DEPARTMENT OF THE NAVY
CHIEF OF NAVAL AIR TRAINING
CNATRA
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CNATRA INSTRUCTION 3058.1

Subj: HIGH-RISK RECREATIONAL ACTIVITIES

Ref: (a) UCMJ
(b) JAGMAN, Ch. I
(c) CNATRAINST 1500.4F
(d) JAGMAN, Ch. II

Encl: (1) Guiding Principles and ORM Risk Matrix
(2) Sample ORM Assessment Worksheet
(3) Sample ORM Checklists

1. Purpose. The purpose of this instruction is not to restrict the personal activities of military members but to ensure an appropriate level of Operational Risk Management (ORM) oversight and leadership involvement is provided to NATRACOM personnel engaging in high-risk recreational activities.

2. Cancellation. CNATRA message date-time group 142250Z Feb 05 (NATRACOM requirements ICO High-Risk Activities by NATRACOM personnel).

3. Applicability. This instruction applies to all high-risk recreational activities whether on duty, on leave or in a liberty status and to all active duty United States military personnel both Regular and Reserve[1] assigned to NATRACOM Units to include those personnel temporarily assigned to NATRACOM units or temporarily assigned to other units from NATRACOM units.

4. Background. The mission of the Naval Air Training command is to train combat ready Naval Aviation professionals. ORM is a directive and the cornerstone of the Department of the Navy's mishap reduction campaign. Recent mishap trends prove that high-risk recreational activities can lead to serious injuries and death. The result is lost workdays, longer time to train, long-term physical disabilities, and the loss of shipmates. Nearly all of these injuries and deaths are preventable if participants properly employ the basic fundamentals of risk management found in enclosure (1).

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[1] This includes Reserve personnel in any duty status, i.e. AT, ADT, Drills, and ADSW.

5. Definition

a. High-risk recreational activities are those non-mission related activities that present a risk of serious injury or death to the participant or bystander and receive a Risk Assessment Code of I (critical) or II (serious) as defined in enclosure (1). Examples of high-risk recreational activities include, but are not limited to: skydiving, rock climbing, cliff diving, scuba diving, hunting, bull riding, and racing motorized vehicles. Operating a POV for local transportation purposes and routine home/auto repairs generally do not fall into the category of high-risk recreational activities.[2]

b. Whether an activity is high risk is determined by evaluating the activity and not the member's own experience in the activity. The final authority of whether an activity is or is not high risk is the member's chain of command and not the member.

6. Policy

a. Military members who desire to engage in high-risk recreational activities shall complete an ORM Assessment Worksheet (a sample of which is provided as enclosure (2)) and receive prior approval from their Department Head, Flight Lead, Division Officer, Leading Chief Petty Officer or other supervisory official as determined by Command policy. For those events that require a qualification that includes a safety component, proof of that qualification must be presented prior to participation in the event.

b. A member who is exceptionally qualified in a particular high-risk recreational activity may be permitted to routinely engage in that activity without the need for a completed and approved ORM worksheet for each instance of that activity. Such a "blanket approval" must be obtained by the member's chain of command and must be renewed, at a minimum, on an annual basis. An example of an "exceptionally qualified" member includes those with teaching/instructor certifications in a particular activity or those with significant experience in the specific activity. In those cases where "blanket approval" is granted, the member is still required to perform deliberate ORM prior to engaging in

[2] The use of a POV for other than routine transportation purposes or for recreational activity may fall into the category of high-risk recreational activity. Military members conducting long distance driving out of the local area utilizing a motorized vehicle may utilize the ASMIS-1 web-based Risk Assessment Tool prior to travel. ASMIS-1 requires formal registration and can be accessed from: (http://www.safetycenter.navy.mil/articles/ASMIS.htm)

the high-risk recreational activity (the difference being that no form is required to be completed or signed). Enclosures (1) through (3) are provided as resources.

c. Unplanned high-risk recreational activities are those that spontaneously arise while the member is in an authorized leave/liberty status. If time or location do not allow for command approval of an ORM worksheet to be obtained, this does not preclude the member's participation in the activity, however, the member must receive verbal approval to engage in the activity after consultation with his supervisor. The member must perform deliberate ORM prior to participating in the unplanned high-risk recreational activity. Members remain personally accountable as defined in subparagraph 6.d. for failing to do so. Prior to providing verbal approval, the supervisor must be satisfied that the proper ORM was completed.

