



Tasman 2021

Safety Management Plan

NZ Paragliding National Competition Nelson/Tasman NZ

(NZ PG Open 2021)

on behalf of the



Saturday 20 February to Saturday 27 February

National Competition based in Mapua with flying sites in the Nelson & Tasman region

Document Management:

This document endeavours to outline the various safety strategies and frameworks in place that support a safe event, and the strategies and processes that will be enacted in the event of a safety related incident.

This document is available to every person involved in the competition, whether competing or otherwise. Every pilot involved is required to read, understand and make a copy if appropriate. This document is updated and edited each year prior to a specific event in order to incorporate unique safety concerns for conducting a competition in its specific region. Copies of this document are submitted to the NZHGPA executive and the PCC for review. Competition directors and organisers have a copy of this document for viewing at any time throughout the competition.

Contents

2. Event Overview	4
3. Participants	4
4. Event Promotion	4
5. Primary Event Locations	5
6. Primary Contacts	5
7. Safety Strategy and Objectives	6
8. Pilot Vetting	6
9. Pilot Information	6
10. Safety Personnel	7
11. Visitors	7
12. Task Selection and Safety Related Competition Issues and Rules	8
13. Pilot Check In and Check Out system	8
14. Road Traffic Management	9
15. Air Traffic Management	9
16. Communication and Pilot Tracking	10
17. Emergency Plan in the event of pilot injury	10
18. Plan in the event of a missing person	11

19. Hazards and Risks	11
20. Situation Management and Mitigation	15
21. Covid Alert Levels	17
22. Accidents and Reporting	18
23. Media	18
24. Appendices:	18
EMERGENCY PLAN	19
THE DECISION TREE	22
Task Sign-in / Sign-out form	25

2. Event Overview

The 'NZ PG Open21' competition is a FAI (Federation Aeronautique International) Cat 2 sanctioned, New Zealand (National Aerosport Control) endorsed, cross-country paragliding event conducted in accordance with FAI and NZHGPA guidelines and Rules as amended, from time to time, by the New Zealand Paragliding Competitions Committee.

Up to 80 paraglider pilots will launch their craft from elevated terrain on recognised paragliding take-off sites and then attempt to complete a flying course that can be as long as 200km. This is known as a 'task' and there will be one task on each day of the event, weather permitting.

3. Participants

Competing pilots have a variety of competition experience. All participants have been vetted to ensure that they are members of the New Zealand Hang Gliding and Paragliding Association (NZHGPA). Acquiring NZHGPA membership requires the provision of a paragliding license issued either in New Zealand or overseas and this ensures that competing pilots have been trained to an international standard which includes instruction on safety management and aeronautical competency.

Whilst this competition, in part, aims to promote novice cross-country pilots into competition, each pilot has been encouraged to do a SIV course as part of their training. These novice pilots have been vetted further as being suitably experienced in order to participate. It is anticipated that by flying with more experienced pilots that these novice pilots will be mentored and safely guided to participate. They will be encouraged to participate competently in competition, and perhaps even to represent New Zealand in international events. This event also provides the more experienced pilots with a safe but challenging environment in which to hone their skills for competition flying at national and international level.

Pilot selection is based primarily on national and international competition ranking which indicates a high level of experience of proficiency. As mentioned a small number of competitors have no specific experience in flying competitions but have been vetted in regards to their capabilities regarding safety and airmanship especially with regards to mountain flying considerations.

4. Event Promotion

The 'Airtribune' event hosting website: ([Airtribune/nzpgopen2021/info](https://airtribune.nzpgopen2021/info)) has been used to promote and provide detailed information for the event for all interested parties.

5. Primary Event Locations

The initial mandatory safety briefing will be conducted at the: Mapua Leisure Park Competition HQ and subsequent daily briefings at the same.

All pilots are strongly encouraged to attend the daily briefings at 8.30am which will include the day's weather guide.

Brief details and information for the day will be posted on a dedicated 'What's App' platform.

Every task will be preceded by a task briefing that all pilots must attend.

