BGA Operational Regulations (effective from 8th March 2015)

Nothing in BGA Operational Regulations is intended to conflict with the ANO or any other legal requirements, the compliance with which is the paramount duty of all pilots.	
1	**Membership - Compliance with BGA Regulations.** All clubs on admission to membership agree to accept and comply with the BGA regulations and, if found to be in breach, may face disciplinary action, including expulsion, as deemed appropriate by the Executive Committee.
2	**Regulations.** All club local regulations, in addition to the BGA Operational Regulations but not in place of or contrary to them, must be posted in a visible place in the club premises.
3	**Site Visits.** All clubs shall allow site visits by BGA officials for safety and regulatory checks on their operations.
4	**Logging Club Flying.** All clubs shall keep such logs and flight-time sheets as required to compile an accurate record of the club's flying operations.
5	**Airspace Information.** Clubs must ensure that pilots have access to current navigational information concerning temporary hazards and permanent changes.
6	**Insurance.** Aircraft and gliders operating from BGA clubs are required to comply with the Law and BGA Operating Regulations. The Civil Aviation (Insurance) Regulations 2005 requires aircraft and gliders to be covered by third party insurance, full details of which are in the regulation. All gliders shall be covered by insurance that shall be extended to cover the legal liability of the pilot while flying or otherwise operating the aircraft and the legal liability of the individual members of the insured club / syndicate to each other. In the case of two seat gliders, the minimum combined liability insurance shall be £2,000,000.
7	**Membership - Requirement**. A person may not be flown in an aircraft owned or operated by a BGA club unless they become a member of that club.
8	**Thermal Circling Direction.** A glider joining another in a thermal shall circle in the same direction as that established by the first.
9	**Parachutes.** No glider shall enter cloud unless all its occupants are wearing parachutes and have been instructed in their use.
10	**Cloud Flying - Proximity to Gliding Site.** No glider shall enter cloud within a radius of 5 nautical miles of a gliding site, except from at least 200 feet from below the lowest part of the cloud unless the pilot has announced that intention by radio.
11	**Reporting Defects/Heavy Landings**. Pilots must report defects or heavy landings to an instructor or a qualified aircraft inspector before the glider is flown again.
12	**Qualification to Fly Cross Country.** The pilot in charge of a glider may not deliberately undertake a cross-country flight unless they hold the BGA Cross Country endorsement (individual pilots trained prior to the implementation of the endorsement, or pilots from outside the UK who hold an equivalent qualification may be exempted) and carry current charts marked clearly with the controlled and regulated airspace.
13	**Repair or Adjustment – first flight**. Any BGA club aircraft or glider that has been subject to adjustment or repair since its last flight, must be first flown by a pilot approved by the CFI or his deputy for that purpose.

14	**Medical.** Before flying in a glider a pupil is required to sign a simple declaration. To fly a glider solo or with another pilot, a pilot needs to hold a driving licence or alternatively for those under the age of 25, a self-declaration to the same standard. Additional and higher requirements apply to instructors and those pilots carrying passengers. Details of all acceptable and alternative means of compliance are contained in 'BGA Pilot Medical Requirements'.
15	**Chief Flying Instructor: Requirement**. A club which accepts a member without a BGA Bronze endorsement or SPL/LAPL(S) and or performs instruction at any stage from pre-solo to BGA Bronze badge or SPL/LAPL(S) inclusive must have a Chief Flying Instructor (CFI)
16	**Chief Flying Instructor: Qualification and Responsibility**. To hold the position of CFI, the individual must hold a BGA Full rating with a BGA CFI endorsement, or hold a Part-FCL Flight Instructor (Sailplanes) certificate with BGA CFI endorsement. Subject to any applicable law or statutory regulation the CFI, whose decisions shall be final, shall have responsibility for all matters concerning the gliding club flying operations on or from the club site.
17	**Clubs that do not perform instruction.** Clubs which do not have a CFI must appoint a Senior Pilot who can provide guidance to other club pilots, and to whom club operational flying matters may be addressed.
18	**Passenger Carrying.** Pilots carrying a passenger in a glider must hold a Bronze endorsement or LAPL(S)/SPL and be authorised to carry passengers by the CFI. Where no CFI is appointed, that authority may be given by the club chairman. Introductory flights paid for by the passenger may only be carried out at BGA club sites by instructors or by licensed pilots holding a BGA Introductory Flight Pilot endorsement. Pilots carrying out passenger or introductory flights must be in current practice, and be familiar with the type of glider and method of launch.
19	**Instruction – Minimum Qualification.** Gliding instruction may only be given by instructors holding a current BGA Full, Assistant or Basic Instructor rating, or Part-FCL Flight Instructor (Sailplane) certificate. A Basic Instructor may only carry out instructional flights under the supervision of an instructor with a higher rating.
20	**Supervision of Training and Passenger Flights.** An instructor holding a current BGA Full or Assistant rating, or a current Part-FCL Flight Instructor (Sailplanes) certificate, shall exercise appropriate oversight during training and paying passenger flying. Where that instructor holds an Assistant Rating or an FI(S) certificate, they must be trained for the additional responsibilities.
21	**Instruction.** All flying instruction shall be given in accordance with the BGA regulations and syllabus.
22	**Logging Personal Flying.** All glider pilots are required to keep an adequate record of their flying to prove that they meet, as appropriate, BGA requirements for training and solo flying and for the renewal of ratings.
23	**Aerobatics Training**. Training in full aerobatics involving sustained inverted flying and rolling may be given only in a dual-control two-seater by an instructor holding an Aerobatics Instructor Rating. All gliders used for aerobatics training (excluding spinning) must be fitted with a serviceable accelerometer, visible to the instructor.
24	**Launching Equipment Inspection.** All equipment used for launching, including the winch guillotine, must be inspected each day before use.

25	**Weak Links – Cable Launching**. A weak link, not exceeding the breaking load approved by the body responsible for the gliders certification shall be used on every winch or auto-tow launch.
26	**Launching Rings.** The glider end of all launching cables must be fitted with linked rings designed to fit the release mechanism of the glider. Distorted or cracked rings may not be used.
27	**Launching Precautions.** The launching cable must not be attached to the glider until the pilot is ready to be launched, and the launching signals must not commence until the projected take-off path is clear.
28	**Marking the Glider End of a Launching Cable**. To ensure that the winch or car driver can see clearly when the cable is released, the glider end of the cable must be made visible by a flag, parachute or similar device. A suitable length of rope or cable must be inserted between the parachute and the release linked rings.
29	**Precautions While Working on a Winch Cable.** While work is being carried out on the cable, it should not be possible for the engine to turn the cable drum, nor should any cable return mechanism be used, unless additional safety measures are in place to prevent injury.
30	**Guillotines.** All winches must be fitted with cable or rope cutting guillotines.
31	**Minimum Joint Aerotow Experience**. The sum of the tows made by the tug pilot and the glider pilot, in their respective capacities, shall not be less than six.
32	**Tug Pilot Responsibility.** It is the responsibility of the tug pilot to ensure that the glider has released.
33	**Weak Links - Aerotow.** An aerotow rope or weak link, if fitted, shall have a strength not exceeding the lesser of the maximum breaking load determined by the body responsible for certification of the tug aircraft and the maximum breaking load approved by the body responsible for certification of the glider.
34	**Launching Communication**. An adequate system of communication must exist between the person in charge of launching and the winch or tow-car driver or tug pilot.
35	**Launch Signalling.** Take-up slack, All out and Stop shall be the standard terms used during all launches. One of the following signalling procedures shall be used for all winch and auto-tow launches unless an effective telephone or radio system is installed between each end of the cable; a. Take up slack: Light dashes of one second duration and three seconds interval. b. All out: Light dots at one second interval. c. Stop: Steady light. Light may not be red or green or a. Take up slack: Bat moved to and fro in front of the body b. All out: Bat moved to and fro above the head. c. Stop: Bat held stationary, vertically above the head. Or Two bat method a. Take up slack, take off path being clear: One bat moved up and down b. All out: Two bats moved up and down. c. Stop: Two bats held vertically above the head.

36	**Emergency Stop Signal.** When telephonic or radio signalling is used, means must exist for an emergency stop signal which can be received, notwithstanding the noise of the engine.
37	**Signal - Aerotow Release.** The tug pilot orders the glider pilot to release immediately by rocking the tug laterally.
38	**Signal - Unable to Release on Aerotow** The glider pilot signals 'unable to release' by flying out to the left side of the tug as far as is practicable and rocking the glider laterally.
39	**Signal - Excessive Drag on Aerotow.** The tug pilot signals that the glider is producing excessive drag (for example the glider airbrakes are open or the drogue parachute is deployed) by waggling the rudder.
40	**Airworthiness**. All aircraft flying at BGA Club sites shall comply with the Air Navigation Order airworthiness requirements. Annex II gliders shall hold a BGA C of A or equivalent document for visiting aircraft from abroad.
41	**Identification Markings.** All gliders must have BGA approved identification markings displayed on each side of the fin and/or rudder in a substantially vertical plane and as large as practicable. If this is not possible they may be placed on the fuselage.
42	**Maintenance Records.** Detail of continuing airworthiness, modification, inspection, maintenance and repair shall be recorded in the glider documentation without delay.
43	**Inspection Before Flight**. All gliders operated from BGA club sites shall be inspected before flying on each day. Club gliders shall be inspected by club approved persons who must sign that the glider is serviceable before it is flown on that day.
44	**Reporting Accident & Incidents**. All accidents and all incidents must be reported on the form available from the BGA within one month of the occurrence. If the accident is of sufficient severity to be reported to the AAIB, the BGA must be informed of its occurrence within 24 hours.

End

Recommended Practices

Recommended Practices represent a wealth of hard won lessons. There may be special circumstances where a Recommended Practice (RP) may not be applicable. In this case it is prudent for a member club to document the reasons (for example by a formal minute of the club committee or a formal note of the decision by the appropriate club officer) whenever the club decides not to observe a RP. The recommended practices are detailed under the following headers:

Contents:

1. Aerobatics
2. Chief Flying Instructor
3. Conspicuity
4. Firefighting
5. First Aid
6. Ground Handling
7. Icing
8. Insurance
9. Launch point control
10. Launching – aerotow
11. Launching – wire
12. Oxygen
13. Parachutes
14. Radio
15. Rigging and pre-flight checks
16. Safety – pilots
17. Safety – public
18. Signals
19. Soaring protocol
20. Undercarriage warning
21. Variometers
22. Weather

1. Aerobatics

RP18. The CFI should lay down minimum heights for aerobatics at his club and no aerobatics should be done below this height without special permission.

RP19. Any pilot exceeding the ‘g’ loading permitted by the glider’s Flight Manual should report this and the aircraft should not be flown again until it has been inspected and a log book entry made and signed by an approved inspector. Damage incurred by one pilot may result in structural failure when the aircraft is being flown by another pilot.

2. Chief Flying Instructor

RP37. There will only be one CFI for each BGA site.

3. Conspicuity

RP24. It is possible that gliders may be rendered more conspicuous in certain conditions by applying large, bright coloured patches. As coloured surfaces absorb more heat and this can appreciably weaken the resin used in the construction of Glass Fibre Reinforced Plastic and Carbon Fibre Reinforced Plastic gliders, it is strongly recommended that before applying colour in such cases, the guidance and advice of the glider manufacturer or the BGA Technical Committee is sought.

RP25. Effective lookout is important at all times and can be supported by collision warning devices. Owners and pilots using collision warning devices are to make themselves aware of installation and operating guidance supplied by the manufacturer.

4. Firefighting

RP36. Firefighting equipment including, as a minimum, CO2 (carbon dioxide) and multi-purpose dry powder portable extinguishers and an axe or crowbar, should be kept on a quickly mobile vehicle whenever aeroplanes or gliders are operating from the field. Each extinguisher should be labelled with instructions for use and the type of fire for which it is suitable.

5. First Aid

RP35. A first aid box should be kept in a prominent and easily accessible place in the club premises and the telephone numbers of the local emergency services displayed beside the club telephone.

6. Ground Handling

RP1. A glider should not be moved in strong winds without crew on the into-wind tip and at the nose unless towed by a rigid tow bar and wingtip wheel. If towed by a vehicle using a tow rope, the tow rope should have a minimum length greater than the glider's semi-span. In stronger winds, additional precautions should be taken, particularly for lighter weight gliders. The crew numbers should be increased, the airbrakes opened and care should be taken to prevent the control surfaces from slamming.

The use of a rigid tow bar and wingtip wheel can make the task of manoeuvring a glider easier and reduce the number of ground handlers required, but care must be taken to ensure that the operation is safe. The combination should be driven at a slow pace, especially over rough ground. When manoeuvring close to obstacles, someone outside the vehicle may be needed to check adequate clearance. The pilot should check that all the tow-out kit has been removed from the glider before launch.

In all cases where a vehicle is being used to tow a glider, the car windows should be open and the radio turned down or off to enable the driver to hear warnings.

RP2. The glider should be parked across wind, so that any gusts or unexpected shifts of wind will come from aft and not forward of the wing. Lightweight gliders should be parked with the into-wind wing weighted and the tail skid/wheel picketed or blocked on its lee side. A tyre jammed under the nose will help to prevent the tail jumping over the block in gusts.

Heavier gliders, typically modern GRP types, can be parked with the downwind wing on the ground.