d. If a high-risk recreational activity is undertaken without the required approval, qualification, or deliberate ORM, the offending member should expect any combination of formal disciplinary and/or administrative actions under references (a) through (c) regardless of whether the member is injured or not.[3] Moreover, in those cases where the member is injured, the failure to receive required approval will be a significant factor in evaluating "willful neglect" under reference (d) when determining whether injuries were incurred in the line of duty or due to misconduct (a legal decision which affects the qualification for death or disability benefits).[4]

7. Accountability

a. The policies in paragraph 6 are regulatory orders issued by a flag officer and apply to all United States military personnel individually without further implementation and are effective immediately. A violation is punishable in accordance with reference (a).

b. The appropriate action to enforce the policies in paragraph 6 will depend upon the circumstances surrounding the

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[3] While the requirements of this instruction are applicable to members of the United States Air Force and Coast Guard, any enforcement of an alleged violation shall be investigated and enforced in accordance with the guidelines set forth in existing Memoranda of Agreement/Understanding with the member's parent service.

[4] In accordance with the existing MOA/MOUs, a line of duty/misconduct determination into the injuries of a member of the USAF or USCG will continue to be conducted in accordance with the regulations of the member's parent service.

incident. The full range of administrative and disciplinary action is available to each Commanding Officer to include informal counseling, non-punitive letters of caution, attrition from flight training, removal from selected reserve billets and non-judicial punishment or court-martial.[5]

8. Action

a. Commanding Officers shall ensure all service-members receive counseling or training into the requirements of this instruction as part of the reporting and check-in procedures.

b. Commanding Officers shall ensure that ORM worksheets are available to members and that a local process is in place to promptly review and act upon a member's request. Units are encouraged to develop and share ORM worksheets, best practices and lessons learned while implementing the policies of this instruction.

c. Commanding Officers and those to whom they have delegated authority to evaluate "blanket approvals" shall ensure that those who receive "blanket approvals" are reminded of the requirement to perform deliberate ORM prior to the member's participation in each incident of a high-risk recreational activity.

d. Commanding Officers shall investigate all incidences of injury related to high-risk recreational activities and take such action as they consider appropriate on all alleged violations of this instruction. In the event a line of duty/ misconduct determination is required by reference (d), the Commanding Officer shall require the investigating officer to include the approved ORM worksheet as an enclosure to the investigation. In the event no approved ORM worksheet was prepared, the investigating officer must render an opinion on whether an ORM worksheet was required.

G. E. MAYER

[5] Enforcement actions against USAF and USCG personnel shall not be initiated until and unless concurrence is obtained from the offending member's parent service in accordance with the terms of existing MOU/MOAs.

Distribution:
CNATRAINST 5215.1R
List I
List III

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COMTRAWING TWO (COOP File)

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FOUR PRINCIPLES OF ORM

1. **Accept risk when benefits outweigh cost**
2. **Accept no unnecessary risk**
3. **Anticipate and manage risk by planning**
4. **Make risk decisions at correct level**

FIVE STEPS OF ORM

1. **Identify hazards**
2. **Assess hazards**
3. **Make risk decisions**
4. **Implement controls**
5. **Supervise**

CATEGORY I - The hazard may cause death, loss of facility/asset or result in grave damage to national interests.

CATEGORY II - The hazard may cause severe injury, illness, property damage, damage to national or service interests or degradation to efficient use of assets.

CATEGORY III - The hazard may cause minor injury, illness, property damage, damage to national, service or command interests or degradation to efficient use of assets.

CATEGORY IV - The hazard presents a minimal threat to personnel safety or health, property, national, service or command interests or efficient use of assets.

Hazard Probability Categories

A - Likely to occur immediately or within a short period of time.
B - Probably will occur in time
C - May occur in time
D - Unlikely to occur.

