



USHPA RISK ASSESSMENT WORKSHEET

Hang Gliding / Paragliding Site

The United States Hang Gliding & Paragliding Association • www.ushpa.aero • info@ushpa.aero

Flying Site Name:	Dry Canyon		
Site Location: (Closest City, State)	Alamogordo NM	Annual/ Last Assessment Revision Date:	05/04/2020
Primary Launch GPS Coords: (DD.DDDD, -DD.DDDD)	HG launch 32.927172° -105.885840° PG launch 32.925986° -105.883702°	Primary LZ GPS Coords: (DD.DDDD, -DD.DDDD)	32.928334° -105.945127°
Site Requirements: examples: H3, P3, H3 w/ CL	H/P3 or H/P2 with an instructor present		
Site Type: examples: Coastal Cliff, High Alt, Mt Thermal, Eastern Ramp	Mt Thermal		
Site Guide Link: https://www.link.com	http://rgsa.info/SiteInfo/DryCanyon/DryCanyon.htm		
Site Guide Review Login: (if protected)	n/a	Site Guide Review Password: (if protected)	n/a
Chapter #:	41		
Chapter/Club Name:	Rio Grande Soaring Association, Inc.		
Name of Safety Coordinator:	Robin Hastings		
Name of Site Coordinator: (for chapter)	Stephen T. Crye		

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For Risk Management Information & Process Instructions see: [START HERE: USHPA RISK MANAGEMENT PROGRAM](#)

Quick Risk Management Plan Steps outline:

1. Review the **Chapter Risk Management Training Videos & Training Materials** on <http://ushpa.vizigy.com>
2. Create / Update **Chapter Managed Sites and Site Locations List Table**
 - a. Update **Chapter Managed Site Additional Insured Landowner Table** and associate to Site Locations
3. **Create Site Maps** to be used in this assessment and Site Guides. Site Maps to include the setup, launch, teardown and landing areas, including use zones & measurements (to compare to guidelines) and include in Risk Assessment & Site Guide document.
4. **Risk Assessment and Mitigation** sections of Worksheet: Identify all possible risks. Evaluate from the perspective of spectators, visiting pilots, inexperienced and experienced pilots. Analyze all risks and determine the vulnerabilities.
 - a. **Note significant risks under Risk Detail and Risk Assessment.**
 - b. For each risk noted, **determine steps, actions, signs if necessary to mitigate the risk and document under “Risk Mitigation.”**
5. **Create Risk Mitigation Plans** in section of this worksheet for actions to be implemented if not in place and follow-through on any actions or other mitigation activities identified in your Risk Assessments and Action Plan, such as signage or preventative measures.
6. **Create / Update Site Guide** and update rules/regulations/protocols /site guides to be reflective of risks.
7. **Communication**
 - a. **Publish your Site Guide** and any rules/regulations/protocol guides, so all users of the flying site are aware of them
 - b. **Publish your Risk Management Plan** to be available to Chapter Members
8. **Accident Investigations and feedback** findings to your Risk Assessment Worksheet & Site Guide if actions are required
9. **Submission – Upload during Chapter Application/ Renewal** (Annually) or send directly to USHPA or RRRG contact for updates after upload

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Site Maps and Use Zones: Site overview maps

The main launch faces southwest over the Tularosa Basin and is at the center of a huge bowl formed by the Sacramento Mountains. View here is to the east with the 10,000' MSL summit of the Sacramento ridge in the far background.



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View just northwest from launch. The green arrow points to our 5 acre LZ.



