

## Hang Glider/Paraglider Flying Site Risk Assessment Worksheet (USHPA)

**Flying Site Name:**

Fort Flagler State Park

GPS Coords of Launch: 48.10024,-122.6875

GPS Coords of Primary LZ: 48.10024,-122.6875

**Chapter/Club:**

Date of Assessment: 6/7/2016/26/2015

Name of Safety Coordinator: Jim Harmon

Name of Site Coordinator (for Chapter): Jim Harmon

1. **Draw a map** of the setup, launch, teardown and landing areas, including measurements (to compare to guidelines).
2. **Identify all possible risks.** Evaluate from the perspective of spectators, inexperienced pilots, and experienced pilots.
3. Analyze all risks and determine the vulnerabilities. **Note significant risks under Risk Detail and Risk Assessment.**
4. For each risk noted, **determine steps, actions, signs necessary to mitigate the risk and document under "Risk Mitigation".**
5. For each Risk identified, **the Safety Coordinator must initial and date** to acknowledge (under "Sign Off").
6. **Create a separate Risk Management Plan** document with only your site-specific Risks and Mitigation actions/methods described (save this Worksheet for future reference).
7. **Follow-through** on any actions or other mitigation activities identified in your Plan, such as signage or preventative measures.
8. **Publish your Risk Management Plan** and any rules/regulations so all users of the flying site are aware of them
9. Once your Risk Management Plan is complete, sign the **Completion Certificate and file with the USHPA office** (certificate can be found on ushpa.vizigy.com)

Risk Identification (Examples – Feel free to identify your own!)	Risk Detail & Risk Assessment	Risk Mitigation	Sign Off
<p><b>Road or Trail Access</b></p> <ul style="list-style-type: none"> <li>What type of road access is there (4WD, paved, public, etc.)?</li> <li>What type of trails are used to access site features?</li> <li>Are roads and trails used to access the site secured using gates or locks? Should they be?</li> <li>Does access to roads/trails need to be restricted or monitored?</li> <li>Are there potential conflicts between pedestrians and vehicles (pilots or spectators)?</li> <li>How do emergency vehicles access site areas?</li> <li>Is signage needed?</li> <li>Have there been any incidents or accidents involving vehicles at this site?</li> </ul>	<p>Roads are paved and in good shape. Trails are flat and well maintained.</p> <p>Gates are in place, requiring pilots to walk up to 5 minutes to launch. They can be opened for emergencies.</p> <p>No incidents have occurred.</p>	<p>Watch for pedestrians on road.</p> <p>Site orientation and info at kiosks asks pilots to obey park rules, leave gates as you find them.</p> <p>The park has multiple signs designating parking areas and advising visitors</p>	<p style="color: red;">jwh wh</p>

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Risk Identification (Examples – Feel free to identify your own!)	Risk Detail & Risk Assessment	Risk Mitigation	Sign Off
<p><b>Vehicle Parking Area</b></p> <ul style="list-style-type: none"> <li>• Is there a designated parking area for vehicles?</li> <li>• What is the clearance between vehicles and: <ul style="list-style-type: none"> <li>○ setup? Are gliders in setup area secured?</li> <li>○ launch?</li> <li>○ landing area?</li> <li>○ teardown area? Are gliders in teardown secured?</li> </ul> </li> <li>➔ If any clearance is less than 50 feet, mitigation should be described</li> <li>• Are tie-downs needed?</li> <li>• Is signage needed?</li> <li>• Have there been any incidents or accidents involving vehicles in the parking area at this site?</li> </ul>	<p>Yes, parking is designated. Setup, launching, and landing occur <del>far</del> away from vehicles.</p> <p>Hang gliders are not allowed, as per state park.</p> <p>No incidents have occurred.</p>	<p>No special mitigation required.</p> <p>State park pass is required (\$10/day or \$30/year)</p>	<p>jwh↓</p>
<p><b>Spectator Areas</b></p> <ul style="list-style-type: none"> <li>• What is the clearance between spectators and: <ul style="list-style-type: none"> <li>○ setup? Are gliders in setup area secured?</li> <li>○ launch?</li> <li>○ landing area?</li> <li>○ teardown area? Are gliders in teardown secured?</li> </ul> </li> <li>➔ If any clearance is less than 50 feet, mitigation should be described</li> <li>• Are tie-downs needed?</li> <li>• Are spectators allowed in areas with gliders without an escort? Should they be?</li> <li>• How are spectator limitations communicated and enforced?</li> <li>• Are barriers needed?</li> <li>• Is signage needed?</li> <li>• Have there been any incidents or accidents involving spectators at this site?</li> </ul>	<p>Hikers and cyclists are sometimes present near launching areas.</p> <p>Tie downs are not needed (No hang gliders).</p> <p>There is ample room between spectators and gliders.</p> <p>No incidents have occurred.</p>	<p>Informational kiosks are located at each launch/landing site, educating pilots and spectators about paragliding.</p> <p>Non-flying Chapter members advise spectators to stay at least 50 feet away.</p> <p>50 foot rule is explained at each annual meeting, and club members are constantly encouraged to supervise as needed.</p>	<p>jwh↓ wh</p>

