

Telluride Airforce Inc. (TAF)

**SITE RULES**

2-13-2017

All Pilots must have radio, cell phone, search and rescue card, valid TAF waiver, TAF/USHPA membership and reserve parachute. Personal Location Beacon recommended.

P3 or H3 rating with TAF Guide Pilot for all launches

TAF Vote Approval for solo flights

Speed wing flights have same requirements as paragliders and hang gliders

No landings except on Pearl Property, Valley Floor and Telluride Town Park

Only TAF owned vehicles to Launch

No Commercial Flights unless pilots show proof of insurance and proof of site owner permission for Commercial flights to TAF.

Telluride Airforce Inc. (TAF)  
RISK MANAGEMENT PLAN  
2/23/2017

All Pilots must have radio, cell phone, search and rescue card, valid TAF waiver, TAF/USHPA membership.  
Personal Location Beacon recommended

**1. Risk Management Plan for Milk Run Launch, Telluride Ski Area**

**P3 with Guide Pilot or TAF Vote for Solo Launch**

**Morning Launch, suitable for paragliders**

**10 MPH east maximum wind, 15 mph gust**

**Danger of west wind rotor mid morning to evening**

**Milk Run launch 37°55'56.27"N latitude, 107°49'54.88"W longitude**



**2. Risk Management Plan for Gold Hill Launch, East and West, Telluride Ski Area**

**East Morning Launch, 0 to 10 MPH, gust to 15 mph. Advanced launch into Bear Creek with hazards of rocks and steep terrain.**

**West Afternoon Launch 0 to 15 MPH, gust to 18 mph. Advanced launch with hazards of ski lift lines and steep terrain.**

**P3 with Guide Pilot or TAF Vote for Solo Launch**

**Gold Hill east morning launch 37°54'13.69"N latitude, 107°49'18.67"W longitude**

**Gold Hill west evening and winter launch 37°54'10.60"N, 107°49'25.78"W longitude**



### 3. Risk Management Plan for Pearl Landing and Valley Floor Landing

North wind may create landing site rotors.

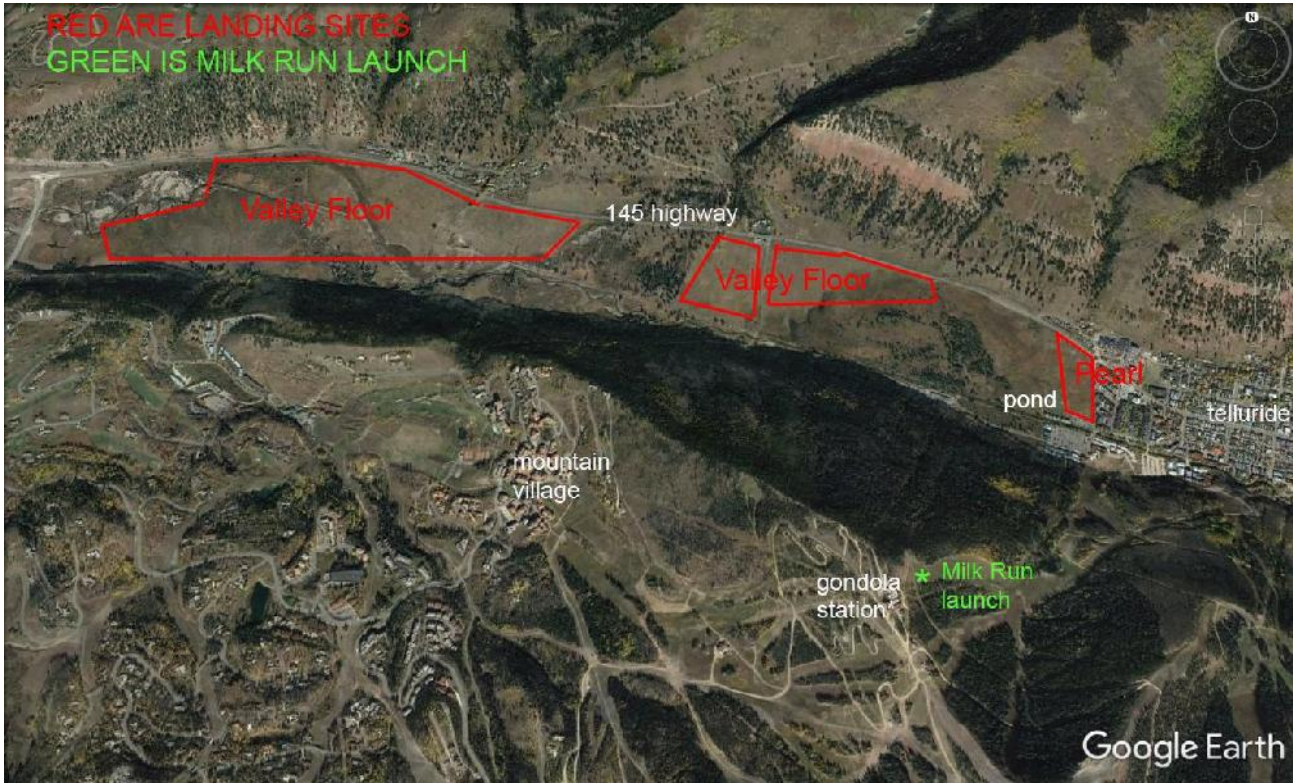
Pearl Landing wet areas may be hidden by tall grass. Dry landing sites are close to road and parking and pond hazards. Wire fencing may be present

