

# Safety Management Plan

## Magic Land Festival - `Fly in` event



**Specifically: Magic Land Fly in with NZHGPA registered pilots: Friday 22<sup>nd</sup> March 2024. (Weather back update - Saturday 23<sup>rd</sup> March 2024)**

**Recreational paragliding, hang gliding and speed flying event based at Glendhu Bay on Lake Wanaka.**

**Document Author – Alan Swann**

**Document Management:** This document, though specifically oriented towards the 'Magic Land festival' and the `fly in` event acts as a template for all NZ paragliding events. It 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 event, whether attending or otherwise. Everyone involved is encouraged to read, understand and make a copy if appropriate. This document is updated and edited each year prior to a specific event to incorporate unique safety concerns for conducting the event in its specific region. Copies of this document are submitted to the NZHGPA executive, and the Southern Club for review. Competition directors and organisers have a copy of this document for viewing at any time throughout the event.

The NZHGPA Operations Manual available from the NZHGPA website [www.nzhgpa.org.nz](http://www.nzhgpa.org.nz) has a wealth of information on paragliding organisation and procedures

## Contents

Event Overview .....	3
Primary Contacts.....	3
Participants .....	3
Event Promotion .....	3
A specific website, magiclandfestival.com and other social media platforms have been used to promote and provide detailed information for the event for all interested parties along with detailed info at the registration and event briefing.....	3
Primary Event Locations .....	3
Safety Strategy and Objectives .....	4
Pilot Vetting .....	4
Pilot Information.....	4
Safety Personnel .....	5
Safety Boat.....	5
Pilot check in and check out system .....	6
Communication and Pilot Tracking.....	6
Emergency Plan in the event of pilot injury.....	7
Emergency Plan in the event of a missing person .....	7
Hazards and Risks.....	8
Visitors .....	8
Situation Management and Mitigation.....	12
Accidents and Reporting.....	14
Media .....	14
Appendix supplied in separate documentation:.....	14

## Event Overview

The Magic Land event is conducted in accordance with NZHGPA guidelines and Rules.

Up to 72 paragliders, hang gliders or speed flying pilots will launch their aircraft from elevated terrain at approx. 1200m on Coromandel Peak, 2km to the North of Roy's Peak and fly and thermal climb in the surrounding area if the conditions allow. They will then fly over Glendhu Bay to land in a designated area within the Magic Land Festival Site, North of the Wanaka Mount Aspiring Road.

## Primary Contacts

Dan Pugsley - – Competition Director and Main Event Organiser, UHF 7, 0221645705

Vicki Zadrozny - – 2IC - Competition Director and Main Event Organiser, UHF 7, 0221646800

Alan Swann (Swanny) – Safety Director for `Fly in` and Acro fest final, UHF CH7, 021 022 82939

## Participants

All participants have a variety of experience and must be members of the New Zealand Hang Gliding and Paragliding Association (NZHGPA) and therefore hold a valid license as a minimum. Acquiring NZHGPA membership requires the provision of a paragliding, hang gliding or speed flying license issued either in New Zealand or overseas and this ensures that pilots have been trained to an international standard which includes instruction on safety management and aeronautical competency.

Whilst this event, in part, aims to promote intermediate pilots to partake, each pilot has been encouraged to be competent in the environment they are launching, flying and landing and they must self-assess their own ability and take personal responsibility on the decision to fly.

## Event Promotion

A specific website, [magiclandfestival.com](http://magiclandfestival.com) and other social media platforms have been used to promote and provide detailed information for the event for all interested parties along with detailed info at the registration and event briefing.

## Primary Event Locations

The initial compulsory safety briefing will be conducted at the: Magic Land designated landing area.

The primary take-off location is:

Coromandel Peak – Latitude -44.673963 Longitude 169.049721 OR WGS 84 Lat - 44°40'26"S Long - 169°02'59"E

However: Should weather conditions dictate then alternate launch sites may be used.

Take off locations may be changed on a case-by-case basis depending on weather and wind direction on the day and landowner permissions.

## Safety Strategy and Objectives

The aim of the event is to provide a fun and rewarding platform to encourage and promote New Zealand air sport.

The first strategic pillar of the event is safety. It is the intention of the organisers to complete the event with a level of zero safety related incidents.

Pilots will receive a copy of the SMP plan prior to the event, plus a safety briefing prior to the events initiation in the helicopter loading base.

