



# USHPA RISK ASSESSMENT WORKSHEET

## Hang Gliding / Paragliding Site

The United States Hang Gliding & Paragliding Association • [www.usHPA.aero](http://www.usHPA.aero) • [info@usHPA.aero](mailto:info@usHPA.aero)

<b>Flying Site Name:</b>	Mt. Werner (Storm Peak)		
Site Location: <i>(Closest City, State)</i>	Steamboat Springs, CO	<b>Annual/ Last Assessment Revision Date:</b>	07/10/2024
Primary Launch GPS Coords: <i>(DD.DDDD, -DD.DDDD)</i>	40.453018 -106.775312	Primary LZ GPS Coords: <i>(DD.DDDD, -DD.DDDD)</i>	40.441908 -106.810223
<b>Site Requirements:</b> <i>examples: H3, P3, H3 w/ CL</i>	H4 P4		
<b>Site Type:</b> <i>examples: Coastal Cliff, High Alt, Mt Thermal, Eastern Ramp</i>	High Altitude		
<b>Site Guide Link:</b> <i>https://www.link.com</i>	steamboatairforce.org		
Site Guide Review Login: <i>(if protected)</i>		Site Guide Review Password: <i>(if protected)</i>	
<b>Chapter #: 38</b>	38		
<b>Chapter/Club Name:</b>	Storm Peak Hang Gliding, Inc.		
Name of Safety Coordinator:	Ken Grubbs		

# USHPA Risk Assessment Worksheet - Hang Gliding/Paragliding Flying Site

Name of Site Coordinator: (for Chapter)	Ken Grubbs
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For Risk Management Information & Process Instructions, see: [START HERE: USHPA RISK MANAGEMENT PROGRAM](#)

## Quick Risk Management Plan Steps outline:

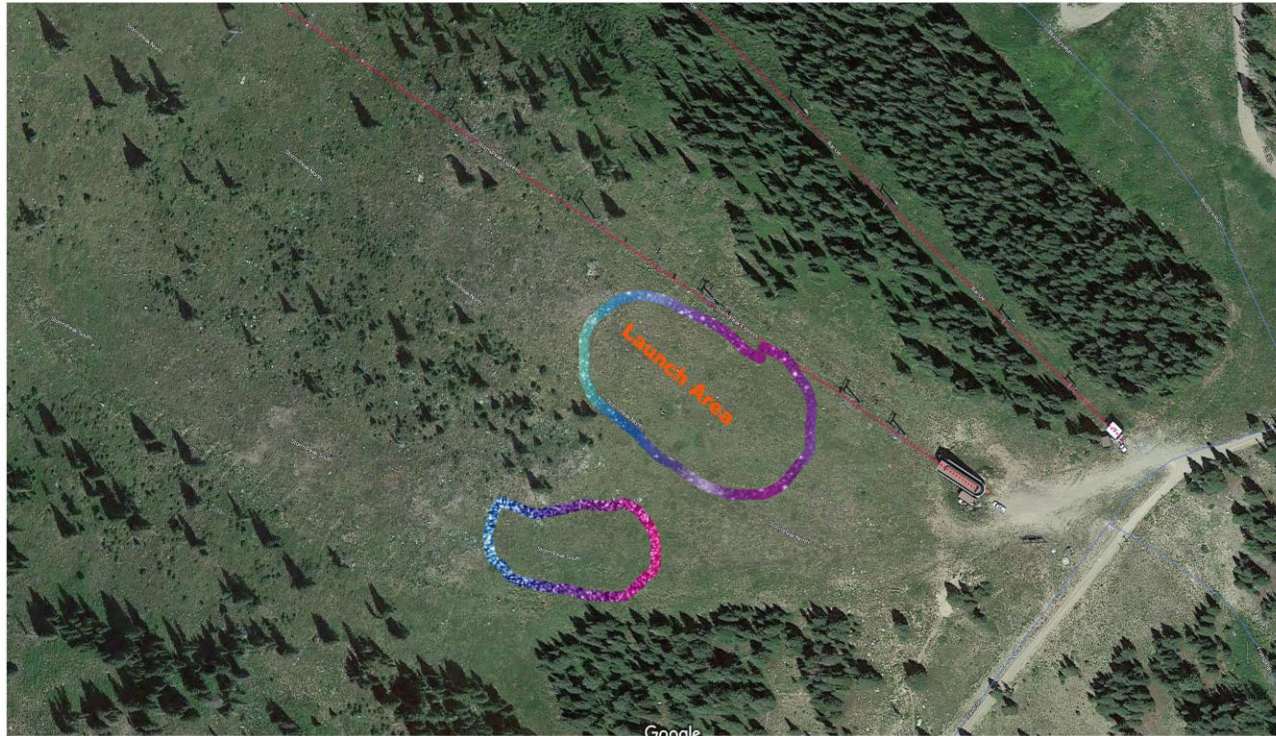
1. Review the **Chapter Risk Management Training Videos & Training Materials** on the [RRRG website Training section](#)
2. Create / Update **Chapter Managed Sites and Site Locations List Table**
  - a. Update **Chapter Managed Site Additional Insured Landowner Table** and associate to Site Locations in the [RRRG System](#)
3. **Create Site Maps** to be used in this assessment and Site Guides. Site Maps should include the following locations: setup, launch, teardown, and landing areas, and Use Zones measurements (to compare to USHPA Site Recommended Operating guidelines in the appendix of USHPA Risk Management Program).
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 the 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:

