

## APPENDIX D - CIVL 2012 Plenary – Chinese Taipei Safety Subcommittee Meeting Minutes

### Part 1: All disciplines

#### Introduction: How Safety SC should be composed and run.

*Discussion:*

*RC: We need people to join the subcommittee – experts either within or outside CIVL. They may be people within a nation's Federation. We should try to identify people in our organizations who may be able to help.*

*AG: Safety Subcommittee has not been working as it should be. It is an important factor and we must do more about it. The work of the TF has been the best we have had in at least the last 5 years.*

*JMB: Remember 3 years ago when Max Bishop addressed the Plenary, after a fatality, shaking up CIVL to focus more on Safety. We appear to be in the same position again. It's good to have a task force and this excellent report. But we have to act on it. A good safety record is important – not just for preserving lives – but also to attract organizers, sponsors, and for attracting funding etc.*

*Safety must be taken seriously, and you must follow up on these initiatives.*

*The Idea of top competitors communicating to pilots on safety issues is good. Other commissions also have Safety issues to address.*

*FAI is also now centrally setting up a group of safety experts – CIVL will benefit by responding to this and participating.*

*Colombia: The subcommittee should include people representing manufacturers, pilots, and organizers. Pilots are always pushing harder. They need to be part of the group, to understand their psychology. Manufacturers best understand the technical limits of their wings. Organisers, particularly those who know the location of the upcoming Cat 1s or popular sites, should be involved.*

*KdK: There are some technical aspects that need expertise, but some more general issues can be tackled internally, such as task setting, avoiding unlandable areas, identifying potential problems. The Safety committee should be alerted to issues that arise, and can be addressed by organising briefings, creating videos etc.*

*HB: Not enough attention yet given to the recommendations of the TF. They have done a lot of work.*

*KdK: Problem often is that we come to the Plenary and do a lot of work, then we go our separate ways and the initiative is lost. The competitions themselves are an important venue where many of the right people are together and issues can be raised again. There are always non-flying days where meetings and discussions can take place.*

*RR: Maybe the FAI Jury could motivate meetings or discussions at the meets.*

*AG: Use new media, like videos on net tv, top pilots on youtube etc. CIVL has its own airports video site on youtube. This will reach pilots. Need to be inventive.*

*JMB: Competitions are good for delivering message. But messages need to be generated too. Not just about technical issues, but it is cultural. Personally, JMB is a pilot – twice a year, as an airline pilot, he had to attend training seminars etc, always thought – I don't need this... Now, as a leisure pilot, I always ask myself: am I fit to fly? I appreciate that free flying is not like flying an airliner. But you have to encourage the development of a safety culture.*

*AG: We see that competition pilots' decisions are not always logical: flying leaside straight along the ridge in front of mountain, for example. A pilot would not normally do it, but follow others so as not to lose the lead.*

*KdK: Small road incident. 6 policeman and 3hours of paperwork for a little thing. Compare that to a reserve deployment: we look, check he is moving, no problem. Pilot repacks and returns to launch the next day. No investigation, no report form completed.*

*AG: we do not have police looking at pilots, but we have each other. We need to look after each other. There was a recent incident where a pilot was not well enough to rig his own glider. This should not happen. Another issue where a lower ranked pilot was not comfortable to point out a safety issue to a higher ranked/experience pilot.*

*AG: CIVL's IPPI system (SafePro, ParaPro) not been developing in recent years. Also, we are lacking information on towing, aerobatics and tandem ratings. Now we have discussions about extending IPPI for a pg competition licence. We need some action not just discussions.*

## **1. Incident Reporting**

*TF1. Drastically simplify the Incident report form, but in turn require every organizer of FAI sanctioned competitions to submit reports on all incidents that occurred during their competition before competition results can be processed for the WPRS (this could be implemented within FS).*

*a. As a basis for the form, use the format used within the WPRS analysis project (draft revised form appended) See also Bulgaria Proposal 3: Improve incident data collection, analysis and presentation.*

*Another idea is to have two reports – one long form for pilots and one short form for organizers.*

*BH: 55 competitions since beginning August, 28 without incidents, 19 comps with incidents and only 13 forms received. Maybe need to make it mandatory*

*Need volunteers to work on the form: KdK and IE will liaise with TF members.*

*It was agreed that the short form should be made mandatory, added to Sanction application form so that results not processed until the statement is completed by the organizers.*

*Need some incentive to get pilots to complete the detailed form.*

*Group to work on revised short and long forms, that can be approved by Bureau, and can be implemented in FS and uploaded to database.*

*b. Establish a process of annual evaluation of this data which includes publishing a summary of the results.*

*HB: Look at how DHV does this. They have the best summary of incidents and accidents. Uncertainty of the data decreases with severity of the accident.*

*TB: Someone from DHV?*

*KT: The EHPU has experts gathered together once a year. Need people from other continents.*

*RC: Will maintain contact with EHPU.*

*c. Define a measure for safety in CIVL cross country competitions, both hang gliding and paragliding.*

