

# SOAR Reporting

Presented

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# SOAR replaced IRIS

S = Safety

O = Operations

A = Airworthiness

R = Reporting

SOAR Reports meet the requirement for ATSB reporting for Gliding Accidents and Incidents.

Not all SOAR Reports need to be passed onto the ATSB

Not all Accidents and Incidents round your club need to be reported to the GFA



# What is an Accident?

- Accident. An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which:
  - a) a person is fatally or seriously injured as a result of
    - being in the aircraft, or
    - direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or
    - direct exposure to jet blast,
    - except when the injuries are from natural causes, self inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew: or
  - b) the aircraft sustains damage or structural failure which:
    - adversely affects the structural strength, performance or flight characteristics of the aircraft, and
    - would normally require major repair or replacement of the affected component,
    - except for engine failure or damage. when the damage is limited to the engine, its cowlings or accessories: or for damage limited to propellers, wing tips, antennas, tires, brakes, fairings, small dents or puncture holes in the aircraft skin: or
  - c) the aircraft is missing or is completely inaccessible.
- Note 1.-- For statistical uniformity only, an injury resulting in death within thirty days of the date of the accident is classified as a fatal injury by ICAO.
- Note 2.-- An aircraft is considered to be missing when the official search has been terminated and the wreckage has not been located.

# What is an Incident?

- An occurrence other than an accident.
- Including
  - Equipment Failure
  - A non compliant act (not following procedures)
  - Failure in communication or coordination
  - Paperwork failure
  - A significant event that may attract adverse attention from Media or Authorities.



# Accident or Incident?



# Why Report?



## *Gliding Safety*

*Learn from the mistakes of others.*

*You won't live long enough to make  
all of them yourself!*



**Good Safety Managers Share  
Knowledge and Experience**



# Outcomes for Members

- To be able to continue to enjoy the sport of gliding with the minimum of outside interference.
- Assurance that safety matters are being managed within their club.
- A safer sport
  - Fewer accidents and safety related events
  - Reduced Insurance premiums



