

Safety Management Plan

44th New Zealand Hang Gliding Open Championship



Dates: 20-29 January – 2022

National Competition based in Murchison

Document Management: This document is based on an NZHGPA template for Paragliding and Hang Gliding competitions. 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 competition, whether competing 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 in order to incorporate unique safety concerns for conducting a competition in its specific region. Copies of this document are submitted to the NZHGPA executive, and the HGCC for review.

Competition directors and organisers have a copy of this document for viewing at any time throughout the competition.

The NZHGPA Operations Manual available from the NZHGPA website has a wealth of information on Hang Gliding & Paragliding organisation and procedures

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Event Overview

The 44th New Zealand Hang Gliding Open Championship competition is a FAI (Federation Aeronautique Internationale) sanctioned, New Zealand (National Aeronautics and Space Administration) endorsed, cross-country Hang Gliding event conducted in accordance with FAI and NZHGPA guidelines and Rules as amended, from time to time, by the New Zealand Hang Gliding Competition Committee.

Up to 50 Hang Glider pilots will launch their aircraft from elevated terrain, usually a recognised Hang Gliding take-off site and then attempt to complete a flying course that can be as long as 150km. This is known as a 'task' and there will be one task on each day of the event, weather permitting.

The main focus of the week will be to facilitate the Nationals Open Class for Intermediate and Advanced pilots. In conjunction with this we will also run a Sport Class for king-posted gliders. Novice pilots are welcome to attend and fly when conditions permit (and are within the parameters of their rating).

Covid 19

The risk of contracting Covid 19 (or a similar virus) prior to or during the 2022 NZ Hang Gliding Nationals is a real possibility with serious consequences. Accordingly, Covid 19 is afforded special consideration within this Safety Management Plan. As required under the government's Traffic Light system, specific Covid 19 related protocols have been developed to protect the health and well-being of all persons attending the event. These protocols have been ratified by the NZHGPA Executive and are presented in full at the end of this document. It is recommended the reader skip to this section now to familiarise themselves with the Covid 19 Protocols, then return to continue reading through the remainder to this document. Doing this will provide the reader with the appropriate context as to how our competition conducted under normal circumstances will be modified to conform with the requirements of a Covid 19 regulated environment.

Participants

Competing pilots have a variety of competition experience. All participants have been vetted to ensure that they are members of the New Zealand Hang Gliding and Paragliding Association (NZHGPA). Acquiring NZHGPA membership requires the provision of a Hang Gliding license issued either in New Zealand or overseas and this ensures that competing pilots have been trained to an international standard which includes instruction on safety management and aeronautical competency.

In order to compete in the National Championships pilots must hold either an Advanced or Intermediate rating. Novice pilots may attend and fly when conditions permit however only under the supervision of an instructor. As per their rating Novices are restricted to top to bottom flights only. Novice pilots are not part of the formal competition and are not scored. These novice pilots have been vetted further (by checking with their original instructor) as being

suitably experienced in order to participate. It is anticipated that by flying with more experienced pilots that these novice pilots will be mentored and safely guided to participate and encouraged to confidently participate in future competitions.

Event Promotion

The 'Airtribune' event hosting website: (<https://airtribune.com/44th-new-zealand-hang-gliding-open-championship-fa/info>) has been used to promote and provide detailed information for the event for all interested parties.

Primary Event Locations

The initial compulsory safety briefing and thereafter all daily briefings will be conducted at the: Open Air Lounge Room, Riverside Holiday Park, Murchison. Details and information for the day, and the next, will be posted on a discreet 'What's App' platform.

The primary take off location is:

- Mt Murchison.

However, should weather conditions dictate then alternate launch sites may be used. These include, but are not limited to:

- Tapawera
- Beebys Knob
- Canvas Town
- Footes
- Takaka Hill

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

Typical tasks will keep pilots within about 60km of these takeoff sites.