*Suggestion: Incidents per pilot per task.*

*RC: We talk about incidents and accidents, some incidents are unlucky accidents sometimes.*

*DD: Put up proposal because Bulgaria feels it is something that needs doing. Don't have the detailed knowledge of what to do, but sees that nothing is in place. Need to make data collection mandatory. If we have hundreds of competitions a year, we should soon be able to collect some data. Without the data, we can't move forward easily. Maybe look to other organizations on how they do it. Could look at PWCA at how they address safety issues.*

*IE: Many incidents in PWCs are not reported. Some summary information on incidents should be reported.*

*RC: Anonymous reporting encourages more incidents to be reported.*

*TF11. (A) Initiate a research project, to identify all risk factors in paragliding competitions, their causal interconnections, and find ways to mitigate the most significant risks without increasing others.*

## **2. Investment in safety equipment/R&D**

*i) Paragliding/hang gliding equipment & equipment review working group*

*TF15. Encourage, support, fund research and development in paragliding reserve systems.*

*Reserve systems: Discussion on whether there should be two reserves, reserve accessible from both sides. Reliability issues – less reliable than those used for sky diving.*

*HBu: Some investigation into automatic deployment (barometric pressure) systems etc. Not so easy. DHV also looking into this.*

*DHV: In contact with a German manufacturer, but more work needs to be done. Maybe some experimentation with pilots performing manoeuvres will help gather data.*

*BH: one way forward might be to make a statement to encourage pilots to consider using two reserves or a bi-handed reserve? This would encourage manufacturers to research and develop in this area.*

*HBu: Rather, we should ensure gliders re-open and reserve is not required.*

*BH: Number of reserve deployments over the years has remained about the same, irrespective of type of glider. Problem is not going away, and always been there.*

**Subcommittee generally in favour of initiating some research in this area**

ii) Live Trackers:

Are these now considered to be an aid to safety. If so, should we mandate their use in Cat 1s? If so, should CIVL be providing them, or at least facilitating their provision to Cat 1 organisers?

*Some discussions showed there are mixed views on whether they should be mandatory. HG SC has discussed and does not want to make it mandatory. Used in Monte Cucco, it was a hassle. Cost issue – need to make Cat 1s easier and cheaper to run.*

*AG: Must also consider other continents, not just Europe.*

*YO: Can they be used worldwide?*

*GD: It is a technically complex issue. Costly and difficult to keep the system up to date. Operation depends on the networks available locally. Not all countries have the right networks. Reliability is an issue. Manual work to ensure charged up, distributed, collected. Annual costs involved, SIM cards etc. PWCA budget for year is €12k to €15k for all their competitions. Then pay maintenance on top. PWCA has its own system now, but only for a short time. Not looking at renting out the system just yet. But would have to supply technical assistance with it. Fees probably around €1500 depending on length of event.*

*TB: Brandlehner trackers cost €10/pilot ie €1500 per event – just the trackers. SIM cards extra and depends on the country.*

*CB: Used for British comps, probably closer to €2500 to €3000 per event, plus technical assistance.*

#### **4. Cross commission/discipline communication**

*RC: Has been looking at work going on in the IGC. Very interesting documents available. An idea is to work with them to cross-fertilise.*

*JMB: Report sent to OSTIV and feedback from JMB is congratulations and that there were some good ideas in it. There should be some good collaboration despite the wings being quite different. Re-iterated the setting up of the FAI Safety Group, and that some of the Human Factors issues may be of common interest. Hopes that OSTIV will join in.*

#### **Part 2: PG Safety specific issues:**

##### **5. Mandatory Safety Briefing/Pilot education & awareness**

*TF8. At the outset of Category 1 competitions, hold sessions similar to the one in Piedrahita, where manufacturers and test pilots explain in detail about the current wings, how to fly them safely, how to deal with them in extreme situations.*

Consider other ways of improving pilot education & awareness (articles, video interviews, dedicated area of website, forum discussions etc). MS article on risk would be a good start point.

*RC made the point that pilots are attending MSBs but not listening. Need to reach them somehow.*

*Pilots think they are wearing some magic armour. It won't happen to me.*

*What can we do? Recent MSBs have improved. But we do need to ensure the briefings get the messages across and that they are heard. Need to make MSBs more important, more lively, interactive. Need*

*some template/agenda for content of MSBs. A variety of speakers adds interest, including top pilots. Need expansion of MSB agenda items from S7. CB, HB.*

*KdK: needs to be more interactive. Pilots who have learnt from experience.*

*DP: psychology is similar in HG. Create some information films that can be used in the briefing. HG has done this on sprogs. Could be done on helmets, hooking in, etc. Used top pilots to do this. Nothing too expensive.*

## **6. Further training/qualifications for pilots entering (Cat 1) competitions**

*TF7. Require pilots competing in Category 1 competitions to have completed an organised SiV training within 12 months before the competition and reach the standards as outlined in the section "Pilot Skills and Education".*