RP3. When un-parking to fly in strong winds, the pilot(s) should get into the cockpit before the glider is turned into wind. The tail should then be held UP and there should be a crew on each wingtip, only one of which should run with the wing for take-off.

RP4. If the launch point slopes downhill, the glider should be prevented from over-running.

7. Icing

RP30. Aircraft should not be launched with hoar frost, rime, frozen rain or snow on the wing surface, or if it is wet and the temperature is at or below freezing at flying height. Even small amounts of roughness on the wing can have a disastrous effect on both efficiency and the stalling speed. Frost, snow and water must be removed before flying from the wing and tailplane surfaces.

8. Insurance

RP42. Although minimum third party legal liability cover is required as an Operational Regulation, further insurance cover is advisable in order to provide protection against claims arising other than as a direct result of an aircraft accident (e.g. winch cable accidents) and also to provide comprehensive cover for loss or damage to club property. An Airfield Operator's Liability policy should provide the necessary cover.

9. Launch Point Control

RP5. Clubs should appoint Launch Point Controllers responsible for the safe launching of gliders. They should be so positioned that they can see launch signals, the launching wires or ropes and all aircraft approaching to land.

10. Launching - Aerotowing

RP12. The minimum length of aerotow rope recommended is 150 ft. However, under special circumstances a short rope may be used. The operator's attention is drawn to the following factors which may cumulatively contribute to a hazardous situation:

a) Low experience of glider and/or tug pilot
b) Gliders fitted with C of G hook only
c) Glider's C of G towards the aft limit
d) Turbulent air in the take-off area
e) Rough ground in the take-off area
f) Significant cross-wind component
g) Short rope
h) Light-weight glider, low wing loading

Whilst aerotowing, in the event that the glider's airbrakes are open or the glider's drogue parachute is deployed, provided the combination's climb rate remains adequate, the tug pilot should delay the signal to check and close the airbrakes until a safe circuit height is reached. The delay is to minimise the consequences of the glider pilot confusing this signal with the signal to release.

RP13. After releasing the cable, the glider should manoeuvre so that the tug aircraft pilot can see clearly that the glider is free.

11. Launching - Wire

RP6. If there is any jerk or hesitation in power at the commencement of the launch, the winch or car driver must terminate the launch and wait for a fresh set of signals before re-starting. If the pilot suspects over-running or other failure at the start of the launch, he should release the cable at once. If the power slowly fades out during the launch, the pilot should abandon it and treat it as a launch failure.

RP7. The shock rope positioned between the launching cable parachute and the launching rings should be long enough to minimise the risk of the cable parachute fouling the glider and should be sheathed in a semi-rigid covering – such as plastic hose – to minimise the risk of the rope fouling the glider wheel or structure.

RP8. Launch cables get crossed easily on a multiple pull-out. If the pull-out has not been straight, or it is suspected that the cables are close together, they should be separated before the start of the launch.

RP9. The winch driver is responsible for understanding how to use the cable cutting equipment. The club should ensure that the cable cutting equipment is fit for purpose.

12. Oxygen

RP31. For flights above 10,000 ft amsl all pilots are recommended to use a supplementary oxygen supply with a visible contents gauge. In the event of illness in the air for any cause, a descent should be made to below 10,000 ft. amsl.

13. Parachutes

RP16. A parachute is considered to be personal equipment and not part of the aircraft. The owner should ensure that it is checked regularly by a competent individual or organisation. The interval should not be greater than the manufacturer’s recommendation, but if the parachute has become wet or contaminated or its serviceability is doubted, the advice of a competent individual or organisation should be sought.

RP17. Serviceable parachutes should be worn by the occupant(s) of gliders operated from BGA sites, subject to the glider being fitted to accept the occupant(s) wearing parachute(s).

14. Radio

RP32. EQUIPMENT

The airborne and ground equipment should be maintained and operated such that it does not cause any avoidable interference to other users of the radio spectrum.

RP33. RADIOTELEPHONY CALL SIGNS

The call-sign is used in radiotelephony to clearly identify the parties involved in communications and should be formed by a combination of an appropriate word or phrase,

typically an aerodrome or location name, and an appropriate suffix to indicate the type of Air Traffic Service or Radio Communication Service being provided.

The Civil Aviation Authority (CAA) maintain a record of Aircraft and Aeronautical Ground Stations call-signs as part of the WT Act licensing process. The callsigns proposed by applicants for WT Act licences and ANO Article 124 Approvals are checked to ensure that they are in accordance with acceptable formation rules for the particular Air Traffic Service or Radio Communication Service. The applicant may be advised to reconsider a proposed callsign in the case of duplicate call-signs, or where there is the possibility of confusion with reserved callsigns or suffixes used by other Air Traffic Services or Radio Communication Services.

Aircraft Gliders – should use one of the following displayed numbers, given in the order of preference:- Registration letters (where a glider is registered with the UK CAA); Competition alpha-numeric number; the tri-graph also known as “Three-Letter Coding”, all with the optional prefix “Glider”.

Aeronautical Ground Stations

Vehicles – should use either the suffix “MOBILE”, or “RETRIEVE”

Portables – Should use the suffix “MOBILE”, “WINCH”, “LAUNCH” or “LAUNCHPOINT” where a portable station is used at the winching or launching point in addition to the fixed station.

Fixed – Should either use the suffix “BASE” or “GLIDER BASE”.

Notes: The suffix “RADIO”, previously used for Common Glider Field Frequency (CGFF) Aeronautical (Ground) Radio Stations, is now reserved for Air Ground Communication Service use only.

More than one call-sign may be registered with the CAA where the radio equipment is used in different aircraft, at different locations or for communication with different aircraft.

RP34. FREQUENCY UTILISATION`

The following table outlines the Primary and Secondary uses of the various frequency assignments as determined by the BGA. The alternative ‘Secondary Use’ frequencies should only be used when the ‘Primary Use’ frequencies are very busy.

	Primary Use	Secondary Use
129.9 MHz	For ground retrieval purposes only*	
129.975 MHz	As a situational awareness /control frequency within a 10 NM radius and up to a height of 3,000 ft above certain approved airfields. (CGFF - Common Glider Field Frequency)	
130.1 MHz	Situational awareness	Competition start and finish lines
130.125 MHz	Cross country training	Competition start and finish lines

130.4 MHz	Cloud flying	Other situational awareness

*This frequency is shared and used for communications associated with other air sports.

15. Rigging and Pre-Flight Checks

RP14. Glider rigging is to be directed by a person experienced on the type, in accordance with the flight manual and without interruption or distraction. On flying control systems which are not designed to connect automatically on rigging, following control connection the control surfaces should be held, being careful not to apply excessive loads, and a firm but not excessive push-pull load should then be applied to the cockpit control. A Daily Inspection should then be conducted by a person experienced on the type, without interruption or distraction, The pilot intending to fly the glider must carry out proper pre-flight checks, again without interruption or distraction

RP15. The BGA recommended cockpit pre-flight check is:

C CONTROLS working freely and in the correct sense
B BALLAST securely fastened; correct cockpit load
S STRAPS. Harness for occupant(s) done up correctly and tightly
I INSTRUMENTS working and set as required
F FLAPS. Check operation and set for take-off
T TRIM. Check operation and set for take-off
C CANOPY shut and properly locked
B BRAKES. Check operation, closed and properly locked
E EVENTUALITIES. Consider launch failure and other options

16. Safety - Pilots

RP38. It is recommended that all gliders, whether club or privately owned, should be equipped by the owners/operators with cushions containing energy absorbent materials. (Conventional soft foam actually stores energy and can be dangerous in an accident). The cushions should have attachments compatible with the glider for which they are provided and be secured so that they cannot move or foul any controls, even under extreme attitudes or accelerations.

RP39. The loading limitations to be adhered to for any particular glider are those specified in the CofA document, to be repeated on the cockpit placard. While the CofA limits over-ride those in the Flight Manual, the restrictions / dispensations that have been negotiated should be clear from the cockpit placard. Lighter pilots must use ballast to comply with the aircraft placard and to ensure safe flight. It is further recommended that when an additional margin of safety is required, e.g. during type conversion and for inexperienced pilots, an effective cockpit load of at least 15kg. (33lbs.) in excess of the placard minimum should be established, again using ballast if necessary. In all cases, additional ballast should be mounted in an appropriate installation secured in the aircraft so that it cannot move, even under extreme attitudes or accelerations.

17. Safety - Public

RP40. Clubs have a duty of care towards visitors and members of the public who are not club members. It is recommended that non-members should always be escorted by a club member whilst on the airfield or in close proximity to aircraft.

RP41. Where members of the public have a right of way, e.g. a footpath or bridleway on or around the area used for launching or landing gliders, then they must be allowed to exercise those rights and if necessary, launching must stop temporarily in order to ensure their safe passage.

18. Signals

RP10. The launch point signaller is signalling to the winch or tow car on behalf of the glider pilot to be launched and should therefore face the glider and not the launching mechanism, so that throughout the time he is signalling, he can see that nothing is going wrong, or can interfere with the launch. He continues to be responsible for signalling until the glider is fully airborne and can be seen directly by the winch or tow car driver.

19. Soaring Protocols

RP20. THERMAL SOARING

Joining a thermal
Gliders already established in a thermal have the right of way
All pilots shall circle in the same direction as any glider(s) already established in the area of lift
If there are gliders thermalling in opposite directions, the joining gliders shall turn in the same direction as the nearest glider (least vertical separation)
The entry to the turn should be planned to retain continual visual contact with all other aircraft at or near the planned entry height, and to ensure no glider already turning will be required to manoeuvre to avoid the joining glider
If possible, join the same circular track as the other glider, or if that is not practical, join a circle wider than that of the thermalling glider and only move onto that glider's circle when you can achieve safe separation

Sharing a thermal
Maintain visual contact with established gliders and position your glider so established pilots can see your glider. **Lookout** is always paramount. Never allow your monitoring of in-cockpit equipment to interfere with your lookout.
When at a similar level to another glider, never turn inside or point your glider at or ahead of the other glider unless you can guarantee safe separation and maintain visual contact
If you lose visual contact with a nearby glider or if you cannot guarantee safe separation, leave the thermal
Look out for other aircraft joining or converging in height

Leaving a thermal
Look outside the turn and behind before straightening up.
Do not manoeuvre sharply unless clear of all other aircraft.

RP23. RIDGE SOARING

a) Make all turns outwards, away from the ridge.
b) Gliders meeting head-on, alter course to the right.
c) The glider with the ridge on its right has right of way.
d) A glider overtaking another glider must pass between that glider and the ridge.
e) Approaching gliders must both be able to turn right in order to increase separation. This is best achieved in practice, when gliders are sharing a ridge, if the gliders with the ridge on their right fly closer to the ridge and those with the ridge on their left fly further away from the ridge.
f) Comply with any special rules peculiar to a particular hill site.

None of the above absolves the pilot from the responsibility to take any necessary action to avoid a collision.

20. Undercarriage Warning

RP26. If a glider is seen wheel-up on the landing approach, no attempt should be made to warn that pilot. Owners should note that in some circumstances undercarriage warning systems can cause significant distraction during a critical stage of flight..

21. Variometers

RP27. Gliders operating from BGA sites should be equipped with audio variometers and the pilots trained in their use.

22. Weather

RP28. To reduce to an acceptable level the chance of electrical strikes down the winch wire, winch launching or car towing should not take place (a) if lightning strikes have been observed, or (b) it is anticipated they are imminent within 5 miles (i.e. 25 seconds between flash and thunder). In thundery conditions, storms develop rapidly as well as drift with the wind. During the passage of a storm, the wind can be extremely gusty and variable in direction. Gliders should be put under cover before a storm strikes.

RP29. In hilly country orographic cloud may form well below general cloud base and lower than high ground. It may develop rapidly and extensively. In conditions in which the formation of orographic cloud is likely, or on the first appearance of such cloud, pilots, should consider landing so as to avoid being caught in or above cloud, close to the ground.

End.

ACCIDENT REPORTING REQUIREMENTS

This information is not intended to replace UK Statutory requirements.

1. **Reporting Requirements - AAIB** (Air Accidents Investigation Branch)

   The following accidents must be immediately reported by telephone to the AAIB (01252 512299) and AAIB permission must be obtained before the aircraft is moved, except for the purposes of rescue:

   All accidents in the UK involving BGA registered gliders, motor gliders, and tugs, resulting in fatal or serious injury and/or substantial aircraft damage, where the accident is associated with the operation of an aircraft from embarkation with the intention of flight, to disembarkation.

   This definition of an accident means that accidents resulting from, for example, falling winch cables, runaway tractors, and towing gliders behind a vehicle should *not* be reported to the AAIB even if they are very serious. Nor do the AAIB have to be informed about any accidents resulting in minor injury and/or minor damage.

2. **Reporting Requirements - BGA**
   All accidents and incidents involving gliders, motor gliders or tugs normally based at a BGA club or resulting from the flying operations of BGA gliding clubs, must be reported to the BGA. This includes accidents also reported to the AAIB.

   BGA Tel 0116 2892956 Email office@gliding.co.uk

   'All accidents and incidents' includes accidents anywhere in the world resulting in:
   Personal injury, and/or
   Damage to gliders, motor gliders, tugs, other aircraft, and 3rd party property

   Injury or damage unconnected with gliding operations is excluded, for example a fall in the club restaurant.

   An immediate report must be made to the BGA office by email or telephone and followed within 24 hours by a BGA accident report form containing as much information as possible.

