

Purpose of this Operating Procedure

1. The purpose of this Operating Procedure is to define procedures for Accident and Incident reporting to the HPAC/ACVL.

Notification of Accidents/Incidents

2. Where an Accident or Incident occurs, the pilot in command, the owner, the operator, and any HPAC/ACVL Instructor(s) present are responsible for ensuring that the Safety Chair (safety@hpac.ca) is notified as soon as possible (within 24 hours) and each must submit written notification of the incident or accident to the Safety Chair within 7 days of the occurrence.

Definition of Accident

3. In relation to a hang glider/paraglider, "Accident" means an occurrence associated with the operation of the aircraft which takes place between the time any person "clips in" to the aircraft with the intention to fly until such time as the persons have "unclipped" in which;
 - a. Any person suffers death or Serious Injury as a result of being in the aircraft, or anything attached to the aircraft;
 - b. The main aircraft components (excluding down tube damage) incur damage or structural failure that adversely affects the structural strength, performance or flight characteristics and would normally require major repair or replacement of the affected component; or
 - c. Any sail tear greater than 15 cm (6") in length;
 - d. The aircraft is missing or inaccessible;
 - e. Involves any passenger, crew or persons on the ground during flight proceedings.
4. "Serious Injury" is defined as any injury, other than fatal which:
 - a. Requires hospitalization or significant medical treatment at any time from injuries received;
 - b. Results in the fracture of any bone except simple fractures of fingers or toes;
 - c. Involves lacerations which cause severe hemorrhage, nerve, muscle or tendon damage;
 - d. Involves injury to any internal organ; or
 - e. Involves second or third degree burns, or any burns affecting more than five percent of body surface.

Definition of Incident

5. In relation to a hang glider or paraglider, "Incident" means an occurrence, other than an Accident, associated with the operation of the aircraft, including set-up and pack-up periods, that could affect the safety of the operation of the aircraft, safety of other aircraft or of spectators or other people on the ground.
 - a. A near miss in flight, or a mid-air collision where no damage or Serious Injury resulted;

- b. An accidental or any other reserve parachute deployment regardless of injury or glider damage;
- c. That causes minor injuries not requiring medical treatment to the pilot or persons on the ground;
- d. Causes minor aircraft damage such as minor tears to the sail less than 15 cm (6") in length or Control Bar, Base Tube, Down Tubes or A,B,C & Brake Lines; or minor Harness damage only; or
- e. Which provides information relative to the interest of the flying community.

Examples of reportable incidents

- Glider blown over on ground into another glider or vehicle causing damage.
- Any occurrence that may easily have resulted in serious injury where the circumstance, if known about or pre-warned, could help avoid similar potential accidents from happening.
- Any structural failure or damage on a glider resulting from set-up or pack up procedures, or component defect noticed before or after flight but not resulting in an accident.