



USHPA RISK ASSESSMENT WORKSHEET

Hang Gliding / Paragliding Site

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

Flying Site Name:	Panorama "PG Point"		
Site Location: <i>(Closest City, State)</i>	Talihina, OK	Annual/ Last Assessment Revision Date:	JANUARY 2021
Primary Launch GPS Coords: <i>(DD.DDDD, -DD.DDDD)</i>	<u>34.7925, -95.9036</u>	Primary LZ GPS Coords: <i>(DD.DDDD, -DD.DDDD)</i>	34.7955, -94.8875
Site Requirements: <i>examples: H3, P3, H3 w/ CL</i>	H2/P2		
Site Type: <i>examples: Coastal Cliff, High Alt, Mt Thermal, Eastern Ramp</i>	Mt Thermal, the launch is a gentle grass slope transitioning to a steep slope		
Site Guide Link: <i>https://www.link.com</i>	http://buffalomountainflyers.org/page/site_info.html		
Site Guide Review Login: <i>(if protected)</i>		Site Guide Review Password: <i>(if protected)</i>	
Chapter #:	106		
Chapter/Club Name:	Buffalo Mountain Flyers		
Name of Safety Coordinator:	Hadley Robinson		
Name of Site Coordinator: <i>(for chapter)</i>	Britton Shaw		

USHPA Risk Assessment Worksheet - Hang Gliding/Paragliding Flying Site

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

Quick Risk Management Plan Steps outline:

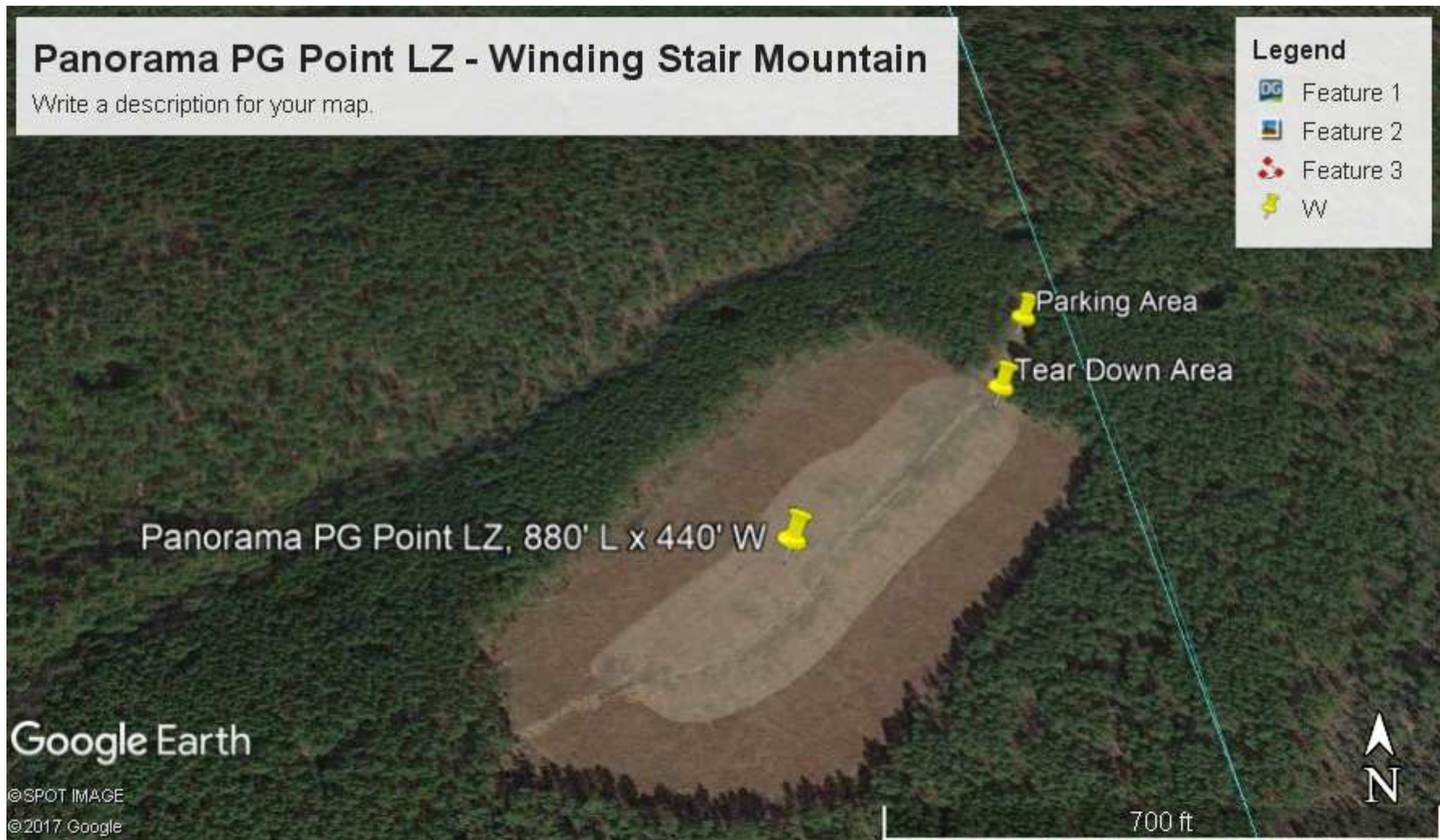
1. Review the **Chapter Risk Management Training Videos & Training Materials** on <http://ushpa.vizigy.com>
2. Create / Update **Chapter Managed Sites and Site Locations List Table**
 - a. Update **Chapter Managed Site Additional Insured Landowner Table** and associate to Site Locations
3. **Create Site 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