Primary Contacts

- Matt Barlow – Event Organiser, 0221537965
- Shane McKay – Event Organiser, 0211408204
- Tom Mulder – Event Organiser, 0211481831
- Steve Cronin – Event Organiser, 0211237024

- Kevin McManus – Competition Director, 0211340463

Safety Strategy and Objectives

The aim of the competition is to provide a fair, fun and rewarding experience and to encourage and promote New Zealand Hang Gliding competition.

The first strategic pillar of the Organising Committee is safety. It is the intention of the organisers to complete the event with a level of zero safety related incidents, meaning that any level of injury, other than entirely trivial, is deemed unacceptable.

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

Pilot Vetting

Pilots have been vetted for safety and capability. This is described above.

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 emailed to all competitors with a request that they study it.
- Notice of the impending competition is notified to other air users by utilising Aeronautical Information Publications(AIPs) and /or NOTAMs.
- An emergency plan has also been provided to all competitors with guidance and instruction on what to do in the event of an emergency such as a Hang Glider crash, missing pilot or pilot injury, fire related emergencies.
- 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 plan¹.
- Daily briefings take place before proceeding to the flight area. Safety related points from the previous days flying will be spoken to, and the opportunity given to anyone attending, to raise any other safety related matter. The task for the day will also be given during this briefing and cover any specific hazards and safety considerations related to the day and the chosen flight location².
- A 'Task Committee', nominated at the initial briefing and made up typically of the most experienced pilots to have flown in the region, create a task suitable and safe for all levels of pilots competing. Ideally, a little simpler at the start and becoming somewhat more challenging for the advanced pilots as the flight progresses. Normally the novice pilots end up landing quite early.
- Depending on the site, actual conditions encountered, and any new potential hazard identified, additional Task briefings may take place on the top of the mountain before launch.

¹ As per the Covid Protocols that are in place, the organising committee will facilitate this aspect and ensure all pilots receive a mandatory safety brief.

² As per the Covid Protocols that are in place, the organising committee will facilitate this aspect and ensure all pilots receive the information from daily briefings.

- The flying safety committee, nominated at the initial safety briefing, will assess each task and the present and forecasted weather, and make recommendations to the pilots and Meet Director (MD) as to whether the task is deemed safe or not. During the course of the flight safety committee members will continually assess the weather and conditions and will signal to stop the task if dangerous conditions arise. The signal to stop the task and land is a safety committee member with both legs out of their harness and pointing to the ground. Pilots witnessing this signal are to land as soon as it is safe to do so.
- Pilots, particularly those visiting New Zealand, are made aware of the contact details for emergency services in NZ and are reminded that medical treatment, in the event of an accident, is free in New Zealand thanks to ACC!

Safety Personnel

- A three person safety committee will be flying with the competitors on Hang Gliders. The job of the safety committee is to monitor conditions, weather and otherwise and provide information on safety to all competitors. This committee also has the prerogative of stopping the day's flying activities if there is sufficient safety concern (examples could be wind that may increase to unsafe levels or a perceived risk of thunderstorm activity). The committee consists of experienced Hang Glider pilots who are familiar with the terrain and climate of the respective flying arenas. Pilots are able to express safety concerns to the safety committee or Meet Director at any time prior to or after flying.
- The Meet Director is an experienced Hang Glider and competition pilot who is familiar with the terrain and climate of the flying arenas. The Meet Director has the prerogative of amending a task or stopping the day's activities for the same reasons as described above.
- A dedicated launch marshal may be placed in charge of the take off to ensure maximum safety, keeping visitors clear, and launch efficiency. This launch marshal will be in attendance on the launch area until the final pilot has taken off. They have the ability to close, or suspend, the launch at any time for safety reasons. They are equipped with, or have access to, a wind-meter, a first aid kit and fire extinguisher and cell phone.
- 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.

Visitors & Free Flyers

- In order to maintain the integrity of our Covid related protocols only people officially registered with the competition either as competitors, drivers, family, or official guests may attend. Unfortunately, this means it is not practical or desirable to welcome and facilitate the attendance of non registered visitors and free-flyers.