Valley Floor Landing areas are large with possible rotors from trees and power line hazards

Pearl Property and valley floor landing 0-15 mph, variable wind direction, typically 0-10 mph variable morning wind and 0-10 mph west evening wind.

Telluride Pearl property landing 37°56'26.51"N latitude, 107°49'22.42"W longitude

Telluride valley floor landing 37°56'51.64"N latitude, 107°50'50.85"W longitude



**4. Risk Management Plan for Telluride Town Park Landing**

Multiple and changing hazards of pedestrians, events, fencing, equipment, trees and buildings and pond

Town park landing 0-10 mph wind, variable wind direction.

Telluride town park landing 37°56'1.58"N latitude, 107°48'27.31"W longitude



**5. Risk Mitigation Plan for Mini-Wings (speed wings)**

**Launches from Milk Run or Gold Hill have pilot and equipment requirements same as for paragliders and hang gliders.**

**Mini-wing pilots are encouraged to contact TAF pilots before flight and to carry all TAF recommended safety and communication equipment for flights outside of TAF - Telski jurisdiction.**

**end**

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

**Flying Site Name:** Telluride Gold Hill

updated on 2/23/2017

Address of Site (City, State, Zip Code): PO Box 456, Telluride, CO 81435

GPS Coords of Launch: lat 37°54' 10.61n long 107°49'2s 32 w      GPS Coords of Primary LZ: lat 37°56'26.19n long 107°49'20.77w

**Chapter/Club:** Telluride Airforce Inc.

Date of Assessment: 5/25/2016

Name of Safety Coordinator: Keith Brown

Name of Site Coordinator (for Chapter): Keith Brown

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>Gondola to minor launch Milk Run. TAF club trucks to major launch GH. Winter access via ski area. TAF follows ski area instructions for gates and access and launch location. Launch has spectator risks. TAF trucks have first aid. Back board at launch storage.</p> <p style="color: blue;">Pedestrian potential conflict due to summer hikers, winter skiers. Autos limited to club and ski area workers. No auto incidents.</p>	<p>Launches require TAF guide pilot or p4 and TAF approval for solo. TAF trucks are well maintained. TAF trucks have radio. TAF maintains list of approved drivers. TAF requires radio, cellphone. Personal location beacon recommended. Club vehicles are well maintained 4wd. Emergency vehicles would use road/helicopters for rescue.</p>	<p>KB</p> <p>5/25/2016</p> <p style="color: blue;">KB 2/23/2017</p>

