



PLAN OF AND MANAGEMENT OF PREVENTION OF RISK





CRITERIA TO ASSESS THE LEVEL OF RISK IN THE DEVELOPMENT OF THE ACTIVITY

RISKS OF THE ACTIVITY ASSOCIATED WITH THE ENVIRONMENT OR NATURAL ENVIRONMENT (RISK THAT MAY AFFECT THE STAFF, GUIDES AND/OR PARTICIPANTS OF THE ACTIVITY)

- WEATHER CONDITIONS
- FIRES
- NATURAL DISASTERS

BASED ON THE PREVIOUSLY MENTIONED RISKS, IDENTIFY YOUR CAUSES

- SNOW, RAIN, WINDS OVER 30 KNOTS
- FOREST FIRES
- EARTHQUAKES

BASED ON THE PREVIOUSLY MENTIONED RISKS, IDENTIFY THE CONTROL, REDUCTION, MITIGATION AND/OR RESPONSE MEASURES

- TOTAL CLOSURE OF THE FLIGHT CENTER, UNTIL CONDITIONS BECOME OPTIMAL FOR ACTIVITY.



RISKS ASSOCIATED WITH PEOPLE

RISKS OF THE ACTIVITY CAUSED BY PEOPLE (ACTIONS ATTRIBUTABLE TO THE STAFF, GUIDES AND/ OR PARTICIPANTS)

- INADEQUATE INSTRUCTIONS NOT
- KNOWING HOW TO USE YOUR
- EQUIPMENT NO MAINTENANCE OF THE FLIGHT EQUIPMENT

BASED ON THE PREVIOUSLY MENTIONED RISKS, IDENTIFY YOUR CAUSES

- THE INSTRUCTOR IS IN A HURRY TO CLIMB TO TAKE OFF, OR TO TAKE OFF IN SOME SPECIAL CONDITION
- NOT PERFORMING A PRE-INFLATE IN THE LANDING AREA BEFORE USING NEW EQUIPMENT LEAVING THE
- SAILS STORED, WITHOUT WORRYING TO PERIODICALLY CHECK THE CONDITION OF THE FLIGHT EQUIPMENT

BASED ON THE RISKS ASSOCIATED WITH PEOPLE AND MENTIONED PREVIOUSLY, IDENTIFY ITS CONSEQUENCES

- PASSENGER STRESS IN SOME SITUATION DURING THE FLIGHT, PROBLEMS WHEN LANDING.
- ACCIDENT AT TIME OF TAKEOFF OR LANDING, DUE TO NOT BEING ABLE TO CONTROL THE EQUIPMENT CORRECTLY.
- CANDLE BREAKAGE IN FLIGHT, OR SOME OTHER ELEMENT SUCH AS LINE

BASED ON THE RISKS ASSOCIATED WITH PEOPLE AND MENTIONED PREVIOUSLY, IDENTIFY THE CONTROL, REDUCTION, MITIGATION, AND OR MEASURES RESPONSE.

- CONCERN ON THE PART OF THE INFORMATION STAFF AND THE INSTRUCTOR WHEN STRESSING THE INSTRUCTIONS AT ALL TIMES TO DEMAND THE INSTRUCTORS AS A FLIGHT CENTER TO MAKE CORRECT USE OF THEIR EQUIPMENT.
- PART OF YOUR RESPONSABILITY AS AN INTRUCTOR IS TO HAVE EQUIPMENT IN GOOD CONDITION AND CERTIFIED, EVERY INSPECTION IS CARRIED OUT WHEN THE PILOT ARRIVES AT THE FLIGHT CENTER.

IDENTIFICATION AND ASSESSMENT OF RISKS IN THE PRACTICE OF THE ACTIVITY

MINIMUM

1

MAXIMUM

1

NUMBER OF GUIDES FOR THE MINIMUM QUANTITY OF PREVIOUSLY SELECTED PARTICIPANTS

- ONE

OTHER RELEVANT REQUIREMENTS OR CONDITIONS FOR THE PERFORMANCE OF THE ACTIVITY (SPECIFY)

- NONE

CONDITIONS THAT WOULD AFFECT THE DEVELOPMENT OF THE ACTIVITY (INDICATE AND SPECIFY IF APPLICABLE):
METEOROLOGICAL, GEOGRAPHICAL AND SIMILAR
CONDITIONS

- METEOROLOGICAL CONDITIONS
- FIRE

LANGUAGES IN WHICH THE ACTIVITY IS CARRIED OUT

- SPANISH
- ENGLISH

DOES THE DEVELOPMENT OF THE ACTIVITY INCLUDE
TRANSPORTATION?

- YES

IF THE PREVIOUS ANSWER IS YES, IDENTIFY RISKS
ASSOCIATED WITH THE MEANS OF TRANSPORTATION

- THE TRANSFER IS THROUGH A DIRT ROAD, SO THE RISKS ARE MINOR, SUCH AS A BRUISE DUE TO A JUMP

NUMBER OF VEHICLES TO BE USED

- TWO

BRAND OF VEHICLE	MODEL OF THE VEHICLE	YEAR OF VEHICLE
DOGE	DAKOTA	2012
TOYOTA	HILUX	2014

DO THE VEHICLES COMPLY WITH CURRENT REGULATIONS?

- YES



IDENTIFY CRITERIA TO SUSPEND THE ACTIVITY (CONSIDERING CONDITIONS OF THE ENVIRONMENT, GUIDES OR PARTICIPANTS)

- NATURAL DISASTERS
- FIRES
- ANY ACCIDENT
- PASSENGER MISCONDUCT
- PROBLEMS WITH THE FLIGHT TEAM

DETERMINE HOW EQUIPMENT WILL BE PROVIDED SECURITY TO PARTICIPANTS

- EACH PILOT HAS HIS/HER EQUIPMENT, WHICH IS DELIVERED TO THE PASSENGERS AT TIME OF TAKEOFF

DETERMINE THE WAY IN WHICH THE FIRST AID EQUIPMENT IN CASE OF ACCIDENT

- THE CENTER HAS THE ELEMENTS AND THE EQUIPMENT OF FIRST AID NEEDED FOR THE EXERCISE

DOES IT HAVE COMMUNICATION SYSTEMS TO USE DURING THE ACTIVITY?

- YES

SPECIFY COMMUNICATION SYSTEMS

- VHF RADIOS
- CELL TELEPHONE

DO YOU HAVE A DOCUMENTED PROCEDURE TO RECORD ACCIDENTS AND/OR INCIDENTS?

- YES