		Probability of Occurrence			
		Likely	Probably	May	Unlikely
		A	B	C	D
SEVERITY	Cat I	1	1	2	3
	Cat II	1	2	3	4
	Cat III	2	3	4	5
	Cat IV	3	4	5	5

Risk Levels

Risk Assessment Code

1 = Critical
2 = Serious
3 = Moderate
4 = Minor
5 = Negligible

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Mission:

Date Worksheet Prepared: _____

Participant:

Approval Authority:_____

Approved / Disapproved

Step 1. Identify Hazards			Step 2. Assess Hazards	Step 3. Make Risk Decisions		Step 4. Implement Controls	Step 5. Supervise
Operation Phases	Hazards	Causes	Initial RAC	Develop Controls	Residual RAC	How to Implement	How to Supervise
				Accept Risks: Yes No Comm with higher: Yes No		Lessons Learned:	

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HIGH RISK ACTIVITIES CHECKLISTS

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HIGH RISK BRIEFING CHECKLIST
FOR
ALL-TERRAIN VEHICLES

1. How long have you been riding?

2. What type of ATV will you be riding? (3-wheeler, quad or buggy)

3. How often do you ride?

4. Do you race?

5. What safety gear will you be wearing? (helmet, goggles, boots, long pants, long sleeve shirt, and proper reflective gear if riding at night)

6. Where will you be riding? Have you ever ridden this particular route before? How many times? What type of terrain encompasses this route? Are you experienced in this type of terrain?

7. Will you be doing any night riding? Is the route lit at night? When you ride at night, do you insure the headlight is working properly?

8. Is it considered safe and is it legal to ride in the areas you normally ride? Do you know if it is legal to ride an all-terrain vehicle?

9. Have you attended any rider safety courses? If yes, what courses and how long ago?

10. How often do you perform maintenance on the ATV?

11. Before riding, do you perform a road check of the vehicle? (tires, brakes, lights, cables, fuel lines, etc.)

HIGH RISK BRIEFING CHECKLIST
FOR
AUTO RACING

1. Have you ever raced automobiles before? Where? When? What type of race? (distance type race, stock car, drag)

2. Is the race you are participating in a Sports Car Club of America sanctioned event?

3. Prior to racing is your car inspected by the proper authority?

4. Are you currently a member of the SCCA or have you previously raced with the SCCA?

5. Have you familiarized yourself with the General Competition Rules (commonly referred to as the GCR) which provide the requirements placed on all competitors of the SCCA?

6. Do you have the required battery tie down installed in the vehicle you will be racing?

7. Is there a three point seat belt or harness in the car? Does the car have a roll bar?

8. Will you be wearing a DOT approved helmet while you are racing?

9. Will fire-resistant clothing be worn?

10. If you are racing a "prepared car" that is not street legal, how will that car be towed to the event?

11. Are you familiar with the track you will be racing on? (terrain, conditions)

HIGH RISK BRIEFING CHECKLIST
FOR
BUNGEE JUMPING

1. Have you ever bungee jumped before?

2. Is the company you will be jumping with or the "jumpmaster" registered with the USBA (United States Bungee Association) thus ensuring certain rules and safety items are adhered to?

3. Are you familiar with the difference between Bungy (lower velocity, smoother ride) and Bungee (more freefall, higher G-load)?

4. Will you be jumping from a bridge or a crane with a "cage-type" platform?

5. If jumping from a crane, are you aware of the restrictions placed on the angle of the crane, the height of the cage and distance the cage should be below the crane so that you may recognize an improperly operated "crane-jump" business?

6. If the jump will be accomplished off of a car/pedestrian bridge, do you realize that there are only a few bridges in all of North America that have been approved for bungee jumping and that the organization operating off of a bridge is most likely doing so illegally?

7. Are you familiar with the wind restrictions associated with bungee jumping?

8. Will you be making an ankle jump or will you be tied off at the waist?

9. If tied off at the waist, will the required "cradle-type" harness be used?

HIGH RISK BRIEFING CHECKLIST
FOR
CIVILIAN LIGHT AIRCRAFT FLIGHT

1. Do you hold an FAA pilot license and current FAA medical?

2. Do you understand the flight requirements of FAR part 61 and part 91 as they apply to you?

3. Have you been checked out to fly your aircraft by a CFI who is experienced in that airplane in the phases of flight that you intend to participate, and do you know the aircraft's limitations? (examples: new aircraft, high performance aircraft or tailwheel aircraft checkout required by FAR part 61)

4. Do you receive recurrent training in your aircraft by a CFI? (biannual flight review is required)

5. What agency regulates civilian flying?

6. How many times have you flown in the area you're planning to fly in?

7. When planning a cross-country flight do you consider weight and balance, fuel consumption, landmarks and familiar/unfamiliar terrain, effects of density altitude, etc?