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Risk Identification (Examples – Feel free to identify your own!)	Risk Detail & Risk Assessment	Risk Mitigation	Sign Off
Road or Trail Access <ul style="list-style-type: none"> What type of road access is there (4WD, paved, public, etc.)? What type of trails are used to access site features? Are roads and trails used to access the site secured using gates or locks? Should they be? Does access to roads/trails need to be restricted or monitored? Are there potential conflicts between pedestrians and vehicles (pilots or spectators)? How do emergency vehicles access site areas? Is signage needed? Have there been any incidents or accidents involving vehicles at this site? 	~ The road to launch requires a very sturdy 4x4 ~ From the HG launch, a short trail leads down to the PG launch ~ There are no restrictions or monitoring regarding the road or trail ~ There are no problems with spectators; the area is remote. There have not been any incidents or accidents involving pedestrians at this site. ~ Emergency vehicles can access the site via (4) wheel drive, or helicopter ~ No signage is needed ~ There have been no incidents or accidents involving vehicles	Do not attempt in anything other than the most sturdy, high-clearance 4x4.	
Vehicle Parking Area <ul style="list-style-type: none"> Is there a designated parking area for vehicles? What is the clearance between vehicles and: <ul style="list-style-type: none"> Setup? Are gliders in setup area secured? Launch? Landing area? Teardown area? Are gliders in teardown secured? ➔ If any clearance is less than 50 feet, mitigation should be described Are tie-downs needed? Is signage needed? Have there been any incidents or accidents involving vehicles in the parking area at this site? 	~ A wide spot in the dirt road near the HG launch is used for parking. ~ At the HG launch, about 100 feet separate the launch and tie-downs from the vehicles. ~ In the LZ, vehicles cannot access the LZ; there is a parking area separated by a ditch. There are no tie-downs in the LZ. ~ Tie downs at launch are needed in strong conditions ~ No signage is needed ~ No incidents or accidents involving vehicles in the parking area have been reported	Leave room for traffic on the road.	

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Spectator Areas <ul style="list-style-type: none"> • What is the clearance between spectators and: <ul style="list-style-type: none"> ○ Setup? Are gliders in setup area secured? ○ Launch? ○ Landing area? ○ Teardown area? Are gliders in teardown secured? ➔ If any clearance is less than 50 feet, mitigation should be described • Are tie-downs needed? • Are spectators allowed in areas with gliders without an escort? Should they be? • How are spectator limitations communicated and enforced? • Are barriers needed? • Is signage needed? • Have there been any incidents or accidents involving spectators at this site? 	<p>~ Non-pilot Spectators at launch are rare due to the remote location. The LZ is a large City park and people enjoy watching landings, but the park is larger than two football fields and there are no conflicts.</p> <p>~ There is no need for security at Launch</p> <p>~ In the LZ, pilots remain with HG/PG until packed up and transported to vehicles</p> <p>~ The LZ is a city park and open to all public</p> <p>~ A ditch separates the huge grassy LZ from the roads and parking</p> <p>~ No barriers are needed or permitted</p> <p>~ No signage is needed or permitted</p> <p>~ There have never been any incidents or accidents involving spectators at this site.</p>	<p>Spectators are cautioned to remain at least 100' away</p> <p>~ If non-pilots are present in the huge LZ, pilots land more than 100' away</p>	

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Potential Obstacles <ul style="list-style-type: none"> • Which potential obstacles are present at the site: <ul style="list-style-type: none"> ○ wires ○ towers ○ lake or river ○ ocean ○ forest or trees ○ large rocky areas ○ other • What is the clearance between potential obstacles and: <ul style="list-style-type: none"> ○ launch? (50 feet) ○ landing area? (100 feet) ○ planned flight path? (75 feet) ➔ If any clearance is less than noted distance, collision avoidance mitigation should be described • Is the clearance sufficient? • Are potential obstacles marked? • Is signage needed? • Have there been any incidents or accidents involving overhead obstacles at this site? 	~ The HG launch is a rocky cliff launch with a small concrete ramp. The PG launch is a beautiful by desert standards, free from rocks and snags and with an ideal slope. ~ There are no obstacles in the LZ within more than .5 miles ~ There are no obstacles after launching; the launch is a cliff/steep ridge and within seconds the pilot has 1000+ feet of clearance ~ No signage is needed or permitted ~ There have not been any incidents or accidents involving overhead obstacles at this site.	There can be ramp suck on the HG launch, and there is a tendency for the left wing to come up. Nose Wire assistance is required.	

