise dutyholders of the issue, the associated risks, and confirms the action expected i.e. to review their training rigs and use in light of the information provided, and if necessary, take action to ensure that the risks have been reduced so far as is reasonably practicable.

The advice note will be issued to via the CAA Information Notice system. It will also be available on HSE's website – planning to distribute by the end of May.

Air Transport Industry Statistics Report – published February 2012 – examines the accidents reported in the airports industry over a five-year period from 2006/07 to 2010/11p. The data represents accidents and dangerous occurrences reported to HSE under the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations (RIDDOR) 1995. A further section is included on enforcement activity carried out by HSE in the 3 years to 2010/11p. We plan to prepare a similar rolling annual report – if there is any feedback that members would like to give on the report – please send to airtransport@hse.gsi.gov.uk

CAA Safety Notice – April 2012 – reminds all airline and airport operators of their obligations and responsibilities for the ground handling and safe carriage of electric mobility aids - see www.caa.co.uk/sn2012003. A free training has also been produced 'One Team, One Goal' at www.youtube.com/UK_CAA and is also available free of charge in DVD format (please see the Safety Notice for further details). Safety Notice and information are mainly about the risks of fire and explosion from motorised wheelchairs, but there are also manual handling issues in loading/unloading heavy mobility aids.

Maximum lifting weight for baggage handlers at airports – we have recently dealt with official correspondence regarding maximum weights – anticipate that we may receive further enquiries in the run up to the Olympic/Para Olympic period.

Manual Handling risks during baggage handling on the ramp – HSE operational guidance [SIM 05/2010/02](#) is to be reviewed on the next few months to update guidance and information – anticipating to republish during the summer – if anybody would like to be consulted on the draft before publication – please register interest at airtransport@hse.gsi.gov.uk

Fee for Intervention

The introduction of Fee for Intervention (FFI) has been delayed until the Autumn. There are still some processes and procedural issues to be ironed out, most notably whether HSE will receive charging costs directly or whether these will be received by Treasury. The debate continues.

Other recent developments across HSE of interest can be found at:

- [European Campaign on working together for risk prevention](#)
- [Changes to RIDDOR](#)
- [Independent Regulatory Challenge Panel](#)