

2026 CANADIAN PARAGLIDING XC COMPETITION

EMERGENCY RESPONSE PLAN (ERP) Draft v1.1

1. PURPOSE & SCOPE

This Emergency Response Plan (ERP) defines the procedures, responsibilities, and communication protocols for managing emergencies during the 2026 Canadian National Paragliding XC Competition in Golden, British Columbia (July 3-9, 2026).

The plan follows:

- HPAC SOP 290 Proposed Revision 2026
- FAI Section 7A
- BC Search and Rescue (BCSAR) best practices

This ERP applies to:

- All competition staff and volunteers
- All pilots
- All launch, HQ, retrieve, and landing zone operations

2. KEY SAR ACTIVATION REQUIREMENTS

- Call 911 → E-Comm answers the call
- Caller selects Police
- E-Comm → Police via CAD terminal
- Police determines if SAR is needed
- If yes, then Police → EMCR
- EMCR → SAR team (e.g., GADSAR)

SAR can be activated by Police, BCEHS, or Parks Canada.

BCEHS triage sequencing may result in a delay in SAR activation. Police is preferred selection.

COURTESY CALLS TO SAR ONLY AFTER 911 ACTIVATION

- SD may reach out to the local SAR contact only after 911 confirms SAR tasking.

3. PRE-EVENT PREPARATION

Before Day 1:

- Risk assessments for launch, LZs, XC routes, retrieve roads
- Identify helicopter landing zones and staging areas
- Confirm emergency contacts
- Verify radio frequencies
- Ensure tracking systems function (primary + satellite)
- Confirm Medical Lead and equipment
- Ensure staff understand SAR activation rules

- Review backcountry language for dispatch
- Provide all staff with copies of this ERP
- Conduct at least one tabletop simulation

4. COMPETITION COMMAND ROLES IN EMERGENCY

- Meet Director (MD)
Overall event authority; supports SD; stops/cancels tasks; ensures compliance.
- Safety Director (SD) - INCIDENT COMMANDER
Leads all emergency actions; full authority until SAR arrival; coordinates rescue, communications, volunteers; transfers command to SAR upon arrival and remains liaison.
- Rescue Coordinator (RC)
Executes SD orders; attempts pilot contact; deploys volunteers only in safe terrain; never into high-angle, water, or unstable environments.
- Communication Coordinator (CC)
Manages radios and tracking dashboard; confirms coordinates, last-known position, speed, and last movement; maintains incident log; tracks missing/overdue pilots.
- Field Transport Coordinator (FTC)
Manages retrieve routes; keeps access open; supports ambulance/SAR pickups.
- Medical Lead
Provides casualty care; performs triage; advises SD on EMS/helicopter need.
- Air Marshals
Observe in-flight behavior; report abnormalities; provide visual confirmation if safe.

5. RADIO FREQUENCIES

Safety Channel 1: 145.440 MHz

Safety Channel 2: 144.800 MHz

Pilot Channel: TBD

Field Transport Channel: TBD

Airband: TBD

6. STANDARD EMERGENCY RADIO CALL FORMATS

MAYDAY, MAYDAY, MAYDAY:	Life-threatening emergency. Automatic 911.
PAN-PAN, PAN-PAN, PAN-PAN:	Urgent, non-life-threatening
DITCHING, DITCHING, DITCHING:	Any water landing. Automatic 911
CRASH, CRASH, CRASH:	Ground impact suspected

7. TRACKING & COORDINATES

- Primary Tracking (5-7 sec): XCTrack / Flymaster Live / or similar (TBD)
- Satellite Tracking (2 min): Garmin inReach
- SAR Standard Format: WGS84 decimal degrees with 5 decimal places

Example: 51.246771, -116.847812

- inReach GSP coordinates issue: When a Garmin inReach SOS is activated, further updates of the pilot's GPS coordinates will be sent only through IERCC, then to 911 directly. We do not have access post-SOS activation.