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Launch Areas <ul style="list-style-type: none"> • What is the clearance around the take-off area: <ul style="list-style-type: none"> ○ in front (for solo pilots)? (50 feet) ○ in front (for tandem pilots)? (75 feet) ○ behind? (30 feet) ○ to the sides? (30 degrees) ➔ If any clearance is less than noted, collision avoidance mitigation (for obstacles or spectators) should be described • Are there ground obstructions (trip/fall hazards)? • Is the launch area clearly marked? Does it need to be? • Are there appropriate/adequate tie-downs? • Are the site regulations and launch requirements clearly communicated to all pilots and spectators? How? • Are there launch assistant qualifications and equipment guidelines communicated? How? • Are spectator areas delineated and communicated? How? • Is signage needed? • Are there First Aid – First Responder resources? • Have there been any incidents or accidents involving obstacles, obstructions, vehicles or people on launch at this site? 	~ HG Clearance front 20 feet to cliff ~ HG Clearance behind 100 feet to dirt road ~HG Clearance sides 50 feet to rocky outcrop/bushes. ~ PG clearance front 50 meters to gradual drop off ~ PG clearance behind 20 feet to benign bushes ~ PG clearance sides 30 feet to benign bushes ~ No trip hazards at launch ~ HG concrete launch ramp is obvious ~ There are 6 HG tie downs ~ Pilots are typically guided on 1 st flight and are encouraged to read the site guide. Spectators are rare and when present, typically observe from a vantage point on the ridge 200' away. ~ HG pilots are responsible for determining if nose wire assistants are competent. ~ Launch is on Forest Service land; signage is not permitted. ~ Site is wild and remote and all first aid is the responsibility of the pilots and drivers ~ There have been no incidents or accidents involving obstacles, obstructions, vehicles or people on launch.	HG concrete ramp has painted warning about danger of falling off the cliff.	

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Landing Zones <ul style="list-style-type: none"> • What is the clearance around the landing area and: <ul style="list-style-type: none"> ○ ground personnel ○ vehicles ○ structures ○ active roads/trails ○ spectators If any clearance is less than 50 feet, collision avoidance mitigation should be described • Are there ground obstructions (trip/fall hazards)? • Is the landing area clearly marked? Does it need to be? • Are there appropriate/adequate tie-downs? • Are the site regulations and landing requirements clearly communicated to all pilots and spectators? How? • Are spectator areas delineated and communicated? How? • Are there guidelines regarding ground handling (kiting) in the LZ area? • Are there appropriate wind indicators? • Is signage needed? • Are there First Aid – First Responder resources? • Have there been any incidents or accidents involving obstacles, obstructions, vehicles or people in the landing area at this site? 	~ The LZ is a > 5 acre grassy field that sees very little pedestrian traffic. It is not accessible by vehicles. There are no structures within 0.5 miles of the LZ. ~ There are no ground obstructions (trip/fall hazards) ~ The LZ is huge and obvious ~ No tie-downs are permitted in the LZ ~ Pilots are typically guided on 1st flight and are encouraged to read the site guide. Spectators consist mostly of people walking dogs along the perimeter of the LZ ~ There are no spectator areas ~ There are no restrictions or guidelines regarding kiting in the park, other than standard USHPA practices ~ The RGSA maintains a large permanent airport quality wind sock on the south end of the LZ ~ No signage is needed ~ All first aid is the responsibility of the pilots and drivers. However, the city hospital is one mile distant ~ There have been no incidents or accidents involving obstacles, obstructions, vehicles or people in the landing area	If people are in the park when pilots are landing, there is plenty of room in the > 5 acre park to avoid them.	