Mount Werner – Storm Peak  
Launch

Google Maps



Imagery ©2023 Maxar Technologies, Map data ©2023 50 ft

# USHPA Risk Assessment Worksheet - Hang Gliding/Paragliding Flying Site



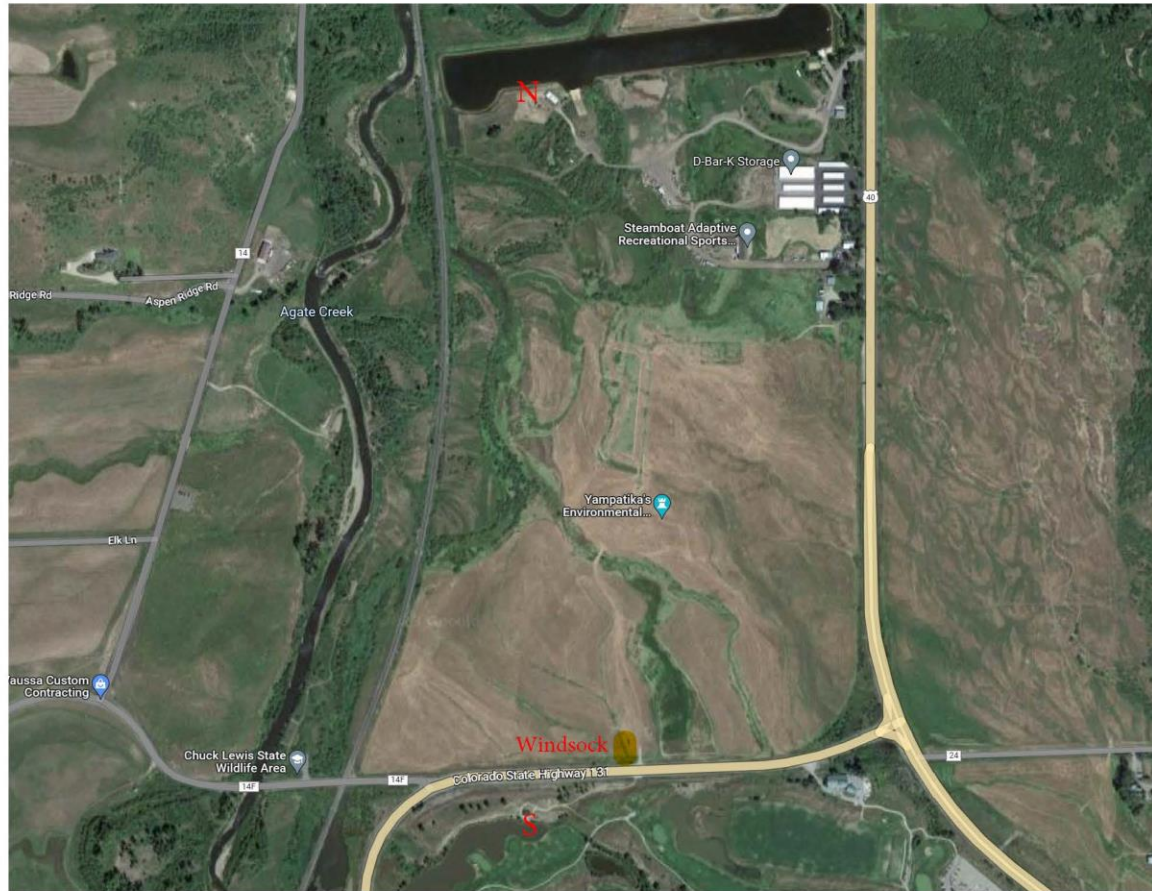
Mt. Werner /Thunderhead Gondola- Heavenly Daze Launch