USHPA Risk Assessment Worksheet - Hang Gliding/Paragliding Flying Site

Site Maps and Use Zones:



USHPA Risk Assessment Worksheet - Hang Gliding/Paragliding Flying Site



USHPA Risk Assessment Worksheet - Hang Gliding/Paragliding Flying Site

106 – Panorama “PG Point”		Review/ Revision Date <u> 01/2021 </u>	
Risk Identification (Examples – Feel free to identify your own!)	Risk Detail & Risk Assessment	Risk Mitigation	Sign Off
<p>Road or Trail Access</p> <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? 	<p>Gravel Road – 2WD Cleared Trail Gate access Gate should be closed when entering and exiting No conflict between pedestrians/vehicles Emergency access thru gates Signs warn of liability, signs have log in waiver web address</p> <p>http://buffalomountainflyers.org/page/waiver.html</p> <p>No known incidents or accidents involving vehicles at this site.</p>	<p>None needed</p>	
<p>Vehicle Parking Area</p> <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? 	<p>Yes, designated parking Clearance set up = 60 feet Clearance launch = 100 feet Clearance landing = 300 feet No tie downs needed Signs warn of liability, signs have log-in waiver web address</p> <p>http://buffalomountainflyers.org/page/waiver.html</p> <p>No known incidents or accidents involving vehicles in parking areas</p>	<p>None needed</p>	

USHPA Risk Assessment Worksheet - Hang Gliding/Paragliding Flying Site

106 – Panorama “PG Point”		Review/ Revision Date ___ 01/2021 ___	
Risk Identification (Examples – Feel free to identify your own!)	Risk Detail & Risk Assessment	Risk Mitigation	Sign Off
<p>Spectator Areas</p> <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>Spectator Clearance Set up 50 feet Launch 75 feet Landing >100 feet Teardown > 100 feet</p> <p>There are no tie-downs needed Spectators are advised to have escorts Spectators are immediately contacted and restricted upon arrival. Asked to sign online waiver</p> <p>http://buffalomountainflyers.org/page/waiver.html</p> <p>No barriers required</p> <p>Signs posted with online waiver http://buffalomountainflyers.org/page/waiver.html</p> <p>No known incidents</p>	<p>None needed</p>	

USHPA Risk Assessment Worksheet - Hang Gliding/Paragliding Flying Site

106 – Panorama “PG Point”		Review/ Revision Date <u> 01/2021 </u>	
Risk Identification <small>(Examples – Feel free to identify your own!)</small>	Risk Detail & Risk Assessment	Risk Mitigation	Sign Off
<p>Potential Obstacles</p> <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? 	<p>Forest, Trees, Rocks</p> <p>Obstacle Clearance Launch 75 feet Landing 300 feet Flight path 100 feet</p> <p>Clearance is sufficient</p> <p>Obvious obstacles not marked</p> <p>Signs not needed</p>	<p>None needed</p>	