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>Parking at gold hill launch is located as per ski area instructions. There is a separation of vehicle from launch. Spectators in winter are close to launch above take off. Summer spectators are limited to hikers. No tie down at launch or landing needed. No signage needed. Landings are beginner though high altitude on valley floor, intermediate on Pearl landing and advanced in town park. Vehicles are separated from all landings</p>	<p>Wind indicators at all landings.</p> <p>Sign for visiting pilots located on way to Milk Run Launch. No sign at Gold Hill Launch due to remote location and impact issues.</p> <p>Only club vehicles have ski area access to Gold Hill launches.</p>	<p>I</p> <p>KB 5/25/ 2016</p> <p>KB 2/23/ 2017</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>Spectator considerations have been detailed above and on page 1.</p> <p>The town park landing site has mixed use with pedestrian, dog, mobile fence and other variable hazards. Landing is described as advanced, with pre-planning and visual observation before landing. The Pearl Property and Valley Floor landing zones are open space, with limited pedestrian use, no dogs. No barriers needed for pedestrians - pilots.</p>	<p>As described previously</p>	<p>KB 5/25/ 2016</p> <p>KB 2/23/ 2017</p>

Risk Identification (Examples – Feel free to identify your own!)	Risk Detail & Risk Assessment	Risk Mitigation	Sign Off
<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>Obstacles at Gold Hill and Milk Run sites are lift/gondola lines, trees. Gold Hill morning launch has steep rocky terrain below launch.</p> <p>Obstacles at Valley Floor landing are minimal, trees and wires. Obstacles at Pearl Landing are road, trees, wet ground, pond. Obstacles at town park are many, including fences, trees, people, events.</p> <p>Clearance at launch is +75 ft. Obstacles are reviewed by guide pilots.</p> <p>No recent incidences.</p>	<p>Primary risk mitigation is from the required TAF site guide pilots for all flights except p4 guide pilot solo flights.</p> <p>No incidents or accidents since 2016 sign off. Gold Hill site is high alpine, with associated wilderness risks. Search and rescue cards mandatory to insure financing of any pilot rescue.</p>	<p>KB 5/25 /2016</p> <p>KB 2/23/ 2017</p>



Risk Identification (Examples – Feel free to identify your own!)	Risk Detail & Risk Assessment	Risk Mitigation	Sign Off
<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>Launch clearance all equal or greater than indicated at left. Launch sites are natural, with existing trip and other hazards. Site regulations are enforced by the club mandatory use of guide pilots for all visiting pilots and non-p4h4 guide pilot rated TAF members.</p> <p>Launch is off the ski area with limited spectators always above launch.</p> <p>No special signage needed.</p> <p>First aid is TAF kits and local search and rescue which TAF maintains relations through fund raisers etc. No incidents of note.</p>	<p>Use of guide pilots and club vote for solo pilots is primary risk mitigation method.</p> <p>All launches are high altitude, alpine and steep. P3 / H3 minimum rating to fly, with required guide pilot with no solo flights any pilot until club approval and P4 / H4 rating. Radio and cell phone required and personal location device recommended.</p> <p>Milk Run north wind, morning launch only 0-10mph with 5 mph north wind best. Gold Hill morning launch east 0-10mph, with 5 mph E wind best.</p>	<p>KB 5/25/ 2016</p> <p>KB 2/23 /2017</p>

Cross country flights with landings outside of club landing sites involves high altitude and wilderness risks. Supplemental oxygen recommended for all Gold Hill flights.

Gold Hill evening and winter launch 5-18 mph west wind, with 5 to 12 mph west wind best. Winter launch is all day. Strong rotor and sink typical with north wind.