# USHPA Risk Assessment Worksheet - Hang Gliding/Paragliding Flying Site



Mount Werner – Whistler Park LZ

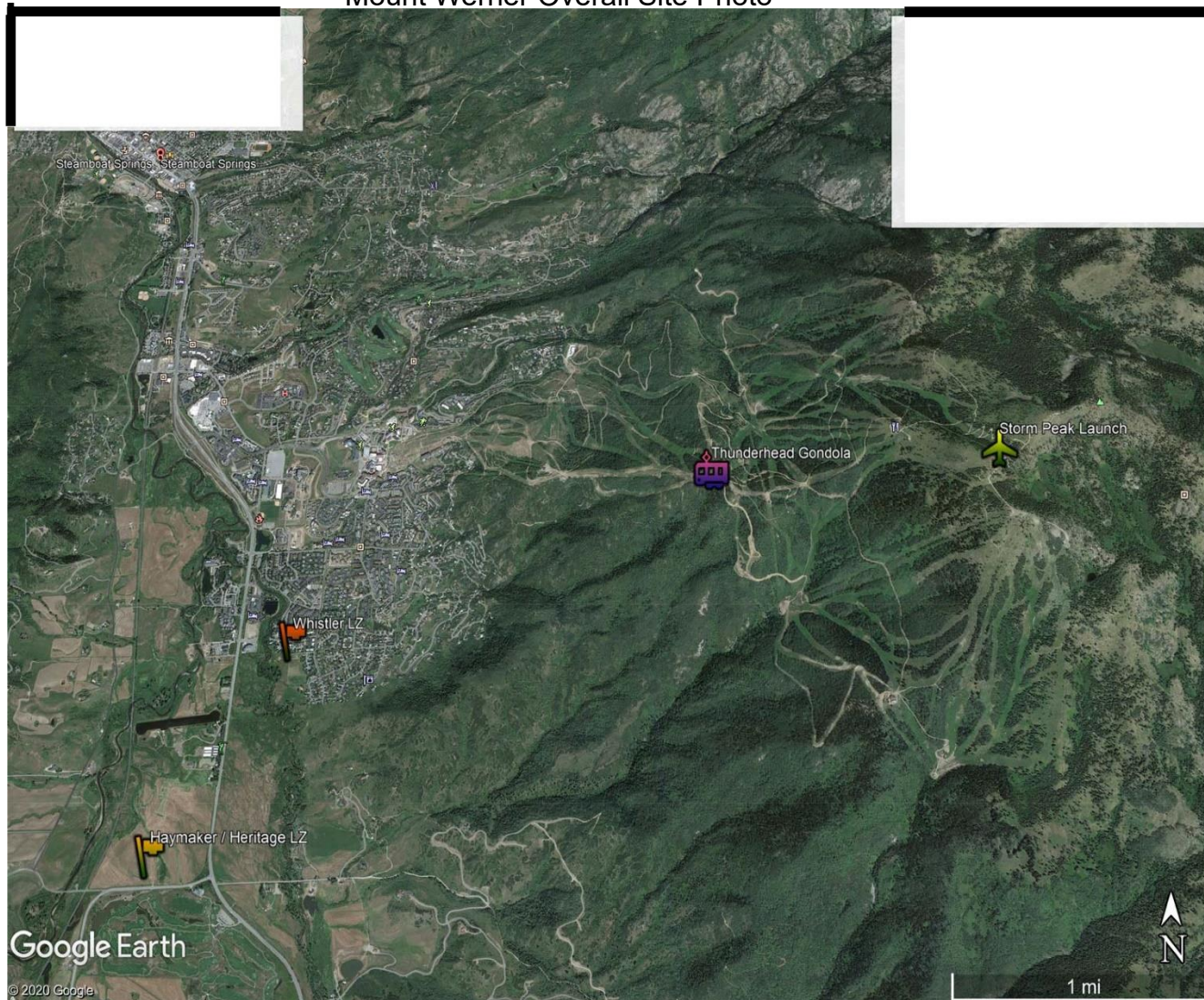
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Mount Werner – Haymaker LZ