USHPA Risk Assessment Worksheet - Hang Gliding/Paragliding Flying Site

106 – Panorama “PG Point”		Review/ Revision Date ___ 01/2021 ___	
Risk Identification (Examples – Feel free to identify your own!)	Risk Detail & Risk Assessment	Risk Mitigation	Sign Off
<p>Launch Areas</p> <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? 	<p>Take-Off Clearance</p> <p>In front solo pilots 60 feet</p> <p>In front tandem pilots 75 feet</p> <p>Behind 100 feet</p> <p>Sides 90 degrees</p> <p>No ground obstructions</p> <p>Launch is groomed – no markings needed</p> <p>Appropriate tie-downs</p> <p>Launch assistants qualified by advance pilots</p> <p>Spectator areas specified upon arrival</p> <p>Signs are posted on launch</p> <p>No known incidents</p>	<p>None needed</p>	

USHPA Risk Assessment Worksheet - Hang Gliding/Paragliding Flying Site

106 – Panorama “PG Point” Review/ Revision Date 01/2021

Risk Identification (Examples – Feel free to identify your own!)	Risk Detail & Risk Assessment	Risk Mitigation	Sign Off
<p>Landing Zones</p> <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? 	<p>All clearance is > 50 feet</p> <p>Ground obstructions include the typical gopher mounds or small animal holes.</p> <p>Landing areas are well defined by pastures surrounded by forest</p> <p>Site regulations are established then communicated in writing.</p> <p>Appropriate wind indicators are in the LZ</p> <p>Cell service allows for 911 response</p> <p>No known incidents</p>	<p>None needed</p>	

USHPA Risk Assessment Worksheet - Hang Gliding/Paragliding Flying Site

106 – Panorama “PG Point”		Review/ Revision Date ___ 01/2021 ___	
Risk Identification (Examples – Feel free to identify your own!)	Risk Detail & Risk Assessment	Risk Mitigation	Sign Off
<p>Other Activities in Area</p> <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? 	<p>Launch site is restricted from the general public</p> <p>No other known air activities occur in the area</p> <p>No known incidents</p>	<p>None needed</p>	
<p>FAA Recognition and Communication</p> <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? 	<p>GA activities occur through this area although it is very infrequent</p> <p>Gliding activities has been reported and recorded with the FAA, including aviation sectional marking</p> <p>This site is located in a rural area and therefore does not typically interfere with other aviation activities.</p> <p>No known incidents</p>	<p>None needed</p>	

USHPA Risk Assessment Worksheet - Hang Gliding/Paragliding Flying Site

106 – Panorama “PG Point”		Review/ Revision Date ___ 01/2021 ___	
Risk Identification (Examples – Feel free to identify your own!)	Risk Detail & Risk Assessment	Risk Mitigation	Sign Off
<p>Organized Events</p> <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>The local gliding club hosts a few organized flying events throughout the year.</p> <p>A flight Safety Coordinator is designated for this activity</p> <p>During special events designated areas are communicated.</p> <p>Flight operations and spectator clearances are enforced by the organizers and all club members</p> <p>First-Aid resources are contacted before any event. 911 is available</p> <p>No known incidents</p>	<p>None needed</p>	

USHPA Risk Assessment Worksheet - Hang Gliding/Paragliding Flying Site

106 – Panorama “PG Point”		Review/ Revision Date ___ 01/2021 ___	
Risk Identification (Examples – Feel free to identify your own!)	Risk Detail & Risk Assessment	Risk Mitigation	Sign Off
<p>Safety Officer (Annual Review)</p> <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 	<p>BMF By-Laws State:</p> <p>Safety Officer – The Safety Officer will develop and maintain a risk mitigation plan for each of BMF’s flying sites, communicate safety concerns and recommend safety related projects to the BMF BOD, coordinate safety programs and activities between USHPA and BMF, and will be responsible for accident reporting to BMF BOD and USHPA. The Safety Officer is a voting member of the BMF BOD.</p> <p>The club has a copy of the Risk Management Plan and Recommended Operating Guidelines.</p> <p>The club has appropriate documentation for RMP and incident reporting</p> <p>Procedures are in place for closing a site due to hazardous conditions or situations</p>	<p>None needed</p>	