There are multiple choices of available take off sites:

- Barnicoat
- Takaka
- Mt Murchison
- Inwoods
- Blowhard
- Footes
- Canvastown
- Tapawera

6. Primary Contacts

- Peter Allison – Competition Director,
021 35 00 66
pgopen21@gmail.com
- Lyn Watkins – Competition Director,
027 430 4480
pgopen21@gmail.com

7. Safety Strategy and Objectives

The aim of the competition is to provide a fair, challenging and rewarding platform to encourage and promote New Zealand paragliding competition.

The first strategic pillar of the organisation is **Safety**. It is the intention of the organisers to complete the event with a level of zero safety related incidents, meaning that any level of injury, other than entirely trivial, is deemed unacceptable.

Several processes and frameworks are in place to support this goal, as described below.

8. Pilot Vetting

Pilots have been vetted for safety and capability. This is described above.

9. Pilot Information

Safety related information is available to the pilots in the following forms.

- This Safety Management plan is available for download and has been emailed to all competitors with a request that they study it.
- Notice of the impending competition is notified to other air users by utilising Aeronautical Information Publications(AIPs) and /or NOTAMs. Prior to the competition the Competition director also notifies local air user groups of impending increased paraglider activity and they are in contact with those 'user groups' daily advising of the days' flying activity location.
- An emergency plan has also been provided to all competitors with guidance and instruction on what to do in the event of an emergency such as a paraglider crash, missing pilot or pilot injury.
- A mandatory safety briefing takes place at the start of the event on 20th February. Pilots are not able to partake in the Competition unless they have attended this. This briefing covers all the safety aspects that are covered in this plan.
- Daily de-briefings of the previous days task take place before proceeding to the flight area.
- Daily briefings on the morning of a taskable day will cover any specific hazards and safety considerations related to the day and the chosen flight location. Attendance is required.
- A 'Task Committee', nominated at the initial briefing and made up primarily of the most experienced pilots to have flown in the region, will create a task suitable and safe for all levels of pilots competing. Ideally, a little simpler at the start and becoming somewhat more challenging for the advanced pilots as the flight progresses. Normally the novice pilots end up landing quite early.
- Task Safety Briefings will take place, before launch, at the chosen site location and will further include or amplify any safety considerations such as local site hazards and weather conditions and all pilots must attend.

- All competitors must carry a UHF radio for the purposes of monitoring the progress, and of any safety related issues, throughout the flight. The 'safety' frequency /channel is not a chatter frequency.
- The flying Safety Committee, nominated at the initial safety briefing, will be providing radio based updates at regular intervals of every 10 minutes or greater on the mandatory competition safety channel whilst in flight as to inflight flying conditions (see below)
- Pilots, particularly those visiting New Zealand, are made aware of the contact details for emergency services available in NZ and are reminded that medical treatment, in the event of an accident, is free in New Zealand through the ACC.

10. Safety Personnel

- A three person safety committee will be flying with the competitors on paragliders. The job of the safety committee is to monitor conditions, weather and otherwise and provide information on safety to all competitors. This committee also has the prerogative of stopping the day's flying activities if there is sufficient safety concern (e.g. wind that may increase to unsafe levels or a perceived risk of thunderstorm activity). The committee consists of experienced paraglider pilots who are familiar with the terrain and climate of the respective flying arenas.
All pilots are able to express safety concerns to the safety committee / CD during flight by using a standardised number format numbered 1 through 3.
- The Competition Directors are also experienced paragliding and competition pilots who are familiar with the terrain and climate of the flying arenas. The Competition Directors also have the prerogative of amending a task or stopping the day's activities for the same reasons as described above. There will always be at least one ground based Competition Organiser with access to the Competition HQ vehicle, a UHF set to the Safety Channel and an Airband radio.
- A dedicated Launch Marshal will be placed in charge of the take off to ensure maximum safety, keeping visitors clear, and launch efficiency. This Launch Marshal will be in attendance on the launch area until the final pilot has taken off. They have the ability to close, or suspend, the launch at any time for safety reasons. They are equipped with, or have access to, a wind-meter, a first aid kit and fire extinguisher and UHF radio set to the safety channel.
- A ground based safety officer may be present. They are trained in first aid and search and rescue procedures.
- All senior pilots (PG3 and above) are required to carry recognised and current First Aid endorsements as part of their NZHGPA licencing. These are renewed every two years.
- All pilots are constantly briefed and reminded that they hold primary responsibility for their own safety and of others and thus also form part of the safety personnel framework.