# USHPA Risk Assessment Worksheet - Hang Gliding/Paragliding Flying Site

Mount Werner Overall Site Photo



# USHPA Risk Assessment Worksheet - Hang Gliding/Paragliding Flying Site

Mt. Werner, Steamboat Springs, CO 80477		Review/ Revision Date __07/10/2024__	
Risk Identification (Examples – Feel free to identify your own!)	Risk Detail & Risk Assessment	Risk Mitigation	Rev
<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>• 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>Access road administered by Steamboat Ski &amp; Resort Corporation (SSRC) in cooperation with the United States Forest Service (USFS), primary use is for ski area management needs. Partnership with Storm Peak Hang Gliding (USFS Special Use Permit HBE343 in conjunction with #MBRTB-2014-004) through above entities creates access for foot launch use. Road gated, 4wd only, locked and secure, useable only by permitted vehicles although foot and bike travel permitted. Permits only issued to SPHA members. Road conflicts with hikers, bicyclists and ski area management workers is primary concern. Road is open to emergency vehicles.</p>	<p>Adhere to all posted regulations on the road. These include speed limit (15 mph) and trail crossing warning signs. Display valid permit in vehicle windshield and adhere to rules and guidelines on said permit. Pedestrians always have right of way. Brief all vehicle drivers of road protocols. Emergency vehicle access permitted. No access to launch except with permitted vehicle. Signage not permitted on Ski Area, not required due to restricted access. No road incidents 2023 (or ever).</p>	7/24
<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>Launch area parking and landing area parking well removed and protected from launch and landing areas.</p> <p>Public parking at Whistler Park LZ.</p> <p>Haymaker parking pull-off clear of traffic on Highway 131'</p>	<p>Monitor traffic entering / exiting Haymaker LZ pulloff.</p>	7/24



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<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>No designated spectator areas.            Mount Werner- Whistler Park LZ is a public use park. Playground located separate from landing area. Common use of portions of landing area for dog walks rugby games, etc.</p>	<p>During public use of playing field area of landing area, divert landing to north portion of Whistler LZ (plenty of room open empty field). Large LZ. Signage warning park users of potential landings.</p> <p>Historical use of Whistler Park as LZ well known.</p>	<p>07/24</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 if any:                             <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> <li>➔ If any clearance is less than noted distance, collision avoidance mitigation should be described</li> </ul> </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>Lifts present on Mt Werner- Storm Peak Launch, however launch is extremely large and adequate separation is present. Adequate altitude must be maintained near Storm Peak Launch to clear glide out over the top of the Thunderhead Gondola Building / Peak approximately 1.18 miles and 1200 vertical clearance (5.1 to 1).</p> <p>Whistler LZ has trees present but desirable landing location provides adequate separation. Large landing field allows adequate clearance of trees and houses on final approach.</p> <p>Alternate Hay Field LZ has no overhead or aerial obstructions.</p> <p>No signage needed or allowed.</p>	<p>Adhere to 50 ft altitude clearance of lift lines at both Mount Werner – Storm Peak Launch and Mount - Werner – Thunderhead Gondola – Heavenly Daze Launch. Restrict Storm Peak Launch to P4 H4 experience level pilot with exceptions only permitted by guide pilot under acceptable skill/conditions circumstances. All guide flight required to fly straight to Gondola with minimal manoeuvres to maintain altitude.</p> <p>During public use of playing field area of landing area, divert landing to north portion of Whistler LZ (plenty of room open empty field). Large LZ. Signage warning park users of potential landings.</p> <p>Historical use of Whistler Park as LZ well known.</p>	<p>07/24</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>Mount Werner - Storm Peak Launch area is extremely large allowing for appropriate clearance to any possible obstructions while simultaneously allowing for launch locations to be adjusted to ideal locations. New Pilot / Guest Pilot not permitted to cross lift lines at launch with less than 100ft clearance. There are no spectators at Storm Peak Launch. Spectators at Gondola launch are on roof of gondola building not near launch.</p> <p>Launch clearance (Storm Peak) unlimited front and rear. Right 50-200 ft. Left same. No need to mark launches very obvious.</p> <p>Guide pilots communicate. No launch assistants.</p> <p>Mount Werner – Thunderhead Gondola – Heavenly Daze Launch, no guest or non-guide pilots allowed. No signage allowed.</p> <p>Launch assistants are not needed on Storm Peak after initial briefing.</p> <p>All non-locals supervised by guide pilot's rule. No tie downs are required or allowed.</p>	<p>Adhere to 50 ft altitude clearance of lift lines at both Mount Werner – Storm Peak Launch and Mount - Werner – Thunderhead Gondola – Heavenly Daze Launch.</p> <p>Mount Werner – Thunderhead Gondola – Upper Valley View Launch condition identical to Heavenly Daze Launch. (However very rarely used).</p> <p>First Aid kit on launch.</p>	<p>07/24</p>