*TF16. Encourage NACs to incorporate SiV training as part of the pilot license syllabus, especially for competition pilots.*

*TF10. Consider developing and introducing a Competition Pilot training and certification program. Require all pilots flying Competition Class wings in Category 1, possibly also in Category 2 competitions, to be recently (e.g. within the last 3 years) certified.*

*CB: Also, now a PMA recommendation that pilots flying in Cat 1 events (and PWCs and acro) should complete an SiV-style course (to be developed). Delegates concerned that this may be difficult to put in place prior to St André, but could be done by next year.*

*SM: France believes strongly this should be done, it should be an internationally recognised qualification, such as IPPI 6. Full SiV may not be the solution, but some sort of training program should be put together.*

*GD: Not sure it is a good idea to make it mandatory for Cat 1s. No-one is doing SiV manoeuvres on comp wings in comp harnesses, which is what PMA is suggesting.*

*HJ: no point doing it on anything other than the gliders that will be flown in comps.*

*GD: Then also making a licence linked to the type of glider flown. Not practical. Not easy to see how this can be resolved.*

*EM: There is no SiV training in Asia.*

*LJ: CIVL could help by funding European trainers to run courses in Asia, providing there are appropriate locations and local organisation.*

*Discussion on whether it should be a full SiV or a pilotage/skills course. Why do it as IPPI 6 rather than a qualification rule for a Cat 1? Suggested we need something more universal*

*CB: The recommendations are for creating a higher level of qualification as a means to improve skills and safety. It is not for us to determine the detail right now.*

*The question is, do we want to see a higher level of qualification?*

**Conclusion: There was a strong vote in favour of developing new initiatives to increase pilot skills and education. This should be a primary objective of the Safety Subcommittee for the coming year.**

## **7. Future of Task Force**

*Consider whether Task Force should continue as is, continue with revised TOR, or be re-absorbed into PG or Safety Subcommittees.*

*It was generally agreed that the Task Force has done an excellent job.*

*SM: Suggests we probably will need to work on new tasks which should be under the control of the Subcommittees.*

*AG: TF members are still working on some issues (incident analysis). There were 15 emails just yesterday.*

*LJ: The TF members will be waiting to see the reaction to their recommendations. We should encourage those who are interested to join the relevant subcommittee.*

## General theme : Develop a Safety Culture

Action : improve incident reporting, connection with CIVL database

- Igor Erzen, Koos de Keijzer...

Action : create safety index, publish annual safety report & safety index

- Raymond Caux...

Action : research on equipment, liaising with manufacturers and testing houses, reserve, sail, standards...

- Paragliding Safety Task Force...

Action : research of live tracking

- Thomas Brandlehner...

Action : research in psychology, how to change mindset about safety, briefing...

- Hamish Barker, Raymond Caux...

Action : cross discipline communication, FAI experts group, liaising with OSTIV, EHPU, testing houses, manufacturers...

- Raymond Caux...

Action : improve safety briefing, health, speed management, interactive, videos...

- Koos de Keijzer, Raymond Caux...

Action : improve training/skills related to sail development, SIV, IPPI...

- testing houses, instructors...

Action : future plan of Safety Subcommittee and Task Force, merging both, tasks, finding members...

- organisers, manufacturers, testing houses, instructors...

Members : Daniel Dimov...

### Attendance List

Hamish Barker	Australia	HB
Thomas Brandlehner	Austria	TB
Raimund Kaiser	Austria	RK
Daniel Dimov	Bulgaria	DD
Niels J. Askirk	Denmark	NA
Rasmus Rohlff	Denmark	RR
Scott Torkelsen	Denmark	ST
Raymond Caux	France	RC
Brian Harris	France	BH
Louise Joselyn	France	LJ
Stéphane Malbos	France	SM
Didier Mathurin	France	DM
Harry Buntz	Germany	Hbu

Klaus Tanzler	Germany	KT
Juan Gutierrez	Guatemala	JG
Alejandro Toralla	Guatemala	TA
Agust Gudmundsson	Iceland	AG
Aldy Patanroi	Indonesia	AP
Wahyu Yudha	Indonesia	WY
Jimmy Leowardy	Indonesia	JL
Yoshiki Oka	Japan	YO
Goran Dimiskovski	FYR of Macedonia	GD
Basir H Ab Rahman	Malaysia	BR
Poobalan S Krishnan	Malaysia	PK
Koos De Keijzer	Netherlands	KDK
Jedrzej Jaxa-rozn	Poland	HJ
José Gonçaves	Portugal	JG
Uga Jondzic	Serbia	UJ
Zeljko Ovuka	Serbia	ZO
Igor Erzen	Slovenia	IE
Didyasarin Veerayuth	Thailand	DV
Chris Burns	UK	CB
Dennis Pagen	USA	DP
Jamie Shelden	USA	JS
Jean-Marc Badan	FAI SecGen	JMB