   Please use the electronic form which is an expandable Word document. The manual version should only be used if you have no access to a computer.

   Fully completed forms and supporting documentation should be sent to the BGA office within 28 days.

3. **Reporting Requirements - Police**
   All accidents involving fatal or serious injury must be immediately reported to the local police.

4. **Club officials**
   As soon as possible, inform the club chairman, CFI, and safety officer about any serious accident.

5. Notes

a. Guidance on managing the immediate aftermath of a serious accident can be found in the Post Accident Guide on the BGA website..

b. Definitions of serious injury and substantial damage and further details on accident reporting can be found in the preamble to the BGA accident form and Post Accident Guide.

c. Even if the AAIB is conducting the investigation and will publish an accident report, it is important for the accident to be reported speedily to the BGA on the BGA accident form with those details that are available.

d. In the case of accidents to motor gliders and tugs, the accident must be reported to the BGA on a BGA accident form even though the AAIB may have been informed.

e. The responsibility for reporting gliding accidents normally rests with the club from which the glider launched. Where the aircraft was operating from a non-BGA site, for example abroad, the responsibility rests with the operator or owner.

End.

AIRWORTHINESS REQUIREMENTS - AEROPLANES AND MOTOR GLIDERS

This document summarises but does not replace the requirements detailed elsewhere in regulation relating to aeroplanes and motor gliders. Requirements for gliders are described in a separate document.

An airworthy aircraft conforms to the appropriate legal and technical requirements for safe flight. This document summarises those requirements and how they can be met.

Maintenance is defined as inspection, servicing, repairs, replacements and rectification tasks.

Contents:

1. Overview
2. BGA support
3. Responsibilities
4. Maintenance management
5. Aircraft documents
6. Maintenance records
7. Defect recording and management
8. Maintenance programme
9. People and roles
10. Pilot owner maintenance
11. Audit

1. Overview

Tugs and motor gliders are, like gliders (see ‘Airworthiness Requirements for Gliders’), either EASA aircraft or Annex II aircraft. A homebuilt Eurofox is an example of an Annex II aircraft.

The overriding regulation defining the requirements for continued airworthiness maintenance management of EASA aircraft and the associated responsibilities of owners and operators is described in the EASA regulation known as Part M.

The airworthiness requirements for Annex II powered aircraft are defined in the British Civil Airworthiness Requirements. Where the airworthiness oversight of an aeroplane is delegated, eg to the LAA for many Annex II aircraft that hold a Permit to Fly, there will be very specific associated requirements not described here that must be complied with.

2. BGA Support

The BGA provides support motor glider owners and, within the limitations of access to Part 66 qualified engineers, provides support to tug aeroplane owners. To access airworthiness support from the BGA, including access to/use of BGA inspectors, the aircraft must be included within the BGA airworthiness organisation. This is automatically granted when the aircraft’s ARC is renewed through the BGA and is valid for 15 months (12 months ARC validity plus 3 months grace period for extended maintenance). If an owner wishes to take advantage of BGA airworthiness support where the 15 months has elapsed or where the ARC has been issued by a different organisation, it is necessary to join the BGA airworthiness organisation. To do so, please contact the BGA office for a prompt response.

3. Responsibilities

The owner is responsible for the continuing airworthiness of an aircraft and shall ensure that no flight takes place unless:

- The aircraft is maintained in an airworthy condition, and;
- Any operational and emergency equipment fitted is correctly installed and serviceable or clearly identified as unserviceable, and;
- The airworthiness certificate remains valid, and;
- The maintenance of the aircraft is performed in accordance with the approved maintenance programme

The pilot-in-command is responsible for the satisfactory accomplishment of the pre-flight inspection. This inspection must be carried out by the pilot or another qualified person.

Depending on how a club is structured the 'owner', ie the person responsible, might be the Chairman or the committee members collectively.

In the case of privately owned aircraft being used for club purposes, the 'owner' is the legal owner, unless it has been formally leased. However, even where there is no lease in place, the club as operator has a duty of care to ensure that the aircraft is airworthy.

4. Maintenance Management

Maintenance management is the task of deciding by consultation on what work is required, scheduling the maintenance, and agreeing the maintenance with the engineer or inspector who will be certifying the work.

Considerations when managing maintenance include airworthiness responsibilities, financial constraints, fleet availability and forward planning.

Club committees should delegate and empower this task to an individual. This may be the club technical officer but can be somebody else. This post does not need any formal qualifications but the person must have a reasonable understanding of aircraft maintenance and the requirements.

Financial constraints are very important and play a vital role in planning. However it is most important that such considerations do not override any airworthiness or safety requirements.

When planning maintenance the, following points need to be considered:

- When are the aircraft needed?
- What maintenance is required?
- Who is doing the maintenance and their availability?
- Workshop space and availability
- Arranging for a third party to maintain the aircraft
- Contingency planning
- Parts and materials
- Cost and budget constraints
- Forward planning

To assist in planning maintenance, it is recommended that the ARC or C of A expiry, date annual is due, when any significant inspections are due, lifed items expiry, notes of out-of-phase work, defects, etc are documented and available to pilots.

Engineers/inspectors will use the aircraft log book to provide a detailed planning document for inspections and other out-of-phase requirements.

5. Aircraft Documents

Each aircraft should have the following documents:

- Certificate of Registration
- Certificate of Airworthiness or Permit to Fly
- Airworthiness Review Certificate (EASA only)
- National Airworthiness Review Certificate or Permit to Fly (Annex II only)
- Noise Certificate (motor gliders and tugs)
- Certificate of Approved Radio Installation (some motor gliders and tugs)
- Radio license (if radio equipped)
- Insurance certificate
- Weight and balance schedule
- Waivers against CAA Generic Requirements (if applicable)
- Type Certificate Data Sheet
- Supplemental Type Certificates (if applicable)
- Flight manual
- Flight manual supplements (if applicable) incorporated into the Flight Manual
- Airframe log book
- Engine log book (motor gliders & tugs)
- Propeller log book (if constant speed propeller fitted)
- Maintenance programme (in most cases the CAA's generic Light Aircraft Maintenance Programme)

Various documents will be subject to periodic renewal and revision and these need to be monitored.

We recommend that the paper documents and certificates for each aircraft are filed in a trans-parent wallet, available from most stationers. This will keep all the documents for a particular aircraft in one place and easy to reference when needed. The aircraft log book(s) and maintenance programme should be kept in a suitable folder.

Above all, keep aircraft documents safe as replacing documents and certificates can be an expensive and time-consuming task.

6. Maintenance Records

All maintenance, servicing, repairs, replacements and defect rectification must be recorded and certified with the appropriate certificate of release to service and these records form part of the aircraft maintenance records.

Maintenance records should be maintained and retained until at least 2 years after the aircraft has been destroyed or permanently retired from service. The aircraft records stay with the aircraft and the owner has a responsibility to transfer the records to the new owner when sold.

Inspectors have a responsibility to retain their own records for 3 years after the maintenance is completed.

Maintenance records include:

- Scheduled & unscheduled maintenance worksheets and sign-off.

- Defect rectification worksheets
- Test results and records
- Details of any special inspections
- Compliance with airworthiness directives
- Duplicate inspection record
- Record of flying hours and engine operation (aircraft log books)
- Release certificates for parts & materials
- Details of modifications including supple-mental type certificates

These records should be filed in a suitable folder and in 'maintenance event' date order. That means every-thing to do with a particular maintenance check, inspection, or defect rectification is filed as a work pack and given a unique file reference in date order. Sometimes the 'event' may be a single defect rectification page; at other times it might comprise dozens of pages.

Maintenance records are to be kept safe and secure from damage or unauthorised interference.

7. Defect recording and management

Clubs and owners should develop a process for recording and managing defects to ensure that any defect can be reported and brought to the attention of maintainers and, when assessed and determined suitable, carried forward and brought to the attention of pilots. This should be done in a way that ensures that defects cannot be overlooked and that there is a process for entering them into the aircraft records.

Clubs should not use a 'Technical Log' as this requires CAA approval. However, a DI book can suffice provided that defects are transferred to either a defects log or defect sheet for the work to be recorded and signed off.

8. Maintenance Programme

All aircraft must be maintained to an approved maintenance programme. The CAA Light Aircraft Maintenance Programme (LAMP) are approved maintenance programmes.

The important things to remember about maintenance programmes are:

The aircraft must be maintained to the programme.

- The programme must be customised for the specific aircraft taking into account manufacturers' recommendations and instructions for continued airworthiness.
- The aircraft is only maintained to one maintenance programme

The LAMP includes helpful detail, eg it describes how a pilot may carry out a 50 hour check.

9. People and roles

There are various roles involved in properly maintaining an aircraft.

The Owner

This would normally be the Chairman of the club or, collectively the Committee of Management. The 'Owner' is responsible for ensuring that the aircraft is properly maintained and operated. If the aircraft is leased, the owner's/operator's responsibilities should be laid out in the leasing agreement. If the aircraft is privately

owned and loaned to the club the responsibility remains with the owner but the club should verify everything is in order to satisfy their duty of care.

The Maintenance Manager
This could be the club Technical Officer (or Aircraft Member/Technical Manager) depending on how your club is structured and the positions within the club. There is no reason why the owner or another competent person could not carry out this role. With a private aircraft the owner is normally the maintenance manager.

The Maintenance Manager carries out the maintenance management function. Part M requires that the person who manages the maintenance of an EASA aircraft is separate from the ARC process. There are no formal qualifications required for this role, but an owner could be asked during audit to demonstrate who is fulfilling this task.

Daily Inspection/Check A Pilot
This is a pilot who has been approved by the club to carry out daily inspections of club aircraft. It is recommended that clubs keeps a record of who is approved complete with dates, etc.

The Inspector/Licensed Engineer
The Inspector or Licensed Engineer is the person who actually certifies the maintenance and repairs to the aircraft (other than pilot/owner maintenance). He or she will hold a BGA Inspector Authorisation and/or a CAA issued license.

10. Pilot Owner Maintenance

A limited scope of maintenance can be carried out by pilot/owners without involving certification of the maintenance task by a inspector/licenced engineer. Only pilots who are full members of a club can be regarded as ‘owners’ for the purposes of pilot/owner maintenance. As with DI/Check A pilots, clubs should keep a record of who is trained, assessed as competent and approved to carry out pilot/owner maintenance on club aircraft.

Pilots may only work and certify maintenance on aeroplanes and motor gliders that they own (see ‘the owner’ above) or partly own and hold a valid pilot licence. As with inspector maintenance, details of the pilot maintenance must be recorded and appropriately certified on work sheets or in the aircraft log book.

Further details of Limited Pilot/Owner maintenance, including guidance for clubs and the scope of permitted maintenance can be found in BGA AMP Leaflet 2-1.

11. Audit

An important responsibility for any airworthiness organisation is to carry out quality and oversight audits of aircraft within its responsibility. To achieve this, the BGA has a quality team including a Quality Manger and Quality Assistants. The Chief Technical Officer and Regional Technical Officers are there to offer guidance and support to clubs where needed.

Club or private owners may be selected as part of a structured audit plan for an oversight visit or, as the need arises, an unscheduled visit. Please allow access, provide assistance and make the aircraft and its records reasonably available for audit.

The CAA also has a responsibility (as part of their oversight of the BGA) to carry out audits. The CAA can carry out formal site audits and Aircraft Continued Airworthiness Monitoring (ACAM) audits.

These are selected randomly and if a club aircraft is selected, the owner has a legal responsibility to make available the aircraft and its records, including log books, maintenance records and certificates as requested at the agreed time and place. The 'owner' need not be present but a representative must be.

An audit can result in a 'Non-Compliance Notice' containing findings, which must not be ignored. Findings are classified as either Level 1 or Level 2.

- Level 1 findings must generally be answered before next flight.
- Level 2 findings usually have a limited response time depending on the occurrence.

If a club has any difficulties, the BGA CTO and RTOs are there to offer guidance. If an owner does not agree with any finding or does not understand it, they should refer back to the originator for clarification.

12. Detailed information

Detailed information and guidance is available on the BGA website airworthiness webpages, the CAA website and in associated publications.

Details of BGA inspectors in a local area can be obtained from the BGA office.

End.

AIRWORTHINESS REQUIREMENTS - GLIDERS

This document summarises but does not replace the requirements detailed elsewhere in regulation and in the BGA exposition, Airworthiness Procedures.

An airworthy glider conforms to the appropriate legal and technical requirements for safe flight. This document summarises those requirements and how they can be met.

Maintenance is defined as inspection, servicing, repairs, replacements and rectification tasks.

Contents:

1. Annex II Gliders
    - Responsibilities
2. EASA Gliders
    - Registration
    - Certificate of Airworthiness (C of A)
    - Airworthiness Review Certificate (ARC)
    - Maintenance
    - Daily Inspection (DI)
    - Responsibilities
    - Pilot/Owner Maintenance
3. Weight and Balance
4. Daily Inspections
5. BGA Inspectors
6. Complex Maintenance
7. Advice for Club Committees
8. Audit
9. Detailed Information

1. Annex II gliders

'*Annex II gliders*' are those of historic interest and those whose production was stopped before 1 January 1975. These gliders are certified and maintained under the self-regulated BGA airworthiness system. A list of Annex II gliders can be found in CAA publication CAP747.

Annex II gliders are to have annual maintenance by a BGA inspector and a Certificate of Airworthiness (C of A) issued annually by the BGA.

