



IGC 2021 Plenary Meeting

Agenda Item 10.3.2



Safety Working Group. Report to IGC Plenary 2021

ANNEX 2. SAFETY SEMINAR 2020

René Vidal

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Training in Safety for Gliding Championships

Prof. Dr. Alfred Ultsch

OSTIV Training and Safety Panel, IGC
Safety Group; FLYTOP, Germany

Barbara Hofer, FLYTOP, Switzerland

ultsch@ulweb.de

www.fly-top.de

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Results

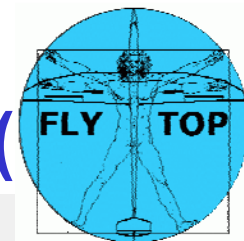
A) Four Projects to improve safety:

- 1. Pre Competition Training of Officials**
- 2. Rules for safe Finish Procedures**
- 3. Thermalling Ettiquette**
- 4. Objectives behind IGC Rules**

B) Safety Relevant Issues in Championships and their Importance

C) How much Training for Officials is needed?

D) A concrete method and timing(





Project1:

Pre Competition Training

- **Objective:**
 - Establish adequate training of officials
- **Method:**
 - IGC chief Steward to visit competition year prior comp.
 - to identify issue wrt preparation of event
- **Requirements**
 - NAC to appoint CD
 - IGC to appoint CD
- **Resources:**
 - Training of Chief Steward

Pre competition preparation & Training

Objective.
To establish adequate co-operation and training of officials.

Method.
IGC chief Steward to visit competition 1 year prior to event preferably during a competition.
Visit to identify issues requiring preparation for the event.

Requirements
NAC to appoint CD one year prior
IGC " " " " " "

Resources . Personnel Chief steward
Expenses paid by IGC.

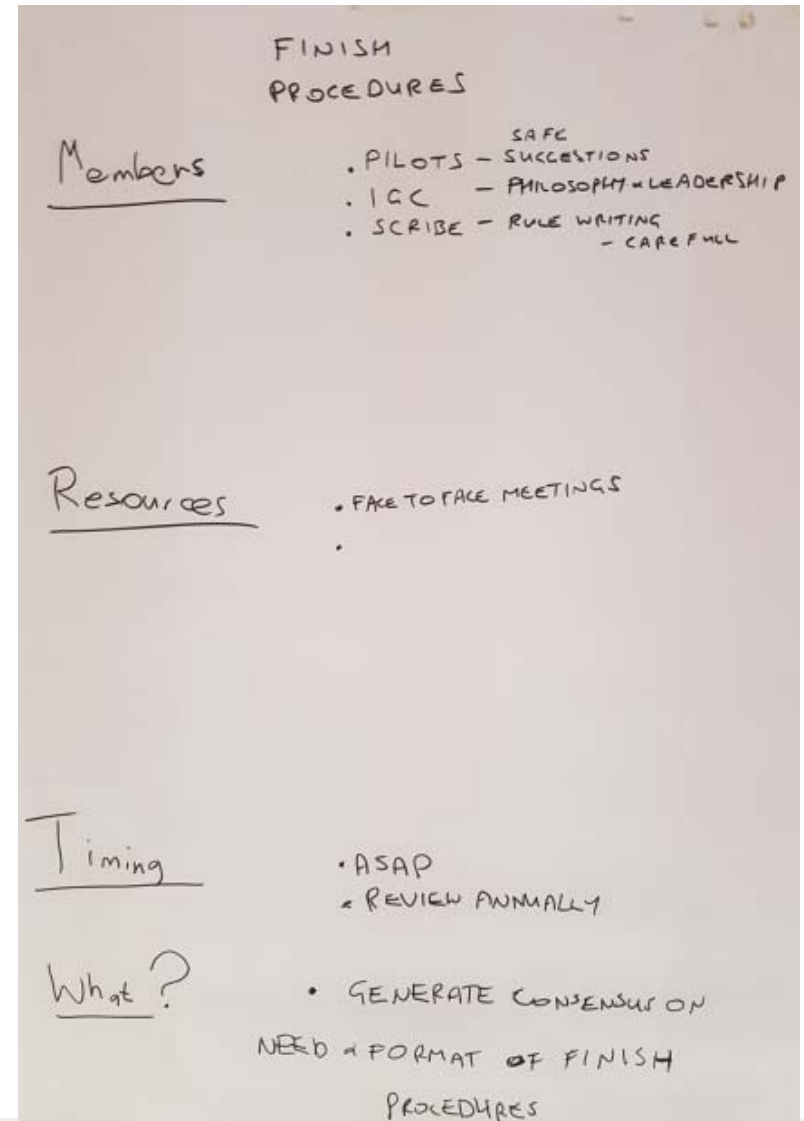
Weakness to be resolved
suitable chief Steward, with time