8. Does the aircraft have an airworthiness certificate and current annual inspection?

9. Do you intend to do aerobatics? Do you have the proper checkout and waiver?

10. Do you plan to fly in formation? Do you understand that all formation flying must be briefed and agreed to by all pilots involved?

11. If you intend to fly in mountainous terrain or participate in acrobatics, have you had a checkout for this type of flight?

12. Do you understand you must get sufficient rest before flying?

13. Do you fly at night, in the weather, or both? If you don't have an instrument rating, do you understand there can be serious difficulties?

HIGH RISK BRIEFING CHECKLIST
FOR
CIVIL HELICOPTER FLYING

1. How long have you been flying helicopters?

2. How many hours do you have?

3. Do you own or rent the helicopter you fly?

4. When you fly, do you ensure you are current in the helicopter and that you have a current medical evaluation?

5. Are you thoroughly familiar with the helicopters you fly before you fly them alone?

6. If you rent, do you ensure the aircraft has an appropriate airworthiness certificate on board?

7. When you fly cross-country, do you take into consideration weather, destination surroundings, pressure altitude affects, etc.?

8. When you fly with passengers, do you comply with the FARs regarding proficiency? (takeoff & landing requirements)

HIGH RISK BRIEFING CHECKLIST
FOR
DIRTBIKING

1. What experience, if any, do you have on motorcycles?

    a. What type?

    b. How long?

    c. What kind of terrain?

2. What type of helmet and eye protection do you wear? (full face with goggles preferred)

3. What kind of safety equipment do you wear? (high ankle boots, leather gloves, long sleeve shirt, pants, pads)

4. Do you ride with a partner?

5. Do you carry a small tool kit when you ride?

6. Do not ride at a level beyond your abilities?

7. Prior to riding, what do you look for in your inspection of your bike? (Gas, Chain, Suspension).

8. Do you let someone know where you will be and how long you will be gone each time you ride?

HIGH RISK BRIEFING CHECKLIST
FOR
EXPERIMENTAL AIRCRAFT

1. What is your experience in flying experimental aircraft?

2. Are you insured for this type of flying?

3. Does the pilot of the aircraft have a current FAA license and medical certification?

4. Does the pilot have his/her biannual check required for single engine/multi engine land rating?

5. What is your experience in doing aerobatic flying?

6. Are you aware that if you perform acrobatics they can be done no lower than 1500 AGL unless the pilot has an appropriate waiver and parachutes are required?

7. Are you aware of what constitutes aerobatics according to the FAA?

8. Are you aware that formation flight must be prebriefed and agreed to by all pilots involved?

9. Are you familiar with the pre and post stall characteristic of this aircraft? Does this aircraft have a stall warning system?

10. Be conservative, don't attempt something you haven't practiced in dual training with an FAA instructor.

11. Flight Commander must write up a Form 803 (for student pilots).

HIGH RISK BRIEFING CHECKLIST
FOR
HOT AIR BALLOONING

1. Are the company and pilot you plan to fly with accredited?

2. Does the pilot hold a commercial balloon pilot's license?

3. Does the craft have an airworthiness certificate and current annual inspection?

4. Hot Air Ballooning is regulated by the FAA and the balloonist must comply with all rules and regulations set therein. Are you familiar with them?

5. Have you considered terrain, weather, and population of both take-off and landing zones?

6. How far are you ballooning? Do you have contingency plans for problems that may arise?

HIGH RISK BRIEFING CHECKLIST
FOR
HUNTING

1. How long have you been hunting?

2. Are you familiar with the local area hunting rules, licensing requirements, and bag limits? Have you determined if you must attend a hunter safety course before you can obtain a license?

3. What type of animals/birds do you hunt? Do you know what firearms are allowed for the type of animals/birds you are hunting?

4. Do you own your own rifles/shotguns? If so, how do you properly maintain them? If not, how do you know they're safe to use?

5. Do you load your own ammunition? If so, what precautions do you take to ensure the loading area is safe?

6. Where do you typically hunt? (private land, public land, own land)

7. Do you hunt in groups? If so, what is the typical size of the hunting party? If not, tell me when and where you are going.