Task Selection and Safety Related Competition Issues and Rules

- A penalty and protest system is in place within the competition rules that can be activated in the event of any unsafe behaviour by competitors (for example, flying in cloud or aggressive piloting).
- Punitive measures for unsafe activities can include censure, warnings, points penalties and exclusion from the task or competition overall.

- The three person task committee is responsible for setting the daily flying task. The three person safety committee has the prerogative to overview the proposed task before it is presented to the pilots and to suggest alternatives, or enforce changes, if there are safety concerns. The Competition director may have an input into both committees.

The task committee is particularly familiar with local weather patterns and flight planning. They have access to a plethora of online, gliding specific, weather and flight planning websites such as MetService, MetVuw, NZ RASP, SkySight, XC Skies. Etc for the latest in actual and forecast weather situations. By nature, Hang Gliders can only operate in a very small window of fine weather conditions such as Visual Meteorological Conditions (VMC) and moderate winds (less than about 30km in the mountains)

Typically tasks are set for a launch around midday /early afternoon and the first of the pilots will be landing shortly thereafter with the slower possibly flying until 4 or 5pm. This allows ample time for retrieves and even search and rescue prior to last light during the long summer days.

- A system is in place to award competition points to pilots if they choose not to fly due to safety related concerns. This mitigates the pressure to fly that may otherwise occur.
- A system is in place to reward pilots (with competition points) that assist in the event of a safety related incident and, by doing so, jeopardise their own competition performance.
- Safety, the primary concern, is ongoing throughout the competition. Pilots carry the primary responsibility for their own safety, if they experience conditions that they don't feel comfortable flying in or consider unsafe they should make their way to the nearest safe landing.

Pilot Check In and Check Out system

A mandatory system is in place for all pilots to ensure that they check-in each day (thus, registered as flying) prior to flying and then check-out once safely landed. This is enabled by systems such as SMS, WhatsApp, and GPS trackers. There is a central coordinator who maintains the list of all pilots flying and they are marked off as 'safe' once they have 'checked out' of the competition. This person is primarily the ground based safety officer but responsibility may be moved to another staff member at the discretion of the event Director.

The list enables the organisation to monitor the status of each competitor after each day's task and to alert to any potential missing pilot situation so that the missing pilot procedure can be enabled (see attached Emergency Plan).

All competition safety staff stay on alert until all pilots are marked off as safe.

Traffic Management

The main body of vehicles will convoy up the mountain each day. All vehicles must comply with local (e.g. forestry and farmer) requirements and this may include the carriage of shovels and fire extinguishers, water, and exhaust spark suppressors (for petrol vehicles only).

Vehicles may be required to travel in convoy to facilitate ease of movement and reduced congestion.

Only road worthy vehicles and trailers are permitted to be part of the competition convoy. All vehicles are requested to monitor the radio safety channel during the convoy process.

Safe convoy protocol is clearly briefed at the safety briefing.

Traffic down the mountains and between the flying sites is not monitored.

Communication and Pilot Tracking

- UHF radios are mandatory and will be carried by all competitors. A channel for in flight communications and a channel for emergency communications will be selected and made known to all competitors. The in flight communication channel will be used to issue stop task notifications or alert pilots of incoming helicopters in the event of an emergency. The in flight communications channel will not be used for general communication amongst pilots. The emergency channel is reserved for communications in the event of an emergency. The in flight and emergency channels will be identified in the local rules for the competition.
- SMS (text) and WhatsApp – these are used for the Check In and Check Out system and general notices. All pilots are added to the group before the first flying task.
- Whatsapp Drivers group - A separate drivers group on whatsapp including the event organisers is used to notify when each vehicle's pilots are retrieved and safe for the day. Each vehicle is responsible for accounting for and reporting back after retrieving all their pilots. If a pilot is retrieved by another vehicle, they must still be accounted for by their vehicle/driver.
- Mobile Phone – these are used for all types of communication. It is known, and communicated to the pilots, that there are large areas of the flying arena with no, or limited, cell phone reception. The take off areas are known to have strong cell phone reception.
- Satellite trackers, though not mandatory, are strongly recommended to be used by each pilot. These allow an emergency SOS message to be broadcast in the event that no cell phone coverage is available. The accepted models are Delorme InReach and Spot. Pilots are obliged to enable “tracking mode” on these devices during all flights. This enables the organisation to track the pilots on a map via the ‘TrackMe.NZ’ website. Competitors may use their own tracking devices or they will be offered a rental Spot tracker for the duration of the competition. A share page will be provided by Trackme NZ which includes all the tracking, personal and rented of competing pilots.
- The use of “XC Track” – this is not mandatory but all pilots are encouraged to use this application which works when 3G cell phone cover is available. It enables the competition organisers, and other pilots, to track the location of all competitors during a task.
- Visual signal of emergency – A fully assembled glider or a broken glider settled in an unusual position such as upside down or on a fence/tree/obstacle likely indicates a pilot in distress. Pilots witnessing this should take note of the time and position of the glider and radio this information through to other pilots and/or ground crew, and/or should land if safe to do so and render assistance.
- Contact Details – all pilots are obliged to provide cell phone and WhatsApp contact details to the organisation as part of the pilot registration process, along with the address of their local accommodation and contact details for a third party to be used in the event of an emergency.