Project 2:

Rules for Safe Finish Procedures

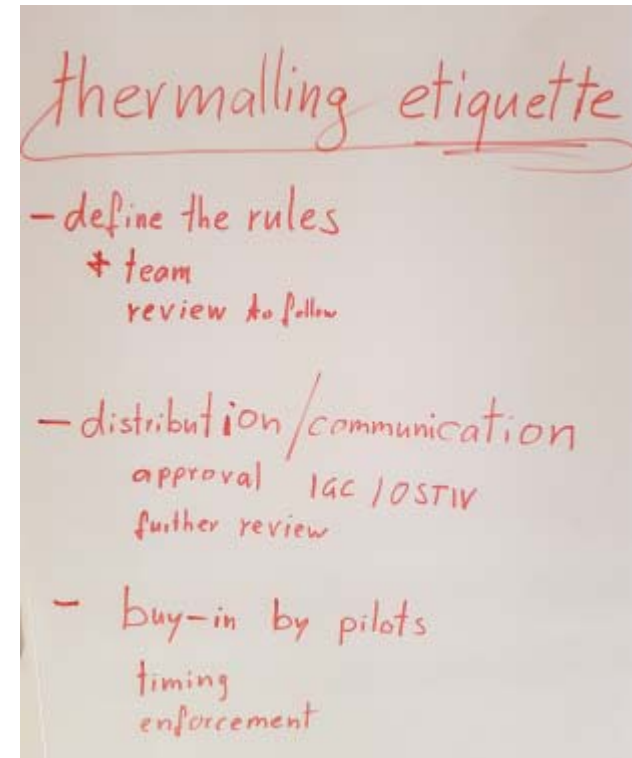
- **Objective:**
 - consensus on needed format of finish procedures
- **Members**
 - Pilotot suggestions
 - IGC
 - SCRIBE careful rule writing
- **Resources:**
 - Financing of
 - Face to face meeting
- **Timing**
 - ASAP
 - Annual Review





Project 3: Thermalling Ettiquette

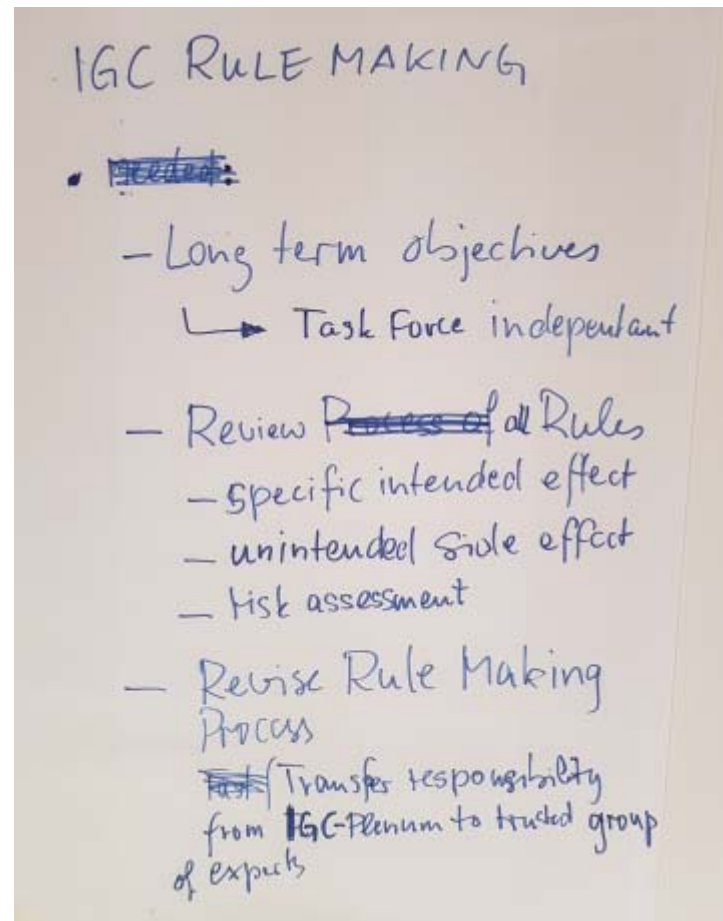
- **Objective:**
 - define rules for safe thermalling
 - approved by IGC / OSTIV
 - world wide distribution / communication via IGC
- **Members**
 - team of 3 experts
 - Buy in by pilots
- **Resources:**
 - Approval by IGC/OSTIV
 - Face to face meeting
- **Timing**
 - ASAP