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Other Activities in Area <ul style="list-style-type: none"> • Is the site open to the general public? • Do other activities occur in the same area? Such as: <ul style="list-style-type: none"> ○ radio controlled (RC) aircraft ○ model rocketry ○ skeet shooting ○ kite flying ➔ If any other activity occurs, mid-air mishap mitigation should be described • Is signage needed? • Have there been any incidents or accidents involving other activities at this site? 	~The launch is on Forest Service land and occasionally sees people enjoying driving 4x4 in back country. ~ The LZ is a city park with occasional pedestrian traffic ~ No signage is needed or permitted ~ No incidents or accidents involving other activities have occurred	If people are in park when pilots are landing, there is plenty of room in the > 5 acre park to avoid them.	
FAA Recognition and Communication <ul style="list-style-type: none"> • Are there other flight operations in the area? <ul style="list-style-type: none"> ○ general aviation ○ commercial aviation ○ agricultural aviation ➔ If any other flight operations occur in the area, interference mitigation should be described • Has the local FAA office been advised in writing of glider flight activities? • Are NOTAMS published for this site? • Are there conflicts with Terminal Controlled Flight areas (TCA)? • Are there potential conflicts with general aviation airports and landing patterns (non-controlled)? • Are all tandem and towing operations in compliance with FAA rules and regulations? • Have there been any incidents or accidents involving FAA non-compliance or other flight operations in the area of this site? 	~ There is a helipad at the City Hospital. ~ The local FAA office has not been advised in writing of glider flight activities ~ NOTAMS are not published for this site ~ There are no conflicts with Terminal Controlled Flight areas (TCA) ~ There are no potential conflicts with general aviation airports and landing patterns (non-controlled) ~ Towing is not permitted or conducted ~ The rare tandem flights comply with FAA and USHPA regulations	We call the hospital to let them know when we are using the LZ, so that helicopter pilots can see and avoid	

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Organized Events <ul style="list-style-type: none"> • Does your Chapter have any organized events at this site? Such as: <ul style="list-style-type: none"> ○ club meetings, picnics or parties ○ fly-ins or demo days ○ ACE events or sanctioned competitions ○ public demonstrations • Is there a Flight Safety Coordinator designated for all flying events? • Are spectator areas and vehicle parking areas clearly defined, designated and enforced? • Are recommended clearances between flight operations and spectator areas marked, maintained and enforced? • Are tie-down systems available and in-use for organized events? • Are flight simulators or other demonstration equipment under direct supervision at all times until disassembled? • Are First Aid – First Responder resources on site and available? • Have there been any incidents or accidents during organized Chapter-sponsored events? 	<p>~ There are two Chapter Fun Fly events held each year. Pilots are not charged, but are encouraged to join the RGSA and contribute for the food and beverage</p> <p>~ A Flight Safety Coordinator is designated for the events</p> <p>~ There are no spectator areas. Non-pilot Spectators at launch are rare due to the remote location. The LZ is a large City park and people enjoy watching landings, but the park is larger than two football fields and there are no conflicts. Vehicular access to the LZ is not possible because of the ditch.</p> <p>~ There are 6 tie-downs at launch. Tie-downs are not permitted in the LZ; pilots stay by gliders until packed up and moved off the LZ</p> <p>~ All first aid is the responsibility of the pilots and drivers. However, the city hospital is one mile distant</p> <p>~ The site has been flown since the earliest days of HG in the 70's and there have been several accidents and at least one fatality. However, none have occurred during events.</p>	<p>Daily safety briefings are provided by Chapter Officers, and by experienced pilots at launch. Pilots check each other prior to launch. Pilots and drivers use USHPA frequency 151.925 for communication. Pilots going XC typically are equipped with Garmin inReach.</p>	