Responsibilities

Owners of aircraft always have prime responsibility for the airworthiness of their aircraft. Owners should ensure they are familiar with the aircraft maintenance manual and the relevant maintenance programme. Details of the BGA approved processes for Annex II gliders can be found on the BGA website.

Between annual maintenance/C of A renewals, the owner is solely responsible for maintenance management including ensuring that any life limited components or inspections (straps, hooks, 8 year weighing, or airframe life inspections, as examples) are enforced before they run out of life. Failure to do this is likely to invalidate the C of A and glider insurance.

Airworthiness Directives (ADs) are issued by the CAA or the BGA where a serious safety issue exists that could affect the airworthiness of a glider. Between annual maintenance/C of A renewals, the owner is solely responsible for making sure that relevant ADs that apply to their glider are carried out by a suitably qualified person.

Visiting, non-BGA Annex II gliders should have a document equivalent to a BGA C of A.

2. EASA Gliders

'*EASA gliders'* are subject to European Aviation Safety Agency (EASA) regulations. The mandatory requirements are:

Registration
An EASA glider must have a UK 'G-'registration. National registration is not required for Annex II gliders. For details of registration and marking of gliders refer to CAA publication CAP523 with additional guidance in BGA AMP Leaflet 3-7.

Certificate of Airworthiness (C of A) Restricted C of A and Permits to fly
EASA gliders are required to hold an EASA Certificate of Airworthiness (where there is still factory product support) or Restricted Certificate (where there is no longer factory product support) or an EASA permit to fly (usually for a new type of glider awaiting full certification).

The C of A and restricted C of A are none expiring once issued. The permit to fly has to be validated annually until the glider is fully certified.

Airworthiness Review Certificate (ARC)
A valid ARC is required for flight in an EASA glider. The ARC is a review of all legal documentation (apart from insurance) including log books, certificate of registration, C of A, GMP, radio licence, airworthiness directives, lifed items, latest flight manual revision, placards and a brief inspection of the glider. Note that only one day of annual maintenance validity remaining is required to issue an ARC. The ARC is valid for a year.

Note - without inspector-certified annual maintenance carried out within the previous 12 months and a valid Airworthiness Review Certificate (ARC), the glider is not legal to fly.

Maintenance
All EASA gliders operated within the BGA airworthiness system use a generic maintenance programme (GMP) tailored for individual types by the inspector. The maintenance programme includes an annual inspection. The annual inspection form (BGA form 267) should be tailored for the glider by referring to the tailored GMP. An annual inspection must have been completed within 12 months of flight. Maintenance is subject to 'Certificate of release to service' (CRS) through certification by an approved person.

Note - without inspector-certified annual maintenance carried out within the previous 12 months and a valid Airworthiness Review Certificate (ARC), the glider is not legal to fly.

Responsibilities

The BGA Continuing Airworthiness Management Organisation (CAMO) operates what is called an 'uncontrolled' environment. This means that rather than the owner establishing a full (and expensive) maintenance management contract with a CAMO, that management and hence responsibility is devolved to the aircraft owner. The CAMO (BGA) retains responsibility for Airworthiness Review Certificate (ARC) renewals, maintenance programmes and quality oversight.

Owners of aircraft always have prime responsibility for the airworthiness of their aircraft. Owners should ensure they are familiar with the aircraft maintenance manual and the relevant maintenance programme. Details of the BGA approved processes for EASA gliders can be found on the BGA website.

Between annual maintenance (BGA GMP and Form 267) and ARC reviews (Form 276), the owner is solely responsible for maintenance management including ensuring that any life limited components or inspections (straps, hooks, 8 year weighing, or airframe life inspections, as examples) are enforced before they run out of life. Failure to do this is likely to invalidate the C of A and glider insurance.

Airworthiness Directives (ADs) are issued by EASA or the Type Certificate Holder/manufacturer where a serious safety issue exists that could affect the airworthiness of a glider. Owners are solely responsible for making sure any ADs that apply to their glider are enforced between annual maintenance and ARC review periods.

Owners of aircraft always have prime responsibility for the airworthiness of their aircraft. Owners should ensure they are familiar with the aircraft maintenance manual and the relevant maintenance programme. Details of the BGA approved processes for both EASA and Annex II gliders can be found on the BGA website.

Pilots - Please Note:
Before flight a pilot must ensure that the glider has a pre-flight inspection (DI), current ARC, current annual maintenance and current insurance

Pilot/Owner Maintenance

Licenced glider pilots are permitted to carry out limited maintenance on gliders they own or jointly own. (*AMC M.A.402a*). Qualified persons carrying out Limited Pilot Owner Maintenance must be competent to carry out that maintenance. If unsure seek guidance from your club technical officer or qualified BGA inspector (*Part M, Appendix VIII*). A licence is defined as Bronze Endorsement or a CAA issued licence.

Details of pilot/owner maintenance scope and procedures are contained in BGA AMP leaflet 2-1. Details of the work done must be recorded in the aircraft (or engine) log book or on work sheets that form part of the continuing aircraft records. A certificate of Release to Service (CRS) (*M.A.803*) is required to certify pilot/owner maintenance. Pilots may only certify maintenance they have carried out themselves or that they have supervised.

For club or group owned aircraft, the person performing limited pilot owner maintenance must be a member of the club or group and involved in the decision making process of the club or group (ie a voting member) and appointed by the club or group (*M.A.803*). Clubs should assess the competence and maintain a register of pilots who are authorised to perform Limited Pilot Owner maintenance tasks on club aircraft.

In most cases, the services of a qualified inspector are needed. Some BGA inspectors are busy professionals and will quite properly charge a commercial rate. It is up to individual owners and inspectors to consider what service is required and to make their own arrangements, commercial or otherwise.

3. Weight and Balance (all gliders)

It is critically important that a glider Centre of Gravity is kept within the laid down limits. Replacement equipment, repairs and other factors can cause the mass of a glider and/or its component parts to change over time.

Weighing must be carried out whenever modification or repairs which might affect the weight or CG position have been carried out and in any case at intervals not exceeding 8 years.

Weighing a glider is not a simple task and requires calibrated weighing equipment. If in doubt, the advice of a inspector should be sought. Refer to the Airworthiness & Maintenance Procedures Manual (AMP). Owners are encouraged to seek a copy of the weighing data/report for their glider from the inspector who carried out the weighing.

4. Daily Inspections (all gliders)

The pilot in command must ensure the Daily Inspection (DI) has been carried out before the first flight of the day. Details of the DI are normally to be found in the Aircraft Flight Manual with a generic DI in the Maintenance Programme (BGA GMP). The DI is a BGA requirement and for club gliders the DI must be recorded and signed for in the DI book or equivalent.

The DI is not maintenance and a Certificate of Release to Service is <u>not</u> required. Private or syndicate owners possessing a licence are responsible for the DI of their own aircraft. Private or syndicate owners not possessing a licence will need to be supervised by a licenced pilot or instructor who then takes responsibility for the outcome of the DI.

Authority for licenced pilots to carry out Daily Inspection of club gliders is at the discretion of the club management. A licence is defined as Bronze Endorsement or a CAA issued licence.

5. BGA Authorised Inspectors (all gliders)

A BGA inspector is appointed through a formal process described in the Airworthiness Exposition. The minimum age for a BGA Inspector is 18 (refer to Civil Aircraft Airworthiness Information and Procedures (CAP 562) Leaflet 15.4). Application for appointment as a BGA Inspector should be made to the BGA on Form BGA 221. Applicants are advised to study the available BGA information before submitting their application. The BGA requires applicants to be interviewed by a person approved to do so by the Chief Technical Officer (CTO).

Suitably qualified inspectors may be granted authorisations further to the basic inspector rating, for example Senior Inspector. When approved, a BGA Inspector registration fee is payable to the BGA by the applicant. BGA Inspector Authorisation is renewable annually. A BGA Inspector is entitled to charge a reasonable fee and expenses for an inspection; these amounts are payable directly to him. The BGA does not involve itself in such commercial arrangements.

The BGA Airworthiness Exposition must be complied with by all BGA Inspectors.

On carrying out maintenance and/or signing aircraft documentation including BGA airworthiness documentation, the BGA Inspector accepts personal responsibility for the associated task.

6. Complex Maintenance (EASA gliders)

'Complex maintenance' (a Part M definition) is subject to specific requirements. Before taking on a repair, fabric recovering task, etc, inspectors should refer to the AMP manual leaflet 2-13 'Complex Maintenance' to confirm whether or not the task is deemed to be complex and what specific procedure may be needed.

7. Important Guidance for Club Committees (all gliders)

Club fleets tend to be well utilised (well, we all hope they are!). They are usually operated and flown by some of the least experienced pilots and can lead hard lives. And in many cases, the gliders are old – K8's and K13's are common examples. So maintaining club fleets can be quite a challenge. A key issue for club committees, who are in effect the owners of the club fleet, is making sure that the gliders remain legally airworthy. It's not just about staying safe. In the event of an accident, one of the first things an insurer will check is whether the glider is compliant with all related requirements.

A suitable club member should be appointed to monitor and manage airworthiness by ensuring that the items in section 2 are addressed. The ARC, annual maintenance and insurance validity periods should be made available to everyone who uses the club fleet. A suitable placard is one way of addressing that. Another is to make sure copies of the documents are easily to hand.

A suitable system should be established within club for reporting and managing defects.

It should be made clear to all club pilots whether or not any maintenance is outstanding or any defects exist that affect the airworthiness of a club aircraft. Where a club aircraft is known to be unserviceable, that must be made obvious to club pilots.

Those pilot members permitted to carry out pilot-owner maintenance on the club fleet (see 2, 'Pilot Owner Maintenance') should be listed by the club.

8. Audit

An important responsibility for any airworthiness organisation is to carry out quality and oversight audits of aircraft within its responsibility. To achieve this, the BGA has a quality team including a Quality Manger and Quality Assistants. The Chief Technical Officer and Regional Technical Officers are there to offer guidance and support to clubs where needed.

Club or private owners may be selected as part of a structured audit plan for an oversight visit or, as the need arises, an unscheduled visit. Please allow access, provide assistance and make the aircraft and its records reasonably available for audit.

The CAA also has a responsibility (as part of their oversight of the BGA) to carry out audits. The CAA can carry out formal site audits and Aircraft Continued Airworthiness Monitoring (ACAM) audits.

These are selected randomly and if a club aircraft is selected, the owner has a legal responsibility to make available the aircraft and its records, including log books, maintenance records and certificates as requested at the agreed time and place. The 'owner' need not be present but a representative must be.

An audit can result in a 'Non-Compliance Notice' containing findings, which must not be ignored. Findings are classified as either Level 1 or Level 2.

- Level 1 findings must generally be answered before next flight.
- Level 2 findings usually have a limited response time depending on the occurrence

If a club has any difficulties the BGA CTO and RTOs are there to offer guidance. If an owner does not agree with any finding or does not understand it, they should refer back to the originator for clarification.

9. Detailed Information

Detailed information and guidance is available on the BGA website airworthiness webpages and in associated publications available through the website.
www.gliding.co.uk

Details of BGA inspectors in a local area can be obtained from the BGA office.

End.

COMPETITION REQUIREMENTS

Contents:

1. National and Regional Competitions
2. Anti-Doping
3. BGA Competition Rule Book

1. National and Regional Competitions

National Gliding Championships and Regional Competitions must be approved by the BGA and conducted in accordance with the current edition of the BGA Competition Rule Book.

2. Anti-Doping

The BGA has adopted the Anti-Doping Rules and Procedures of the FAI and of UK Anti-Doping. All competitors in BGA and international rated competitions are subject to these regulations.

3. BGA Competition Rule Book

Further details are described in the BGA Competition Rule Book as published on the BGA website. The BGA competition rules are managed by the Competition Committee on behalf of the Executive Committee and from time to time are subject to amendment.

End.

CROSS COUNTRY AND AIRSPACE GUIDANCE

Contents:

1. Background
2. Guidance
3. Helpful references

1. Background

UK airspace is complex. In part that complexity occurs because of the need to minimise controlled airspace. Airspace changes shape quite regularly. As such all pilots need to use the latest chart information. By operating with out of date or incomplete information pilots can place innocent third parties at risk and seriously damage the reputation of gliding. Each year there are a significant number of infringements of controlled airspace (primarily by aeroplanes). Any infringement can endanger others, can result in significant disruption, results in negative publicity and is totally unacceptable.

Every year, a number of Airprox's are reported. An airprox is a reported 'close encounter'. The reports range from visual sightings at many nm's distance (often for reasons that go beyond safety) through to near collisions where the pilots reacted just in time. Or were just lucky. It should be appreciated that normal proximity between gliders is perceived to be frighteningly close by other aviators.

Anticipating potential threats and inconveniences to other airspace users can be improved through:

- Careful pre-flight planning, and
- In-flight awareness and decision making

The following guidance identifies some of the areas in which pre-flight planning and decision making are particularly important if pilots are to keep legal and safe while flying cross country. Pilots are individually responsible for compliance with the ANO and associated requirements. Sometimes this may require detailed pre-flight preparation.