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<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>Spectators are present adjacent to landing areas at Whistler Park but are generally confined to recreational and picnic areas. Landing occurs in non-maintained field adjacent and away from these areas. Signage is present alerting users of park to possible landings. Historical use of park for landings well established and known to public.</p> <p>Alternate Haymaker Field LZ has little if any risk due to incredibly large size over 500 acres. LZ is fenced. This field access is locked and vehicle traffic is prohibited by the SPHGA. Alternate Haymaker Field LZ has no overhead or aerial obstructions.</p> <p>Livestock can be present in Haymaker Field. Whistler LZ has trees present but desirable landing location provides adequate separation.</p> <p>Alternate Haymaker Field LZ has no overhead or aerial obstructions.</p>	<p>During public use of playing field area of Whistler Park landing area, divert landing to north portion of LZ (plenty of room open empty field).</p> <p>Avoid livestock at Haymaker. Easily done due to 1 sq mile size.</p>	07/24

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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>No other aerial activities present. Not allowed on or over ski area.</p> <p>Signage not permitted on Ski Area.</p>	<p>Non-issue</p>	07/24
<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>No other aerial activities present.</p>	<p>Non-issue.</p> <p>Local airport notified on busy holiday periods. Distance between airport and flight activity.</p> <p>Steamboat Airport uncontrolled. Future <b>ADSb-out</b> use will be encouraged. KLG has <b>ADSb-out</b> in use.</p> <p>Tandems towing not allowed.</p>	07/24

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<b>Risk Identification</b> (Examples – Feel free to identify your own!)	<b>Risk Detail &amp; Risk Assessment</b>	<b>Risk Mitigation</b>	<b>Rev</b>
<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>None planned.</p>	<p>Non-issue. First aid resources available on launch. LZ is proximal to emergency services.</p> <p>Launches accessible to emergency services in summer and ski patrol services in winter.</p>	<p>07/24</p>

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<p><b>Safety Officer (Annual Review)</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 titles)? 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>○ Ability to list a site closed due to hazardous conditions or situations</li> <li>○ Ability to discourage 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 <b>Risk Management Plan Program with Appendix A, Recommended Operating Guidelines</b>?</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>Bylaws define Safety officer duties. He/She also coordinates Guide Pilot Program defined on steambaotairforce.org. Safety coordinator also updates annual operating plans and necessary permits with the SSRC and USFS. This creates continuity in site needs, protocols and safety.</p> <p>Chapter has copy of RMPP w/ appendix A.</p> <p>Chapter maintains control of site access and has defined emergency plan on website and site guide.</p>	<p>Yearly renewal of administrative and risk assessment processes. USFS and Steamboat Ski Area (Ski Patrol and Mgmt) periodically updated on prior and present year activity. Last meeting January 2020. Ski Area Exec's and USFS personnel present.</p> <p>Permitted vehicle only. Ski Area controls road. (subject to restricted hike and fly discussions and trial period.</p>	07/24