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Safety Officer (Annual Review) <ul style="list-style-type: none"> • Do your Bylaws clearly define the responsibilities of the Safety officer (can be a Director, Coordinator, or other titles)? Such as: <ul style="list-style-type: none"> ○ Risk Assessment and Risk Mitigation Plan ○ Incident Reporting process and follow-up ○ Oversight of Site-Event Management Plans ○ Access to historical data for informing site guidelines and rules ○ Authority to close a site due to hazardous conditions or situations ○ Authority to restrict flight operations of a single pilot if necessary to avoid potential accidents • Does your Chapter have a copy of USHPA's Risk Management Plan Program with Appendix A, Recommended Operating Guidelines? • Does your Chapter have appropriate documentation in place for: <ul style="list-style-type: none"> ○ Risk Mitigation Plan ○ Incident Reporting ○ policy/procedure to close a site due to hazardous conditions or situations ○ policy/procedure to restrict flight operations of a single pilot if necessary to avoid potential accidents 	~ RGSA Chapter Bylaws clearly define the responsibilities of the Safety officer. ~ RGSA Chapter has a copy of USHPA's Risk Management Plan Program with Appendix A, Recommended Operating Guidelines. ~ RGSA Chapter has appropriate documentation in place for: Risk Mitigation Plan, Incident Reporting, policy/procedure to close a site due to hazardous conditions or situations, policy/procedure to restrict flight operations of a single pilot if necessary to avoid potential accidents.		

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Information Communication <ul style="list-style-type: none"> • 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"> ○ website ○ video ○ signage on site ○ paper hand-outs ○ designated members (site administrator, sponsor, guide) ○ other • Are flying site parameters and protocol clearly and appropriately communicated (to spectators and pilots) through signage, physical markings, barriers, etc.? • Is contact information for the chapter site coordinator available at the site? • How can members and spectators provide input and suggestions to the site management team? • How is the Emergency Action Plan communicated? • Have efforts been made to claim ownership of internet information with pointers back to your Chapter as the primary information source that takes precedence if on Google Maps, Paragliding Map, Paragliding Earth, or other online site guides? 	~ Flying site rules and guidelines are clearly and appropriately communicated through our website and designated members. The site is remote and monitoring site other than when flown by our club members would be difficult. ~ Flying site parameters and protocol are verbally communicated to spectators and pilots. Landowners do not permit barriers or signs ~ Contact information for the chapter site coordinator is not available at the site other than through contact via the Chapter website ~ Members can provide input and suggestions to the site management team via email, cell phone, or text. ~ Spectators are rare and when present are instructed verbally ~ The EAP is communicated through our site guide on our website. ~ Internet information is exclusively controlled and owned by the RGSA. Pages have RGSA logos and links to the RGSA home page.		

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<p>Experience & Skills required to fly the site safely</p> <ul style="list-style-type: none"> List the pilot skill sets required to fly the site safely. Does the site require a specific pilot proficiency rating / special skills? Cliff, ramp launch, thermal, turbulence, . . . Is USHPA membership & ratings required to fly at this site? Each site should have recommended or required USHPA ratings Do the site ratings reflect the launch and landing zone requirements? Why did Site receive the rating? (Is the site a Green Circle run or a triple Black Diamond and why it was rated that) How are pilot rating/special skill requirements verified? Some possible methods: <ul style="list-style-type: none"> sticker text message (719-387-4571) website (ushpa.org/m/#####) PDF USHPA or Chapter Member card designated members (site admin, sponsor) How is site access limited to only those pilots with a verified appropriate rating/special skills? <ul style="list-style-type: none"> all members designated members (site administrator, sponsor, guide) other How does the chapter encourage and enable appropriate pilot experience for flying at this site? Does training take place at the site? If so, are USHPA training guidelines followed? 	<p>~ All pilots must contact the RGSA in order to fly this site and use the landing zone. Only RGSA members and their guests may use the LZ per rules set by the City of Alamogordo. First time pilots must be guided as the site has hazards.</p> <p>~ H/P3 (H/P2 with instructor present). Turbulence and thermal strength depend on the time of year and time of day; condition range from glass-off to extreme. No special skills signoffs are required because of the wide range of conditions.</p> <p>~ Site ratings reflect the launch; the LZ is suitable for H/P1 training. The HG launch is a tricky cliff launch. The PG launch is fairly easy as desert mountain launches go, but coastal pilots could have their hats handed to them without a guide.</p> <p>~ We verify ratings by asking to see the USHPA card, or failing that, lookup by number. FYI the launch is on public land and neither we nor USHPA have any legal power to restrict who files from it. We inform and advise; we do not physically enforce if pilots not meeting the requirements still chose to fly.</p> <p>~ There are no USHPA instructors within a 350 mile radius of Dry Canyon</p>		