2. Guidance

Cross-country/soaring flights should be planned and flown to minimise risk and inconvenience to other airspace users. There are a number of considerations, including:

a) <u>NOTAMs:</u>
Use a good NOTAM checking tool to check for NOTAMs around the task area, including any Restricted Area's (Temporary). Take care to understand dimensions and local timings. The 'Restrictions of Flying' free-phone for a final check before getting airborne is helpful, particularly during the mid-summer flying display season. 0500 354802.

b) <u>Controlled airspace:</u>
Glider pilots can obtain permission to enter certain controlled airspace. In that case, unless operating under the terms of an agreed Letter of Authority (LoA), it is likely that

the glider pilot will have to regularly communicate with a controller and comply with instructions. The realities of flying a glider mean that in the majority of cases, it is *impractical* to operate in controlled airspace.

Glider pilots can and do fly close to controlled airspace boundaries. Glider pilots are fully entitled to fly right up to the edge of controlled airspace - but unfortunately in most cases the controllers do not know if the radar trace will stop at the edge. Unless advised, the controllers will not know the glider pilot's intentions and as a consequence route aircraft under their control at least three miles away from any glider showing on their radar screen.

Glider pilots intending to stay outside controlled airspace but operating horizontally close to controlled airspace, or flying over controlled airspace should endeavour to contact the appropriate Air Traffic Control (ATC) unit to explain their intentions. The ATC unit will recognise a glider if the radio-call includes 'glider' as well as the G-xxxx registration. The following information is generally required by the controller - glider position, height, intention (eg 'staying clear of the zone') and any service request (most likely to be 'Basic' or 'no service required').

c) Air Traffic Zones:

Glider pilots invariably need permission to enter an ATZ. . When flying very close to an ATZ, particularly one known to have instrument traffic, glider pilots should ideally listen out on the ATZ frequency. If at any stage the glider pilot believes that there will be a need to enter the ATZ, the pilot should make formal contact with ATC prefixing the call with 'glider', state their need (eg to enter the ATZ) and state their intentions (eg to climb on the south side, or to land).

d) Radio Mandatory Zones

RMZ airspace is operated in accordance with the background airspace classification. An aircraft operating in an RMZ is not subject to an ATC clearance. Before entering an RMZ call the appropriate station with the glider call-sign, type of aircraft, position, level, and intentions . Maintain continuous air-ground voice communication while within the RMZ. If unable to establish two-way radio communication with the RMZ ATC, the pilot is to avoid the RMZ airspace. The pilot must advise the RMZ ATC authority when exiting the RMZ (or as soon as practical after exiting).

e) Instrument traffic procedures in class G and Instrument Landing System (ILS) approach paths:

A number of airfields in the UK have instrument traffic procedures which are detailed in the UK AIP. In some cases the instrument approaches are indicated by a feather on the ½ mil chart (for example Cambridge, Gloucester, Exeter, Cranfield, Oxford). These instrument approaches are rarely shown on map software.

Invariably, instrument traffic operating in Class G is not looking out. Glider pilots should aim to avoid the airfield overhead or the ILS approach areas. When operating close to these airfields, pilots should listen out on the ATC frequency. Where there is a need to operate overhead the airfield, or when vertically close to and when horizontally within say an approximate 20 degree arc either side of the ILS 'slope', it can be very helpful if the

glider pilot makes contact with ATC prefixing the call with 'glider', stating their location (eg 5nm NE of the airfield at 2000') and stating their intentions (eg to climb, to glide to xxxxx, etc). Don't forget that last minute calls can result in pilot overload as the pressure comes on. Air traffic controllers have almost no appreciation of pilot workload. As ever, aviate, navigate and communicate in that order.

f) Visual Reporting Points:
VRPs at major airports should be treated with caution due to possible conflicts with powered traffic that is more than likely engrossed with the radio.

g) Parachute Drop Zones:
The list of parachute sites and the appropriate contact ATC frequency is on the aviation charts as a block of information. Details of all sites, including military, can also be found in the UK AIP. It is always best to try to contact the parachute site by telephone for pre-flight briefing when task setting.

When in-flight, the local ATC unit should be able to say if the site is likely to be active. The glider pilot can then ask for the Dropping Zone (DZ) frequency to check the current activity. By talking directly to the parachute site DZ, one may be allowed to cross safely. If they are busy, fly around the zone. Some sites only inform the parent ATC unit when the drop aircraft is airborne, although they are likely to be active all day. In the event of receiving a nil response from the DZ frequency, the glider pilot should act on the information given by the ATC unit and, if in any doubt, remain clear of the site.

Be aware that drop-planes may operate outside as well as inside the parachute zones in order to position themselves for the drop. They often manoeuvre sharply with steep descents.The major sites at Langar, Peterborough / Sibson, Hinton-in-the Hedges and Weston-on-the-Green are very busy. Some sites are very difficult to identify. A pilot will not see a free falling parachutist in time to avoid a collision. If in doubt, stay out.

Understanding the operating environment and then planning and flying in a way that avoids hazards or mitigates definitely helps to maintain a reasonable level of risk to third parties and glider pilots. Beyond the obvious and immediate safety considerations, failure to do so will certainly contribute to the demise of gliding through increasing airspace and or equipage restrictions.

3. Helpful references

http://airspacesafety.com
Bronze and Beyond (J McCullagh)
Any PPL Air Law study publication (for example by J Pratt)
The VFR Guide
The Air Navigation Order (ANO)
The UK Aeronautical Information Publication (AIP)

All can be found online through a simple search.

EXAMINER GUIDANCE

The BGA utilises BGA Full Rated instructors to assess pilots for Bronze endorsement and Cross Country endorsement qualification. The BGA authorises BGA Examiners, all of who are very experienced glider pilots and gliding instructors. Depending on the specific examiner authorisation they hold, BGA examiners may test pilots, instructors and/or examiners for BGA qualification.

Part-FCL Sailplane Examiner authorisations are issued by the CAA. Part-FCL examiners operate on behalf of the CAA as the licensing authority. Depending on the specific examiner authorisation they hold, Part-FCL examiners may test pilots, instructors and/or examiners for Part-FCL qualification.

Contents:

1. Examiners Panel
2. Examiner Requirements
3. How to become an Examiner
4. Examiners Costs

1. Examiners Panel

All examiners engage with the BGA through an Examiners Panel. Contact details are available from the BGA office.

2. Examiner Requirements

The requirements for BGA and CAA examiner authorisations are described in the BGA Flight Examiners Handbook (FEH) available at www.gliding.co.uk

3. How to become an Examiner

a. Read and understand the BGA Examiner Handbook
b. Ensure that you meet the minimum criteria
c. Consult with your CFI
d. Contact your Senior Regional Examiner or the Examiners Panel

4. Examiners Costs

Examiners operating within BGA clubs and recommended by the BGA are expected to provide examiner services on a voluntary basis. The BGA does not get involved with cost covering arrangements between the examiner and the candidate.

End.

GLIDING AEROBATICS BADGE REQUIREMENTS

In the United Kingdom, aerobatic competition for both powered and glider (full size) is governed by the British Aerobatic Association.

The aerobatic badge scheme was developed jointly by the British Aerobatic Association (BAeA) and the BGA and includes four levels of competence:

Standard - Competent to undertake solo test sequence of basic figures only
Sports - A high standard of competence in basic +ve G figures
Intermediate - A high standard of competence in advanced figures involving rolling and inverted flight
Unlimited - A high standard of competence in advanced figures involving rolling and inverted flight

Aerobatic Badge Tests

- The candidate must have received clearance from a BGA Aerobatic Instructor to carry out the figures included at the relevant level before attempting any test. For the Standard badge this clearance may be given by a Full Cat. Instructor authorised for the purpose by the local CFI.
- The candidate must be alone in the aircraft for each test.
- The Standard badge test may be witnessed by any BGA Aerobatic Instructor or by a Full Rated Instructor authorised for the purpose by the local CFI.
- The Sports and Intermediate badge tests are to be witnessed by a BGA Regional Aerobatic Examiner unless scored by a BAeA judge or judges.
- The Unlimited badge test is to be witnessed and scored by no less than three BAeA, or three internationally recognised, aerobatic judges.
- Scoring of Sports, Intermediate and Unlimited badge tests will be in accordance with the 'BAeA Criteria for Judging Aerobatic Figures' as published by the British Aerobatic Association. No qualifying flight may contain a zero score.
- More than one test may be completed on a single flight.
- Marks for positioning and harmony are included in total scores for the Sports, Intermediate and Unlimited flights.

Standard

Clearance by a BGA Aerobatic Instructor, or authorised Full Rated Instructor to undertake a solo sequence including each of the following figures. Direction of turn in each figure to be at the pilot's discretion.

- 45 degree climbing and diving lines (k7)
- Loop (k10)
- Wingover (k12)
- 270 degree erect turn (k5)
- Humpty Bump (k13)

Sports

Scored sequence containing figures taken from the following list:

- 45 degree line (k7)
- Loop (k10)

- Wingover (k12)
- 270 or 180 degree erect turn (k5/4)
- Positive, One Turn Spin (k14)
- Humpty Bump (k13)
- Quarter clover (k16)
- Stall turn (k17)

The total k factor for the sequence shall be between 120 and 135K and all figures from the prescribed list must be included. No figure shall be repeated more than once.

A default sequence may be chosen from the BAeA Sports class known sequences published for the period of the test.

A minimum score of 70% is required to pass. If the test is carried out as an entry in a BAeA competition the official final scores, after computation in accordance with the official scoring system, will be taken as evidence of satisfactory performance.

Intermediate

The Intermediate Badge test shall comprise one known or free programme and one unknown sequence as defined below:

a) **Known Sequence -**

Scored sequence containing 12 figures chosen by the candidate from the following list:

- 45 degree climbing and diving lines (k7)
- Loop (k10)
- Wingover (k12)
- 270/180 degree erect turn (k5/4)
- 180 degree inverted turn (k5)
- Positive Spin (k14 to k18)
- Humpty Bump (k13)
- Quarter clover (k16)
- Stall turn (k17)
- Slow roll (k14)
- Half roll inverted (k8)
- Half roll erect (k8)
- Cuban eight (k31)
- Half Cuban (k16)
- Half reverse Cuban (k19)
- Split S (k12)

The total k factor for the sequence shall be between 130 and 140K and no figure shall be included more than once. A default sequence may be chosen from the BAeA Intermediate Class known or free sequences published for the period of the test.

b) **Unknown Sequence**

A scored unknown sequence containing a maximum of 14 figures from the forgoing list, set by the examiner on the day of the test and flown without practice. The minimum k

factor shall be as defined for the known sequence. This test may be carried out as part of an entry in a BAeA Intermediate Class competition.

A minimum score of 75% is required to pass in both the known and the unknown sequences. If the test is carried out as an entry in a BAeA competition the official final scores, after computation in accordance with the official scoring system, will be taken as evidence of satisfactory performance. The known/free and unknown sequences may be flown on different days.

Unlimited

The Unlimited Badge test shall comprise one known, one unknown and one free sequence as defined below:

a) **Known Sequence**

The Known Compulsory programme for Glider Aircraft published by CIVA for the current year.

b) **Unknown Sequence**

To be constructed by a minimum of three unlimited glider aerobatic pilots in accordance with CIVA Regulations for Unknown Compulsory programmes for Glider Aircraft. To be presented to the candidate on the day of the test and flown without practice.

The total k factor for the sequence shall be between 170 and 185K.

c) **Free Sequence**

To be constructed by the candidate in accordance with CIVA Regulations for Free Programmes for Glider Aircraft.

The total k factor for the sequence shall not be less than 230.

A minimum score of 75% in each sequence is required to pass. If the tests are carried out as an entry in a BAeA or International competition the official final scores, after computation in accordance with the official scoring system, will be taken as evidence of satisfactory performance. In all other circumstances the average of the judges scores will used to assess compliance.

Positioning and Harmony marks will be included in the final scores as defined in the CIVA Regulations ‘Part Two - Events for Glider Aircraft’.

The known, unknown and free sequences may each be flown on different days.

End.

GLIDING BADGES AND DIPLOMAS REQUIREMENTS

Contents:

1. General
2. Silver
3. Diploma - 100 km
4. Gold
5. Diamonds
6. Badges and Diplomas – 750km+
7. Official Observers

1. General

FAI and BGA Sport Badges and Diplomas include;

a) Silver Badge
b) Gold Badge
c) Diamonds
d) Distance Badges & Diplomas

All badges are recorded on the BGA Gliding Certificate.

The definitive rules for the FAI Badge and Diploma claims are contained in the FAI Sporting Code. The Sporting Code should be consulted for requirements for logger and barograph evidence for FAI badge tests and diplomas.

The candidate must be alone in the aircraft for each test, except for the UK 750 km and UK 1,000 km Two-seater Diplomas. FAI badge attempts may be flown in a motor glider, provided there is proof that the engine was stopped after launch and not re-started during the period of the attempt.

Any number of tests may be completed on any flight. Application for badges and diplomas must be made on the approved form and where required, flight evidence must be submitted in an approved format.

All flights using GPS data to verify turning points must be pre-declared. A declaration is not required for badge duration and gain of height badge flights that use only a GPS position recorder, a barograph or the barograph part of a flight recorder for evidence. All record flights require a declaration.

For distance and goal flights the loss of height between the start point (release height or logged point in the start zone) and the finish point (landing point, logged point in the finish zone or other suitable logged point chosen post flight) must not exceed 1% of the total distance flown with a maximum height loss of 1000m.

GPS position recorders are allowed for Silver and Gold badge legs. They record GPS altitude rather than pressure altitude. When position recorders are used to measure height gains or losses a 100metre penalty will be applied to the gain or loss, for example a silver height gain would need to be at least 1100metres when measured by GPS altitude.