8. INCIDENT RECOGNITION

Via:

- Radio calls
- Tracking stops (no movement) or SOS activation
- Visual observation
- External reports including 911, Police, GDSAR, and public
- Overdue/missing pilots

Initial actions:

- SD acknowledges incident promptly
- CC pulls coordinates & tracking history
- Nearby pilots or air Marshal confirm visually if safe
- SD assesses if the initial rescue effort is going to be by internal team or requires 911 call
- SD declares incident response choice

9. INCIDENT COMMAND & SAR POLICY

- SD is Incident Commander until SAR arrives.
- RC is 2nd in command.
- Incident command role transfers to SAR automatically upon SAR presence.
- Internal communication or checks must not result in delay of 911 activation.
- If in doubt, call 911.
- inReach SOS activation is equivalent to 911 activation.

10. AUTOMATIC 911 ACTIVATION CRITERIA

Activate 911 immediately for any of the followings:

- No movement >5 minutes + no contact
- Tree landing + no contact within 5 minutes
- Any water landing
- High-angle terrain
- Reserve deployment, status unknown >5 minutes
- Suspected serious injury
- Missing >15 minutes
- Unsafe terrain for internal rescue
- in Reach SOS activation by the pilot
- Glider on ground not rosetted > 5 min
- Typical contracted SAR helicopters have a latest workable activation time of 1800 hrs in July. If an internal rescue may extend into the late afternoon, SAR must be activated early, even if self-rescue still appears possible, to avoid losing the helicopter option should SAR later determine that air SAR is required.

11. SIMPLIFIED RESPONSE WORKFLOW

- Make Safe: secure area, prevent secondary accidents
- Locate & Assess: confirm coordinates, attempt contact, gather visual confirmation
- Decide Volunteer vs 911: activate 911 if any trigger applies; volunteers only in low-risk terrain
- Communicate: SD coordinates; RC assists SD; CC logs all times
- Treat & Transport: Medical Lead stabilizes; ambulance/SAR determines extraction
- Document & Debrief: SD or RC complete incident report
- inReach SOS Activation: volunteers must not prioritize pursuing frozen coordinates; SAR will operate from updated Garmin data. Volunteer work should be limited to supplementary actions only if requested by SAR.

12. SPECIAL PROCEDURES

- Tree Landing: Pilot secures with sling; no untrained climbing; call 911 if height >15 m, unstable, injured beyond first aid, or anticipated extraction time may subject the pilot to hypo or hyperthermia, dehydration, or suspension trauma. If unsure, call 911.
- Water Landing: Automatic 911; no volunteer water entry.
- High-Angle Terrain: Volunteers never enter; rope rescue is SAR only.
- Missing Pilot: Missing >15 minutes. 911 activation.

13. MEDICAL & EVACUATION

- Local hospital: Golden Hospital (250-344-5271)
- Primary trauma centers: Kelowna General Hospital; Calgary Foothills Medical Centre

14. MANDATORY EMERGENCY EQUIPMENT

Pilot:

- Primary tracker
- Garmin inReach
- VHF radio
- Phone
- Emergency contact card (Provided to pilots during registration)
- Tree Sling Kit
- Extra power bank >5000mAh and spare charging cable

IC Rescue Team:

- First-aid/trauma kits
- VHF radio
- Rigging support equipment
- Arborist tools (ground use only)
- Bear deterrent

15. DOCUMENTATION & REVIEW

- SD complete incident report; same-day debrief; lessons shared at next briefing.

16. EMERGENCY CONTACTS

- Emergency (Police/Fire/Ambulance): 911
- GDSAR: via 911 only
- RCMP Golden: 250-344-2221
- Golden Hospital: 250-344-5271
- Kamloops FIC: 1-866-541-4101
- Alpine Helicopters (Golden): 250-344-7444

17. EMERGENCY COMMUNICATION REFERENCE

17.1 INTERNAL COMMUNICATIONS

PILOT CHANNEL RADIO TRANSMISSIONS

Callsign designation

- Competition pilot: Competition number (e.g. Pilot 354)
- Air Marshal: Marshal number (e.g. Alpha Mike 2)
- HQ staff: Their titles