Stop Task Procedure

In the event a task is stopped a notification will be broadcast on the in flight UHF radio channel. Pilots that receive this communication should indicate to other pilots that the task has been stopped by dangling their legs out of their harness (if they can do so safely) and moving them together and apart.

Emergency Plan in the event of pilot injury

A copy of the emergency plan, in the event of injury, is given to all pilots as part of their pilot pack and as included with this Safety Management Plan.

If an observed injury is deemed to be anything other than trivial then emergency services (ambulance) must be called (111).

In the event that a pilot is deemed to have crashed in an area where injuries cannot be assessed immediately, and that pilot is unable to communicate then Search and Rescue (LSAR) is to be contacted immediately via the Police (111).

Emergency Plan in the event of a missing person

A copy of the emergency plan, in the event of a missing person, is given to all pilots as part of their pilot pack and as included with 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 then the Meet Director and Organising Committee will commence activities to locate the pilot. This includes trying all known methods of contact (Cell phone, WhatsApp and checking pilot accommodation and known associates).

If, by 2100 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
- Address of local accommodation
- Colour of Hang Glider
- Last known location based on satellite tracker and information from witnesses
- Details of the course line and pilot's likely position in relation to it

Hazards and Risks

Hang Gliding 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.

Cross- country competitions inevitably present a different kind of risk to the average pilot.

Equipment certification, varying pilot experience levels and constant briefings are part of the competition 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 compete. 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.

Hazards in cross-country competitions may include but is not limited to:

Hazard	Potential Risk / Degree	Mitigation
Spectators	<ul style="list-style-type: none"> ● Pilot / spectator injury ranging from minor to fatal 	<ul style="list-style-type: none"> ● Use of a launch director ● Task safety briefing ● Hazard identification / marked off area “for take-off only” ● Personnel trained in first aid and the availability of a first aid kit at take off.
Other air traffic / Users	<ul style="list-style-type: none"> ● Collision ● Pilot injury (self /other) ranging from minor to fatal 	<ul style="list-style-type: none"> ● AIPs, NOTAMs and timely communications with local Air Users to advise of heightened Hang Glider activity. ● Task safety briefing ● VFR Flight Rules ● Hazard identification ● Use of Airband radios ● Listen out. ● Use your radios.... Speak up!