2. Silver Badge

Requirements;
a) A duration flight of not less than 5 hours from release to landing

b) A distance flight of not less than 50 km (31.07 Statute miles) made as either a flight of at least 50km in a straight line or a flight round a course flight where one leg is of 50km or more

c) A height gain of at least 1,000 metres (3,281 feet)

3. **100 km Diploma** (UK only award)

Requirements;
The 100 km. Diploma consists of 2 parts which can be claimed individually or together;
a) Completion of a 100 km closed circuit flight, set either as a triangle or as an out-and–return
b) Completion of a similar flight to that above, but at a minimum handicapped speed of 65 km per hour. The handicap list from the current Competition Handbook is to be used

Flights must take place within Europe under the supervision of a BGA Official Observer.

4. Gold Badge

Requirements;
a) A duration flight of not less than 5 hours from release to landing unless this has already been done as a silver duration.
b) A distance flight of not less than 300 km (186.4 Statute miles). This may be made as either a flight in a straight line, or a flight round up to 3 turn points. The turn points may be rounded in any order or not at all but each may only be turned once.
c) A gain of height of not less than 3,000 metres (9,843 feet)

5. Diamonds

Requirements;
a) A goal flight of not less than 300 km (186.4 Statute miles) flight flown over an out and return or triangular course.
b) A distance flight of not less than 500 km (310.7 Statute miles) - requirements as for Gold Distance.
c) A gain of height of not less than 5,000 metres (16,405 feet).

Diamonds may only be worn on Silver or Gold Badges.

6. FAI Badges & Diplomas for flights of 750km and more

The FAI awards diplomas for distance flights of 750km and upwards in increments of 250 km. Requirements are as for Gold Distance.

750 km and 1000km Two-Seat Diplomas (UK only award)

A distance flight of not less than 750 km, starting in the UK and flown, respectively, either solo or with two pilots. Requirements as for Gold Distance.

7. Official Observers

BGA Official Observers are trusted and independent witnesses, authorised by the BGA to observe and verify details of flights qualifying for badges, records and championships in accordance with the regulations of the FAI and BGA.

An Official Observer may not act in such capacity for any flight in which he is pilot or passenger.

Instructors, holders of Silver badges or a higher qualification, or persons actively connected with gliding for the previous three years are eligible for appointment.

Applications on the appropriate form must carry the recommendation of the Chairman or CFI of the club, or the Officer Commanding of the Air Cadet Squadron, concerned. Applicants have to verify that they are familiar with the current version of the FAI Sporting Code.

End.

GLIDING CERTIFICATE AND ENDORSEMENTS REQUIREMENTS

Contents:

1. The Gliding Certificate
2. Solo endorsement
3. Bronze endorsement
4. Cross country endorsement
5. Aerobatics endorsement
6. Cloud flying endorsement
7. Introductory Flight Pilot endorsement (for SPL/LAPL(S) holders)

1. The Gliding Certificate

The BGA Gliding Certificate is issued by the BGA under delegation from the Royal Aero Club and indicates the standard of achievement reached by the pilot. Application forms, including the fees payable, are obtainable from the BGA.

The BGA Gliding Certificate is endorsed as follows;

- Solo (at which point the BGA Gliding Certificate is issued)
- Bronze
- Cross-Country
- Aerobatics
- Cloud Flying

The Silver, Gold and Diamond FAI badges are described in the publication ‘Gliding Badges and Diplomas’.

2. Solo Endorsement

The minimum age to qualify for the Solo Badge is 14.

Requirements

Minimum Experience;

a) Completion of the pre-solo elements of the training syllabus

b) One solo circuit in a glider or motor glider in unpowered flight after the launch, followed by a satisfactory landing; and

c) An appropriate level of knowledge of rules of the air and local airspace restrictions must be demonstrated to the supervising instructor at the time of the first solo flight

3. Bronze Endorsement

The minimum age to qualify for Bronze endorsement is 14.

Requirements

Satisfactory completion of:

a) Completion of the training syllabus

b) 50 solo flights in a glider or 20 solo flights and 10 hours flight time (a mix of dual and solo flying) in a glider. Subject to specific agreement on an individual basis by the BGA, the 10 hours may be reduced by 50% for applicants with prior relevant experience

c) General Skills Test
A minimum of three flights in a dual controlled glider with a BGA Full Rated Instructor who will be satisfied during the BGA Bronze Badge General Skills Test that the candidate has the ability to operate the glider within its limitations, complete all manoeuvres with smoothness and accuracy, exercise good judgement and airmanship, maintain effective lookout, and maintain control of the glider at all times in a manner such that the successful outcome of a procedure or a manoeuvre is never seriously in doubt.

During the test, the candidate must demonstrate an appropriate level of practical skill and knowledge associated with the following:

- Pre-flight operations including glider assembly and inspection
- Techniques and procedures for the launching method(s) used, including appropriate airspeed limitations, emergency procedures and signals used
- Circuit flying, collision avoidance precautions and procedures
- Normal and crosswind approach and landing
- Control of the glider by external visual reference
- Understanding and recognition of the symptoms of the stall, stall with wing drop and full spin, followed by the correct recovery
- Satisfactory recovery from at least two launch failures or simulated launch failures
- Demonstrate that they can obtain and interpret airspace, NOTAM and weather information appropriate for soaring flight.

d) Theoretical Knowledge Test
The candidate must pass the BGA Bronze Badge Theoretical Knowledge Test.

4. Cross Country Endorsement

The Cross-Country Endorsement can only be issued if the applicant has already qualified for a Bronze Endorsement or SPL/LAPL(S) and has the approval of the CFI.

The minimum age to complete the Field Landing tests and Navigation tests is 16. The navigation and field landing tests must both be completed within the 12 months of the application.

<u>Requirements</u>

a) Soaring Flights;
The candidate must complete a soaring flight of at least one hour in duration after release and a separate soaring flight of at least two hours in duration after release. Each soaring flight must be under the supervision of a BGA instructor or Official Observer, who must complete and certify the report.

b) Field Selection Test;
The candidate must demonstrate satisfactorily their ability to select or reject fields as to their suitability for landing. This exercise must be undertaken from the air but can be flown in a glider, motor glider or light aircraft.

c) Field Landings Test (normally completed as part of the Field Selection Test);
The candidate must make a minimum of two successful approaches in a motor glider towards a field landing area selected by the candidate. The altimeter should be covered or the scale offset for this exercise. To qualify for the Endorsement, the approaches must be flown without any assistance or prompting from the instructor who must be satisfied that the candidate has demonstrated an adequate level of judgement and skill.

d) Navigation;
The candidate must demonstrate their ability to navigate, to the satisfaction of a Full Rated Instructor. The candidate must plan a triangular task of at least 100 km, giving due consideration for any airspace requirements and to appropriate aspects of airmanship. During a BGA Bronze Cross Country Endorsement Navigation Skills Test the candidate must demonstrate the ability to read an aeronautical chart, to relate features shown on it with those features as they appear from the air and to orientate the map with respect to ground features.

This exercise can be flown in a glider, motor glider or light aircraft and only sufficient of the planned 100 km task need be flown to convince the instructor of the candidate's ability to navigate.

5. Aerobatics Endorsement

<u>Requirements</u>

a) Hold a BGA Bronze endorsement
b) Pass the BGA aerobatics badge test at a minimum of the 'standard' level

Notes:

- The candidate must be alone in the aircraft for each test.
- The candidate must have received clearance from a BGA Aerobatic Instructor to carry out the figures included at the relevant level before attempting any test. For the Standard badge this clearance may be given by a Full Rated Instructor authorised for the purpose by the local CFI.
- The Standard badge test may be witnessed by any BGA Aerobatic Instructor or by a Full Cat Instructor authorised for the purpose by the local CFI.
- The Sports and Intermediate aerobatic badge tests are to be witnessed by a BGA Regional Aerobatic Examiner unless scored* by a BAeA judge, or judges.
- The Unlimited aerobatic badge test is to be witnessed and scored* by a minimum of three BAeA, or three Internationally recognised, aerobatic judges.

  *Scoring of Sports, Intermediate and Unlimited badge tests will be in accordance with the 'BAeA Criteria for Judging Aerobatic Figures' as published by the British Aerobatic Association. No qualifying flight may contain a zero score.

6. Cloud flying Endorsement

A BGA Cloud Flying Endorsement can only be issued if a pilot possesses both Bronze and Cross-Country endorsements, has at least 30 hours experience as PIC following the grant of the Bronze and Cross-Country endorsements, and has the approval of their CFI.

The issue and renewal of a Cloud Flying Endorsement can only be made by an appropriately qualified BGA Examiner who on completion must notify the BGA using the relevant form and sign an entry in the candidate's logbook.

Requirements

The candidate must demonstrate the necessary level of competence for the initial issue of the Cloud Flying Endorsement. Competence can be demonstrated through either;

a) Candidates holding PPL or higher licences and, within the previous 5 years, an Instrument Meteorological Conditions Rating / Instrument Rating / UK ATPL(A) with embedded IMC Rating privileges / UK Military Basic Instrument Flying Grading (BIFG) qualify for the automatic issue of a Cloud Flying Endorsement: or

b) A satisfactory proficiency check covering:
A satisfactory understanding of the applicable rules of the air, performance considerations of the principal flight instruments relevant to instrument flying, human performance factors, aircraft performance, and:

The ability to demonstrate the following during flight:

- Satisfactory levels of control during cloud entry, manoeuvring whilst in cloud, and exit from cloud, and;
- Satisfactory levels of control during recovery from unusual attitudes and emergency exit from cloud, and;
- Satisfactory levels of situational awareness and navigation

The Cloud Flying Endorsement is valid for a period of 5 years.

Renewal

Subject to the licensing requirements applicable at the time of renewal, a BGA Cloud Flying Authorisation can be renewed within a period of up to 6 months prior to the expiry of the authorisation by either;

a) A satisfactory proficiency check covering the same areas as for the initial issue; or

b) The satisfactory demonstration of the candidate's ability to meet the requirements for the automatic issue of a Cloud Flying Endorsement

7. Introductory Flight Pilot Endorsement

EASA Operations Regulations and applicable exemption/amendment to the UK ANO provides the opportunity for BGA member clubs to use licensed pilots who are not instructors to carry out introductory flying where the passenger pays for the flight. In support of the need to mitigate the associated risks to third parties and to others involved in the activity, which are similar to those associated with flight instruction, the BGA requires those licensed pilots

carrying out introductory flying where the passenger pays for the flight to hold a BGA Introductory Flight Pilot (IFP) endorsement.

Requirements

a) Valid EASA Part-FCL SPL or LAPL(S) and 50 hours or 100 launches pilot in command in sailplanes, and
b) CFI approval, and
c) Completion of an approved BGA Introductory Flight Pilot course

Privileges and limitations

a) To carry out introductory flights paid for by the passenger.
b) The IFP must be supervised by the holder of a valid gliding instructor rating (not BI)
c) IFP privileges must not be exercised on a particular launch type unless it had been either included in the course or CFI / senior instructor annual revalidation or checked by the CFI within the past 12 months.
d) This qualification is subject to validation by the CFI of each club where the privileges are exercised and specifically excludes:
    - Supervision of flying, and
    - The teaching of any flying exercise, and
    - The holder performing any form of check flight (including site check)

Revalidation

The Introductory Flight Pilot must undergo annual standardisation check flights with his / her CFI who must notify the BGA (the CFI online e-services tool should be used).

End.

GUIDANCE FOR HOLDERS OF A SAILPLANE PILOTS LICENCE OR LIGHT AIRCRAFT PILOTS LICENCE (SAILPLANES)

The full detail of the regulation that applies to an SPL or LAPL(S) and appropriate medical certificate is contained in the EASA Aircrew Regulation. The CAA republishes the detail of the Aircrew Regulation in CAP 804. There is a link to both publications on the BGA 'EASA licensing' webpage.

Do not cut the licence – the format & layout are stipulated by EASA regulations.

Please note that the following detail extracted from the Aircrew Regulation is offered as guidance only. The Aircrew Regulation is of course the definitive requirement.

Contents:

1. SPL & LAPL(S)
2. Touring Motor Glider
3. Aerobatic Rating
4. Sailplane Cloud Flying Rating
5. Towing Rating
6. Flight Instructor (Sailplanes)
7. Examiner (Sailplanes)
8. Medical Certificate
9. Error on a licence
10. Carrying paying passengers

1. SPL & LAPL(S) – Privileges

The privileges of the holder of an SPL or LAPL(S) are to act as Pilot In Command (PIC) on sailplanes and powered sailplanes. In order to exercise the privileges on a Touring Motor Glider (TMG), the holder shall have to comply with additional requirements (detail below under 'TMG').

The Aircrew Regulation notes that holders of an SPL or LAPL(S) may only carry passengers having completed, after the issuance of the licence, at least 10 hours of flight time or 30 launches as PIC on sailplanes or powered sailplanes (please note that BGA and club passenger flying requirements apply).

A holder of an SPL, but not the holder of a LAPL(S), may act for remuneration in non-commercial operations (ie a BGA club) once they have:

a) Attained the age of 18 years
b) Completed, after the issuance of the licence, 75 hours of flight time or 200 launches as PIC on sailplanes or powered sailplanes
c) Passed a proficiency check with a Part-FCL examiner

LAPL(S) & SPL — Recency (recency is known more commonly in gliding as currency)


Warning – SPL and LAPL(S) have a rolling recency requirement.