11. Visitors

- Visitors and non-flyers are welcome to observe and even to attend the proceedings. If experienced in competition matters or flying procedures they may be called upon to assist with launches, observation, retrieves and even to help facilitate rescue services if required. The more eyes the merrier!

12. Task Selection and Safety Related Competition Issues and Rules

- A penalty and protest system is in place within the competition rules that can be activated in the event of any unsafe behaviour by competitors (for example, flying in cloud or aggressive piloting).
- Punitive measures for unsafe activities can include censure, warnings, points penalties and exclusion from the task or competition overall.
- The three person task committee is responsible for setting the daily flying task. The three person safety committee has the prerogative to overview the proposed task before it is presented to the pilots and to suggest alternatives, or enforce changes, if there are safety concerns. The Competition directors may have an input into both committees.

The task committee is particularly familiar with local weather patterns and flight planning. They have access to a plethora of online, gliding specific, weather and flight planning websites such as MetService, MetVuw, NZ RASP, SkySight, XC Skies. Etc for the latest in actual and forecast weather situations. By nature, paragliders can only operate in a very small window of fine weather conditions such as Visual Meteorological Conditions (VMC) and light winds (less than about 10 kts in the mountains)

Typically tasks are set for a launch around midday / early afternoon and the first of the pilots will be landing shortly thereafter with the slower possibly flying until 4 or 5pm. This allows ample time for retrieves and even search and rescue prior to last light during the long summer days.

- A system is in place to award competition points to pilots if they choose not to fly due to safety related concerns. This mitigates the pressure to fly that may otherwise occur.
- A system is in place to reward pilots (with competition points) that assist in the event of a safety related incident and, by doing so, jeopardise their own competition performance.
- Safety, the primary concern, is ongoing throughout the competition.

13. Pilot Check In and Check Out system

A mandatory system is in place for all pilots to ensure that they check-in at the take off site each day (thus, registered as flying) prior to flying and then check-out ASAP once safely landed. This is enabled by systems such as SMS, WhatsApp and the mandatory GPS trackers. There is a central coordinator who maintains the list of all pilots flying and they are marked off as 'safe' once they have 'checked out' of the competition. This person is primarily the ground based safety officer but responsibility may be moved to another staff member at the discretion of the event Directors.

This list enables the organisation to monitor the status of each competitor after each day's task and to alert to any potential missing pilot situation so that the missing pilot procedure can be enabled (see attached Emergency Plan). All competition safety staff will stay on alert until all pilots are marked off as safe. Consumption of alcohol by competition safety staff is forbidden until all pilots are marked off as 'safe' each day.

14. Road Traffic Management

A Convoy Marshall may be assigned to enforce and monitor the safe behaviour of all vehicles proceeding up to the daily selected launch site. Four wheel drive vehicles may be required. All vehicles must comply with local (e.g. forestry and farmer) requirements and the carriage of a shovel and a fire extinguisher in each vehicle is compulsory.

Vehicles may be required to travel in convoy to facilitate ease of movement and reduced congestion.

Only road worthy vehicles and trailers are permitted to be part of the competition convoy. All vehicles are requested to monitor the radio safety channel during the convoy process.

Safe convoy protocol is clearly briefed at the safety briefing.

Traffic down the mountains and between the flying sites may also need to be convoyed depending on the site (in particular Mt Murchison).

15. Air Traffic Management

The usual VFR regulations will apply throughout the competition and penalties will be applied to any infractions.

To enhance air safety at the beginning of the day's task various systems will be put in place. These include, but not limited to; various task start procedures (air start, lapsed time, race to goal), alternating thermalling directions on odd/even days close to Launch, the option to introduce new rules during the competition if the need is identified.