Power cables	<ul style="list-style-type: none"> ● Electrocutation injuries, ranging from serious to fatal ● Public inconvenience 	<ul style="list-style-type: none"> ● Identification of this specific hazard at task briefing ● Keep your eyes out to identify possible lines. ● Immediate contact with emergency services to disconnect power
Weather	<ul style="list-style-type: none"> ● Pilot Injury ranging from minor to fatal. ● Turbulence ● Variability. 	<ul style="list-style-type: none"> ● Detailed briefings ● A plethora of weather and flight planning websites. ● Tasks can be stopped at any time by the Competition Director. ● Pilot check back process
Mountains	<ul style="list-style-type: none"> ● Remoteness ● Lack of Communications. ● Mountain passes used by other air traffic - congestion. ● Turbulence ● Flight close to terrain. 	<ul style="list-style-type: none"> ● Briefings ● Instruction and mentoring ● Do not 'push on' outside your own flying limits. Know when to say 'enough'
Extended no landing zones – forests, wooded areas, water	<ul style="list-style-type: none"> ● Injury ● Remoteness and long walk outs ● Fatigue ● Delays in Reporting /rescue ● Exposure 	<ul style="list-style-type: none"> ● Briefings ● Set considerate tasks. ● Don't take unnecessary risks. ● Always have landing options. ● Instruction and mentoring ● Use of emergency services
Equipment	<ul style="list-style-type: none"> ● Injury 	<ul style="list-style-type: none"> ● Pilots check their gear prior to each flight for air worthiness. ● Know your wing characteristics. ● All gliders to have a current WOF
Pilot Fitness – Mental Emotional Physical	<ul style="list-style-type: none"> ● Injury to self and or other ● Nervousness 	<ul style="list-style-type: none"> ● Be Prepared ● Illness, Medication, Stress, Alcohol, Drugs, Fatigue, Nourished. ● Detailed Flight Briefings

		<ul style="list-style-type: none"> ● Instruction and mentoring ● Briefings with respect to use of medicines and drugs ● Hydration ● Carry a personal first aid kit
Poor radio reception	<ul style="list-style-type: none"> ● Check back delays. ● Search and rescue delays ● Isolation ● Exposure ● Fatigue 	<ul style="list-style-type: none"> ● Pre-flight brief. ● Beware of flying behind ridges and mountains ● Use satellite trackers. ● Check back protocols. ● Carry 'Pilot Safety Plan' ● Carry UHF ● Carry mobile phone with 'navigation' details: compass / GPS for coordinates. ● Carry spare batteries / portable charger.
Traffic accident	<ul style="list-style-type: none"> ● Injury ranging from minor to fatal ● Blockage of access for emergency response 	<ul style="list-style-type: none"> ● Assigned convoy marshal to monitor convoy safety ● Tactics to reduce upward and downward vehicle traffic at the same time on the mountain roads ● Ground based safety officer trained in first aid and equipped with first aid kit
Heat, Sunburn and Sunstroke	<ul style="list-style-type: none"> ● Dehydration ● Blistering / pain ● Distraction and poor thinking skills. ● Lack of coordination 	<ul style="list-style-type: none"> ● Sun cream available at the take off, provided by the organisation ● Pilots reminded to bring and use sun cream ● Pilots reminded to hydrate during flight ● Provide sun shelters at launch.
Animals and farm stock	<ul style="list-style-type: none"> ● Injury to Self /other ● Injury to stock ● Damage to property ● Public inconvenience 	<ul style="list-style-type: none"> ● Detailed briefings and sound tasking ● Keep a good lookout ● Be considerate and stay well clear ● NZHGPA 'code of conduct' ● NZHGPA insurance ● Visit unhappy farmers asap.

Fire	<ul style="list-style-type: none"> ● Forest fire ● Burn injuries ● Blockage of access for emergency response 	<ul style="list-style-type: none"> ● Fire extinguishers and shovels, water, and exhaust spark suppressors (for petrol vehicles only) in all vehicles ● Smoking ban at all competition locations other than the HQ or in enclosed vehicles ● Electronic cigarettes are not deemed to be a fire hazard
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Situation Management and Mitigation

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

Situation	Potential outcome	Mitigation
Hang Glider crash on take off	<ul style="list-style-type: none"> ● Pilot injury ranging from minor to fatal 	<ul style="list-style-type: none"> ● Experienced launch director ● Task safety briefing ● Hazard identification ● Personnel trained in first aid ● Availability of first aid kit at take off ● Cell phone coverage for calling emergency services
Hang Glider crash on course line	<ul style="list-style-type: none"> ● Pilot injury ranging from minor to fatal 	<ul style="list-style-type: none"> ● Task safety briefing ● Hazard identification ● Ground based responder trained in first aid with first aid kit and fire extinguisher

