



## **IGC 2021 Plenary Meeting**

### **Agenda Item 10.3.2**



## **Safety Working Group. Report to IGC Plenary 2021**

René Vidal

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# Safety Working Group. Report to IGC Plenary 2021

Safety Group is continuously working to improve safety in our championships, by coordinating or facilitating the tools available, to change the culture within the pilots and all the stakeholders.

Pilots make the final decision, but we (IGC) provide the rules that need to be balanced in the best way to obtain the best possible result.

## Safety Seminar in Budapest, 2020:

A Safety Seminar was developed by OSTIV headed by Mr. Rolf Radespiel and Mr Alfred Ultsch. Please find attached the results of the seminar. In summary, PROFESIONAL TRAINING must be provided in all competitions for Organizers, Safety officers and Officials

See attached ANNEX 2

As a result of the seminar, the safety group is reviewing the Y2 proposals in advance, sharing comments with the delegates, especially if safety impact is observed.

## Statistics:

Attached statistics until 2019 including one event only on 2020. See ANNEX 1.

It is important to note that between 2020 and 2014, the rate of accidents is below **0.5 per event** as average, compared to **2.07 accidents per event** between 2008 and 2013 that means a **-75%** reduction. We invite IGC to see the half full glass and be positive about the job that has been done within the IGC as a whole. Of course we are far of being happy, but we believe are in the right track.

## Flytool:

As group, we are disappointed that Y2 proposal about making a safety electronic box mandatory, was not approved at last plenary. We believe this is a step back to gather information from the pilots, however we will promote the use of these devices with the organizers in forthcoming events.

We still believe that pilots are not reporting all incidents in championships, losing valuable potential information to be focused on.

## Proximity Analysis:

Again, this very impressive tool is being used in all major competitions with very impressive results. Of course this is a relatively new tool and needs some adjustment. It is not perfect but like any new software, it requires fine-tuning to produce more and more accurate results.

At this moment, we recommend its use when there is a doubt in an incident or even to display the basic pilot's behaviour. When pilots see themselves in the screen, they change for good, their behaviour towards a "safer culture".

## **Recommendations:**

1.- To continue gathering information from reports, flight analysis and Flytool or any the electronic box.

2.- To focus the initiatives and rules in the main issues obtained during the last 10 years:

- Landing, flying gaggles, mid air collision, approaching stage.

3.- To train Pilots, Organizers, safety officer and officials in modern safety principles.

Regards,

Safety Group:

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