



# AcroFest 22 Safety Plan

**Your own safety must come first.** You cannot help in an emergency if you are injured yourself.

Contact Info and Phone Numbers		
Organization	Contact	Telephone
ALL Emergency Services	Police/Fire/ Ambulance/ Rescue	111
Harbour Master	Steve Rushbrook	0800 474 082
Meet Director	Ben Kellett	0212327217
Tow Operation	Paratownz	0273677679
Organizers	Blake Round Ben French Nicolas Sand	0273677679 0225300122 0210527250

<b>Launch Marshalls</b>	Nicolas Sand	0210527250
	Edward McGrath	0275843843
<b>Safety Boat</b>	Jesse Due	0223102931

<b>Radio Frequencies</b>		
<b>UHF Frequency</b>	477.150	Ch 30
<b>Airband</b>	119.100	

<b>Equipment Available</b>	
<b>Equipment</b>	<b>Location</b>
<b>Fire Extinguisher</b>	Tow Boat, Take Off
<b>First Aid Kits</b>	Tow Boat, Take Off, Safety Boat

<b>Emergency Services</b>		<b>111</b>
<b>Police</b>	<b>Cromwell</b>	111 or 034451999
<b>Ambulance</b>	<b>Cromwell</b>	111 or 034451119



# 1. In the event of an emergency

## All flying to cease to allow access to emergency services

### 1.1. AED locations

- Moorings Restaurant and Bar, 23 Perriam Pl, Mount Pisa 9383.
- Z Cromwell, 19 Murray Place, Cromwell 9310

### 1.2. In the event of a water landing

- **As soon** as it is clear that someone will land in the water the call over the radio should be made “Water, Water, Water”
- **Safety boat and or Tow Boat** to attend as soon as practically possible
- **Tow Boat** to assist once tow line has been fully retrieved.
- **Pilot** to be taken to the HQ (Boating Club) where first aid can be administered if necessary.
- **AED** location nearest Z garage and Pisa Moorings.

### 1.3. If you have an accident

- Leave your glider spread open to alert others that you need help.
- Call for help on radio / cell phone.

### 1.4. If you witness an accident

- Note location and notify organisers by radio UHF Ch 30.
- Call for help
- Administer first aid
- If someone is injured call 111.

## 2. The decision tree

**YOUR OWN SAFETY:** Your own safety should be put ahead of any attempted rescue.

**ACCESS:** Site accessibility a key decision to be made prior to making the 111 call. Can the site be reached by 2WD vehicle, by 4WD vehicle or only by helicopter? Where can a helicopter land? Will an evacuation team be required?

- **2WD** access or an easy helicopter retrieval: Phone 111 and request Ambulance.
- **4WD** access or more complex evacuation: Phone 111 and request Police Search and Rescue.

### NOTES:

- This decision should be made quickly. Time may be important.
- Consider the safety of the rescuers involved. How will the patient be extracted in this situation?
- Police Search and Rescue teams are equipped to deal with mountainous terrains. Ambulance staff may not be.

**COMMUNICATIONS:** Consider if there is cell-phone coverage.

Are you in radio contact with spectators?

You may be able to request via radio that someone else makes the '111' phone call. Someone may need to travel to an area of cell-phone coverage.

If you are not the person contacting emergency services, ensure you 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 or landmark, nearest intersection or road name and the altitude (where appropriate). Practice how to establish the GPS coordinates of your location and how to interpret these. If you get GPS coordinates wrong, you will send the rescue team to the wrong location. Always provide a description of the location as well.
- Site accessibility – 2WD / 4WD / helicopter but see above.
- Details of accident, injuries and the number of people involved.
- What action has been taken.

- Any other known medical conditions / allergies that the patient may have.
- Name of patient
- Your name and cell phone number
- Keep your radio on!

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

**INFORM OTHERS:** Once 111 has been contacted, inform the patient and any other pilots in the area.

**PREPARE THE AREA:** Consider packing gliders if a helicopter rescue is expected.

### 3. Missing person

After their run, if the pilot has not landed back at HQ, in the water near safety boat or reported over radio that they have landed safely on shore then the pilot is assumed to be a missing person and the procedures below will commence. Generally these actions will be undertaken by the Meet Director. If they are unavailable, then the Technical Delegate or any member of the Comp Committee will take their place.

Pilot missing after run.

- Ask other available pilots if missing pilot was seen landing safely?
- Ascertain last known position / sighting / radio call of missing pilot.
- Call missing pilot on radio and cell phone.
- Check the missing pilots accommodation.
- Send vehicle(s) on search along probable flight path/lake edge (with radios and cell phones).
- Contact all other pilots and spectators about last sighting of missing pilot.