# Areas of Risk





# Club Working Bee Activities





# Out-landing Recovery





# Rigging or De-Rigging



# Maintenance Activities



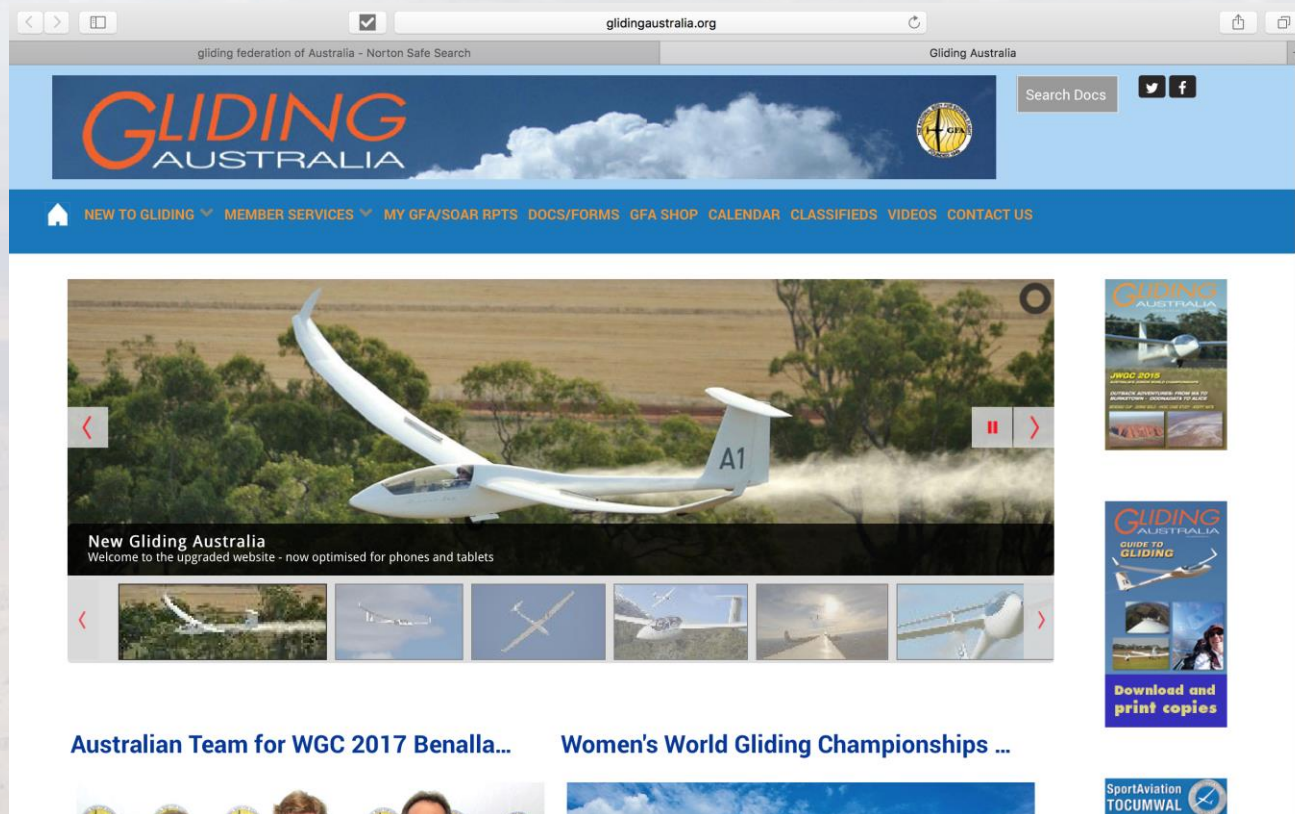


# Club BBQ



# How do we Report

- SOAR Reports are made from the GFA Web Site.





# Log In – Follow the Prompts


 AUSTRALIA

HomeNew to GlidingMember servicesMy GFA/SOAR RptsDocs/FormsGFA ShopCalendarContact usClassifiedsVideos


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## GFA Member Authentication

Please enter your GFA Membership Number and Date of Birth in the fields below, and then click the Continue button.

Your Membership Number should be entered without the "M-" value at the beginning. The correct number is all that is required.

If you are authenticating as a Club or other Organisation, you will have received an email giving the Date of Birth value assigned to your organisation. If necessary check with your Secretary, President, or CFI for this value. Or, call the GFA Office for help.

Once you have been identified, you will be transferred to the Menu where you can select what you want to do next.

This authentication is required for Membership Renewal, accessing MyGFA Profile information, or for entry or review of SOAR Reports.

Primarily this is not a security matter. In most cases the purpose of this authentication process is so that we know who you are.

**Mbr Number\* (M-) \***   
Number only

**Day of Birth \***

**Month of Birth \***

**Year of Birth \***

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# Where they go

Create New...



SOAR Reports

Home

## Recent Items

- [S-0568](#)
- [S-0554](#)
- [S-0564](#)
- [S-0563](#)
- [S-0562](#)
- [S-0561](#)
- [Stuart Ferguson](#)
- [S-0524](#)
- [S-0532](#)
- [S-0537](#)

View:

All



Go!

[Clone](#) | [Create New View](#)

## Recent SOAR Reports

New

SOAR Report Id	Report_Title	Date/Time of Occurrence
<a href="#">S-0568</a>	Circuit Conflict	16/08/2015 11:50 AM
<a href="#">S-0554</a>	Weaklink break, tow rope damage to glider.	29/06/2015 1:55 PM
<a href="#">S-0564</a>	Air Proximity Incident	8/08/2015 4:20 PM
<a href="#">S-0563</a>	Flying with an expired AFR	25/07/2015 3:00 PM
<a href="#">S-0562</a>	Out of date Annual Flight Review	25/07/2015 4:20 PM
<a href="#">S-0561</a>	Rope over wing after winch power failure	18/07/2015 3:30 PM
<a href="#">S-0524</a>	Heavy landing Bathurst	12/04/2015 1:20 PM
<a href="#">S-0532</a>	Camera attachment	26/09/2014 5:15 PM
<a href="#">S-0537</a>	Runway incursion by kangaroo	17/05/2015 2:55 PM
<a href="#">S-0560</a>	Airspace penetration	7/07/2015 2:00 PM
<a href="#">S-0551</a>	Collision with terrain	3/04/2015 11:20 AM



Recycle Bin



# What Happens

Accidents and Incidents are Investigated

Root Cause Analysis & looking for trends

Reports written

Knowledge Shared

Knowledge is Improved

# Just Culture

Everyone makes errors or mistakes

Education not Punishment

Safer environment for everyone

Reduced costs of repairs and insurance



# Questions