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>Town park landing has &lt;50 clearance and is a secondary landing site.</p> <p>Main landings of Pearl and valley floor have large separations between ground personnel, vehicles, structures active roads, trails, etc.</p> <p>Ground obstructions can include tall grass, prarie dog holes, barb wire.</p> <p>Wind indicators present at all landing sites. Limited public access and no kiting hazards. No signage needed. First air resources is the medical center less than 1 mile from landings</p> <p>no incidents of note.</p>	<p>Primary mitigation is guide pilot review of sites with pilots.</p> <p>No incidents or accidents in any landing area since the 2016 report.</p> <p>Town park landing 0-10 mph wind, variable wind direction.</p> <p>Pearl Property and valley floor landing 0-15 mph, variable wind direction, typically 0-10 mph variable morning wind and 0 -10 mph west evening wind.</p>	<p>KB 5/25/ 2016</p> <p>KB</p> <p>2/23/ 2016</p>
<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>Landing sites are open to public, but limited public use of Pearl and valley floor landing sites. Multiple public use of town park, which is why park is a secondary landing site.</p> <p>No ground air sports activities to date</p> <p>Some sail plane and helicopter activity</p>	<p>Helicopter operators are given advance notice of flights in busy winter season and radio contact is maintained. Sail plane gives visual recognition to pilots at launch.</p> <p>Club and ski area requirement for all flights to be pre-advised to ski patrol for no conflict with snow avalance howizer gun.</p>	<p>KB 5/25/ 2016</p> <p>KB 2/23 /2017</p>

<b>Risk Identification</b> <b>(Examples – Feel free to identify your own!)</b>	<b>Risk Detail &amp; Risk Assessment</b>	<b>Risk Mitigation</b>	<b>Sign Off</b>
<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>General aviation airport is 2.5 miles from launch and landing sites. General aviation patterns are outside the typical flights of hanggliders and paragliders. Airport advised of TAF activities.</p> <p>TAF shares airspace with sail plane flights.</p> <p><b>NOTAMS for Telluride Airport, which is 2.5 miles from launch and landing sites.</b></p> <p><b>No TCA conflicts.</b></p> <p><b>No towing operations.</b></p> <p><b>Tandem operation in compliance with FAA rules &amp; regs.</b></p>	<p>Helicopter operators are given advance notice of flights in busy winter season and radio contact is maintained. Sail plane gives visual recognition to pilots at launch.</p> <p><b>No club / hangglider / paraglider incidences involving non-compliance or other flight operation in the site area.</b></p> <p><b>Summer 2016 a fatal motorized sailplane glider (stemme 10) accident on the ski area.</b></p>	<p>KB 5/25/ 2016</p> <p>KB 2/23/ 2017</p>
<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>No organized events in recent years.</p> <p>Organized events are unlikely due to the advanced mountain site.</p> <p>No plans exist for organized events.</p>	<p>Not needed at this time.</p> <p><b>No organized events planned for 2017.</b></p>	<p>KB 5/25/ 2016</p> <p>KB 2/23/ 2017</p>

Risk Identification (Examples – Feel free to identify your own!)	Risk Detail & Risk Assessment	Risk Mitigation	Sign Off
<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>TAF 2016 Safety Officer is current TAF President. TAF Bylaws are limited in scope. Responsibilities of the Safety Officer follows USHPA guidelines and are reviewed by TAF members.</p> <p>Authority to close a site due to conditions may be made by TAF guide pilots and officers.</p> <p>TAF has copy of the USHPA Risk Management plan on the TAF document website.</p> <p>TAF has policies ratified by club vote for procedures to restrict flight operations of a single pilot to avoid potential accidents.</p>	<p>TAF rules and regulations follow requirements of the site owners (ski area and town) and rules established by club vote. Rules are posted on TAF website.</p> <p><b>TAF 2016 Safety Officer is the current TAF President.</b></p> <p><b>TAF Safety Officer - President meets with launch ski area executives 2x per year to review agreements and operations.</b></p>	<p>KB 5/25 /2016</p> <p>KB 2/23/ 2017</p>