16. Communication and Pilot Tracking

- As mentioned: All competitors are required to carry, and know how to use, serviceable UHF radios.
- Commonly two radio channels are identified and agreed for use by the pilots. One is a safety channel and it is mandatory for all pilots to monitor it whilst flying. It is used by the safety committee to provide regular updates on safety. Non safety related communication is not allowed
- SMS (text) and WhatsApp – these are used for the Check In and Check Out system. Non-safety related communication on the WhatsApp group is not allowed. All pilots are added to the group before the first flying task.
- Mobile Phone – these are used for all types of communication. It is known, and communicated to the pilots, that there are large areas of the flying arena with no, or limited, cell phone reception. The take off areas are known to have strong cell phone reception.
- Satellite Trackers are mandatory for this competition and must be used by each pilot. These allow an emergency SOS message to be broadcast in the event that no cell phone coverage is available. The accepted models are Delorme InReach and Spot. Pilots are obliged to enable “tracking mode” on these devices during all flights. This enables the organisation to track the pilots on a map via the ‘Highcloud’ website.
- ‘Airtribune’ tracking – this is not mandatory but all pilots are encouraged to use this application which works when 3G cell phone cover is available. It enables the competition organisers, and other pilots, to track the location of all competitors during a task.
- Visual signal of emergency – the international paraglider distress protocol is a paragliding wing being left fully unfolded on the ground after landing. All pilots are briefed of this with instructions to make a call on the radio safety frequency if this signal is observed. All pilots are urged to fold /scrunch up their wings immediately after landing if they do not require assistance.
- Contact Details – are pilots are obliged to provide cell phone and WhatsApp contact details to the organisation as part of the pilot registration process, along with the address of their local accommodation and contact details for a third party to be used in the event of an emergency.

17. Emergency Plan in the event of pilot injury

A copy of the emergency plan, in the event of injury, is given to all pilots as part of their pilot pack and as included with this Safety Management Plan.

If an observed injury is deemed to be anything other than trivial then an assessment shall be made by a competent person and if deemed necessary emergency services must be called (111).

In the event that a pilot is deemed to have crashed in an area where injuries cannot be assessed immediately, and that pilot is unable to communicate then Search and Rescue (LSAR) is to be contacted immediately via the Police (111).

18. Plan in the event of a missing person

A copy of the emergency plan, in the event of a missing person, is given to all pilots as part of their pilot pack and as included with this Safety Management Plan and all pilots are encouraged to carry with them during the flying tasks.

The Check-In and Check-Out process is designed to alert the organisation to any pilot that has not reported themselves as safe after flying.

If, after 1900 NZDT a pilot is still not reported as safe then the Competition Directors and Ground Safety Officer will commence activities to locate the pilot. This includes trying all known methods of contact (Cell phone, WhatsApp and checking pilot accommodation and known associates and competition pilots).

If, by 1945 NZT, the pilot has not been located then Land Search and Rescue are notified via the Police (111).

Information to be provided to LSAR include:

- Name and cell phone contact details for the missing pilot
- Address of local accommodation
- Colour of paraglider
- Last known location based on satellite tracker and information from witnesses
- Details of the course line and pilot's likely position in relation to it

19. Hazards and Risks

Paragliding is by nature a hazardous activity that involves recognisable elements of risk. The CAA and the NZHGPA insist on a rigorous licensing, safety and monitoring program for all pilots and their equipment to mitigate these concerns.

Cross- country competitions inevitably present a different kind of risk to the average pilot.

Equipment certification, varying pilot experience levels and constant briefings are part of the competition environment.

The Tasman region provides for some of the world's most scenic and varied flying but it has changeable weather conditions.

Weather provides for unique and challenging planning scenarios.

Pilot fitness is a significant hazard. If a pilot is not fit to fly then they must not compete. The onus is on the pilot. A pilot must consider if they are free from any illnesses or other distracting physical issues (eg. alcohol or drugs). That if they are on Medication – that it is safe medication only. Pilots must not be overly Stressed or Fatigued and that they must be free of Alcohol or Drugs. The NZHGPA has a zero tolerance for Drugs and Alcohol as per the NZHGPA Operations Manual.

Pilots must be suitably nourished and hydrated before and during the flight.

Dehydration is a well known factor in poor decision making and will be mentioned at all safety briefings.