		<ul style="list-style-type: none"> ● Information relayed from the air by radio ● In the event of inadequate cell phone coverage, correspondence to emergency service by relayed radio call or satellite beacon ● If the event is deemed serious then the task is stopped to allow all personnel to focus on mitigation of the event
Hang Glider impact with power cables	<ul style="list-style-type: none"> ● Falling and electrocution injuries, ranging from serious to fatal 	<ul style="list-style-type: none"> ● Identification of this specific hazard at task briefing ● Immediate contact with emergency services to disconnect power ● Otherwise as above
Missing pilot	<ul style="list-style-type: none"> ● Delayed response to potential injuries ● Exposure ● Exhaustion ● Dehydration 	<ul style="list-style-type: none"> ● Pilot check back process ● Contact details available to all safety personnel ● Spot Trackers used and pre set messages activated ● Organised search party both on ground and via paraglider ● Alert to emergency services (LSAR) if the situation is deemed serious or sunset (20:00 NZT) is approaching
Proximity with other aircraft	<ul style="list-style-type: none"> ● Mid-air collision leading to crash 	<ul style="list-style-type: none"> ● Special airspace arranged with air traffic control ● Notification to other airspace users in AIP supplement ● Launch Marshall to suspend launch if congestion occurs
Hang Glider landing in water /trees	<ul style="list-style-type: none"> ● Drowning ● Injury 	<ul style="list-style-type: none"> ● Task course line to avoid all major areas of water /heavily forested areas
Traffic accident	<ul style="list-style-type: none"> ● Injury ranging from minor to fatal ● Blockage of access for emergency response 	<ul style="list-style-type: none"> ● Assigned convoy marshal to monitor convoy safety ● Tactics to reduce upward and downward vehicle traffic at the same time on the mountain roads ● Ground based safety officer trained in first aid and equipped with first aid kit
Sun burn and sun stroke	<ul style="list-style-type: none"> ● Blistering ● Lack of coordination 	<ul style="list-style-type: none"> ● Sun cream available at the take off, provided by the organisation ● Pilot reminded to bring and use sun cream

		<ul style="list-style-type: none"> Limited shade available at take-off, for the launch marshal primarily
Fire	<ul style="list-style-type: none"> Forest fire Burn injuries Blockage of access for emergency response 	<ul style="list-style-type: none"> Fire extinguishers and shovels, water, and exhaust spark suppressors (for petrol vehicles only) in all vehicles Smoking ban at all competition locations other than the HQ or in enclosed vehicles Electronic cigarettes are not deemed to be a fire hazard

Accidents and Reporting

All incidents and accidents are to be reported. The NZHGPA Operations Manual Section 6.6.13 (available from the NZHGPA website) and that same website’s ‘Safety’ tab has details for filing and reporting accident and incident reports.

The NZHGPA insists on a ‘no fault’ reporting culture.

For FAI events the FAI / CiVL administration also requires an incident /accident report when the results are submitted.

Media

Though Hang Gliding 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 Competition director and Organisers are the only people authorised to speak with the media in the first instance, and even then, they may defer to the NZHGPA executive for advice.

Fire & Emergency Plans

Fire & Emergency Plans - Refer to separate document (available online on Airtribune)

Covid 19 Protocols

The following outlines the protocols that will be in place for the 2022 Hang Gliding Nationals in order to meet our obligations as an event under the traffic light framework. The protocols have been developed based on the publicly available information on the Government Covid 19 website and what we as an

organising committee feel is appropriate, realistic, and achievable, given the circumstances.

As you read through please keep in mind collectively we are in exceptional and non-ideal circumstances when it comes to running and attending an event such as our Nationals. We all share a common love of flight and the focus for the week should be ensuring that everyone who wants to fly and compete is enabled to do so. We understand and accept that there are a range of views within our community. However, hang gliding is not a political sport and we don't want politics to overshadow a great 10 days of flying. The protocols that we put in place will ensure that as the traffic light status changes we can still carry on with the competition. If what follows can be viewed as a common effort to make this competition work for everyone then we can achieve our goal of flying together in the skies around Murchison for 10 days where covid isn't a thing.