Unlike your previous experience of holding a flying licence, for example a PPL or NPPL, the lifetime SPL and LAPL(S) require a conscious effort to consider the amount of flying you have carried out in the 24 months prior to a flight. In other words, the SPL and LAPL(S) have rolling recency requirements. It is important that you understand this fundamental point.

Holders of an SPL or LAPL(S) may only exercise the privileges of their licence on sailplanes or powered sailplanes when they have completed (on sailplanes or powered sailplanes - excluding TMGs) in the last 24 months (ie: 24 months prior to exercising the privileges), at least:

a) 5 hours of flight time as PIC, including 15 launches; and
b) 2 training flights with a Part-FCL instructor

Holders of an SPL or LAPL(S) who do not comply with the recency requirements in a) or b) must before they exercise SPL or LAPL(S) privileges:

- Pass a proficiency check with an examiner in a sailplane;

or

Perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an instructor, in order to fulfil the requirements in a) or b)

(Please note that your club may have additional recency requirements).

SPL & LAPL(S) - Launch methods

The privileges of the SPL and LAPL(S) are limited to the launch methods shown on the licence. As described in FCL.130.S (a), this limitation may be removed when the pilot has completed:

- In the case of winch launch and car launch, a minimum of 10 launches in dual flight instruction, and 5 solo launches under supervision;
- In the case of aero tow, or self-launch, a minimum of 5 launches in dual flight instruction and 5 solo launches under supervision. In the case of self-launch, dual flight instruction may be done in a TMG;
- In the case of bungee launch, a minimum of 3 launches performed in dual flight instruction or solo under supervision.

The completion of the additional training launches shall be entered in the logbook and signed by the instructor.

SPL & LAPL(S) - Launch method recency requirement


Warning - rolling recency requirement

In order to maintain their privileges in each launch method, pilots shall complete a minimum of 5 launches during the last 24 months, except for bungee launch, in which case pilots shall have completed only 2 launches.

When the pilot does not comply with the requirement, he/she may renew the privileges by performing the additional number of launches flying dual or solo under the supervision of an instructor in order to satisfy the recency requirement.

2. Touring Motor Glider (TMG) - Privileges

Many pilots will have extended their SPL or LAPL(S) licence privileges to include TMG's during the conversion application process.

TMG - Recency requirements


Warning - rolling recency requirement

Holders of an SPL or LAPL(S) shall only exercise the privileges of their SPL or LAPL(S) on a TMG when they have completed (on TMGs) in the last 24 months:

a) At least 12 hours of flight time as PIC, including 12 take-offs and landings
b) Refresher training of at least 1 hour total flight time with a Part-FCL instructor

Note: When the holder of the SPL or LAPL(S) also has the privileges to fly aeroplanes (with an EASA aeroplane licence), the requirements may be completed on aeroplanes.

Holders of an SPL or LAPL(S) who do not comply with the recency requirements in a) or b) must before they exercise TMG privileges:

- Pass a proficiency check with an examiner on a TMG;

Or

- Perform the additional flight time or take-offs and landings, flying dual or solo in a TMG under the supervision of an instructor, in order to fulfil the requirements in (a) or (b).

3. Aerobatic Rating – Privileges

The privileges of the aerobatic rating are limited to carrying out aerobatics in the aircraft category in which the flight instruction was completed. In other words, an aerobatic rating on an SPL or LAPL(S) does not automatically provide privileges to carry out aerobatics in an aeroplane. There are no recency requirements specific to the aerobatic rating.

4. Sailplane Cloud Flying Rating (SCFR) - Privileges

The privileges of a Sailplane Cloud Flying Rating are limited to operating a sailplane or a powered sailplane, excluding TMG, within cloud. PLEASE NOTE that by holding an SCFR, you have at some point demonstrated the required skill, knowledge and experience. However, an SCFR can never guarantee that you have the necessary skill or knowledge to safely enter cloud in a sailplane today, or at any other date in the future. That assessment is one you shall have to make for yourself, just as glider pilots have done for many decades.

Sailplane Cloud Flying Rating – Recency Requirements


Warning - rolling recency requirement

Holders of an SCFR shall only exercise their privileges when they have completed in the last 24 months at least 1 hour of flight time, or 5 flights as PIC, exercising the privileges of the cloud flying rating in sailplanes or powered sailplanes, excluding TMGs. Holders of a cloud flying rating who do not comply with the recency requirements shall before they resume the exercise of the SCFR privileges:

1. Undertake a proficiency check with an FE qualified for this purpose;

Or;

2. Perform the additional flight time or flights required with a qualified instructor.

5. Towing Rating on an SPL/LAPL(S) – Privileges

The privileges of the sailplane towing rating on an SPL or LAPL(S) are limited to towing sailplanes with a TMG. Towing with a TMG can appear as a privilege on an SPL or LAPL(S)

Towing Rating on an SPL/LAPL(S) – Recency requirements


Warning - rolling recency requirement

In order to exercise the privileges of the sailplane towing rating in a TMG, the holder of the rating shall have completed a minimum of 5 tows in a TMG during the last 24 months.

When the pilot does not comply with the requirement, before resuming the exercise of his/her privileges, the pilot shall complete the missing tows with or under the supervision of a (suitably qualified) Part-FCL instructor.

6. Flight Instructor (Sailplanes) – Privileges

The FI (Sailplanes) privileges are to conduct flight instruction for the issue, revalidation or renewal of:

- An SPL or LAPL(S)
- Class extensions for sailplanes eg TMG(where specified on the licence as an instructing privilege – see * below)

- A towing or aerobatic rating or sailplane cloud flying rating (where specified on the licence as an instructing privilege)

*If an FI(S) previously held a CAA SLMG FI rating and on conversion applied for TMG FI privileges, the licence will include TMG instructing privileges, ie TMG and/or sailplane instruction in a TMG. However, if an FI(S) previously held a BGA MGIR and on conversion applied for TMG FI privileges, the licence will include a specific TMG instructing privilege ie restricted to sailplane instruction only in a TMG.

Flight Instructor (Sailplanes) – Revalidation and Renewal

Part-FCL instructor certificates are valid for 3 years. Until 2015, all gliding instructors – whether or not they have converted to a Part-FCL licence – should operate as any other BGA instructor and be revalidated for BGA purposes under the existing BGA instructor requirements using the existing process ie by their CFI using the online tool.

The BGA will send email notifications of instructor revalidation due dates
To revalidate an FI(S) certificate the holder shall fulfil two of the following three requirements:

1. At least 30 hours or 60 take-offs of flight instruction in sailplanes or TMG as FI or as examiner during the period of validity of the FI(S) certificate
2. Attend an FI(S) refresher seminar during the period of validity of the FI(S) certificate
3. Pass an assessment of competence within the 12 months preceding the expiry date of the FI(S) certificate. The assessment of competence is defined in the regulation and is carried out by a Part-FCL Flight Instructor Examiner (Sailplanes).

The regulation requires that every third revalidation requires an assessment of competence. The assessment of competence is defined in the regulation and is carried out by a Part-FCL Flight Instructor Examiner (Sailplanes).

To renew an FI(S) certificate that has lapsed, the applicant shall (within the 12 months before renewal)

1. Attend an FI(S) refresher seminar
2. Pass an assessment of competence. The assessment of competence is defined in the regulation and is carried out by a Part-FCL Flight Instructor Examiner (Sailplanes).

7. Flight Examiner/Flight Instructor Examiner/Senior Examiner

Examiner authorisations and privileges are described on the examiner authorisation certificate.

Examiner authorisations are valid for 3 years. The revalidation requirements (FCL.1025 refers) are that an examiner certificate shall be revalidated when the holder has, during the validity period of the certificate:

1. Conducted at least 2 skill tests or proficiency checks or Assessments of Competence (refer to FCL.010 Definitions) every year
2. Attended an examiner refresher seminar provided by the competent authority (CAA) or provided by an ATO approved by the competent authority during the last year of the period of validity
3. One of the skill tests or proficiency checks in the last year of validity shall have been assessed by an inspector from the competent authority or by a Senior Examiner specially authorised by the competent authority responsible for the examiners certificate
4. When the applicant for the revalidation holds more than one category of examiner, combined revalidation of all examiner privileges may be achieved when the applicant complies with 1 and 2 above and an examiner Assessment of Competence.

8. SPL & LAPL(S) - Medical certificate validity

LAPL medical certificates (issued by a GP or AME) shall be valid for a period of:

I. 60 months until the licence holder reaches the age of 40. A medical certificate issued prior to reaching the age of 40 shall cease to be valid after the licence holder reaches the age of 42;
II. 24 months after the age of 40.

Class 1 medical certificates (issued by an AME) shall be valid for a period of 12 months. The period of validity of Class 1 medical certificates shall be reduced to 6 months for licence holders who:

I. Are engaged in single-pilot commercial air transport operations carrying passengers and have reached the age of 40;
II. Have reached the age of 60.

Class 2 medical certificates (issued by an AME) shall be valid for a period of:

I. 60 months until the licence holder reaches the age of 40. A medical certificate issued prior to reaching the age of 40 shall cease to be valid after the licence holder reaches the age of 42;
II. 24 months between the age of 40 and 50. A medical certificate issued prior to reaching the age of 50 shall cease to be valid after the licence holder reaches the age of 51; and
III. 12 months after the age of 50.

The validity period of a medical certificate, including any associated examination or special investigation, shall be:

- Determined by the age of the applicant at the date when the medical examination takes place; and
- Calculated from the date of the medical examination in the case of initial issue and renewal, and from the expiry date of the previous medical certificate in the case of revalidation.

SPL & LAPL(S) - Medical revalidation

Examinations and/or assessments for the revalidation of a medical certificate may be undertaken up to 45 days prior to the expiry date of the medical certificate.

9. What to do if you discover an error on your SPL or LAPL(S)

If you identify an error on your licence, you should contact the BGA as soon as practical. Please include your CAA licence number, full name & address and a clear description of the error.

10. How can I carry paying passengers at a BGA club?

At the time of publication, the EASA Operations requirements allow licenced private pilots to carry paying passengers under certain provisions. To protect third parties and insure against individual and club liability, the BGA requires that licenced pilots carrying paying passengers hold an Introductory Flight Pilot endorsement. Details are in the BGA publication ‘Gliding Certificate and Endorsements’.

End.

INSPECTOR GUIDANCE

The BGA operates a scheme where under its Part M subpart F approval, suitably experienced and qualified people can become BGA inspectors with privileges to certify maintenance, repairs and inspections on sailplanes, self-sustainer (turbo) sailplanes, motor gliders, self-launching sailplanes and towing aeroplanes within the BGA Airworthiness Organisation.

Other than for inspecting towing aeroplane, no formal training is required. The applicant must have a minimum four years suitable on the job training and experience relevant to the particular authorisations applied for. The detail is described in the BGA document 'Specific Experience Tasks for BGA Inspector Authorisations'. Any training courses attended or qualifications achieved would be regarded as a bonus and may in some cases reduce some of the requirements for on the job training.

Contents:

1. How to become an inspector
2. How is a lapsed BGA Inspector authorisation renewed?
3. What inspector ratings are available?
4. How is an inspector authorisation upgraded?
5. What is the difference between an Ordinary Inspector and a Senior Inspector?
6. What liability insurance does the BGA hold that covers BGA inspector authorisation activity?
7. How is an inspector authorisation kept current?
8. Is any continuation training required?
9. What is the Part 66 licence?
10. Will the new EASA Part 66 licence affect BGA inspectors?
11. When will the Part 66 licence take effect?
12. As a BGA inspector, will I be able to gain a Part 66 licence?
13. Once the Part 66 licence is introduced will I still need a BGA inspector authorisation?
14. Where can a BGA inspector turn for support?

1. How to become an Inspector

An applicant will need to be at least 18 years of age.

The first step to becoming a BGA inspector is to gain the experience required. This will usually be achieved by assisting in carrying out annual inspections, general maintenance and repairs to sailplanes. The BGA recommend that you keep a diary or log book detailing the jobs that you have been involved with, this will greatly assist you when it is time to complete the application form. The Personal Experience Record form BGA 220 is suitable.

The approval process is in part subjective. An applicant BGA inspector needs to have an appropriate level of relevant knowledge and a reasonable level of experience. Advice can be sought from another inspector on whether or not you have sufficient experience to support an application.

It is almost certain that study will be required. Recommended reference publications include:

- *BGA Exposition*
- *BGA Airworthiness and Maintenance Procedures (AMP) manual*

- *EASA Part M*
- *FAA Aircraft Inspection and Repair manual AC43-13*
- *Standard repairs to gliders*
- *BGA Laws and Rules*
- *BGA Compendium*
- *Glider maintenance* and repair manuals (available from glider manufacturers)

Some applicants will have other aviation maintenance experience (LAA, BMAA, airline, military) which can offset some of the requirements. However, all applicants will need some sailplane maintenance experience.

Once an applicant is confident that they have gained enough experience, they should submit a completed application form BGA 221 plus any supporting detail to the BGA office. Note that two supporting signatures are required, one of which must be a current BGA inspector. The other signature is likely to be provided by a club official.

The application is assessed in confidence and if the applicant meets the requirements, he/she will be invited to attend a technical interview at a mutually convenient date and location.

On completion of the interview, applicants are notified of the outcome and advised on next steps.