Examples

1. Mayday Call
 - Caller: "Mayday, Mayday, Mayday, this is <Callsign>."
 - Incident Command (IC): "This is Incident Command. Copy, <Callsign>. All pilots, cease transmissions. What is your emergency, <Callsign>."
2. Witnessed Tree Landing
 - Caller: "TREE, TREE, TREE, <CALLSIGN>. Yellow red glider. Tree landing confirmed in the vicinity of my current location.
 - IC: "This is Incident Command. Copy, <Callsign>. All pilots, cease transmissions. <Callsign>, received your report of yellow red glider in tree. We have your <description of the location> as your current coordinate. Are you immediately over the crash?
 - Caller: No, I am about 600 meter south of the glider in the tree. Mark my GPS coordinates 1 minute ago as the crash coordinates.
3. Task Stop for air space clearing
 - IC: All pilots. This is Safety Director.
Stop task.
Helicopter inbound.
Land safely as soon as possible.
Secure your canopy upon landing. Over.
(Repeat this transmission three times)

SAFETY CHANNEL TRANSMISSIONS

Every Safety Channel report follows the same order:

- LOCATION

1. Coordinates (WGS84 decimal degrees with 5 decimal places, If reported by Air Marshall, Air Marshall may use his GPS coordinate to mark the incident position)
2. Ridge, valley, launch, trailhead, interaction, or landmark
3. Terrain Description
4. Altitude if known

- WHAT HAPPENED

Crash / Tree landing / Medical / Missing pilot / Water landing

- KNOWN INJURY STATUS

1. Conscious? Breathing?
2. Major bleeding?
3. Mobility?

- SAFETY HAZARDS

1. Wind, slope, rotor, visibility, high-angle terrain
2. Unsecured paraglider wing
3. Power lines / water / wildlife / loose rock / traffic

- ESTIMATED RESOURCES NEEDED

1. INTERNAL RESCUE
 - a. Walk-in assist
 - b. 4x4 or ATV
 - c. First Aid
 - d. Rope technical team
2. EXTERNAL RESCUE
 - 911 Call

17. 2 EXTERNAL COMMUNICATIONS

911 (E-COMM) Call DOs & DON'Ts

TO DO (Deliver facts)

- Describe nature of emergency
- Provide location
- Provide communication status
- Relay injury information
- Describe rescue Hazards & terrain access
- Provide caller identity & callback number

NOT TO DO

- ✗ Do NOT request specific assets
- ✗ Do NOT suggest SAR tactics
- ✗ Do NOT argue about response decisions

X Do NOT speculate

X Do NOT delay the call to get more information.

X Do Not talk about clearing the airspace or mention other paragliders flying in the area

- Not actionable information for E-Comm operator
- Only after SAR activation, EMCR or SAR command may choose to talk directly to IC about this aspect

911 CALL EXAMPLE:

E-COMM: 911, do you need police, fire, or ambulance?

IC: Police.

E-COMM: Which city are you calling from?

IC: Golden, BC.

E-COMM: Tell me exactly what happened.

IC: I am the Incident Commander for the paragliding competition in Golden. A paraglider crashed in the backcountry about 5 minutes ago. We need immediate search and rescue activation to rescue the pilot.

E-COMM: What is the address or location?

IC: The near Golden, British Columbia on the east side of the valley, on Mount 7 in steep forested terrain. I have exact GPS coordinates when you're ready.

E-COMM: Go ahead with the coordinates.

IC: Coordinates are 51.246771, -116.847812. Please read back.

E-COMM: 51.246771, -116.847812.

IC: Correct. I have additional information when you are ready.

E-COMM: Go ahead.

IC: We have radio contact with the pilot but he has no cell service. He has activated his inReach SOS, so you may receive a parallel alert. The pilot report non-life-threatening injuries. He cannot walk due to lower-leg injuries. The glider is mostly secured but may still reinflate in rotor wash. The terrain is steep and technical, and ground access may be very difficult.

When requested be ready to provide any of the followings to EMCR:

- Nature and time of incident
- Pilot's medical status
- Communication status
- Exact coordinates and verbal location description
- Terrain and access conditions
- Weather and visibility
- Known hazards
- Whether other gliders are airborne
- If IC is able to clear other gliders from the airspace
- Deployment status of our own rescue assets

END OF ERP