



# Sheffield Kite Fliers Risk Assessment

## **1.0 Definition**

We all make risk assessments throughout every day of our lives, but we don't write them down. When you decide that an activity is too dangerous for your level of knowledge/ability/equipment you make the decision to avoid that particular hazard.

## **2.0 Method**

When we make a formal risk assessment we:-

- Decide the nature of the hazard,**
- Estimate the likelihood of an accident happening,**
- Estimate how serious such an accident would be,**
- Judge the acceptability of using the substance or technique,**
- Accept the risk or apply control measures**
- Identify key information such as location, emergency procedures, conditions etc**

A hazard is anything that has the potential to cause an accident or injury to the participant or others. All you need to do is identify exactly what you think is hazardous and take necessary measures as required.

For each hazard you should decide on the likelihood of an accident.

Likelihood:

- 5: Very Likely - If nothing is done, an accident will almost certainly occur
- 4: Likely - will happen if external factors take effect
- 3: Quite Possible - An accident may happen if pushed by other factors
- 2: Possible - may happen if external factors take effect, but unlikely
- 1: Not Likely - No real likelihood of an accident occurring

And the severity of the injury it may cause.

Severity:

- 5: Very High - Multiple death or widespread injury
- 4: High - Serious injury or death to an individual
- 3: Moderate - Causing Injury that could keep individual away from normal activities
- 2: Slight - minor injury
- 1: Nil - No risk of injury

The multiplication of these two scales determines the level of risk:

The higher the total, the higher the risk: **15 - 25 High**, **7 - 14 Medium**, **1 - 6 Low**.

### **3.0 Acceptance**

All members of the Sheffield Kite Fliers shall understand this document and the risk assessments associated with it. They should then suggest alterations or improvements if they feel that something has changed or that something has been overlooked. The risk assessment will be reviewed on a regular basis.

However all members should be aware that on any given day, should any other hazards present themselves that aren't covered in the formal risk assessment then the risk associated with these new hazards should be considered before flying.

If any new hazards appear then the committee should be notified so that alterations can be made to the formal risk assessment.

If any hazard presents a risk that falls into the high category further control measures will need to be implemented to reduce the associated risk or the activity stopped.

Sheffield Kite Fliers		Formal Risk Assessment of Traction Powerkite Activities				Review Date: Yearly
Location:	Lodge Moor Playing Fields	Completed By: SKF Committee Date: December 2011				
Address:	Adjacent to: Sportsman Inn, Redmires Road, Sheffield, South Yorkshire, S10 4LJ (Grid Reference: SK282860)	Emergency Services Access Point: Sportsman Inn Car Park S10 4LJ				
Risk Assessment Number:	SKF RA 01	Emergency Telephone Number: 999				
Hazard	Persons at Risk	Existing Control Measures	Risk			Further Action to Control Risk
			Likelihood	Severity	Risk Rating	
Collision with Static Hazards - Goal Posts, Concrete Post, Walls, Logs Surrounding Car park, Trees.	Kite Pilot	Always launch kites more than 60m (3 Line Lengths) upwind of these obstructions. Hazards change with wind direction so pilot to assess risk dynamically.	1	3	Low	Hazards change with wind direction so pilot to assess risk dynamically. In an easterly wind direction no flying to take place less than 60m from the trees on West side of field.
Pedestrians - Collision of kite/Lines	Public/Other Kite Pilots	Kite Pilots must give way to pedestrians. If Pedestrians walk down wind of Pilot, kite must be parked at the edge of the wind window or landed safely until pedestrian has moved.	2	3	Low	Pilots to be aware of location of pedestrians at all times.
Use of ground stakes for immobilizing kites - Tripping Hazard	Public / Kite Pilot / Other Kite Pilots	Ground stakes are to be used for the purpose of setting up, packing away and temporary immobilization of kites only. When these procedures are complete ground stakes are to be removed from the ground. Where possible ground stakes should be made clearly visible.	2	3	Low	No more than one kite per ground stake. No kites to be left unattended and staked.
Lines of temporarily immobilized kites - Tripping Hazard	Public / Kite Pilot / Other Kite Pilots	Kites to be attended at all times whilst on the ground. Alert public and other users of the whereabouts of potential hazard.	2	3	Low	
Launching / Landing of Kites	Public / Kite Pilot / Other Kite Pilots	Before launching of any power kite the pilot must ensure that there is at least 60m (3 Line lengths) of unobstructed downwind space. Also they must indicate to nearby park users of their intention to launch / land. With the exception of emergency landings.	2	3	Low	
Weather Conditions - Lofting due to gusty wind / Inappropriately sized kite for wind strength	Kite Pilot	The kite pilot must assess the weather conditions and choose to fly a kite of an appropriate size according to their ability.	2	4	Medium	If kite pilot is unsure about the safety of launching a particular size kite then a smaller kite should be chosen initially / Seek assistance from a qualified instructor.
Storms/lightning - Overpowered / electrocution	Kite Pilot	Do not fly in thunderstorms or Gales, constantly assess weather conditions.	1	4	Low	Kite Pilot to constantly assess the weather before and during a flying session. A basic understanding of weather patterns is required. Seek assistance of a qualified instructor if required.

