

Annex 6 - CIVL 2012 Plenary Meeting – Chinese Taipei Safety Subcommittee Agenda

Part 1: All disciplines

Introduction: How Safety SC should be composed and run.

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)*
- b. Establish a process of annual evaluation of this data which includes publishing a summary of the results.*
- c. Define a measure for safety in CIVL cross country competitions, both hang gliding and paragliding. Suggestion: Incidents per pilot per task.*

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.

See also Bulgaria Proposal 3: Improve incident data collection, analysis and presentation.

2. Investment in safety equipment/R&D

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

TF15. Encourage, support, fund research and development in the area of paragliding reserve systems.

- 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?

- iii) Other

3. Safety psychology:

It was mentioned in PGSTF's report, to seek for better ways to reach the pilots' brains when we talk about safety. It seems nobody feels concerned. Maybe disguising the issues behind discussions on improving performance? Discuss how to do some brainstorming about this, or even to fund professional psychology and communication expertise.

4. Cross commission/discipline communication

How to talk to other commissions (ie Gliding) about their past experiences regarding safety and glider development. What they do now, what advice they can impart to CIVL. Look at OSTIV documents.

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.

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.

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.