USHPA Risk Assessment Worksheet - Hang Gliding/Paragliding Flying Site

106 – Panorama “PG Point”		Review/ Revision Date <u> </u> 01/2021 <u> </u>	
Risk Identification (Examples – Feel free to identify your own!)	Risk Detail & Risk Assessment	Risk Mitigation	Sign Off
<p>Information Communication</p> <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? 	<p>Site rules and guidelines are clearly communicated via documentation, web site, social media, orally and on-site postings</p> <p>Social media has proven to be a beneficial platform for club members and club member feedback</p> <p>Mandatory check-in, pilots and spectators</p> <p>http://buffalomountainflyers.org/page/waiver.html</p>	<p>None needed</p>	

USHPA Risk Assessment Worksheet - Hang Gliding/Paragliding Flying Site

106 – Panorama “PG Point”		Review/ Revision Date <u> 01/2021 </u>	
Risk Identification <small>(Examples – Feel free to identify your own!)</small>	Risk Detail & Risk Assessment	Risk Mitigation	Sign Off
<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>USHPA membership along with a H2 or P2 rating plus special skills FL is required by the BMF to fly this site. Pilots must check in with the online waiver before flying</p> <p>http://buffalomountainflyers.org/page/waiver.html</p> <p>This site can be flown by H2 or P2 with instructor only. Once instructor determines H2 or P2 has the proper judgement and skill set they may sign off H2, P2 pilot.</p> <p>Training only by USHPA certified instructor per USHPA</p>	<p>None needed</p>	

USHPA Risk Assessment Worksheet - Hang Gliding/Paragliding Flying Site

106 – Panorama “PG Point”		Review/ Revision Date ___ 01/2021 ___	
Risk Identification (Examples – Feel free to identify your own!)	Risk Detail & Risk Assessment	Risk Mitigation	Sign Off
<p>Towing</p> <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? 	<p>No Current towing operations exist</p>		

USHPA Risk Assessment Worksheet - Hang Gliding/Paragliding Flying Site

106 – Panorama “PG Point”		Review/ Revision Date <u> 01/2021 </u>	
Risk Identification (Examples – Feel free to identify your own!)	Risk Detail & Risk Assessment	Risk Mitigation	Sign Off
<p>Glider Tie Down Systems</p> <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? 	<p>The set up or tear down areas are sufficiently sheltered and no tie downs are needed</p> <p>No known incidents</p>	<p>None needed</p>	

USHPA Risk Assessment Worksheet - Hang Gliding/Paragliding Flying Site

106 – Panorama “PG Point”		Review/ Revision Date ___ 01/2021 ___	
Risk Identification (Examples – Feel free to identify your own!)	Risk Detail & Risk Assessment	Risk Mitigation	Sign Off
<p>Environment & Other Risk Considerations</p> <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>P2 Minimum wind 5 mph Maximum wind <15 base with peak gust to 18 mph H2 Minimum wind 5 mph Maximum <25 mph with gust differential of 10 mph or less</p> <p>Natural weather conditions pose the greatest hazard</p> <p>No known incidents</p> <p>No facilities or equipment are owned by the club</p>	<p>None needed</p>	

USHPA Risk Assessment Worksheet - Hang Gliding/Paragliding Flying Site

106 – Panorama “PG Point”		Review/ Revision Date ___ 01/2021 ___	
Risk Identification (Examples – Feel free to identify your own!)	Risk Detail & Risk Assessment	Risk Mitigation	Sign Off
<p>Mini / Speed Wing Provisions & Associated risks</p> <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? 	<p>Mini/Speed wings are not flown at this site</p>		
<p>Annual Incidents & Accidents Review</p> <ul style="list-style-type: none"> • # of Incidents this past Year _____ • # of Accidents this past Year _____ • Has your Chapter Reviewed Accidents in this past year and prior years to determine if actions are required? 	<p>3 known incidents in 2020 0 known accidents 2020</p> <p>Our chapter did not receive any incident or accident reports from USHPA in 2020</p>		

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

Site Locations:

Attach & upload Chapter Managed Sites and Site Locations Table