



**CIVL 2025 PLENARY – ANNEXE 18**  
**SAFETY OFFICER REPORT**

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**BACKGROUND**

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In August we activated the new incident report web page on [civlcomps.org](http://civlcomps.org). This improved the data collection. Despite it started only in late summer we received 40 reports (in 2023 they were 26 in total).

This do not means that we have more incident in competition but only that we can collect more data. In the following charts I took into consideration only competitions which took place from August 1<sup>st</sup>, when the report system started.

We have no data from hike & fly and acro.

**JANUARY-JULY**

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In the first months of the year we only received a few reports

- A. Paragliding XC, inverted take off, fast turn and crash on the cliff. Severe injuries.
- B. Paragliding XC, rescue thrown for unknown causes, hard landing and some injuries.
- C. Paragliding XC, take off with a knot, cascade, reserve failed to open, minor injuries.
- D. Paragliding XC, cascade, reserve failed to open, very hard impact but “only” severe injuries.
- E. Paragliding XC, Fatality. Collapse at high speed close to the ridge, hard impact.
- F. Hang Gliding, hard landing at goal. Severe injuries.

**ANALYSIS**

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Compared to the following months we can see that the data collection is poor and only about very bad accidents so it is not possible to make any statistic analysis.

From incidents E and F we have not much information but they could be related to task setting and safety/rescue management.

**AUGUST- DECEMBER**

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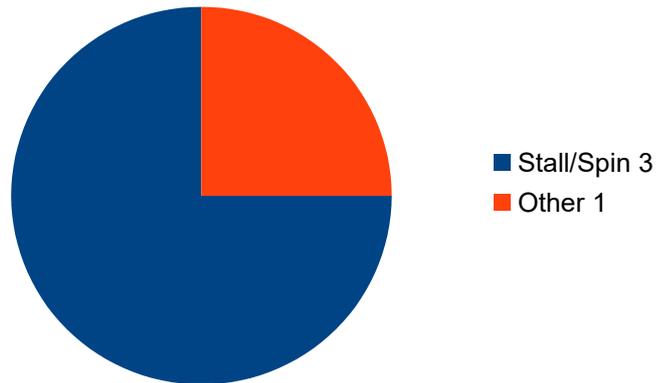
**INCIDENT REPORT - ACCURACY**

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N. of competitions	38
Total participants	1365
Total rounds	253
Total rounds flown	9628
Incidents reported	4
Helicopter needed	0
Incident/round rate	0,04%*
Hospital needed	0,03%*

\* Compared to the total amount of rounds flown

Paragliding Accuracy - Main causes



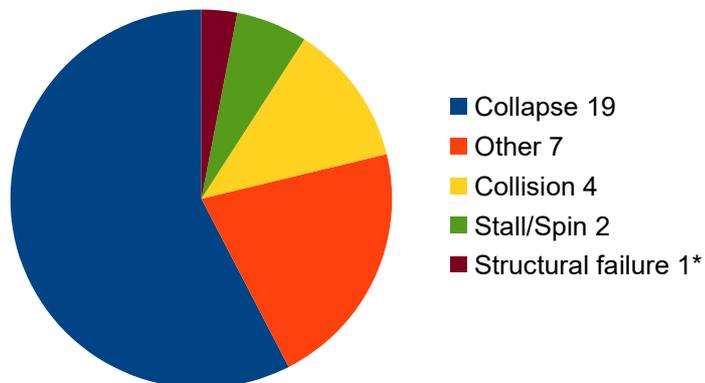
INCIDENT REPORT – PARAGLIDING XC

N. of competitions	54
Total participants	193
Total tasks	3893
Total tasks flown	14594
Incidents reported	33
Helicopter needed	5
Incident/task rate	0,22%*
Hospital needed	0,07%*

\* Compared to the total amount of tasks flown

Rescue		
Launches	Injured	Uninjured
14	0	14

Paragliding XC - Main causes



\* Structural failure: an unresolved knot which leads to a hard landing

## INCIDENT REPORT – HANG GLIDING

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N. of competitions	13
Total participants	46
Total tasks	343
Total tasks flown	1224
Incidents reported	3
Helicopter needed	1
Incident/round rate	0,24%*
Hospital needed	0,16%*

\* Compared to the total amount of tasks flown

### COMMENTS

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The new rules and website page improved the data collection, so now we are able to have some more detailed analysis. Keep in mind that the sample is still quite small and for this reason results could be weird.

Looking at the data we can say:

- Accuracy has the lower incident/round rate: 0,04%. But 75% of the incidents lead to hospital because it is often a stall/spin close to the target.
- Paragliding XC has a incident/task rate of 0,22%, but we also must consider that in this case pilots fly for hours/kilometres. The “good” news is that only 0.07% of these incidents must be treated in a hospital.
- Hang gliding has the worse ratio: incident/task 0,26% and 66% of injured pilots need a hospital.
- ALL: some reports are incomplete

### RECOMMENDATIONS

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- Accuracy. Some suggestions to reduce risk of stall/spin.
    - At the general and daily briefings better underline stall/spin danger.
    - To approve more strict rules to discourage pilots from attempting a risky landing.
    - To find a way to alert pilot in final approach that they are too slow (siren activated by a judge?).
  - Paragliding XC.
    - Good task setting, balanced with pilots' level and weather condition, can mitigate the risk of collapse and collision.
    - We should take care of MD and SD preparation and update their skill.
    - We should also find a way to be sure that MD and SD are suitable for that specific competition. It is a hard argument but we have to discuss it.
    - We can not clearly see from data but pilots are also very worried about the status and the trend of the back protectors.
  - Hang gliding. The three incidents report are too vague about causes to analyse them. Pilot's position and high speed are probably the main causes. We can not modify them so we need to work on competition environment. So, once again, task setting and MD/SD skills
  - ALL: we need to ask the organizer to pay a bit more attention when they fill the report. There are just a few information to provide but they must be precise to have a reliable and helpful output.
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## **OTHER MATTERS**

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### **PG, “Low drag harnesses” Working Group**

The discussion was long and difficult because there were a lot of different ideas and suggestions but finally we are now presenting here a document to set some standard basic rules for the next generation of competition harnesses. It is short and goal orientated to pilot's safety and portability.

The main issue remains the back protector but this is a matter of the WG6 and we do not want to override or create confusion. So we are trying to cooperate with them to have a new standard as soon as possible.

### **New direct e-mail**

We created a safety dedicated e-mail: [civil-safety@fai.org](mailto:civil-safety@fai.org)

You can use it to contact safety officer directly, to request or to suggest

## **PROJECTS**

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### **Incident report form**

We will fix/rename some fields to have more precise information from the organizers but essentially it will stay as it is for the moment.

### **General/Safety briefing template**

We are working on a briefing template to try to standardize basic information that must be spread through the pilots at the beginning of the competition. It will be just a “to say list” that everyone can then personalize on his needs.

## **OTHER PROPOSALS**

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### **HG, Sprog checks**

I received a note from the DHV. They made some sprog and tip checks during the GermanOpen and Swiss Open 2024 in June. They found that the majority of the pilots has too low settings. This trend could be dangerous, so they ask to increase pilots' awareness about this problem and to improve these checks during all HG competitions.