8. If hunting waterfowl, is your boat (if used) in good condition? If hunting deer and using a tree stand, is it in good condition?

9. If you plan on hunting outside the local area, will you use a hunting guide? If not, how familiar are you with the hunting area? Do you know what the hunting rules are if hunting in another state?

10. Will you be using an aircraft to get into remote hunting sites? (Several mishaps have occurred when hunters overload their aircraft with big game)

11. Wear brightly colored clothing--especially if hunting in heavily wooded areas? Clothing should also be adequate for hunting environment. Do not carry loaded rifles/shotguns in the vehicle compartment. Carry a first aid kit.

HIGH RISK BRIEFING CHECKLIST
FOR
JET SKIING/PERSONAL WATER CRAFT

1. Are you aware of the boating laws of the state you operate your Jet Ski/PWC in?

2. How long has it been since you inspected the trailer for working lights, inflated tires, adjusted bearings, a working hitch mechanism, etc.?

3. Is the hitch the right size for the ball you are using?

4. Prior to riding, do you inspect the Jet Ski/PWC for broken parts, cracks in the hull, leaking fuel lines, etc.?

5. Do you have an approved life preserver or have you arranged to obtain one?

6. When/if you pull skiers, have a spotter onboard the Jet Ski/PWC.

7. While riding, keep a safe distance from swimmers.

8. Do not consume alcohol prior to or while riding a Jet Ski/PWC.

9. If approved, don't ride alone. Inform me of where you will be riding and when you plan to return.

HIGH RISK BRIEFING CHECKLIST
FOR
MOTORCYCLE RIDING

1. What is your experience level?

2. Have you attended the Motorcycle Safety Foundation training course which is required for all military members?

3. Has the Unit Motorcycle Monitor been notified of your motorcycle registration and/or training requirements?

4. Do you have all the Personal Protective Equipment required by AFI 91-207, paragraph 14, and AETC Supplement 1?

- helmet

- face-shield or impact resistant goggles unless windshield is as high as the top of rider's helmet

- brightly colored vest or jacket during day and reflective gear at night

- long sleeves, long pants, and gloves

- sturdy footwear

5. Are you aware that the protective equipment listed in paragraph 3 above is required for on and off base riding (for all military personnel), and applies to operator and passenger alike?

6. Are you planning on racing or participating in any events?

HIGH RISK BRIEFING CHECKLIST
FOR
MOUNTAIN CLIMBING/RAPPELLING

1. Do you own your own or do you borrow or rent equipment? Do not borrow equipment from other than a professional school.

2. Is the equipment replaced on a timely basis? (Every 4 years)

3. Do you do a maintenance check of all equipment prior to each climb or rappel?

4. Have you accomplished formal training for climbing/rappelling? How much training and by whom?

5. What previous experience do you have in climbing or rappelling?

6. Where have you climbed previously? Where in the local area will you be climbing/rappelling?

7. How long has it been since you have been climbing or rappelling?

8. Is a log kept of usage of the climbing surface for normal deterioration of the rock and record of falls? (site management)

9. Will there be at least one other person climbing or rappelling with you?

10. Do you carry an adequately equipped first-aid kit?

HIGH RISK BRIEFING CHECKLIST
FOR
PARASAILING

1. Have you ever parasailed before? How many times?

2. Have you researched the reputation of the company you parasail with?

3. Is the operator of the towing boat licensed by the US Coast Guard?

4. Have you asked for the company's operating and inspection procedures for their equipment? (They should be inspecting ropes, parasails, and canopies every 250 tows.)

5. Each time you parasail, do you ask when the equipment in use was put into service? Do not use it if it has gone past its service life.

6. Each time you parasail, do you personally inspect your canopy (for tears), harnesses (to make sure all hooks and latches work), and rope and yoke (for proper operation)?

7. The company you sail with should replace ropes every 6-12 months and make sure that they are 1/2 inch tight twisted dacron rope with a minimum 3,500 lbs. tensile strength. The eye at the end of each rope should be 6-8 inches.