Hazards in cross-country competitions may include but is not limited to:

Hazard	Potential Risk / Degree	Mitigation
Spectators	<ul style="list-style-type: none"> ● Pilot / spectator injury ranging from minor to fatal 	<ul style="list-style-type: none"> ● Use of a launch director ● Task safety briefing ● Hazard identification / marked off area “for take-off only” ● Personnel trained in first aid and the availability of a first aid kit at take off.
Other air traffic / Users	<ul style="list-style-type: none"> ● Collision ● Pilot injury (self /other) ranging from minor to fatal 	<ul style="list-style-type: none"> ● AIPs, NOTAMs and timely communications with local Air Users to advise of heightened paraglider activity. ● Task safety briefing ● VFR Flight Rules ● Hazard identification ● Use of Airband radios ● Listen out. ● Use your radios.... Speak up!
Power cables	<ul style="list-style-type: none"> ● Electrocution injuries, ranging from serious to fatal ● Public inconvenience 	<ul style="list-style-type: none"> ● Identification of this specific hazard at task briefing ● Keep your eyes out to identify for possible lines. ● Immediate contact with emergency services to disconnect power
Weather	<ul style="list-style-type: none"> ● Pilot Injury ranging from minor to fatal. ● Turbulence ● Variability. 	<ul style="list-style-type: none"> ● Detailed briefings ● A plethora of weather and flight planning websites. ● Tasks can be stopped at any time by the Competition Director. ● Pilot check back process
Mountains	<ul style="list-style-type: none"> ● Remoteness ● Lack of Communications. 	<ul style="list-style-type: none"> ● Briefings ● Instruction and mentoring ● Do not ‘push on’ outside your own flying limits. Know when to say ‘enough’

	<ul style="list-style-type: none"> ● Mountain passes used by other air traffic - congestion. ● Turbulence ● Flight close to terrain. 	
Extended no landing zones – forests, wooded areas, water	<ul style="list-style-type: none"> ● Injury ● Remoteness and long walk outs ● Fatigue ● Delays in Reporting /rescue ● Exposure 	<ul style="list-style-type: none"> ● Briefings ● Set considerate tasks. ● Don't take unnecessary risks. ● Always have landing options. ● Instruction and mentoring ● Tree rescue kits and personnel available. ● Use of emergency services
Equipment	<ul style="list-style-type: none"> ● Injury 	<ul style="list-style-type: none"> ● Ensure equipment is WoF'd ● Know your wing characteristics.
Pilot Fitness – Mental Emotional Physical	<ul style="list-style-type: none"> ● Injury to self and or other ● Nervousness 	<ul style="list-style-type: none"> ● Be Prepared ● Illness, Medication, Stress, Alcohol, Drugs, Fatigue, Nourished. ● Detailed Flight Briefings ● Instruction and mentoring ● Briefings with respect to use of medicines and drugs ● Hydration ● Carry a personal first aid kit
Poor radio reception	<ul style="list-style-type: none"> ● Check back delays. ● Search and rescue delays ● Isolation ● Exposure ● Fatigue 	<ul style="list-style-type: none"> ● Pre-flight brief. ● Beware of flying behind ridges and mountains ● Use satellite trackers. ● Check back protocols. ● Carry 'Pilot Safety Plan' ● Carry UHF ● Carry mobile phone with 'navigation' details: compass / GPS for coordinates

		<ul style="list-style-type: none"> ● Carry spare batteries / portable charger.
Traffic accident	<ul style="list-style-type: none"> ● Injury ranging from minor to fatal ● Blockage of access for emergency response 	<ul style="list-style-type: none"> ● Assigned convoy marshal to monitor convoy safety ● Tactics to reduce upward and downward vehicle traffic at the same time on the mountain roads ● Ground based safety officer trained in first aid and equipped with first aid kit
Heat, Sunburn and Sunstroke	<ul style="list-style-type: none"> ● Dehydration ● Blistering / pain ● Distraction and poor thinking skills.Lack of coordination 	<ul style="list-style-type: none"> ● Sun cream available at the take off, provided by the organisation ● Pilots reminded to bring and use sun cream ● Pilots reminded to hydrate during flight ● Provide sun shelters at launch
Animals and farm stock	<ul style="list-style-type: none"> ● Injury to Self /other ● Injury to stock ● Damage to property ● Public inconvenience 	<ul style="list-style-type: none"> ● Detailed briefings and sound tasking ● Keep a good lookout ● Be considerate and stay well clear ● NZHGPA ‘code of conduct’ ● NZHGPA insurance ● Visit unhappy farmers asap.
Fire	<ul style="list-style-type: none"> ● Forest fire ● Burn injuries ● Blockage of access for emergency response 	<ul style="list-style-type: none"> ● Fire extinguishers and shovels in three competition vehicles ● Smoking ban at all competition locations other than the HQ or in enclosed vehicles ● Electronic cigarettes are not deemed to be a fire hazard

20. Situation Management and Mitigation

This table defines some identified situations, potential outcomes and mitigation strategies.