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Emergency Action Plan <ul style="list-style-type: none"> • Is the site Emergency Action Plan documented and communicated? Example methods: <ul style="list-style-type: none"> ○ website ○ signage on site (launch and LZ) ○ paper hand-outs ○ designated members • Is there a documented protocol for filing incident reports? • Have local emergency responders been notified of flying site location and methods of access? • What first responder resources are available on-site? Some possible options: <ul style="list-style-type: none"> ○ first aid kit ○ direct phone numbers of emergency services ○ landline telephone (e.g., pay phone) ○ no-fly tarp/flag • Does the chapter sponsor First Aid and CPR training for members? How often? • Have there been any incidents or accidents at this site using your Emergency Action Plan? 	<p>~911 is used in an emergency, or, if pilots subscribe to GEOS Extreme, SAR may be summoned via the inReach SOS button. There is a hospital with a helicopter pad less than one mile from the LZ. The launch is on remote forest service land.</p> <p>~ No 1st responder resources are available.</p> <p>~ The City of Alamogordo is aware of our landing operations. The launch is remote and there is no designated emergency responder serving the launch. 911 or GEOS SAR would coordinate with the closest responder, which might vary from day to day</p> <p>~ There have not been any incidents or accidents at this site using our Emergency Action Plan.</p> <p>~ The RGSA does not sponsor any First Aid or CPR training</p> <p>~ There have been no incidents or accidents at this site subsequent to the creation of the EAP</p>	<p>EAP is being updated on the Chapter Website</p>	
Tandem Flying <ul style="list-style-type: none"> • How is compliance with the USHPA FAA Tandem Exemption monitored and enforced? • Are all participants issued a 30-day student membership, or confirmed to possess a current USHPA membership? • What is the clearance around the take-off area: <ul style="list-style-type: none"> ○ in front (for tandem pilots)? (75 feet) ○ behind? (30 feet) ○ to the sides? (30 degrees) <p>➔ If any clearance is less than noted, collision avoidance mitigation (for obstacles or spectators) should be described</p> • Have there been any incidents or accidents involving tandems at this site? 	<p>~ There have not been tandem flights here for at least the past 5 years. There is no interest in tandem in southern NM, and there are no local qualified tandem operators.</p> <p>~ There have not been any incidents or accidents involving tandems at this site.</p>		

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Towing <ul style="list-style-type: none"> • If towing operations occur at the site, indicate all types: <ul style="list-style-type: none"> ○ aircraft ○ boat ○ scooter ○ static line ○ truck ○ winch ○ other • List each towing vehicle used (Year, Manufacturer, Make, Model, Owner) • Does every tow operator have the relevant USHPA towing appointments? • Is there a written schedule for maintenance of all towing equipment and associated line and hardware? • Does the Chapter verify that the towing equipment maintenance is up-to-date? • Are there towing-specific risks at this site? For example: <ul style="list-style-type: none"> ○ fuel storage ○ equipment maintenance ○ licensing of operation ○ site access • Is the clearance around the towing area sufficient: <ul style="list-style-type: none"> ○ in front? ○ behind? ○ to the sides? ○ overhead? • For aero-towing operations: How is compliance with the USHPA FAA Towing Exemption monitored and enforced at the site? • Have there been any incidents or accidents involving towing at this site? 	~ Towing is impossible at launch, and not permitted in the LZ by the City of Alamogordo		

