



CIVL Safety Initiative: Incident Reporting

Lausanne, Switzerland, 25 August, 2011 – The CIVL Incident Report Form can now be completed online. The CIVL Bureau is asking NACs, competition organisers and competition pilots to complete report forms concerning recent incidents. Organisers of Cat 2 competitions are now required to confirm number of incidents at events, and complete report forms accordingly.

As agreed at the 2011 CIVL Plenary, the Incident Report Form has now been made available for online completion on CIVL's WPRS website. The report form can be completed by the pilot, competition organiser, competition official or a witness. Individual data will remain confidential, but the database will be analysed for statistical purposes to try to determine the common and underlying causes of incidents.

In order to build a significant pool of data on incidents occurring in competitions, the CIVL Bureau is asking NACs, paragliding and hang gliding competition organisers, competition pilots and witnesses to retrospectively complete forms involving recent incidents (this season) and if possible, during the last 2 years, at competitions. It would be particularly useful if NACs that have been collecting data on incidents at competitions could share this information with CIVL.

Further, organisers of FAI Category 2 events will, from now on, be required to declare any incidents and ensure that incident report forms are completed online. This should be confirmed before the competition results are processed by the CIVL Competitions Coordinator. Organisers will be contacted separately about this. Delegates are asked to support this CIVL initiative and to contact paragliding and hang gliding competition organisers in their territory and request them to comply.

To access the blank form, the incident reporter simply needs to log in under his CIVL ID at: <http://civlratings.fai.org/FL.aspx?a=307&> and click on Incident Report.

For the purposes of this initial call for data, an incident includes: reserve deployments (even if the pilot landed with no injuries), landings requiring the intervention of mountain rescue or emergency services, and landings where the pilot sustained an injury requiring medical attention.

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On behalf of the
CIVL Bureau