8. If the company does not issue head protection, life preservers, gloves, and lace-up boots do not fly with them.

HIGH RISK BRIEFING CHECKLIST
FOR
RODEO/BULL-RIDING

1. What events do you plan to enter?

2. What is your background/ training?

3. Is your equipment owned or borrowed?

4. Do you perform routine maintenance checks prior to the riding event to ensure the proper condition of the equipment?

5. Are you aware of the potential hazards for injury?

6. Is the sponsor of the event reputable (sanctioned by the PRCA or other professional rodeo association)?

7. Are you properly insured for this type of activity?

Bucking Events

1. Do you have a flak vest? Do you plan to wear a helmet?

2. Are your saddle, bareback rig, and/or bull rope in good working order?

3. Do you have a knowledgeable, experienced chute man?

4. Are there qualified bullfighters/pick-up men?

Roping Events and Steer Wrestling

1. Is your horse owned or borrowed? Is it properly trained?

2. Is your tack in good shape?

3. Do you have a knowledgeable, experienced hazer?

HIGH RISK BRIEFING CHECKLIST
FOR
SCUBA DIVING

1. How long have you been a certified diver and in what kinds of waters are you experienced? Or, are you diving with a certified diver experienced in the waters you will be diving in?

2. When diving do you:

a. Budget your dive time to ascend before your pressure gauge decreases to 500 pounds per sq. inch?

b. Test all equipment and mark dive area with a dive flag prior to entry?

c. Always have a dive partner and two regulators in case one fails during all dives?

d. Avoid decompression sickness by ascending at a rate of 1 foot per second?

6. Are you familiar with dangers in your dive zone (creatures, caverns, surges, etc.)?

7. If you are diving in an unfamiliar area? Are you normally accompanied by a guide?

8. After a dive, do you wait 24 hours before flying?

HIGH RISK BRIEFING CHECKLIST
FOR
SKI JUMPING (SNOW)

1. What is your experience/training?

2. Do you own your equipment or are you renting/ borrowing it?

3. How many grooves do your skis have? (3 minimum, 4 optimum)

4. Do you have a USSA approved helmet?

5. What size jump are you going to ski? (20 meter, 40, 60, 90)

   Note: 90 meter is Olympic caliber.

6. Are you aware you will be traveling at approximately 60 mph through the air with nothing between you and terra firma but a couple of boards?

7. What type of inspection is performed on your equipment?

HIGH RISK BRIEFING CHECKLIST
FOR
SKYDIVING

1. Do you understand the risks involved in the sport of skydiving?

2. Did you receive your initial skydiving training at a USPA group member Skydiving Center? If not, where did you receive your training?

3. If you continue in the sport of skydiving, do you plan to join the United States Parachute Association (USPA)? (for liability reasons to protect yourself and others)

4. Do you know anyone in the sport already to give you advice? If not, we recommend you to contact a United States Parachute Association (USPA) group member Skydiving Center or local airport for advice. (USPA 703-836-3495)

5. Have you lowered the risks of skydiving by:

   a. Receiving the proper training?

   b. Ensuring equipment is in good condition (reserve canopy in date)?

   c. Using common sense?

   d. Becoming familiar with your equipment?

6. Each time you skydive, do you take into account your trip to and from the skydiving activities? (fatigue, road conditions, weather)

7. If your last jump was not very recent, do you plan to receive refresher training?

8. Each time you skydive, are you sure that the equipment that you are using is compatible and within your experience limitations?

9. Do you inspect your parachute prior to re-packing? (stitching, connectors, rips/tears, lines, canopy, reserve canopy pins)

10. Do you understand the reasons not to drink 12 hours prior to any skydiving?

11. Do you understand the use of "non-standard" equipment could possibly cause chute malfunction?

12. Do you ensure your automatic activation device (AAD) is installed and functioning properly?

HIGH RISK BRIEFING CHECKLIST
FOR
SNOWMOBILING

1. What is your experience with snowmobiles?

2. How far do you ride?

   a. Do you take food and water?

   b. Do you take tools, extra parts, oil, and gas?

   c. Do you do regular inspections of the snowmobile?