The above actions should all be initiated within 2 minutes of a pilot landing Deadline. The vehicle search will probably take some time, so it is important to maintain regular contact with the searchers.

If the above actions are unsuccessful then contact the local police station and initiate formal Search & Rescue procedures at least one hour before sunset. Sunset is at approx ( 20:00) hrs during this competition.

The police will need to know the following information:

- Full name of missing pilot. Last known position.
- Predicted flight path (give police a map with the daily task drawn on it). Glider description (type and colour).
- Clothing / colours worn by pilot.
- Emergency equipment carried (food / water / radio / cell phone). Search areas already covered / actions already taken.
- Next of kin details

Note: Pilots may be called upon to assist in searching for a missing pilot. Please help us out in the event that this happens.

#### 4. Tow Operation

**For safety procedures around the boat pay out tow system please refer to the Paratownz SOP.**

## 5. Competition operation safety

### Participants

All participants must be member of the NZHGPA and hold PG2 and PTP ratings. Anyone not meeting these criterias will not be allowed to participate in the event.

Participants gear must have a valid WOF (wing and harness), the reserve(s) must have been repacked within 12 months.

In the case of a water landing, reserve(s) must be dried and repacked properly before flying again (or replaced with another dry one).

All participants must fly the the following items:

- Helmet
- Life jacket
- Hook knife
- UHF radio (channel 30)
- Reserve(s) as mentioned prior
  - Pilots in the Acro category must fly with 2 reserves
  - Other pilots can fly with only one reserve, but they are encouraged to fly with 2.

### Pilot information

- Competition rules
- Safety plan
- Scoring rules
- Paratow SOP
- Mandatory safety briefing every morning
- All pilots must be on UHF radio, channel 30, all information will be relayed through this during the days.

### Flights

#### Take off

The take off area and the area in front of it, leading to the lake, will be marked.

The launch marshall can be any PG2 and PTP pilots familiar with the site.

It is the launch marshall responsibility to keep passersby out of those areas during a take off. The launch marshall can use someone's help to control passersby. The launch marshall must check the proper tow line connection to the pilot (including weak link), that the pilot is ready, it's radio is working, the area is clear, the wind adequate. He can then radio the tow boat 'pilot ready'. The boat cannot start towing without the launch marshall call (even if the pilot signals he's ready by lifting his leg)! The launch marshall must also communicate pilot name to the judges.

Pilots are responsible for their clip in procedure and setting up their gear (although they can ask for assistance). This is not the launch marshall responsibility!

## Towing

Every pilot in the event must have a PTP rating. Some guidance might be provided from the boat during the tow, but it's the pilot's responsibility to stay on course and manage their glider. The tow can be stopped at any time, from the boat (radio call and 90 degree turn and stop), or by the pilot (by releasing the tow).

More detailed safety procedures around the boat pay out tow system can be found in the Paratownz SOP.

## Flight and manoeuvres

Each pilot is responsible for their own flight and the manoeuvre they decide to perform. They must self-assess their own ability and take personal responsibility on the decision to fly and which manoeuvres to perform. Pilots are asked to fly within their skills and not to take any unnecessary risks (this could lead to penalties and/or disqualification from the event).

If the pilot ever loses control of the glider and is unable to recover from it, he must immediately throw the reserve(s).

Last 2 manoeuvres of the flight cannot be tumbling, rhythmic or infinite type (see scoring rules for more details).

## Landing

The primary landing option will be on the ground (likely to be the same as the take off area, but will depend on location and weather conditions).

The area will be selected to be clear of obstacles and as much as possible away from public, paths and passersby.

This might not be possible in certain locations, hence there will be a (or some) landing marshalls, their responsibility is to keep passersby aside while a pilot is coming to land. Areas for spectators will be kept away from the landing area.

There will be an option for raft landing (if weather allows). This will be announced during the safety briefing or anytime in the day. It is the pilot's responsibility to double check prior to take off if the raft landing is allowed (launch marshalls can provide that information).

If the pilot chooses to go for the raft, the safety boat (and jet ski if available) will be following from a safe distance (taking into account a potential spiral landing), at no time it should be under the pilot.

If the pilot ends up in the water, the priority of the safety boat is to get to the pilot and help him maintain his head out of the water.

The tow boat can also assist water landing (after reeling the tow line in, or cutting it in case of emergency).

The pilot must self-assess their ability and decide where to land accordingly.

Following landing tricks are forbidden above ground: spiral, spin, flip.

If the conditions on landing are unsafe (safety officers or organizers call), no flight will be started.