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<p><b>Potential Obstacles</b></p> <ul style="list-style-type: none"> <li>• Which potential obstacles are present at the site: <ul style="list-style-type: none"> <li>○ wires</li> <li>○ towers</li> <li>○ lake or river</li> <li>○ ocean</li> <li>○ forest or trees</li> <li>○ large rocky areas</li> <li>○ other</li> </ul> </li> <li>• What is the clearance between potential obstacles and: <ul style="list-style-type: none"> <li>○ launch? (50 feet)</li> <li>○ landing area? (100 feet)</li> <li>○ planned flight path? (75 feet)</li> </ul> <p>➔ If any clearance is less than noted distance, collision avoidance mitigation should be described</p> </li> <li>• Is the clearance sufficient?</li> <li>• Are potential obstacles marked?</li> <li>• Is signage needed?</li> <li>• Have there been any incidents or accidents involving overhead obstacles at this site?</li> </ul>	<p>Potential obstacles include Trees and water.</p> <p>Beach landing is hampered by trees leaning out from cliff, and from water at high tide.</p> <p>Campground landing area is large and open, but pedestrians can present an obstacle.</p> <p>Tall trees exist around the launch and top landing areas.</p> <p>Strong winds can present an obstacle for top landing.</p> <p>No wires or towers at this site.</p> <p>There have been several tree landings.</p>	<p>Pilots are made aware of obstacles during site orientations.</p> <p><del>Chapter published a 6 minute orientation video online, explaining the requirements. Our online site guide lists the obstacles and dangers of flying the steep, overhanging bluffs.</del></p> <p>Kiosks at each launch site indicate hazards and limitations.</p> <p>All campground landings are to be performed away from other park visitors.</p> <p>Launching pilots have right of way over landing pilots.</p> <p>Chapter members review each tree incident, and take corrective action as needed, including: the removal of more trees additional training for pilots warnings to careless pilots</p>	<p><del>iwht</del> <del>wh</del></p>

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<p><b>Launch Areas</b></p> <ul style="list-style-type: none"> <li>• What is the clearance around the take off area: <ul style="list-style-type: none"> <li>○ in front (for solo pilots)? (50 feet)</li> <li>○ in front (for tandem pilots)? (75 feet)</li> <li>○ behind? (30 feet)</li> <li>○ to the sides? (30 degrees)</li> </ul> </li> <li>→ If any clearance is less than noted, collision avoidance mitigation (for obstacles or spectators) should be described</li> <li>• Are there ground obstructions (trip/fall hazards)?</li> <li>• Is the launch area clearly marked? Does it need to be?</li> <li>• Are there appropriate/adequate tie-downs?</li> <li>• Are the site regulations and launch requirements clearly communicated to all pilots and spectators? How?</li> <li>• Are there launch assistant qualifications and equipment guidelines communicated? How?</li> <li>• Are spectator areas delineated and communicated? How?</li> <li>• Is signage needed?</li> <li>• Are there First Aid – First Responder resources?</li> <li>• Have there been any incidents or accidents involving obstacles, obstructions, vehicles or people on launch at this site?</li> </ul>	<p>This is a cliff site.</p> <p>Rotor makes launching difficult at times.</p> <p>Launch direction and area changes with wind conditions</p> <p>Tall trees exist adjacent and behind launch areas.</p> <p>Signage on site shows clearly where to launch and land.</p> <p>No hang gliders, as per state park rules.</p> <p>Washington State Parks has a comprehensive emergency response plan.</p>	<p>Pilots are briefed on launch peculiarities during site briefings.</p> <p>Our online site guide also indicates obstacles and difficulties.</p> <p>Spectators are advised by onsite kiosks and non-flying pilots to stay 50 feet away.</p> <p>North launches receive far fewer visitors, and is separated by concrete bunkers and trees.</p> <p>East launch area is at a wide open grass area with ample room for separation between pilots and non-flying visitors.</p> <p>Several chapter members are current in first aid, as required for tandem ratings.</p>	<p>jwh wh</p>