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

### Pilot Vetting

Pilots have been vetted for NZHGPA Membership, safety and capability during their sign in and questions regarding this are used to assist both the pilot and the organisers to make good decisions before loading the helicopter.

All pilots must be licensed under the NZHGPA. Paraglider Pilot minimum = PG2, Hang glider Pilot minimum = Intermediate HG, Speed Wing Pilot = SWP

### 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 placed on the event website. It will also be available onsite at the sign in. All competitors are requested to study it.
- Notice of impending event is notified to other air users by use of a NOTAM. Prior to the event the director has authorised Daniel Pugsley to notify local air user groups of impending increased paraglider activity.
- An emergency plan has also been provided to all competitors which guidance and instruction on what to do in the event of an emergency such as a landing in water, missing pilot, paraglider crash or pilot injury. - <https://nzhgpa.org.nz/wp-content/uploads/2022/06/Emergency-Rescue-Services-Who-to-Call.pdf>
- A mandatory safety briefing takes place at the start of the event. Pilots are not able to partake unless they have attended this. This briefing covers all the safety aspects that are covered in this plan.

- A briefing will take place before proceeding to the helicopter or flight area. This will cover any specific hazards and safety considerations, including weather, related to the day.
- 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. UHF CH7
- All pilots are made aware of the contact details for an emergency - Call RCC (Rescue Coordination Service NZ) on 0508 ACCIDENT (0508 222 433)
- All emergency comms must go through the safety director on CH 7

### Safety Personnel

- The safety director will monitor conditions, weather and otherwise and provide information on safety to all competitors. He also has the prerogative of stopping the days flying activities if there is a sufficient safety concern (examples could be wind that may increase to unsafe levels or a perceived risk of thunderstorm activity, including appropriate wind strength to successfully fly safely over a body of water to a designated landing.
- All pilots can express safety concerns to the director during flight.
- The event director is also an experience paraglider pilot who is familiar with the terrain and climate of the flying arenas. The safety director also has the prerogative of amending the event or stopping the events activities for the same reasons as described above.
- A launch marshal as directed by the event director may be placed in charge of the take off to ensure maximum safety. This launch marshal will be in attendance on the launch area. They can close, or suspend, the launch at any time for safety reasons.
- First aid kit on launch and in primary rescue boat 'waypoint'.
- Launch Director to have a wind speed meter.
- Emergency Communication: Launch Director must carry some form of reliable electronic communication device as a means of raising the alarm to the emergency services, in the event a person or persons are injured. In most circumstances, this will be a cell phone, or in a no cell phone coverage area, an emergency Personal Locator Beacon (PLB) or similar device. The launch director will follow the protocols set out in the 'Who to Call' document on the NZHGPA website and attached in appendix at the base of this document.
- All senior pilots (PG3 and above) are required to carry recognised First Aid endorsements as part of their NZHGPA licencing.
- 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.
- <https://nzhgpa.org.nz/wp-content/uploads/2022/06/Emergency-Rescue-Services-Who-to-Call.pdf>
- <https://nzhgpa.org.nz/safety/>

### Safety Boat

- The event tracks over a major area of water. Safety boats with safety crew will be present throughout the event.

- All safety boats will utilise buoyancy aids on all personnel on the vessel. They will carry a first aid kit and a knife. Aswell as maintains communication with safety director via UHF CH 7. They will operate using the following protocols set out in the `Who to Call` document on the NZHGPA website and attached in appendix at the base of this document.
- The primary safety vessel `Waypoint` will be operated by trained crew with the capability and knowledge to safely rescue pilots if they enter the water.
  - Waypoint will be equipped with; an EPIRB, a cell phone, First Aid kit, Knife, Throw bag, UHF Radio, VHF Radio and Airband Radio

### Pilot check in and check out system

A mandatory system is in place for all pilots to ensure that they check-in at the helicopter loading (thus, registered as flying) prior to flying and then check-out once safely landed. There is a central coordinator / ground safety, who maintains the list of all pilots flying and they are marked off as `safe` once they have `checked out` and have landed. This person is primarily the ground-based safety officer, but responsibility may be moved to another staff member at the discretion of the safety director. The safety director will have a mobile electronic device to show GPS coordinates in the landing area in case of emergency.

ALL PILOTS MUST FIND THE GROUND SAFETY COORDINATOR AND SIGN OUT ON LANDING. FAILURE TO DO THIS COULD LEAD TO A SEARCH AND RESCUE.