Situation	Potential outcome	Mitigation
Large number of competitors (80)	<ul style="list-style-type: none"> ● Risk of collision ● Heavy traffic density ● Close proximity flying 	<ul style="list-style-type: none"> ● Dedicated launch marshal ● Alternate thermalling direction within a given distance of launch and/or start gate ● Enable start systems to reduce congestion
Paraglider crash on take off	<ul style="list-style-type: none"> ● Pilot injury ranging from minor to fatal 	<ul style="list-style-type: none"> ● Experienced launch director ● Task safety briefing ● Hazard identification ● Personnel trained in first aid ● Availability of first aid kit at take off ● Cell phone coverage for calling emergency services
Paraglider crash on course line	<ul style="list-style-type: none"> ● Pilot injury ranging from minor to fatal 	<ul style="list-style-type: none"> ● Task safety briefing ● Hazard identification ● Ground based responder trained in first aid with first aid kit and fire extinguisher ● Information relayed from the air by radio ● In the event of inadequate cell phone coverage, correspondence to emergency service by relayed radio call or satellite beacon ● If the event is deemed serious then the task is stopped to allow all personnel to focus on mitigation of the event
Paraglider impact with power cables	<ul style="list-style-type: none"> ● Falling and electrocution injuries, ranging from serious to fatal 	<ul style="list-style-type: none"> ● Identification of this specific hazard at task briefing ● Immediate contact with emergency services to disconnect power ● Otherwise as above

Missing pilot	<ul style="list-style-type: none"> ● Delayed response to potential injuries ● Exposure ● Exhaustion ● Dehydration 	<ul style="list-style-type: none"> ● Pilot check back process ● Contact details available to all safety personnel ● Organised search party both on ground and via paraglider ● Alert to emergency services (LSAR) if the situation is deemed serious or sunset (20:00 NZT) is approaching
Proximity with other aircraft	<ul style="list-style-type: none"> ● Mid-air collision leading to crash 	<ul style="list-style-type: none"> ● Special airspace arranged with air traffic control ● Notification to other airspace users in AIP supplement ● Launch Marshall to suspend launch if congestion occurs
Paraglider landing in water /trees	<ul style="list-style-type: none"> ● Drowning ● Injury 	<ul style="list-style-type: none"> ● Task course line to avoid all major areas of water /heavily forested areas
Injury from geothermic activity	<ul style="list-style-type: none"> ● Burning, scalding injuries ranging from minor to fatal ● Inhalation of fumes 	<ul style="list-style-type: none"> ● Specific hazard identification ● Take course line to avoid all major areas of geothermic activity ● Ground response as per paraglider crash
Traffic accident	<ul style="list-style-type: none"> ● Injury ranging from minor to fatal ● Blockage of access for emergency response 	<ul style="list-style-type: none"> ● Assigned convoy marshal to monitor convoy safety ● Tactics to reduce upward and downward vehicle traffic at the same time on the mountain roads ● Ground based safety officer trained in first aid and equipped with first aid kit
Sunburn and sun stroke	<ul style="list-style-type: none"> ● Blistering ● Lack of coordination 	<ul style="list-style-type: none"> ● Sun cream available at the take off, provided by the organisation ● Pilot reminded to bring and use sun cream ● Limited shade available at take-off, for the launch marshal primarily
Fire	<ul style="list-style-type: none"> ● Forest fire ● Burn injuries ● Blockage of access for emergency response 	<ul style="list-style-type: none"> ● Fire extinguishers and shovels in three competition vehicles ● Smoking ban at all competition locations other than the HQ or in enclosed vehicles ● Electronic cigarettes are not deemed to be a fire hazard

21. Covid Alert Levels

All communication regarding COVID19 will be through the official WhatsApp channel. If you have cold, flu or COVID-19 symptoms, stay home and call your doctor or Healthline on 0800 358 5453 to see if you need a test. Keep up good hand washing practices, using soap and water for at least 20 seconds, and drying thoroughly. Cough and sneeze into your elbow. Keep surfaces clean.