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Risk Identification (Examples – Feel free to identify your own!)	Risk Detail & Risk Assessment	Risk Mitigation	Sign Off
<p><b>Landing Zones</b></p> <ul style="list-style-type: none"> <li>• What is the clearance around the landing area and: <ul style="list-style-type: none"> <li>○ ground personnel</li> <li>○ vehicles</li> <li>○ structures</li> <li>○ active roads/trails</li> <li>○ spectators</li> </ul> </li> <li>➔ If any clearance is less than 50 feet, collision avoidance mitigation should be described</li> <li>• Are there ground obstructions (trip/fall hazards)?</li> <li>• Is the landing area clearly marked? Does it need to be?</li> <li>• Are there appropriate/adequate tie-downs?</li> <li>• Are the site regulations and landing requirements clearly communicated to all pilots and spectators? How?</li> <li>• Are spectator areas delineated and communicated? How?</li> <li>• Are there guidelines regarding ground handling (kiting) in the LZ area?</li> <li>• Are there appropriate wind indicators?</li> <li>• Is signage needed?</li> <li>• Are there First Aid – First Responder resources?</li> <li>• Have there been any incidents or accidents involving obstacles, obstructions, vehicles or people in the landing area at this site?</li> </ul>	<p>Three landing options exist: beach landing, campground landing, and top landing.</p> <p>Beach landings <del>can be</del> <u>is</u> hampered by trees and tide.</p> <p>Campground landing is <u>further away, and discouraged much easier, but further away.</u> Other park visitors can present obstacles.</p> <p>Top landing <del>can be</del> <u>is</u> hampered by wind and trees. Top landing overlaps launch areas.</p> <p>Signage and wind indicators are in place.</p> <p>No hang gliders, as per state park rules.</p> <p>Washington State Parks has a comprehensive emergency response plan.</p>	<p>Site guide <del>recommends</del> <u>asks</u> pilots not <del>to</del> fly here without special skills including Cliff launch and Restricted Landing Field.</p> <p>Pilots are briefed on landing obstacles during site briefings.</p> <p>Spectators are advised by onsite kiosks and non-flying pilots to stay 50 feet away.</p> <p>North launches receive far fewer visitors, and is separated by concrete bunkers and trees.</p> <p>East launch area is at a wide open grass area with ample room for separation between pilots and non-flying visitors.</p> <p>Several chapter members are current in first aid, as required for tandem ratings.</p>	<p>jwh JWH</p>

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<p><b>Other Activities in Area</b></p> <ul style="list-style-type: none"> <li>• Is the site open to the general public?</li> <li>• Do other activities occur in the same area? Such as: <ul style="list-style-type: none"> <li>○ radio controlled (RC) aircraft</li> <li>○ model rocketry</li> <li>○ skeet shooting</li> <li>○ kite flying</li> </ul> </li> <li>➔ If any other activity occurs, mid-air mishap mitigation should be described</li> <li>• Is signage needed?</li> <li>• Have there been any incidents or accidents involving other activities at this site?</li> </ul>	<p>Kite flying is done in campground landing area.</p> <p>Hang gliding, RC aircraft, model rocketry, skeet shooting are not allowed, as per WA State parks.</p> <p>No incidents have occurred</p>	<p>Pilots are advised to avoid <u>campground area unless safe landings cannot be completed on the beach.</u></p> <p><u>If necessary, avoid</u> spectators and kites when approaching the large campground area. Reinforced during site orientations, on kiosks, and online.</p>	<p>jwh↓ wh</p>
<p><b>FAA Recognition and Communication</b></p> <ul style="list-style-type: none"> <li>• Are there other flight operations in the area? <ul style="list-style-type: none"> <li>○ general aviation</li> <li>○ commercial aviation</li> <li>○ agricultural aviation</li> </ul> </li> <li>➔ If any other flight operations occur in the area, interference mitigation should be described</li> <li>• Has the local FAA office been advised in writing of glider flight activities?</li> <li>• Are NOTAMs published for this site?</li> <li>• Are there conflicts with Terminal Controlled Flight areas (TCA)?</li> <li>• Are there potential conflicts with general aviation airports and landing patterns (non-controlled)?</li> <li>• Are all tandem and towing operations in compliance with FAA rules and regulations?</li> <li>• Have there been any incidents or accidents involving FAA non-compliance or other flight operations in the area of this site?</li> </ul>	<p>Seaplanes fly over the bluff, but at altitudes above what is possible for our gliders.</p> <p>Towing is not allowed in the state park.</p> <p><u>There are no other flight operations in the area.</u></p> <p>There have been no conflicts or incidents at this site.</p>	<p><u>Chapter will re-evaluate if/when other flight operations develop.</u></p> <p><del>Chapter members will discuss if/how to communicate with FAA regarding flights around this remote site.</del></p>	<p>jwh↓ wh</p>