3. Do you wear a helmet?

4. Do you dress for the extreme weather conditions and bring extra clothes?

5. Do you know the symptoms of frostbite?

6. Are you riding alone?

7. Are you familiar with area you plan to ride in (barbed wire fences, terrain, remoteness of site)?

8. Do you ride on frozen lakes or rivers? (Beware of cracks and open water)

9. Do you know the dangers of riding under bridges? (Thin ice)

10. Do you ride at night?

11. Do you let someone know where you will be and how long you will be gone each time you ride?

12. Don't Drink and Drive!

HIGH RISK BRIEFING CHECKLIST
FOR
SOARING

1. Are you certified to fly sailplanes and are you current? Or, are you flying with someone who is certified and current? (If second question is yes, go to question 8)

2. How current are you in sailplanes? (hours/sorties in previous 3 months)

3. If necessary, are you going to take a refresher flight with a CFI?

4. Where do you plan to go soaring?

5. Are you familiar with the local type of soaring conditions?

6. Are you familiar with the local method of launching?

7. Do you plan on carrying passengers? If so, who are they? Have they ever flown a sailplane before?

8. Are you properly insured for flying activity?

9. Do you perform routine maintenance checks on the sailplane?

10. Do you have current charts?

11. Have you considered weight, balance, density altitude, and performance for this sailplane?

12. What day and what time of day are you planning to fly?

13. Do you have an emergency number on file with the airport?

14. Are you current in the type of sailplane you plan to fly and is it mechanically up-to-date?

HIGH RISK BRIEFING CHECKLIST
FOR
WHITE WATER RAFTING

1. When rafting do you insure all individuals:

   a. know how to swim?

   b. have and plan to wear proper lifejackets?

   c. have and plan to wear proper head protection?

2. What is the experience of the river guide/company you are rafting with?

3. What is your experience level in rafting? How many times have you been rafting before?

4. What class of river have you rafted on? (Classes 1-5, 1=slow, 5=impassable)

5. Will there be EMT or medically qualified individuals in the group?

6. Does the river guide/company provide proper preventative training?

7. Is the river guide/company licensed, insured, and reputable?

8. Do you or anyone going rafting with you have any medical problems limiting heavy physical activity?

9. If you are going on an extended rafting trip, have you arranged to check in with park authorities along the route?

HIGH RISK BRIEFING CHECKLIST FOR BOATING

OPERATOR:

1. Have you received any formal boating safety education? (SVS/Outdoor Rec/3-3106)

2. Have you read & are you familiar with A Digest of the Texas Water Safety Act or similar state-specific pamphlet? (1-800-792-1112/Texas Parks and Wildlife for current copy)

3. Do you understand laws governing boating under the influence of alcohol?

4. Do you understand alcohol is a common cause of boating/water-related accidents?

5. Do you wear an approved life preserver, especially while boat is in operation?

6. Do you understand what effects environmental exposure can have on operator safety?

7. Are you aware of proper fueling operations/safety?

8. Have you reviewed safe procedures for securing your boat? (dock, shore, anchoring)

9. Do you know the law concerning water skiing? (mirror, observer)

10. Do you boat at night? Do you know the requirements for lights? Do you understand the increased hazards of operating a boat with decreased visibility?

11. Back up plans

- What if you fell out? Do you have an ignition kill device & do you wear it?
- What if your motor fails? Do you have oars, tow rope, signaling devices?
- Who knows your plans/location?
- Do you take along exposure/wet weather gear?
- Do you check weather/water conditions before going out?

12. Trailer/towing

- Do you understand the effects of a boat & trailer on vehicle? (braking, turning)
- What safety measures do you use for launch and recovery operations?

BOAT:

1. Are you familiar with your boat's passenger/cargo capacity safety limits?

2. Do you understand your boat's capabilities & limitations (weather, seas, power)

3. Do you know what safety equipment the law requires you to have?
   - Fire extinguisher?
   - Required type/size/amount of personal flotation devices?
   - Stern and bow lights operational?
   - Horn/whistle?

4. Other equipment:
   - Anchor (line at least 2x water depth) rated for boat
   - Oar or other back up if motor fails
   - Tow rope
   - First Aid kit
   - Tool kit w/flashlight

TRAILER (if towing):

1. Vehicle and hitch rated for towed weight?

2. Do you safety check lights, tire condition, tie-down devices before operating?

3. If your trailer is rigged with brakes, have they been checked?

4. Bearings greased?

5. Tires/spare/jack in good condition?

6. Boat secured properly?

7. Safety chains?

8. Proper ball size/condition?

9. Have you considered placing reflective material on your trailer to enhance visibility?