QR code posters and a sign in sheet alternative will be prominently displayed for tracing purposes.

LEVEL ONE

Tracing in place and encouraged. Hand sanitizer available, hand washing and physical distancing encouraged. If participants and/or companions are unwell or showing any symptoms they will be advised to isolate and encouraged to have a test.

LEVEL TWO

Tracing in place and required. Hand sanitizer available and hand washing strongly encouraged. If unwell/showing symptoms advised to stay home/isolate and encouraged to have a test. Physical distancing of at least 1 metre and masks will be mandatory, groups restricted to 100 participants. Keep your distance when outside your home. You should keep at least:

- 2 metres in public and in retail stores, like supermarkets and clothes shops.
- 1 metre in most other places like workplaces, cafes, restaurants and gyms.

LEVELS THREE & FOUR

Competition will be cancelled, participants advised to head to their normal place of residence as soon as possible.

22. Accidents and Reporting

All incidents and accidents are to be reported. The NZHGPA Operations Manual Section 6.6.13 (available from the NZHGPA website) and that same website's 'Safety' tab has details for filing and reporting accident and incident reports.

The NZHGPA insists on a 'no fault' reporting culture.

For FAI events the FAI / CIVL administration also requires an incident /accident report when the results are submitted.

23. Media

Though paragliding sporting events may or may not be advertised to the media the nature of the sport seems to ensure that the public wants to be notified if there is a significant incident or accident.

In the event of a significant incident or accident, the Competition directors are the **only person authorised** to speak with the media in the first instance, and even then, they may defer to the NZHGPA executive for advice.

24. Appendices:

Appendix 1

- Emergency Plan

Appendix 2

- Pilot Registration Form

Appendix 3

- Task Sign In-Sign Out Form

EMERGENCY PLAN

Your own safety must come first

You cannot assist in an emergency if *you too* are injured

● **IF YOU HAVE AN ACCIDENT (or think you may be about to get injured):**

During your descent if you think you may shortly need assistance:

Tell **someone** by broadcasting on the radio prior to landing.

Consider a **MAYDAY** call (it can always be downgraded or cancelled).

Identify your **options**, where, and consider how, you will land.

After landing if you require assistance:

Leave your **glider spread open** to alert others.

Tell **someone**: Call for help on your **radio**. Pilots in the air may be able to relay your call.

Cell phones may have limited coverage.

Consider activating your **SPOT/EPIRB** help/emergency function

● **IF YOU WITNESS AN ACCIDENT :**

Note location and notify others by radio

Attempt to **establish communications** with a Competition Organiser who will coordinate Emergency Services








If you can **land SAFELY** nearby, do so

You will become the **On-Site Coordinator (OSC)**

Administer **first aid**. Remember:DRSABC from your first aid courses.

Reassure the patient.

DRSABCD

D	Dangers? Ensure the area is safe for yourself, others and the patient.		A	Open Airway Extend the neck and lift the chin, - check for obstruction. If necessary, sweep with two fingers to clear the air way.	
R	Responsive? Can you rouse the patient? Shout, shake and pinch. A response is any movement, opening eyes or communication.		B	Normal Breathing? Listen at their mouth, feel for breath on your cheek and look for the chest rising. Nothing after 10 seconds? Start CPR.	
S	Send for help Call 111 for ambulance or if anyone there to help nominate person to call		C	Start CPR 30 chest compressions in the centre of the chest at the rate of 100-120 beats/mins. Compress 1/3 of the chest depth then do 2 breaths.	
			D	Attach defibrillator (AED) For unconscious adults who are not breathing, apply AED and follow the instruction	

Call for help from nearby pilots.

If someone is more seriously injured call 111 or notify the **Competition Organisers** to do so. Refer below.

● **IF YOU WITNESS AN ACCIDENT BUT CANNOT LAND:**

MARK the position on your GPS.

NOTE the distance to a nearby significant landmark, the estimated altitude of the crash site and any other information that may assist locating the patient.

REPORT information on the radio Safety channel.

KEEP IN SIGHT of the accident if you can do so safely.

If you are flying you probably will have radio communication with other pilots who will relay your information to the on-ground Competition Organiser. Using your cell phone to make calls is not recommended as you will have enough to contend with.