The key situations that we need to address are those where we gather in groups. In those situations the rules associated with the traffic light system apply and we have to manage numbers. There are also situations where the requirements of the host venue will supersede our own which will be summarised below and will factor into our management plan.

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/>

The Nationals are classified as a Controlled Access Event. 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)

It's worth adding here that for accommodation and hospitality, the rules are set by those respective businesses and override any of our own rules. The Riverside campground has indicated they will require double vaccination for all people staying at the campground, likewise the pub will require patrons to show a vaccine pass. This is likely to be typical throughout the town for many venues. These are their decisions and we will respect and abide by them.

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

The requirement of the riverside campground for people to be vaccinated to stay will naturally separate everyone into two groups. Vaccinated people will stay at the camp and the rest will stay elsewhere, making their own arrangements. It is unfortunate that we can't all hang out together but do review the opening paragraph if you need to, this is a solution for an imperfect situation.

We will use this separation to our advantage to manage our obligations under the traffic light framework. These two groups, let's call them group A and group B will stay separated for the duration of the competition aside from in the skies where we all fly together, which is what we are there for. Group A are people staying at Riverside campground and group B are people staying elsewhere.

The following assumes group B will be 25 people or fewer. Under the traffic light system if the two groups remain separate for the competition (including organised social functions), we can easily meet our obligations and carry on with the competition regardless of the traffic light status. Essentially we have group A where vaccine passes are required, and group B where they are not.

Registration

There will be a delegate from each of group A and group B to manage registration. Aside from that, registration will run largely as usual. Group A will register at the campground as usual, and group B will register at a designated location, likely accommodation organised by the delegate from group B. In the worst case of RED we have Group A limited to 100 people and Group B limited to 25 people so this works.

Briefings

Briefings will be held at the usual location at the riverside campground and attended in person by Group A and attended remotely via Zoom or 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. In the worst case of RED Group A will be limited to 100 people and group B limited to 25 so this works.

Rigging and Launch

Depending on the site and conditions, multiple launch and rigging areas will be utilised. At all times however people from the two different groups are required to maintain at least a 2m separation to fulfill our obligations under the traffic light framework. The organising committee are responsible for designating specific rigging and launch sites if required in order to facilitate compliance with the 2m separation restriction. In the worst case of RED Group A will be limited to 100 people with 1m distancing and group B limited to 25 with distancing so this works.

Retrieves

Retrieve vehicles will be required to retrieve only within their designated groups, except under extenuating circumstances. Obviously safety and practicality should be considered in combination with the traffic light restrictions.

Group meals and social gathering

Unfortunately these also have to be separated into separate groups A and B however we can do an outdoor shared meal at a location such as the domain and be together but keep the two groups separated by at least 2 meters.

Prize Giving

The prize giving also 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. In addition to this pilots and people associated with them such as drivers who are recorded during registration, will be assumed to be present at any relevant locations throughout the week, such as launch.

Masks

All competition organizers and volunteers assisting them are required to wear a mask when conducting officiating 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 covid test result.

During the competition, anyone who starts exhibiting flu-like symptoms should notify the competition organisers and remove themselves from the competition immediately, self isolate, and seek medical advice on how to proceed. Until such time as they are able to confirm they have not contracted the Covid Virus, they will not be permitted to rejoin the competition or mix with any person attending the Nationals

Should any one person attending the Nationals (whether this be a pilot, supporter or visitor) become a confirmed Covid case, many of the attendees are 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 a situation like this does come up, 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 2022 NZ Hang Gliding Nationals.

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

With all of the above measures in place we can put on an event that includes everyone and meets the requirements of the traffic light framework. We recognise it's not ideal, but we ask people to appreciate that either we work with the framework that's in place or we cancel the event. Our implementation is not about judging people's personal choices, it's about accepting the right of everyone to make choices for themselves and to try to accommodate them as best we can. Let's get together and fly the skies of Murchison.