IF YOU DECIDE NOT TO FLY THEN THE PILOT MUST INFORM THE EVENT DIRECTOR VIA RADIO ON UHF CH7 OR THE LAUNCH MARSHALL WHO THEN CAN CONTACT THE GROUND COORDINATOR TO ASCERTAIN HOW YOU WILL NEGOTIATE YOURSELF DOWN THE MOUNTAIN SAFELY (WALK OR HELI) AND ONLY MARK YOU AS SAFE ONCE BACK IN THE LANDING AREA. If you require a helicopter to backload to remove you from the launch this will be at the cost of the paragliding pilot involved. There is the option to backload downhill with the helicopter on any uplift, so if you are not happy with the conditions on take-off, advise the event director and take this option.

The participant list enables the organisation to monitor the status of each pilot and to alert any potential missing pilot situation so that the emergency protocols can be engaged using the <https://nzhgpa.org.nz/wp-content/uploads/2022/06/Emergency-Rescue-Services-Who-to-Call.pdf>

The ground coordinator and the event director will hold the Pilot contact details for contact tracing in the event of a pilot not signing in along with the colour of their wing.

All safety staff stay on alert until all pilots are marked off as safe. Consumption of alcohol by safety staff is forbidden until all pilots are marked off as `safe` each day.

### Communication and Pilot Tracking

- All competitors are required to carry, and know how to use, serviceable UHF radios.

- UHF Channel 7 is for safety, and it is mandatory for all pilots to monitor it whilst flying. It is used by the director to provide regular updates on safety.
- Mobile Phone – these are used for all types of communication. It is known, and communicated to the pilots, that once below the take-off area on Coromandel Peak there could be limited cell phone reception. In this instance use the UHF radio for comms.
- Satellite trackers, though not mandatory are encouraged to be used by each pilot. These allow an emergency SOS message to be broadcast if no cell phone coverage is available. If a satellite tracker, PLB or EPIRB has been activated please advise the event director immediately via UHF radio Ch 7 or call Alan Swann 02102282939.
- Visual signal of emergency – the international paraglider distress protocol is that a paraglider being left fully unfolded on the ground after landing is a distress signal. All pilots are briefed of this with instruction 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 – all pilots are obliged to provide cell phone details as part of the pilot registration process and contact details for a third party to be used in the event of an emergency.

### Emergency Plan in the event of pilot injury

Pilots must read and have a good understanding of the NZHGPA's `Who to call in an emergency` document. This can be found on their website at the following address - <https://nzhgpa.org.nz/wp-content/uploads/2022/06/Emergency-Rescue-Services-Who-to-Call.pdf> Particular attention should be given to the pocket card – calling in a rescue. These will be issued to every pilot before loading the helicopter.

If an observed injury is deemed to be anything other than trivial then the Rescue Coordination Service NZ must be called on 0508 ACCIDENT (0508 222 433)

All communications with the emergency services, should where possible, go through the safety director. If this is not possible, call 0508 222 433 or activate your EPIRB or PLB.

If a pilot is deemed to have crashed in an area where injuries cannot be assessed immediately, and that pilot is unable to communicate then advise the RCCNZ that Search and Rescue (LSAR) maybe required onsite along with the Otago Rescue Helicopter.

### Emergency Plan in the event of a missing person

A copy of the emergency plan, in the event of a missing person can be downloaded from this Safety Management Plan.

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 2000 NZT - a pilot is still not reported as safe and landed then the safety director and ground safety officer will commence activities to locate the pilot. This includes trying all known methods of contact (Cell phone, UHF and due to the site a probably immediate SAR call out).

If, by 2000 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
- Colour of paraglider
- Last known location based on satellite tracker and information from witnesses
- Details of the pilot’s likely position in relation to the event

### Hazards and Risks

Paragliding, Hang Gliding and Speed Flying 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.

Paragliding, Hang Gliding and Speed Flying events inevitably present a different kind of risk to the average pilot. Equipment certification, varying pilot experience levels and constant briefings are part of the event environment. New Zealand’s Southern Alps provide for some of the world’s most stunning and challenging 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 launch/fly. The onus is on the pilot. A pilot must consider if they are free from any illnesses, 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 flight.

### Visitors

- Visitors and non-flyers are welcome to observe and to attend within a designated area separate to the landing zone.