Hazard	Persons at Risk	Existing Control Measures	Risk			Further Action to Control Risk
			Likelihood	Severity	Risk Rating	
Collision of loose kite with other users	Public	Kite killers or other suitable safety leash are advised to be used to prevent the loss of equipment and disable the kite. In some situations this may not be possible. If this is the case a downwind clearance of at least 150m should be maintained from any objects / people. Only in the event of danger to kite pilot should the kite be released completely.	1	2	Low	For advice on suitable safety leash / kite killer seek advice from a qualified kite instructor.
Equipment failure - Kite/ Line / bridle / control gear breakage	Public / Kite pilot / Other kite Pilots	All kite pilots must ensure that their kites and attached control gear is in a safe well maintained condition.	1	3	Low	For advice on equipment maintenance seek advice from a qualified kite instructor.
Collision of Kite with another kite	Kite Pilots	Maintain a safe distance from all other kite pilots. If static flying it is advisable to set up upwind of any kite vehicle pilots.	3	2	Low	Line cutters are advised to be carried by all pilots but should only be used in emergency situations.
Becoming instantaneously overpowered by the kite - Fall / Lofting	Kite Pilots	This will be minimized by the use of an appropriate kite for the conditions. See above. Also whilst using power kites with the intention of creating traction a helmet will be worn.	3	3	Medium	If this occurs the kite pilot will reconsider the size / type of kite which they are flying.
Wind Shadow of the trees - Creating gusts in a westerly wind direction.	Kite Pilots	All kite pilots are advised to set up and fly at least 60m downwind of the trees when the wind is in this direction. Also be aware that the wind at ground level is likely to be less than that above tree level.	3	3	Medium	
Dogs - Damage to property / dog	Kite Pilots / Dogs	All kite pilots should be aware of loose dogs and that their common reaction is to chase kites. It is advised that if safe to do so, park the kite at the edge of the wind window until the dog has lost interest or the owner has it under control. If the dog is endangering the pilot the kite should be landed.	3	2	Low	All dogs should be under control in a public area.
Horses	Horse rider / Kite pilot	All kite pilots should be aware of horses entering the flying area. Horses are easily spooked and as such the kite pilot should land their kite if safe to do so until the horse/s have moved out of the flying area.	2	4	Medium	Horse riders usually stay away from things that will spook their horse.
Dog excrement	Kite pilot	Pregnant women and children should be aware that dog excrement presents a toxic hazard. Avoid contact.	2	3	Low	If excrement is noticed scoop up, bag up, and dispose in a safe manner. Avoid contact with skin.
Microlights/ Paragliders Landing / Take off - Collision	Kite pilot / Microlight pilot	Microlights and Paragliders occasionally land and take off at Lodge moor. All kite pilots should land and immobilize kites when a landing/ take off is going to take place. Microlight circling the field in the air are usually intending to land. This activity is illegal at Lodge Moor so should not happen but occasionally does.	2	5	Medium	Prior to take off liaise with Microlight pilot to find out where their intended runway is, to ensure that it is clear of kite related obstructions and people.

Hazard	Persons at Risk	Existing Control Measures	Risk			Further Action to Control Risk
			Likelihood	Severity	Risk Rating	
Collision of kite powered vehicle/ person with public.	Public/ Pilot	Kite Pilots must give way to pedestrians. If Pedestrians walk down wind of Pilot, Pilot should halt all motion and kite must be parked at the edge of the wind window or landed safely until pedestrian has moved.	2	4	Medium	Pilots to be aware of location of pedestrians at all times.
Collision of Kite powered vehicle with another kite powered vehicle.	Pilots	Maintain a safe distance from other kite pilots. Follow the rules of the road. Upwind pilot kite up, downwind kite down. Pilot heading to their right has priority. Both pilots to turn clockwise in the event of a head on course.	2	4	Medium	Pilots to constantly assess the whereabouts of other pilots and to ensure that there is room before making a change to their speed and direction. Seek advice from club trainer.
Jumping - collision with objects / people	pilots / public	Never attempt a jump unless there is a clear distance of 60m downwind of the pilot. Ensure that the trajectory of the jump will not put you into the path of another pilot. Do not attempt to jump if inexperienced without consultation of a qualified instructor	2	4	Medium	Training is available for a safe jumping techniques.
Turning - Collision with objects / People	Pilots/ public	Always look behind you to ensure you have room to complete a manoeuvre before initiating the turn.	1	3	Medium	
Speed - Collision public	Public/ Pilot	Never exceed a speed appropriate to the conditions and pilots skill level. If you cannot stop in a controlled fashion slow down.	2	4	Medium	Seek appropriate training.
Slips/ Trips and Falls	Pilot	Extreme caution when on uneven ground or If the ground underfoot is slippery.	2	3	Low	Wear suitable footwear.
Weather Conditions - Heat /cold	Pilot	Assess conditions and dress appropriately. If hot take regular breaks and fluids. If cold, wear warm waterproof clothing.	3	3	Medium	Avoid kiting alone in severe cold or heat.