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Risk Identification (Examples – Feel free to identify your own!)	Risk Detail & Risk Assessment	Risk Mitigation	Sign Off
<p><b>Organized Events</b></p> <ul style="list-style-type: none"> <li>• Does your Chapter have any organized events at this site? Such as: <ul style="list-style-type: none"> <li>○ club meetings, picnics or parties</li> <li>○ fly-ins or demo days</li> <li>○ ACE events or sanctioned competitions</li> <li>○ public demonstrations</li> </ul> </li> <li>• Is there a Flight Safety Coordinator designated for all flying events?</li> <li>• Are spectator areas and vehicle parking areas clearly defined, designated and enforced?</li> <li>• Are recommended clearances between flight operations and spectator areas marked, maintained and enforced?</li> <li>• Are tie-down systems available and in-use for organized events?</li> <li>• Are flight simulators or other demonstration equipment under direct supervision at all times until disassembled?</li> <li>• Are First Aid – First Responder resources on site and available?</li> <li>• Have there been any incidents or accidents during organized Chapter-sponsored events?</li> </ul>	<p>There are no organized flying events at this site.</p> <p>We do host <del>our</del> annual re-pack clinic, <u>and our annual meeting</u>, in <del>one of</del> the historic buildings each winter.</p> <p>There have been no incidents.</p>	<p>Due to the limited number of pilots within driving distance of this remote site, no organized flying events are planned.</p> <p>The park is well-equipped to handle visiting groups. And they appreciate our business.</p>	<p><del>jwh</del> <del>wh</del></p>

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<p><b>Safety Officer</b></p> <ul style="list-style-type: none"> <li>• Do your Bylaws clearly define the responsibilities of the Safety officer (can be a Director, Coordinator, or other title)? Such as: <ul style="list-style-type: none"> <li>○ Risk Assessment and Risk Mitigation Plan</li> <li>○ Incident Reporting process and follow-up</li> <li>○ Oversight of Site-Event Management Plans</li> <li>○ Access to historical data for informing site guidelines and rules</li> <li>○ Authority to close a site due to hazardous conditions or situations</li> <li>○ Authority to restrict flight operations of a single pilot if necessary to avoid potential accidents</li> </ul> </li> <li>• Does your Chapter have a copy of USHPA's Risk Management Plan with Appendix A, Recommended Operating Guidelines?</li> <li>• Does your Chapter have appropriate documentation in place for: <ul style="list-style-type: none"> <li>○ Risk Mitigation Plan</li> <li>○ Incident Reporting</li> <li>○ policy/procedure to close a site due to hazardous conditions or situations</li> <li>○ policy/procedure to restrict flight operations of a single pilot if necessary to avoid potential accidents</li> </ul> </li> </ul>	<p>Our bylaws do not currently define the responsibilities of the safety officer.</p> <p>Our chapter does have a copy of USHPA's risk management plan</p> <p>Our chapter does not yet have appropriate documentation in place for incident reporting, nor procedures to close a site or restrict flight operations.</p>	<p>The <u>club will consider an update to its bylaws at the next annual meetingsafety officer will submit an update to our bylaws at the next annual meeting.</u></p> <p>Our chapter is constantly discussing the risk management plan. We are also discussing the potential to restrict or close flight operations.</p> <p><u>Flights will be evaluated, and chapter members couniled by chapter officers, including the safety director, if an incident occurs.</u></p>	<p>jwh↓ wh</p>