## Key crew and responsibilities

- Organizers
  - Benjamin Kellet
  - Ben French
  - Nicolas Sand
- Safety officers/committee
  - Blake Round
  - Selected pilot(s)
- Tow operation
  - Benjamin Kellet
  - Blake Round
- Safety boat
  - Jesse Dhue
- Launch marshalls
  - Any pilot with PTP rating
- Landing marshalls
  - Any PG2 pilot

## Hazards and risks

Hazards	Potential risk / Degree	Mitigation
Spectators	Pilot or spectator injury, ranging from minor to fatal	<ul style="list-style-type: none"> <li>- Landing marshalls</li> <li>- Adequate landing area</li> <li>- Public area away from landing area</li> <li>- Safety briefing</li> <li>- Personnel trained in first aid response present and availability of first aid kit on landing</li> <li>- Forbidden landing tricks</li> </ul>
Other air traffic	Collision Pilot (self or other) injury, ranging from minor to fatal	<ul style="list-style-type: none"> <li>- Airband radio call prior to each flight</li> <li>- Constant monitoring on airband radio</li> <li>- Listen out and look out for air traffic</li> <li>- VFR flight rules</li> <li>- NOTAM issued?</li> <li>- Safety briefing</li> <li>- Only one pilot flying at the time</li> </ul>
Obstacles on the ground (trees, power cables, cars, ...)	Pilot injury, ranging from minor to fatal Public inconvenience	<ul style="list-style-type: none"> <li>- Safety briefing</li> <li>- Adequate take off and landing areas</li> <li>- Keeping traffic and parking away from landing area</li> <li>- Landing marshall</li> </ul>
Weather	Pilot injury, ranging from minor to fatal Turbulences Not making it to landing Unintended water landing	<ul style="list-style-type: none"> <li>- Daily safety briefing, including weather forecast</li> <li>- Constant monitoring of weather, on site, and with the use of online weather station</li> <li>- Organizer or safety officers can stop the flying at any time</li> </ul>
Lake	Pilot injury, ranging from minor to fatal Landing in lake, drowning	<ul style="list-style-type: none"> <li>- All pilots to wear a safety jacket</li> <li>- Safety briefing</li> <li>- Safety boat on the water, engine running and ready to react during all flights. 2 people on the boat.</li> </ul>

		<ul style="list-style-type: none"> <li>- Jet ski</li> <li>- Tow boat can assist as well after reeling the line in. In case of emergency, the line can be cut to allow faster assistance.</li> </ul>
Equipment (failure)	Pilot injury, ranging from minor to fatal Equipment damage	<ul style="list-style-type: none"> <li>- All equipment must have a valid WOF as per NZHGPA requirements</li> </ul>
Poor radio reception	Miscommunication Delay in reaction in case of accident/incident	<ul style="list-style-type: none"> <li>- Other ways of communication (mobile phones on take off, landing, tow and safety boats)</li> <li>- Visual signs (end of tow, flight cancelled, ...)</li> <li>- Safety briefing</li> </ul>
Pilot fitness, mental, emotional, physical	Injury to self and others Nervousness Poor decision making	<ul style="list-style-type: none"> <li>- Safety briefing</li> <li>- Be prepared</li> <li>- Fly within your abilities</li> <li>- No risk taking culture</li> <li>- Hydration</li> </ul>
Heat, sunburn, sunstroke	Dehydration Blistering/pain Distraction and poor thinking skills Lack of coordination	<ul style="list-style-type: none"> <li>- Pilots reminded to bring and use sun cream</li> <li>- Sun cream available at HQ</li> <li>- Pilots reminded to hydrate properly during the days</li> <li>- Safety briefing</li> </ul>
Alcohol and drugs	Dehydration Distraction and poor thinking skills Lack of coordination	<ul style="list-style-type: none"> <li>- No alcohol and drugs policy</li> <li>- Safety briefing</li> </ul>
Animals	Pilot / animal injury, ranging from minor to fatal	<ul style="list-style-type: none"> <li>- Launch and landing marshalls to keep public and animals out of take off and landing areas</li> </ul>
Fire		
Lost of control of glider	Pilot injury, ranging from minor to fatal Equipment damage	<ul style="list-style-type: none"> <li>- Safety briefing</li> <li>- 2 reserves mandatory / encouraged</li> <li>- Pilot must be familiar with their wing behavior</li> <li>- Pilot to self assess their abilities</li> <li>- No risk taking culture</li> </ul>
Reserve throw	Likely	<ul style="list-style-type: none"> <li>- Flying above water</li> </ul>