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Glider Tie Down Systems <ul style="list-style-type: none"> • 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"> ○ dust devils ○ gusty winds ○ insufficient clearance from vehicles ○ insufficient clearance from spectators • If tie-downs are available, how are they communicated to pilots? • If tie-downs are available, how are pilots encouraged to make use of them? • Have there been any incidents or accidents involving loose gliders at this site? 	~ 6 tie-downs are provided at launch. Tie-downs are not permitted in the LZ ~ Tie-downs are marked with bright ribbon that is periodically replaced ~ Pilots who do not use tie-downs are asked to use them ~ There has been zero incidents or accidents involving loose gliders at this site.		

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Environment & Other Risk Considerations <ul style="list-style-type: none"> What are the Minimum & Maximum allowed winds and maximum gust factor for the site? Explanations should be included if these numbers are high for the industry. Are there any other risks or hazards associated with this site or XC from this site? For example: <ul style="list-style-type: none"> man-made risks natural hazards environmental risks external events/forces weather conditions known venturi & rotor zones potential risks of impact vulnerability Time of year and time of day hazards Other risks typically included in site briefings Are there any possible risks due to local response? Are there preventative measures that can be implemented immediately? 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? Have there been any incidents or accidents in the past Year that warrant hazard updates to the Site Guide? List any facilities owned by the chapter at this site (such as clubhouse, storage shed, wind sock tower, launch ramp, towing equipment) 	<p>~ The site guide has the Minimum & Maximum allowed winds and maximum gust factor for the site http://rgsa.info/SiteInfo/DryCanyon/DryCanyon.htm</p> <p>~ The site has been flown since the earliest days of HG in the 70's and there have been several accidents and at least one fatality. In all cases the cause was pilot error. The only possible mitigation would be to not fly. Flying is not a safe activity.</p> <p>~ There have been no incidents or accidents in the previous 365 days</p> <p>~ Facilities consist of a LX permanent wind sock, the concrete launch ramp, and the tie-downs at launch.</p>		

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Mini / Speed Wing Provisions & Associated risks <ul style="list-style-type: none"> Are Mini/ Speed Wings flown at your site? Do you have Mini/ Speed Wing provisions in your site protocols? Provisions or Restrictions to consider: <ul style="list-style-type: none"> Required Glide Ratio from each Launch to each LZ Quantifiable terrain clearance limits to experience level. Acceptable flying conditions in conjunction with terrain clearance protocols including acceptable times of day to the season. Restrictions on Low Acrobatic Flying / Low Barrel Rolls / Swooping Distances from other pilots, observers, vehicles, structures, and other obstacles or areas Are there any other Mini/ Speed Wing risks or hazards associated with this site? Have there been any Mini / Speed Wing incidents or accidents in the past Year that warrant hazard updates to the Site Guide? 	Mini/Speed wings are not condoned at any chapter sites		
Annual Incidents & Accidents Review <ul style="list-style-type: none"> # of Incidents this past Year <u> 0 </u> # of Accidents this past Year <u> 0 </u> Has your Chapter Reviewed Accidents in this past year and prior years to determine if actions are required? 	~ We have an accident review agenda items at all Chapter meetings.	All pilots are asked and expected to have read the site guides.	

USHPA Risk Assessment Worksheet - Hang Gliding/Paragliding Flying Site

Risk Mitigation Plan Activities - to be implemented/ work in process

Risk Mitigation Plan Activities	Responsible Coordinators	Project Start	Est. Completion
None at this time. Fewer than 4 or 5 different pilots fly the site per year. So far, so good.			

Site Locations:

Attach & upload Chapter Managed Sites and Site Locations Table