<b>Risk Identification</b> <b>(Examples – Feel free to identify your own!)</b>	<b>Risk Detail &amp; Risk Assessment</b>	<b>Risk Mitigation</b>	<b>Sign Off</b>
<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>Site rules and guidelines are on the TAF website and reviewed by the the mandatory guide pilot for visiting and lower-rated members.</p> <p>Contact info for the chapter site coordinator is available at the TAF website.</p> <p>TAF membership is small, &lt; 20 members so input and suggestions by individuals is communicated by email or meeting to all club members.</p> <p>Emergency Action Plans involve TAF members, ski area employees and search and rescue.</p>	<p>See comments to the left.</p> <p>Personal location devices are recommended. Use of a website chat box and club member emails used to give notice of upcoming flights, weather, other pilot matters.</p>	<p>KB 5/25/ 2016</p> <p>KB 2/23/ 2017</p>
<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>P3, H3 is the site minimum rating. No training takes place at the site.</p> <p>Pilots require current USHPA and TAF membership, a signed liability waiver and a guide pilot or p4/h4 and guide pilot status.</p> <p>Ratings are verified using the TAF document website and the USHPA website.</p> <p>Site access is limited by the mandatory use of guide pilots.</p> <p>The chapter encourages beginning pilots to train elsewhere and begin site flying after p3 experience.</p>	<p>See comments to the left.</p>	<p>KB 5/25/ 2016</p> <p>KB 2/23/ 2017</p>

Risk Identification (Examples – Feel free to identify your own!)	Risk Detail & Risk Assessment	Risk Mitigation	Sign Off
<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>The site emergency action plan is documented in TAF minutes and communicated by club meeting and guide pilots.</p> <p>Any significant incident requires TAF to file a report to the town of Telluride and or the ski area by a TAF executive.</p> <p>First responder resources are TAF first aid kits in vehicles, Search and rescue, EMT trained ski area staff and the well equipped medical center 1 mile from all landing sites. TAF does not sponsor first aid and CPR training as training exists locally.</p> <p>No significant incidents.</p>	<p>TAF medical kits were reviewed and improved Autumn 2015.</p> <p>TAF medical kits to be reviewed in 2017. Current club membership includes several EMT technicians, which is typical for the club, being in a ski town.</p> <p>Club has historically raised donations to the local search and rescue organization to maintain good relations.</p> <p>Cell phones work from all launches and landings.</p>	<p>KB 5/25/ 2016</p> <p>KB 2/23/ 2017</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>No commercial tandem operations by TAF organization. Any TAF member flying non-commercial tandem must have appropriate USHPA ratings. Commercial tandem operators must have commercial insurance and permissions from site owners (ski area and town).</p> <p>Clearance is greater than indicated at left.</p> <p>No significant incidents with tandems.</p>	<p>Tandem and commercial flights are under continuous review by TAF and landowners.</p> <p>One club member has been given exclusive right for commercial tandem flights off the ski area. The ski area and club require proof of tandem rules and regs and proof of signed passenger/pilot waivers.</p>	<p>KB 5/25/ 2016</p> <p>KB 2/23 /2017</p>

Risk Identification (Examples – Feel free to identify your own!)	Risk Detail & Risk Assessment	Risk Mitigation	Sign Off
<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>No towing recently or anticipated by TAF.</p> <p>No towing recently or anticipated. Club tow winch was sold in 2015 due to no use. Immediate neighborhood of club is high alpine, not suitable for towing.</p>	<p>Not needed at this time.</p>	<p>KB 5/25/ 2016</p> <p>KB 2/23/ 2017</p>

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>no glider tie down needed.</p>	<p>not needed.</p>	<p>KB 5/25 2016</p> <p>KB 2/23 /2017</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>Site is high altitude mountain. Serious natural objective hazards of terrain, weather and remote landings.</p> <p>Site access depends on maintaining safe piloting due to ski area and town concerns.</p> <p>Flying the site is restricted to pilots that satisfy TAF guide pilot requirements and expectations.</p> <p>No significant incidents.</p> <p>No significant facilities owned by TAF</p>	<p>Site risk mitigation is on-going and maintained by the mandatory use of guide pilots and TAF vote of solo pilots.</p> <p>Club facilities are: two 4wd trucks for transport to launch. 3 locked storage bins and first aid storage at Gold Hill launch. Replenish oxygen bottles for filling pilot oxygen bottles. Launch and landing wind socks.</p>	<p>KB 5/25/ 2016</p> <p>KB 2/23/ 2017</p>

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