MAINTAIN CONTACT by radio with others and the injured pilot.

CHECK on landing that the incident has been attended to.

If you are the only witness and, whilst flying, cannot contact anyone else, you may need to land elsewhere e.g. the local town, to phone emergency services. Contacting emergency services is more important than remaining in sight of the accident site.

PHONE NUMBERS

EMERGENCY SERVICES	111 or 105	
Land Search & Rescue	111	TBA

KEEP A COPY OF THIS PAGE IN YOUR FLIGHT DECK OR HARNESS.

ENTER PHONE NUMBERS INTO YOUR CELLPHONES.

THE DECISION TREE

Your own safety should be put ahead of any attempted rescue.

- During the NZ PG Open21 competition it is recommended and encouraged that communications with the Emergency Services be conducted via the Competition Organisers.
- The first pilot on scene assisting is the On-Scene Coordinator (OSC) helping with first aid, delegation and local communications.
- The OSC makes the assessment and makes the decisions; the injured pilot is now a patient and may be in shock and may not be in a fit state to make a proper decision.

ACCESS :

Assess the accident site accessibility.

Can the site be reached by **foot** (only?)

Is a tree or cliff or other specialised rescue necessary?

Is the site accessible by a **2WD** vehicle? by **4WD**? or only by **helicopter**

Is a special lift / winch helicopter required?

Where can the helicopter land

Is a full evacuation team required

2WD access or a simple helicopter extraction: Call **111** and request an **Ambulance** be prepared to give a street address or GPS coordinates.

4WD access or a more complex extraction: Call **111** and request **Police Search and Rescue**

No vehicle access: Call 111 and request **Police Search and Rescue**

1. This decision should be made quickly. Time may be important.
2. Consider the safety of the rescuers involved. How will the patient be extracted in this situation?
3. Police Search and Rescue teams are equipped to deal with steep /cliff / tree /mountainous terrain etc. Ambulance staff may not be so.

COMMUNICATIONS:

Consider if there is cell phone coverage.

Are you in radio contact with other pilots?

If you have a **Spot**, a **Delorme Inreach** or **PLB** consider activating the help/emergency function.

Someone may need to travel to an area with cell phone coverage.

If you are not the person contacting emergency services, ensure you, as the witnessing pilot, are informed once they have been contacted. The messenger should be instructed to provide confirmation to you either via radio or in person.

Keep your radio on.

INFORMATION: Have the following information ready when contacting Emergency Services:

- Nature of emergency — Accident / Illness
- Location: Consider GPS coordinates in dd.mm.mmm, distance and bearing from prominent location, feature or landmark, the nearest intersection or road name and the estimated altitude (where appropriate). Practice how to establish the GPS coordinates on your flight instruments of your location and how to interpret these. If you get the GPS coordinates wrong you will most likely send the rescue team to the wrong location! Always provide a description of the location as well.
- Site accessibility - foot / 2WD / 4WD / helicopter. See above.
- Details of accident, type of injuries and the number of people involved
- What action has already been taken?
- Are there any other known medical conditions / allergies that the patient may have?

- What medications have been already given or is the patient taking any other medications?
- Name of the patient.
- Your name and contact / cell phone number

Obtain from the 111 operator their reference identifier / number for this accident. Usually this is the location of the accident site (e.g. street address) but this can become unclear in the backcountry. This reference number should be used in follow up communications to avoid confusion

INFORM OTHERS:

When Emergency Services have been notified, inform the patient, reassure them and notify any other pilot in the area.

PREPARE THE AREA:

Consider packing gliders if a helicopter rescue is expected.

Secure all loose equipment, clothing, gear.

Consider markers to guide the rescue vehicles and helicopter.

Appendix 2.

Pilot Registration Form

<https://docs.google.com/spreadsheets/d/1nyZGt0f2AtqiPR8ByBRzbUTluNWIX4kOSdxtlCdYoRo/edit?usp=drivesdk>

Appendix 3.

Task Sign-in / Sign-out form

2

TASK NUMBER: . DATE:

SIGN IN - SIGN OUT

Pilot Nr	Name	Sign In	Phone	Signed Out	atTime / by
1					
2					
3					
4					
5					
6					
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