**Hazards in paragliding events such as Magic Land festival may include but is not limited to:**

Hazard	Potential Risk / Degree	Mitigation
--------	-------------------------	------------



<b>Spectators</b>	<ul style="list-style-type: none"> <li>• Pilot / spectator injury ranging from minor to fatal</li> </ul>	<ul style="list-style-type: none"> <li>• Use of a landing director</li> <li>• Task safety briefing</li> <li>• Hazard identification / marked off area “for take-off only”</li> <li>• Personnel trained in first aid and the availability of a first aid kit at take-off.</li> </ul>
<b>Other air traffic / Users</b>	<ul style="list-style-type: none"> <li>• Collision</li> <li>• Pilot injury (self /other) ranging from minor to fatal</li> </ul>	<ul style="list-style-type: none"> <li>• AIPs, NOTAMs and timely communications with local Air Users to advise of heightened paraglider activity.</li> <li>• Task safety briefing</li> <li>• VFR Flight Rules</li> <li>• Hazard identification</li> <li>• Use of UHF Channel 7 and Airband radios</li> <li>• Listen out.</li> <li>• Use your radios.... Speak up!</li> </ul>
<b>Power cables</b>	<ul style="list-style-type: none"> <li>• Electrocutation injuries, ranging from serious to fatal</li> <li>• Public inconvenience</li> </ul>	<ul style="list-style-type: none"> <li>• Identification of this specific hazard at task briefing</li> <li>• Keep your eyes out to identify for possible lines.</li> <li>• Immediate contact with emergency services to disconnect power</li> </ul>
<b>Weather</b>	<ul style="list-style-type: none"> <li>• Pilot Injury ranging from minor to fatal.</li> <li>• Turbulence</li> <li>• Variability.</li> </ul>	<ul style="list-style-type: none"> <li>• Detailed briefings</li> <li>• A plethora of weather and flight planning websites.</li> <li>• Tasks can be stopped at any time by the Competition Director.</li> <li>• Pilot check back process</li> </ul>
<b>Mountains</b>	<ul style="list-style-type: none"> <li>• Remoteness</li> <li>• Lack of Communications.</li> <li>• Mountain passes used by other air traffic - congestion.</li> <li>• Turbulence</li> <li>• Flight close to terrain.</li> </ul>	<ul style="list-style-type: none"> <li>• Briefings</li> <li>• Instruction and mentoring</li> <li>• Do not ‘push on’ outside your own flying limits. Know when to say ‘enough’</li> <li>• Pilots to carry clothing and equipment for an overnight stay</li> </ul>
<b>Extended no landing zones – forests, wooded areas, water</b>	<ul style="list-style-type: none"> <li>• Injury</li> <li>• Remoteness and long walk outs</li> </ul>	<ul style="list-style-type: none"> <li>• Briefings</li> <li>• Set considerate tasks.</li> </ul>

	<ul style="list-style-type: none"> <li>• Fatigue</li> <li>• Delays in Reporting /rescue</li> <li>• Exposure</li> </ul>	<ul style="list-style-type: none"> <li>• Don't take unnecessary risks.</li> <li>• Always have landing options.</li> <li>• Instruction and mentoring</li> <li>• Tree rescue kits and personnel available.</li> <li>• Use of emergency services</li> <li>• Assess Into wind conditions for crossing the water before launch, Launch Marshall wind meter</li> </ul>
<b>Equipment</b>	<ul style="list-style-type: none"> <li>• Injury</li> </ul>	<ul style="list-style-type: none"> <li>• All equipment has a WOF as per NZHGPA requirements.</li> <li>• Know your wing characteristics.</li> </ul>
<b>Pilot Fitness – Mental Emotional Physical</b>	<ul style="list-style-type: none"> <li>• Injury to self and or other</li> <li>• Nervousness</li> </ul>	<ul style="list-style-type: none"> <li>• Be Prepared</li> <li>• Illness, Medication, Stress, Alcohol, Drugs, Fatigue, Nourished.</li> <li>• Detailed Flight Briefings</li> <li>• Instruction and mentoring</li> <li>• Briefings with respect to use of medicines and drugs</li> <li>• Hydration</li> <li>• Carry a personal first aid kit</li> </ul>
<b>Poor radio reception</b>	<ul style="list-style-type: none"> <li>• Check back delays.</li> <li>• Search and rescue delays</li> <li>• Isolation</li> <li>• Exposure</li> <li>• Fatigue</li> </ul>	<ul style="list-style-type: none"> <li>• Pre-flight brief.</li> <li>• Beware of flying behind ridges and mountains</li> <li>• Use satellite trackers.</li> <li>• Check back protocols.</li> <li>• Carry 'Pilot Safety Plan'</li> <li>• Carry UHF Radio</li> <li>• Carry mobile phone with 'navigation' details: compass / GPS for co-ordinates.</li> <li>• Carry spare batteries / portable charger.</li> <li>• Encourage carrying of EPIRBS or PLB</li> </ul>
<b>Traffic accident</b>	<ul style="list-style-type: none"> <li>• Injury ranging from minor to fatal</li> <li>• Blockage of access for emergency response</li> </ul>	<ul style="list-style-type: none"> <li>• Assigned convoy marshal to monitor convoy safety</li> <li>• Tactics to reduce upward and downward vehicle traffic at the same time on the mountain roads</li> <li>• Ground based safety officer trained in first aid and equipped with first aid kit</li> </ul>

