Raymond Caux

"Every system is perfectly designed to achieve exactly the results it gets." Donald Berwick 1999

◆ Does not request Plenary approval
✶ Request Plenary approval

1 Summary of activity since the last Plenary

◆ 1.a The **Safety Page** of the CIVL website has been reorganised in General Safety, Hang Gliding and Paragliding. In the general part are 15 selected Reflexion Articles from different airsports around the concern that we are not enough aware to be the weakest link in our aircraft. It's obvious good pilots are weather experts, but they should have also some basic safety psychology knowledge. The leitmotiv is "Let's forget luck", hence the clover logo.

In the hang gliding and paragliding parts, the Technical Articles and videos are stowed by disciplines. Safety Notices are being loaded from mainly federations sources, with a special mention to the **DHV**, by the volume and updating of their register, and by their English edition. The Incidents Types Lists are published in a raw version, they are being corrected in native English.

◆ 1.b Following the PGC Basecamp discussions, too many to mention, an impressive volume and expertise...

◆ 1.c Attendance in the ESTC (EHPU safety group) Oslo meeting in June. Karl Slezak (D) presented the DHV/European incident database project, which should eventually be multilingual. Each country can get access for one 300€ fee.

◆ 1.d As Safety Director in the HG Preworlds, the Safety Officer prepared a Mandatory Safety Briefing with a first part on safety psychology and especially the optimism bias, then the mandatory part as compressed as possible. The slide presentation seemed appreciated and could help.

◆ 1.e A **Safety Network** has been set up. 44 National Safety Officers are registered already, plus the manufacturers associations HGMA and PMA, the media are being contacted and the manufacturers will be later. Safety information will be spread by a dedicated mailing list, but the email addresses are not published.

◆ 1.f The **Incident Form** is now also published in the Safety Page.

Side tasks

◆ 1.g The Safety Expert Group (SEG) has been working for one year now. The aim is to gather the best practices and synthetise main directions, to provide simple documents and procedures usefull for anyone. The current axes are: rewriting the FAI Safety Policy, defining common practices among commissions, improving the club safety culture.

✶ 1.h The SafePro has been rewritten, got Stein Arne Fossum's (N) agreement, Dennis Pagen's (USA) input, a version has been sent to Bureau members in July. The main change is a new stage 6 for competition. The last version is attached with little psychology amendments in stages 5 and 6.

2 Issues raised, discussed, actioned and resolved

◆ 2.a Safety Network

◆ 2.b Incident Types Lists (raw version)

3 Issues still ongoing to be resolved; suggested/anticipated actions & timescales

◆ 3.a Incident Database (Software Working Group)

◆ 3.b The Safety Page is now ready to be advertised on, like <u>hyperlinks in the federations and event organisers websites, qr-codes on CIVL event posters</u>, or any other convenient mean.

4 Issues or concerns requiring Plenary or Bureau guidance/response

✶ 4.a SafePro approval

✶ 4.b <u>Each CIVL member to appoint at least one Safety Officer, publish their coordinates and register them in the Safety Network</u>, a communication standard (along with a website...). The **HPAC/ACVL** is an example there.

5 Issues of potential interest/relevance to other Committees

HGC
◆ 5.a Single Radio Frequency Option (like in PG): possible use in case of weather threat

◆ 5.b Maximum ballast in Cl. 1

◆ 5.c Pitch Stability in Cl. 5: control procedure, starting date

PGC and Competition Coordinator
◆ 5.d In the Harness and Back Protectors List, OK to link toward the Safety Officer instead of the Competition Coordinator?

6 Foreseen activity until next Plenary

6.a Filling the Safety Notices zone and updating

6.b Animation of the Safety Network: spreading Safety Notices, surveys...

6.c Organising a long-term memory on safety aspects

6.d Further work in the SEG