Project 4: Objectives for IGC Rule Making

- **Objective:**
 - define the objectives behind IGC's rule making
 - Review of all Rules:
 - specific intended effect?
 - unintended side effects?
 - risk assessment
 - Revise Rule Making Process
 - transfer responsibility from IGC panel to group of trusted experts
- **Members**
 - independent task force
- **Resources:**
 - Approval by IGC/OSTIV
 - Face to face meeting





B) Holes in the Safety Barriers (Latent Errors)

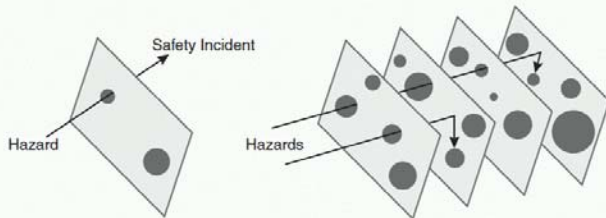


Figure 1.1: SMS Layers (Adapted from James Reason, *Human Error*, Cambridge University Press [1990])

- Training of Comp. Organization
 - communication
 - risk assessment
 - minimum requirement of Safety Processes
- IGC Rules Safety Assessment
- Debriefing Processes + Output
 - daily
 - post competition
- Task setting no integral part of safety
- Living with gaggle problem
- Lack of Balancee
"1st in Comp." versus "Safe Comp."
"Roughness" Problem

Holes in the Cheese

Organisation.

- Pilot welfare & request (4)
- Task setting issues (too ambitious) (4)
- Pilot briefing, content & timing (4)

Launching, Towing (6)*

Not enforcing rules & procedures (4)

- Issues at finish & procedures (6)*
- Pilot to pilot issues (2)
- Technical issue (instrumentation) (1)

rules: start procedure

- + collision
- + fewer competitors

organisation: • better site selection

- training
- experts on ground
- prof. management

— pilots

- qualification
- selection by NACs
- better education

— equipment

— penalties •

OSTIV

B) Holes in the Safety Barriers



How much Training for Officials is needed?

Working Groups assigned Training Levels needed for a safe competition:

Competence Level 1 : Competition Pilot

- Pilot should have at least a basic knowledge about modern safety methods

Competence Level 2 : Competition Officer

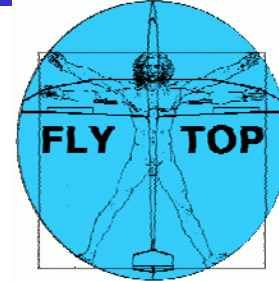
- Officer should be able to know and apply modern safety measures

Competence Level 3 : Safety Officer & CD

- Safety Officer should be able to change the Safety Culture of an organization



D) Concrete method and timeline



- Training of Safety Officer
- Training of the Competition Organizers
- Local Safety Procedures -> 6% for Safety
- Training of Pilots
- Day 1-4 of the competition: pilots are required to participate in proactive safety measures
- Safety briefing & Immediate action
- Rewarding of the pilots
- Post (= pre next) competition improvement of safety