<b>Heat, Sunburn and Sunstroke</b>	<ul style="list-style-type: none"> <li>• Dehydration</li> <li>• Blistering / pain</li> <li>• Distraction and poor thinking skills.</li> <li>• Lack of coordination</li> </ul>	<ul style="list-style-type: none"> <li>• Sun cream available at the take-off, provided by the organisation</li> <li>• Pilots reminded to bring and use sun cream</li> <li>• Pilots reminded to hydrate during flight</li> <li>• Provide sun shelters at launch.</li> </ul>
<b>Animals and farm stock</b>	<ul style="list-style-type: none"> <li>• Injury to Self /other</li> <li>• Injury to stock</li> <li>• Damage to property</li> <li>• Public inconvenience</li> </ul>	<ul style="list-style-type: none"> <li>• Detailed briefings and sound tasking</li> <li>• Keep a good lookout</li> <li>• Be considerate and stay well clear</li> <li>• NZHGPA 'code of conduct'</li> <li>• NZHGPA insurance</li> <li>• Visit unhappy farmers asap.</li> </ul>
<b>Fire</b>	<ul style="list-style-type: none"> <li>• Forest fire</li> <li>• Burn injuries</li> <li>• Blockage of access for emergency response</li> </ul>	<ul style="list-style-type: none"> <li>• Fire extinguishers on the landing site</li> <li>• 1<sup>st</sup> aid kits on take-off and landing</li> <li>• Ground safety to manage road access to boat ramp</li> <li>• No smoking or fires within the event site or take off area.</li> </ul>

## Situation Management and Mitigation

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

Situation	Potential outcome	Mitigation
<b>Paraglider crash on take off</b>	<ul style="list-style-type: none"> <li>Pilot injury ranging from minor to fatal</li> </ul>	<ul style="list-style-type: none"> <li>Experienced launch director</li> <li>Event safety briefing</li> <li>Hazard identification</li> <li>Personnel trained in first aid</li> <li>Availability of first aid kit at take off</li> <li>If an accident occurs on launch a call will be activated through the event director if the emergency services are required. If an accident occurs all pilots must adhere to the event directors' instructions.</li> </ul>
<b>Paraglider crash on flight path</b>	<ul style="list-style-type: none"> <li>Pilot injury ranging from minor to fatal</li> </ul>	<ul style="list-style-type: none"> <li>Event safety briefing</li> <li>Hazard identification</li> <li>Ground based responder trained in first aid with first aid kit and fire extinguisher.</li> <li>Boat Crew – To carry First aid Kit, knife and UHF CH30,</li> <li>Information relayed from the air by radio</li> <li>In the event of inadequate cell phone coverage, correspondence to emergency service by relayed radio call or satellite beacon</li> <li>If the event is deemed serious then the task is stopped to allow all personnel to focus on mitigation of the event</li> </ul>
<b>Paraglider impact with power cables</b>	<ul style="list-style-type: none"> <li>Falling and electrocution injuries, ranging from serious to fatal</li> </ul>	<ul style="list-style-type: none"> <li>Identification of this specific hazard at task briefing -</li> <li>Immediate contact with emergency services to disconnect power</li> <li>Do not try to rescue pilot, wait for emergency services to cut the power and attend the scene</li> <li>Otherwise as above</li> </ul>
<b>Missing pilot</b>	<ul style="list-style-type: none"> <li>Delayed response to potential injuries</li> <li>Exposure</li> <li>Exhaustion</li> <li>Dehydration</li> </ul>	<ul style="list-style-type: none"> <li>Pilot check back process</li> <li>Contact details available to all safety personnel</li> <li>Organised search party both on ground and via paraglider</li> <li>Alert to emergency services (LSAR) if the situation is deemed serious or sunset is approaching at 19.52 on 22<sup>nd</sup> March 2024.</li> </ul>