		<ul style="list-style-type: none"> <li>- All flying to be performed within the box</li> <li>- Safety briefing</li> </ul>
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## Situation management and mitigation

Situation	Potential outcome	Mitigation
Water landing		<ul style="list-style-type: none"> <li>- Mandatory life jacket</li> <li>- Safety boat, jet ski, tow boat</li> <li>- First aid kit in safety boat</li> <li>- Crew trained in first aid response</li> </ul>
Accident on take off		<ul style="list-style-type: none"> <li>- Launch marshall</li> <li>- First aid kit on take off</li> <li>- Crew trained in first aid response</li> </ul>
Accident on landing		<ul style="list-style-type: none"> <li>- Landing marshall</li> <li>- First aid kit on landing</li> <li>- Crew trained in first aid response</li> </ul>
Loss of control		<ul style="list-style-type: none"> <li>- No risk taking culture</li> <li>- Fly within your abilities</li> <li>- Flying in the box, above water</li> <li>- Be prepared to use the reserve</li> <li>- Fly with 2 reserves</li> </ul>
Reserve throw		<ul style="list-style-type: none"> <li>- No risk taking culture</li> <li>- Fly within your abilities</li> <li>- Flying in the box, above water</li> </ul>

## Accidents and reporting

All accidents and incidents are to be reported. The NZHPGA Operation manual section 6.6.13 (available from NZHGPA website) and that same website's Safety tab has details for filling and reporting accident and incident reports.

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

## COVID 19 Protocols

The following outlines protocols that will be in place for the AcroFest22, whilst COVID 19 is in society.

These protocols endeavour to meet our obligations under Clause 13 of the Ministry of Health Order as a "controlled access gathering" under the traffic light framework. These protocols have been developed based on the publicly available information on the Government Covid 19 website ( as at 21 January 2022) and what we, as an organising committee feel is appropriate, realistic, and achievable, given the circumstances. The SMP has also been peer reviewed by solicitors Pitt ad Moore of Nelson 24/01/2022.

Please bear in mind these are exceptional and non-ideal circumstances when it comes to running and attending a paragliding event. We all share a common love of flight and the focus for the competition should be ensuring that everyone who wants to fly and compete is able to do so. The Directors understand and accept that there are a range of views within our community. However, hang gliding is not a political sport. Politics must not be permitted to overshadow the flying season. The protocols put in place will ensure that, as the traffic light status changes, the competition may still be completed.

The key situations that need to be addressed are those that involve gathering in groups which most often occurs prior to the competition and prior to each days flying. In those situations the rules, with regards to numbers of competitors / spectators, associated with the traffic light system apply. There may also be situations where the requirements of a host venue will supersede our own which will be summarized below and will factor into this Safety Management

Plan. At most launch sites there is ample room for competitors to spread well out prior to, and during, take-off. Once airborne proximity ( with respect to COVID19) is not an issue! Groups congregating after landing most commonly becomes an individual's responsibility as there is no formal 'event' meeting once the task is completed. A final prize-giving gathering may be cause for government Covid restrictions.

Under the traffic light framework there are essentially two different scenarios depending on whether or not a vaccine pass is required. In each case the nature of the gathering determines the rules that should be followed.

The full prescription can be found at this link:

<https://www.business.govt.nz/covid-19/covid-19-protection-framework/events/>

Paragliding competitions are classified as a Controlled Access Gathering.

The following explains the requirements of this classification under the traffic light system for Green, Orange and Red and refers to distancing requirements between groups per defined space. A defined space in this case is a space that is separated from another space by a prescribed distance.

**Green:**

If we require vaccine passes, gatherings are unlimited.

If we don't require vaccine passes, gatherings are limited to 100 people per defined space (i.e. 2m gap between groups)

**Orange:**

If we require vaccine passes, gatherings are unlimited.

If we don't require vaccine passes, gatherings are limited to 50 people per defined space (i.e. 2m gap between groups)

**Red:**

If we require vaccine passes, gatherings are limited to 100 with 1m distancing

If we don't require vaccine passes, gatherings are limited to 25 people per defined space (i.e. 2m gap between groups)

Note: With respect to accommodation and hospitality, the rules are set by those respective businesses and their rules and requirements override any of ours

## How to run the competition and follow the traffic light framework?

Organisers will try to ascertain early ( prior to the competition ) numbers of participants attending with their vaccine status. This will dictate how to apply the Traffic Light system which might require a separation, or a mix, of Vaccinated and Unvaccinated competitors.

Organisers will use separation to their advantage to manage obligations under the traffic light framework.

Under the traffic light system, obligations can be met if the two groups remain separate for the competition (including organised social functions).