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<p><b>Information Communication</b></p> <ul style="list-style-type: none"> <li>• Are flying site rules and guidelines clearly and appropriately communicated? This could be through one or more of the following: <ul style="list-style-type: none"> <li>○ web site</li> <li>○ video</li> <li>○ signage on site</li> <li>○ paper hand-outs</li> <li>○ designated members (site administrator, sponsor, guide)</li> <li>○ other</li> </ul> </li> <li>• Are flying site parameters and requests clearly and appropriately communicated (to spectators and pilots) through signage, physical markings, barriers, etc.?</li> <li>• Is contact information for the chapter site coordinator available at the site?</li> <li>• How can members and spectators provide input and suggestions to the site management team?</li> <li>• How is the Emergency Action Plan communicated?</li> </ul>	<p>We have clear rules and guidelines.</p> <p>The state park staff has helped define and approve our flying parameters.</p> <p>Signage is in place, including contact information.</p> <p>The state park has a clear and comprehensive Emergency Action Plan.</p>	<p>Rules and guidelines are updated annually, and communicated via:</p> <p>Site orientation</p> <p>Onsite kiosks</p> <p>Informations at park office</p> <p>On our website</p> <p>Ongoing, during the limited flying days at this site, by our chapter members.</p> <p>Members make suggestions and provide input during the annual meeting.</p>	<p>jwh</p>

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<p><b>Training and Experience</b></p> <ul style="list-style-type: none"> <li>• Is USHPA membership required to fly at this site?</li> <li>• Does training take place at the site? If so, are USHPA training guidelines followed?</li> <li>• Does the site require a specific pilot proficiency rating / special skills? Do the ratings reflect the launch and landing zone requirements?</li> <li>• How are pilot rating/special skill requirements verified? Some possible methods: <ul style="list-style-type: none"> <li>○ sticker</li> <li>○ txt message (719-387-4571)</li> <li>○ web site (ushpa.org/m/#####)</li> <li>○ PDF USHPA member card</li> <li>○ designated members (site admin, sponsor)</li> </ul> </li> <li>• How is site access limited to only those pilots with verified appropriate rating/special skills? <ul style="list-style-type: none"> <li>○ all members</li> <li>○ designated members (site administrator, sponsor, guide)</li> <li>○ other</li> </ul> </li> <li>• How does the chapter encourage and enable appropriate training and experience for all pilots flying at this site?</li> </ul>	<p>USHPA membership is required.</p> <p>Training does not take place at this site.</p> <p>As popularity grows, more visiting pilots may try to fly this site.</p> <p><u>We have rated the site as P-3, or P-2 with an instructor of observer present.</u></p>	<p>Flight rules indicate pilots must make their USHPA membership available to park staff upon request.</p> <p>Site guidelines list cliff launch and restricted landing field as required special skills for flying this site.</p> <p>The safety officer and site liaisons evaluate pilot proficiency and recommend alternate sites for lower-skilled pilots.</p> <p>Chapter members recommend local instructors to help educate and train lower-skilled pilots who present a risk at this site.</p> <p><del>This chapter is considering rating the site, requiring membership and/or site orientation as requirements to getting a sticker.</del></p>	<p>jwh</p> <p>jwh</p>

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<p><b>Emergency Action Plan</b></p> <ul style="list-style-type: none"> <li>Is the site Emergency Action Plan documented and communicated? Example methods: <ul style="list-style-type: none"> <li>web site</li> <li>signage on site (launch and LZ)</li> <li>paper hand-outs</li> <li>designated members</li> </ul> </li> <li>Is there a documented protocol for filing incident reports?</li> <li>Have local emergency responders been notified of flying site location and methods of access?</li> <li>What first responder resources are available on-site? Some possible options: <ul style="list-style-type: none"> <li>first aid kit</li> <li>direct phone numbers of emergency services</li> <li>landline telephone (e.g., pay phone)</li> <li>no-fly tarp/flag</li> </ul> </li> <li>Does the chapter sponsor First Aid and CPR training for members? How often?</li> <li>Have there been any incidents or accidents at this site using your Emergency Action Plan?</li> </ul>	<p>WA state parks has a complete EAP.</p> <p>Our chapter completed a comprehensive review and submission in order to gain approval to fly at this site.</p> <p>State park requires first aid training of staff.</p> <p>1 out of 7 chapter members are instructors, with first aid training.</p>	<p>Our chapter will evaluate the need to add to the state park plan with specific items related to our sport.</p> <p>We are installing a locker at the north launch site, to include: First aid kit Other Emergency equipment</p> <p>No incidents have occurred using the EAP.</p>	<p>jwh</p>
<p><b>Tandem Flying</b></p> <ul style="list-style-type: none"> <li>How is compliance with the USHPA FAA Tandem Exemption monitored and enforced?</li> <li>Are all participants issued a 30 day student membership, or confirmed to possess a current USHPA membership?</li> <li>What is the clearance around the take off area: <ul style="list-style-type: none"> <li>in front (for tandem pilots)? (75 feet)</li> <li>behind? (30 feet)</li> <li>to the sides? (30 degrees)</li> </ul> <p>➔ If any clearance is less than noted, collision avoidance mitigation (for obstacles or spectators) should be described</p> </li> <li>Have there been any incidents or accidents involving tandems at this site?</li> </ul>	<p>Tandems are not currently done at this site</p> <p>No incidents have occurred.</p>	<p>We will address if/when tandems occur.</p>	<p>jwh wh</p>