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<p><b>Information Communication</b></p> <ul style="list-style-type: none"> <li>• Are flying site protocols and recommended operating parameters clearly and appropriately communicated? This could be through one or more of the following:                             <ul style="list-style-type: none"> <li>○ website</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 protocol 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> <li>• Have efforts been made to correct 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?</li> </ul>	<p>All flying site protocols and operation parameters are discussed on website, site guide.</p> <p>Guide pilot will discuss all with prospective new member / guest member pilots. Contact info on website.</p> <p>Emergency action plan detailed on website.</p>	<p>Website, Site Guide current revisions (2024)</p> <p>All pilots must be SPHGA members (local / guest). Membership (USHPA/SPHGA), skill confirmation, rating info and experience documented prior to visit or Guide Pilot meeting.</p> <p>Signage not permitted.</p> <p>Club meetings provide continual input / change.</p> <p>Membership is very small so word travels.</p> <p>No other information pointers tackled to date.</p>	07/24



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<p><b>Experience &amp; Skills required to fly the Site safely</b></p> <ul style="list-style-type: none"> <li>• List the pilot skill sets required/ recommended to fly the Site safely.</li> <li>• <b>Does the Site require a specific pilot proficiency rating / special skills? Cliff, ramp launch, thermal, turbulence, . . .</b></li> <li>• Is USHPA membership &amp; ratings required to fly at this Site?</li> <li>• Each Site should have recommended or required USHPA ratings</li> <li>• Do the site ratings reflect the launch and landing zone requirements?</li> <li>• Why did Site receive the rating? (Is the Site a Green Circle run or a triple Black Diamond and why it was rated that)</li> <li>• How does the Chapter encourage and enable appropriate pilot experience for flying at this Site?</li> <li>• How are pilot rating/special skill requirements verified? Some possible ideas:               <ul style="list-style-type: none"> <li>○ sticker</li> <li>○ text message (719-387-4571)</li> <li>○ website (ushpa.org/m/#####)</li> <li>○ PDF USHPA or Chapter Member card</li> <li>○ designated members (site admin, sponsor)</li> </ul> </li> <li>• How is site access limited to only those pilots with a 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>• Does training take place at the Site? If so, are USHPA training guidelines followed?</li> </ul>	<p>Mt Werner / Storm Peak is a H4 P4 flying site. No specific skill rating required. Flying is restricted to skill assessment by guide pilot program.</p> <p>USHPA and local SPHGA membership is required with rating confirmation prior to flight.</p> <p>Ratings are restrictive due to local conditions and are verified by SPHGA membership application / waiver.</p> <p>Restricted access to launches via permitted vehicle, Guide Pilot program (until flying skills are confirmed by actual guided flights, must be accompanied by Guide Pilot).</p> <p>Known members only allowed flight access (long time members, Guide Pilots). All others, guests, newer members must be Guide Pilot monitored until more general access is signed off by Guide Pilot</p> <p>Controlled road and lift access.</p> <p>No training / commercial operations permitted.</p>	<p>See previous (to left) discussion.</p>	<p>07/24</p>

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Mt. Werner, Steamboat Springs, CO 80477		Review/ Revision Date __07/10/2024__	
Risk Identification (Examples – Feel free to identify your own!)	Risk Detail & Risk Assessment	Risk Mitigation	Rev
<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>○ website</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 ideas:                             <ul style="list-style-type: none"> <li>○ first aid kit</li> <li>○ direct phone numbers of emergency services</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>EAP as defined in risk mitigation. EAP on website and site guide.</p> <p>All club members are encouraged to take sponsored first aid training / CPR cert.</p> <p>SSRC summer activities mountain patrol have intimate knowledge of our operations.</p> <p>Incident reports to USHPA required.</p>	<p>Cell phone contact good.</p> <p>First aid / first responder kit on launch.</p> <p>First responders respond to ski area incidents winter / summer with regularity.</p> <p>No incidents.</p>	07/24
<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> <li>➔ If any clearance is less than noted, collision avoidance mitigation (for obstacles or spectators) should be described</li> </ul> </li> <li>• Have there been any incidents or accidents involving tandems at this Site?</li> </ul>	<p>N/A not allowed</p>	<p>N/A</p>	07/24

# USHPA Risk Assessment Worksheet - Hang Gliding/Paragliding Flying Site

Mt. Werner, Steamboat Springs, CO 80477		Review/ Revision Date __07/10/2024__	
Risk Identification (Examples – Feel free to identify your own!)	Risk Detail & Risk Assessment	Risk Mitigation	Rev
<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>	N/A	N/A	07/24