<b>Proximity with other aircraft</b>	<ul style="list-style-type: none"> <li>• Mid-air collision leading to crash</li> </ul>	<ul style="list-style-type: none"> <li>• Special airspace arranged with air traffic control</li> <li>• Notification to other airspace (Notam issued)</li> <li>• Launch Marshall to suspend launch if congestion occurs</li> <li>• Launch Marshall AIR BAND Radio to local frequency</li> </ul>
<b>Paraglider landing in water /trees</b>	<ul style="list-style-type: none"> <li>• Drowning</li> <li>• Injury</li> </ul>	<ul style="list-style-type: none"> <li>• Event tracks over a major area of water. A safety boat with safety crew will be present throughout the event.</li> <li>• Launch Marshall assess suitable wind conditions for water crossing to safe landing.</li> </ul>
<b>Injury from geothermic activity</b>	<ul style="list-style-type: none"> <li>• Burning, scalding injuries ranging from minor to fatal</li> <li>• Inhalation of fumes</li> </ul>	<ul style="list-style-type: none"> <li>• Specific hazard identification</li> <li>• Take course line to avoid all major areas of geothermic activity</li> <li>• Ground response as per paraglider crash</li> </ul>
<b>Traffic accident</b>	<ul style="list-style-type: none"> <li>• Injury ranging from minor to fatal</li> <li>• Blockage of access for emergency response</li> </ul>	<ul style="list-style-type: none"> <li>• Assigned convoy marshal to monitor convoy safety</li> <li>• Tactics to reduce upward and downward vehicle traffic at the same time on the mountain roads</li> <li>• Ground based safety officer trained in first aid and equipped with first aid kit</li> </ul>
<b>Sunburn and sun stroke</b>	<ul style="list-style-type: none"> <li>• Blistering</li> <li>• Lack of coordination</li> </ul>	<ul style="list-style-type: none"> <li>• Sun cream available at the take-off, provided by the organisation</li> <li>• Pilot reminded to bring and use sun cream</li> <li>• Limited shade available at take-off, for the launch marshal primarily</li> </ul>
<b>Fire</b>	<ul style="list-style-type: none"> <li>• Forest fire</li> <li>• Burn injuries</li> <li>• Blockage of access for emergency response</li> </ul>	<ul style="list-style-type: none"> <li>• Fire extinguishers on the landing site</li> <li>• 1<sup>st</sup> aid kits on take-off and landing</li> <li>• Ground safety to manage road access to boat ramp</li> </ul>

## Accidents and Reporting

All incidents and accidents are to be reported. The NZHGPA Operations Manual Section 8.11 Accident Procedures, 8.12 Incident Procedures (available from the NZHGPA website [www.nzhgpa.org.nz](http://www.nzhgpa.org.nz)) and that same website's 'Safety' tab has details for filing and reporting accident and incident reports.

The NZHGPA insists on a 'no fault' **Just Culture**, reporting culture NZHGPA OPM 8.11.

JUST CULTURE implies a 'duty of care' of aviation participants to follow procedures and rules, and to avoid causing harm or unjustifiable risk. Decision-makers should strive to strike the right balance between accountability and learning in responding to events, in order to create an environment where people feel comfortable reporting errors, hazards, and occurrences. Just Culture supports learning from events through enhanced sharing of safety information to prevent future accidents.

CAA Application of Just Culture: If an aviation participant reports their involvement in an incident or Rules omission/breach in a complete, accurate and timely fashion, then the CAA will apply just culture principles in its response. Where there is no self-reporting, or there is evidence of repeated at-risk behaviours or recklessness, then the protections of Just Culture will not apply.

-CAA WEBSITE

## 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 event director is 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.

## Appendix supplied in separate documentation:

- Pilot Emergency Plan
- Emergency Services – Who to Call
- Task Sign In –Sign Out

Date of Document Final Production – 07-03-2024

Signed by event director -

V. Zadrozny

 10/3/24

D. Pugsley

 10/3/24