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<p><b>Towing</b></p> <ul style="list-style-type: none"> <li>• If towing operations occur at the site, indicate all types: <ul style="list-style-type: none"> <li>○ aircraft</li> <li>○ boat</li> <li>○ scooter</li> <li>○ static line</li> <li>○ truck</li> <li>○ winch</li> <li>○ other</li> </ul> </li> <li>• List each towing vehicle used (Year, Manufacturer, Make, Model, Owner)</li> <li>• Does every tow operator have the relevant USHPA towing appointments?</li> <li>• Is there a written schedule for maintenance of all towing equipment and associated line and hardware?</li> <li>• Does the Chapter verify that the towing equipment maintenance is up-to-date?</li> <li>• Are there towing-specific risks at this site? For example: <ul style="list-style-type: none"> <li>○ fuel storage</li> <li>○ equipment maintenance</li> <li>○ licensing of operation</li> <li>○ site access</li> </ul> </li> <li>• Is the clearance around the towing area sufficient: <ul style="list-style-type: none"> <li>○ in front?</li> <li>○ behind?</li> <li>○ to the sides?</li> <li>○ overhead?</li> </ul> </li> <li>• For aero-towing operations: How is compliance with the USHPA FAA Towing Exemption monitored and enforced at the site?</li> <li>• Have there been any incidents or accidents involving towing at this site?</li> </ul>	<p>Towing is not currently done at this site.</p> <p>No incidents have occurred.</p>	<p>We will address if/when towing occurs.</p>	<p>jJwh</p>

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Risk Identification (Examples – Feel free to identify your own!)	Risk Detail & Risk Assessment	Risk Mitigation	Sign Off
<p><b>Glider Tie Down Systems</b></p> <ul style="list-style-type: none"> <li>• Are glider tie-down systems needed at this site (in either the setup or teardown areas)? Possible reasons to require: <ul style="list-style-type: none"> <li>○ dust devils</li> <li>○ gusty winds</li> <li>○ insufficient clearance from vehicles</li> <li>○ insufficient clearance from spectators</li> </ul> </li> <li>• If tie-downs are available, how are they communicated to pilots?</li> <li>• If tie-downs are available, how are pilots encouraged to make use of them?</li> <li>• Have there been any incidents or accidents involving loose gliders at this site?</li> </ul>	<p>N/A</p> <p>Hang gliders are not allowed, as per WA state parks.</p>	<p>N/A</p>	<p>jwh wh</p>
<p><b>Other Risk Considerations</b></p> <ul style="list-style-type: none"> <li>• Are there any other risks or hazards associated with this site? For example: <ul style="list-style-type: none"> <li>○ man-made risks</li> <li>○ natural hazards</li> <li>○ environmental risks</li> <li>○ external events/forces</li> <li>○ weather conditions</li> <li>○ potential risks of impact</li> <li>○ vulnerability</li> </ul> </li> <li>• Are there any possible risks due to local response?</li> <li>• Are there preventative measures that can be implemented immediately?</li> <li>• Have there been any incidents or accidents in the past at this site? If so, what actions, systems, communications, etc. could have mitigated those outcomes?</li> <li>• List any facilities owned by the chapter at this site (such as club house, storage shed, wind sock tower, launch ramp, towing equipment)</li> </ul>	<p>The cliffs are hazardous.</p> <p>Mini wings <del>would</del> present an added hazard at these small bluff sites.</p>	<p>All chapter members are diligent in warnings to visiting pilots.</p> <p>The hazards are listed on kiosks at each launch site, on our website, and stated during site orientations.</p> <p>This site is rather remote, and flyable on a limited number of days.</p> <p>Chapter members meet regularly with park staff to discuss safety and how to minimize risks to pilots and other park visitors.</p> <p>Our chapter board agreed to prohibit Mini wings when other gliders are present.</p>	<p>jwh</p>

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