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Mt. Werner, Steamboat Springs, CO 80477			Review/ Revision Date __07/10/2024__
Risk Identification (Examples – Feel free to identify your own!)	Risk Detail & Risk Assessment	Risk Mitigation	Rev
<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>	Not allowed or necessary.	N/A	07/24

# USHPA Risk Assessment Worksheet - Hang Gliding/Paragliding Flying Site

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<p><b>Environment &amp; Other Risk Considerations</b></p> <ul style="list-style-type: none"> <li>• What are the Minimum &amp; Maximum allowed winds and maximum gust factors for the Site? Explanations should be included if these numbers are high for the industry.</li> <li>• Are there any other risks or hazards associated with this Site or XC from 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>○ known venturi &amp; rotor zones</li> <li>○ potential risks of impact</li> <li>○ vulnerability</li> <li>○ Time of year and time of day hazards</li> <li>○ Other risks typically included in site briefings</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>• Have there been any incidents or accidents in the past Year that warrant hazard updates to the Site Guide?</li> <li>• List any facilities owned by the Chapter at this Site (such as clubhouse, storage shed, windsock tower, launch ramp, towing equipment)</li> </ul>	<p>Changing weather conditions in high mountain environment. Maintaining glide (especially paragliders) to clear the top of the Thunderhead Gondola.</p> <p>Hang Glider launches at a flat slope high altitude Mount Werner – Storm Peak Launch</p> <p>Website has clear Descriptions of Site and Accesibility.</p> <p>Site Guide has acceptable launch and flying conditions and clearly describes directions and wind speeds that are acceptable.</p>	<p>Website has clear Descriptions of Site and Accesibility.</p> <p>Site Guide has acceptable launch and flying conditions and clearly describes directions and wind speeds that are acceptable. It discusses local hazards and flight conditions.</p> <p>Guide Pilots discuss flying hazards , weather, glide recommendations and all other local site issues.</p> <p>No local response restrictions or risks. Federal landholder.</p> <p>No past incidents.</p> <p>Club maintains windsock on Storm Peak Launch with Ski Area consent.</p>	07/24

# USHPA Risk Assessment Worksheet - Hang Gliding/Paragliding Flying Site

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<p><b>Mini / Speed Wing Provisions &amp; Associated risks</b></p> <ul style="list-style-type: none"> <li>• Are Mini/ Speed Wings flown at your Site?</li> <li>• Do you have Mini/ Speed Wing provisions in your site protocols?</li> <li>• Provisions or Restrictions to consider:                             <ul style="list-style-type: none"> <li>○ Required Glide Ratio from each Launch to each LZ</li> <li>○ Quantifiable terrain clearance limits to experience level.</li> <li>○ Acceptable flying conditions in conjunction with terrain clearance protocols including acceptable times of day to the season.</li> <li>○ Restrictions on Low Acrobatic Flying / Low Barrel Rolls / Swooping</li> <li>○ Distances from other pilots, observers, vehicles, structures, and other obstacles or areas</li> </ul> </li> <li>• Are there any other Mini/ Speed Wing risks or hazards associated with this Site?</li> <li>• Have there been any Mini / Speed Wing incidents or accidents in the past Year that warrant hazard updates to the Site Guide?</li> </ul>	Not Allowed N/A	N/A	07/24
<p><b>Annual Incidents &amp; Accidents Review</b></p> <ul style="list-style-type: none"> <li>• # of Incidents this past Year <u>  0  </u></li> <li>• # of Accidents this past Year <u>  0  </u></li> <li>• Has your Chapter Reviewed Accidents in this past year and prior years to determine if actions are required?</li> </ul>	Have Reviewed.	Will review. Last incident 5 years ago, pilot landed in Ski Area (PG). Strict control of skills and conditions.	07/24

# 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
Explore signage on Ski Area and adjacent to lifts.	Ken / Garrett	On going	Pending ski area
Guide Pilot Training Session	Ken	Pending insurance	1 to 2 days

## Site Locations Covered in this Risk Assessment:

1. -Mt Werner (Storm Peak) Colorado
2. -
3. -