Essentially there is a group A where vaccine passes are required, and a group B where they are not.

## Registration

There will be a delegate from each of group A and group B to manage registration. Registration will then run largely as usual but the two groups will be physically separated. Communication between the groups can be done using WhatsApp or other social media platforms. It is anticipated that the 'unvaccinated group' will be just a few members. Commonly paragliding competitions don't attract more than 60 or 70 pilots ( at best) and more commonly just 30 -50 pilots or less, in which case critical numbers can be easily managed.

Organisers will endeavour to use Social media and other online and internet protocols as much as possible so that participants remain minimally physically contacted.

## Briefings

Briefings will be held at a designated location and attended in person by Group A and attended remotely, either physically or via Zoom or other digital messaging, by group B. This will be facilitated as part of the competition organisation. Tasks will be posted on Airtribune and WhatsApp so all information (including safety related information) will be available regardless of where the briefing is attended.

## Rigging and Launch

Depending on the site and conditions, multiple launch and rigging areas will be utilised. At all times people from the two different groups will be required to maintain at least a 2m separation to fulfil obligations under the traffic light framework. This should not be a problem at all the proposed launches. The organising committee are responsible for designating specific rigging and launch sites, if required, in order to facilitate compliance with the 2m separation restriction. Commonly, there may be multiple launchable areas within any given launch site.

## Emergencies

In the event of an emergency whereby a pilot has 'landed' and requires assistance there is a NZHGPA protocol which all pilots are required to know and execute. It may involve ( when safe) a pilot(s) 'landing to assist'. Under these circumstances the immediate well-being of the possibly injured pilot will override COVID protocols until such time as the public emergency services ( if required) are on-site and are able to stand-down the 'first responders'.

## Group meals and social gathering

These also have to be separated into separate groups A and B however, groups may mix in an outdoor venue as long as participants of the two groups remain separated by at least 2 meters. Facemasks are to be worn as per government guidelines.

## Prize Giving

The prize giving function will require separation of groups A and B. Similarly to the shared meal, this will be held at an outdoor location observing the separation of the two groups by at least two meters.

## Contact tracing requirements

QR Codes and clipboards will be provided to help meet contact tracing requirements for all competitors, drivers, other assistants and visitors.

## Masks

All competition organizers and volunteers assisting are required to wear a face-mask when conducting official duties unless an exemption applies.

## Falling ill or developing symptoms during the competition

Immediately prior to the competition, anyone who is not well or is exhibiting flu-like symptoms should not attend unless they have seen a doctor and are able to produce a negative covid19 test result.

During the competition, if someone suspects flu like symptoms of sore throat, runny nose etc they should immediately contact the Comp Organiser who will then consider what next for the individual and also the group? Ministry of Health Covid Symptoms List .

Normally, after advising the Competition Organiser, the ill /symptomatic person shall remove themselves from the competition immediately, self-isolate, and seek medical advice on how to proceed as per Government regulations. Until such time as they are able to confirm they have not contracted the Covid 19 Virus, they will not be permitted to rejoin the competition or mix with any person attending that competition.

Should any one person attending the competition become a confirmed Covid case, many of the attendees will also likely to be required to self-isolate in which case a call to cancel the competition may need to be made. In the event that such a situation does arise, decisions will be made based on the specifics of the situation, direction of Health Authorities and in the best interests of the health, safety, and wellbeing of everyone concerned.

## How to protect yourself and others

The following “Healthy Habits” have been taken directly from the Government Covid Website and are encouraged to be followed at all times by all persons attending the seasons paragliding competitions.

- If you have cold, flu or COVID-19 symptoms, stay home and call your doctor or Healthline for free on 0800 358 5453.
- Regularly wash and thoroughly dry your hands.
- Sneeze and cough into your elbow.
- Keep a 2 metre distance from people you do not know.
- Clean or disinfect shared surfaces often.
- Wear a face covering when around people you do not know.
- Keep track of where you have been with the NZ COVID Tracer app.

## Conclusion

There is a Healthline Number (see above) – This is important for both organisers and participants.

Sporting NZ also provides a Healthline number and also at the Ministry of Health.

With all of the above measures in place it is possible to host and conduct an “controlled access gathering” that includes everyone and meets the requirements of the NZHGPA competition Rules and the NZ government Covid ‘traffic light’ framework. Though not ideal, the organisers and directors ask participants and associated members of the public to appreciate that either we work with the framework that is in place or the event may be cancelled.

The Organisers and Directors accept the right of everyone to make choices for themselves and so to try to accommodate all as best they can.

Let’s get together and fly.