The Inspector authorisation certificate is issued by the BGA on receipt of the fee.

2. How is a lapsed BGA Inspector authorisation renewed?

If your inspector authorisation lapsed less than a year ago, please complete the normal inspector renewal form and send to the BGA with the renewal fee. If your authorisation has been lapsed for more than a year, please complete an inspector application form (stating your previous inspector number) together with personal experience sheets detailing at least six months applicable maintenance experience within the past two years. Send your application to the BGA office and, after review, if satisfactory, you will be asked for the renewal fee. In both cases your BGA continuation training must be in-date to renew a lapsed authorisation.

Please note: Renewing your authorisation does not automatically renew a lapsed ARC Signatory endorsement. If your ARC Signatory has lapsed (less than 2 ARC renewals in the past 2 years) you will be required to carry out an Airworthiness Review under supervision of the CTO or RTO once your inspector authorisation has been renewed.

3. What inspector ratings are available?

- Glider Inspector (AF)
- Wood Repair (WR)
- Composite Repair (CR)
- Metal (skin) Repair (MR)
- Self Sustaining Sailplane (SS)
- Powered Sailplane & Motor Glider (MG)
- Electric Powerplant (EP)
- Jet Powerplant (JP)
- Radio Engineer (RE)

- Tug Inspector (TG)
- Senior Tug Inspector (ST)
- Engine Overhaul (EO)
- Chief Engineer/ARC signatory (CE)

4. How is an inspector authorisation upgraded?

Complete BGA Form 221 and submit to the BGA office with the required supporting information.

5. What is the difference between an Ordinary Inspector and a Senior Inspector?

A Senior Inspector is authorised to certify major repairs including alignment and jigging of the wing, fuselage or aerofoil surface. The authorisation is signified by a glider inspector code with an '/A/' in the number and, for senior tug inspectors, by a “ST” rating.

6. What liability insurance does the BGA hold that covers BGA inspector authorisation activity?

The BGA maintains an aviation risk insurance policy that insures the BGA including its inspectors in respect of activities and responsibilities in connection with the airworthiness of gliders, motor gliders and tugs that are recorded as being within the BGA airworthiness organisation. The BGA recommend that professional maintainers or repairers should hold individual professional indemnity insurance. Note that the BGA policy is only applicable to inspectors residing in the United Kingdom. The BGA recommends that if you maintain aircraft in a professional capacity, you obtain additional professional indemnity insurance to cover product liability, hangar keepers and general risks. If you employ anyone (not necessarily paying them) you may need employer’s liability insurance. You should always seek broker advice regarding any aspect of insurance.

7. How to keep a BGA inspector authorisation current

A BGA inspector authorisation expires annually on 30th September. To renew, you must reapply using a renewal form that contains a self-certification statement. Inspectors are notified by email in plenty of time prior to the authorisation expiring.

8. Is any continuation training required?

Yes - as a BGA inspector you must attend continuation training at five year intervals. On occasions, the BGA runs other training for specific authorisations.

9. What is the Part 66 licence?

The EASA Part 66 license if the general licence issued to maintenance engineers that allows them to certify aircraft maintenance, repairs and inspections. The license is divided into various categories A, B1, B2, B3 and C; these are mainly for large and general aviation aircraft certification rather than for sailplanes or balloons. However, in 2012 EASA, published a Notice of Proposed Amendment (NPA) to introduce a new 'L' licence to cover ELA aircraft including sailplanes, powered sailplanes and balloons.

10. Will the new EASA Part 66 licence affect BGA inspectors?

Very likely as it is EASA's intention that all certification of EASA aircraft will be carried out by Part 66 licensed personnel. The BGA is close to this subject and aims to establish the optimum position for gliding.

11. When will the Part 66 licence take effect?

The implementation date has not been announced, Indications are that rules may apply from around 2018.

12. As a BGA inspector, will I be able to gain a Part 66 licence?

The BGA is discussing with the CAA protected conversion rights (grandfather rights) for existing BGA inspectors to enable them to obtain to a Part 66 licence.

13. Once the Part 66 licence is introduced will I still need a BGA inspector authorisation?

Some form of BGA authorisation will be needed for Annex II glider certification and to allow ARC privileges and the provision of support under the BGA subpart F organisation. BGA inspector authorisation will also be needed to benefit from the BGA inspector liability insurance cover. The final shape of this will depend on the outcome of Part 66 deliberations.

14. Where does a BGA inspector turn for support?

There is a huge amount of supporting information on the BGA website. The BGA Chief Technical Officer (CTO) is effectively the BGA's chief inspector. He is assisted by a number of Regional Technical Officers (RTO). The CTO and RTO's can be contacted through the BGA office.

End.

INSTRUCTOR REQUIREMENTS

Contents

1. Introduction
2. Becoming an Instructor
3. BGA Basic Instructor Course
4. BGA Flight Instructor Course
5. BGA Full Rating
6. Instructor Rating Responsibility
7. Rating Validity
8. Instructor Rating Requirements, Privileges, Revalidation and Renewal
9. Additional Instructing Endorsements
10. Chief Flying Instructor or Senior Pilot
11. FI(S) Additional Privileges
12. Insurance and BGA Records
13. Communication
14. Suspension following an accident

1. Introduction

Safe, high quality and standardised flying instruction is a vital part of all BGA gliding club operations. The BGA continually reviews instructor training and performance to ensure that the highest possible safety standards and gliding instruction standards are maintained at all times.

The BGA has three levels of Instructor rating; Basic (to carry out trial lessons only), Assistant and Full. In addition, the BGA recognises the Part-FCL FI(S) certificate as equivalent to an Assistant or Full rated instructor (dependent on the level of authorisation approved by the instructors club CFI).

All instructors operating at a BGA club must be approved to do so by the club Chief Flying Instructor (CFI). For CFI endorsement details, see 9.5 below.

2. Becoming an Instructor

An experienced glider pilot who would like to become an instructor should ensure they meet the minimum requirements described below and discuss their suitability with their CFI.

The minimum age to hold a BGA instructor rating is 16.

If the pilot then chooses to become a Basic Instructor, a locally delivered course can be arranged by the CFI via their Regional team.

If the pilot chooses to become an Assistant Instructor, the pilot can apply for a place on one of a number of BGA approved instructor courses held across the UK throughout the year.

Current experience as an Air Cadet A or B category instructor, or current experience as a gliding instructor formally qualified outside the UK, can be recognised towards an individual obtaining a BGA instructor rating. Air Cadets ‘A’ Category Instructors on conventional gliders who hold the qualifying experience required by the BGA may convert to a BGA Assistant

Instructor Rating either by attending a BGA Assistant Instructors' course, or by local training with a Regional Examiner (RE) or a Senior Regional Examiner (SRE), as necessary to reach the required standard. Other categories of Air Cadet instructor must complete the approved BGA course.

3. BGA Basic Instructor Course.

Course content and other details are available at www.gliding.co.uk
Courses are run by BGA authorised coaches at most clubs.

4. BGA Flight Instructor Course

The BGA approved flight instructor course content, a list of available courses and other details are available at www.gliding.co.uk
Courses are run by a team of Flight Instructor Coaches who are specifically approved to do so by the BGA. Elements of the instructor course may, where stated, be delivered at the candidates club by a BGA Flight Instructor Coach.

5. BGA Full Rating

By demonstrating through successful assessment by a BGA Regional Examiner or BGA Flight Instructor Examiner that their instructing skill and knowledge is at an appropriate level, a BGA Assistant Instructor may be issued with a BGA Full Rating by the BGA. BGA Full Rated instructor privileges include testing pilots for the issue of the BGA Bronze and Cross Country Endorsements.

BGA Full Rating assessments can be arranged by CFI's via their Regional team.
BGA Full Rating assessment details are at www.gliding.co.uk

6. Instructor Rating - Responsibility

It is the individual instructor's responsibility to ensure that his or her instructor rating or certificate is valid before carrying out instruction.

7. Rating Validity

BGA Basic, Assistant and Full instructor ratings automatically lapse 12 months after the rating issue date (initial or renewal).

Basic, Assistant and Full instructor ratings may be revalidated by a club CFI up to 90 days before the lapsing date with no loss of validity period.

A lapsed rating may only be renewed by a BGA Examiner.

A record of rating validity card is supplied by the BGA on initial issue of a rating. Replacements or email confirmation can be obtained from the BGA on request.

Refresher training and any assessments or checks should be recorded and dated in the instructor's logbook.

The BGA revalidation flying experience requirement applies to the 12 months prior to the date on which revalidation occurs. A valid Part-FCL FI(S) certificate may be used at a BGA club subject to annual notification to the BGA by the club CFI.

8. Instructor Rating Requirements, Privileges, Revalidation and Renewal

BGA Basic Instructor Rating

Requirements

- Silver badge
- Minimum of 50 hours P1 gliding
- Recommendation by CFI
- Completion of BGA approved Basic Instructor course
- Acceptance Test by CFI

Privileges;
May give basic instruction at CFI's discretion where the instructor has a valid certificate of medical fitness.

Revalidation (ratings lapse 12 months after date of issue unless revalidated);
Recommendation for revalidation to the BGA from the CFI based on **any two of**;

- At least 15 hours P1 sailplane and/or SLMG in the 12 months previous to the date of revalidation of which at least 10 hours or 20 launches in a sailplane and/or SLMG are instructing
- A refresher within 5 years of the date of revalidation
- Test by a BGA Regional Examiner or BGA FIE (signed entry in the instructors logbook)

Renewal;
Ratings lapsed by less than 5 years may be renewed by application to the BGA following an appropriate level of refresher training with:

- Minimum of 10 hours or 50 launches pilot in command in the previous 12 months
- Test by an Examiner
- Recommendation for renewal from the CFI

Ratings lapsed by more than 5 years may be renewed by the successful completion of a Basic Instructor course. See the requirements above.

BGA Assistant Instructor Rating

Requirements:

- Silver badge
- Minimum of 75 hours P1 on gliders, including 100 launches
- Recommendation by CFI
- Completion of BGA Approved Instructor Course
- Assessment of competence by a BGA FIE
- Within 18 months of acceptance by CFI, completion of A BGA Assistant Instructor Completion Course

Privileges:
Instruction of students as specifically authorised by the CFI where the instructor has a valid certificate of medical fitness

Revalidation (ratings lapse after 12 months unless revalidated):
Recommendation for revalidation to the BGA from the CFI based on **any two of**;

- At least 15 hours P1 sailplane and/or SLMG in the 12 months previous to the date of revalidation of which at least 10 hours or 20 launches in a sailplane and/or SLMG are instructing
- A refresher within 5 years of the date of revalidation
- Test by a BGA Regional Examiner or BGA FIE (signed entry in the instructors logbook)

Renewal:

- Ratings lapsed by less than 5 years may be renewed by application to the BGA following an appropriate level of refresher training with;
- Minimum of 10 hours or 50 launches pilot in command in the previous 12 months
- Test by a BGA Examiner
- Recommendation for renewal from the CFI

Ratings lapsed by more than 5 years may be renewed by the successful completion of an Assistant Instructor course. See the requirements above.

<u>BGA Full Instructor Rating</u>

Requirements:

- Silver badge
- At least 150 hours P1 on gliders
- Test by BGA Examiner

Privileges:
Instruction of students at all stages subject to the discretion of the CFI where the instructor has a valid certificate of medical fitness (BGA Medical Requirements)

Revalidation (ratings lapse 12 months after date of issue unless revalidated):
Recommendation for revalidation from the CFI to the BGA based on **any two of**;

- At least 15 hours P1 sailplane and/or SLMG in the 12 months previous to the date of revalidation of which at least 10 hours or 20 launches in a sailplane and/or SLMG are instructing
- A refresher within 5 years of the date of revalidation
- Test by a BGA Regional Examiner or BGA FIE (signed entry in the instructors logbook)

Renewal:
Ratings lapsed by less than 5 years may be renewed by application to the BGA following an appropriate level of refresher training and:

- Minimum of 10 hours or 50 launches pilot in command in the previous 12 months, and;

- Test by a BGA Examiner, and;
- Recommendation for renewal from the CFI

Ratings lapsed by more than 5 years may be renewed by the successful completion of an appropriate level of refresher training and a Full Rating test. See the requirements above.

Part-FCL Flight Instructor (Sailplanes)

Privileges:

Instruction of students as specifically authorised by the CFI where the instructor has a valid certificate of medical fitness

Where the BGA is informed annually by the CFI that the instructor holds a valid FI(S) certificate, holders of a valid Part-FCL FI(S) certificate are recognised as equivalent to the holder of a BGA instructor rating (see privileges above).

Revalidation:

For revalidation of an FI certificate by an FIE(S) or SE(S), the holder shall fulfil 2 of the following 3 requirements:

- Complete at least 30 hours or 60 take-offs of flight instruction in sailplanes, powered sailplanes or TMG as, FI or as examiner during the *(3 year)* period of validity of the certificate;
- Attend an instructor refresher seminar, within the validity period of the FI certificate;
- Pass an assessment of competence (with a Flight Instructor Examiner (Sailplanes) and in accordance with FCL.935) within the 12 months preceding the expiry date of the FI(S) certificate

For each third revalidation, the FI(S) has to pass an assessment of competence (with a FIE(S) and in accordance with FCL.935)

Renewal:

If the FI(S) certificate has lapsed, the applicant shall, within a period of 12 months before renewal:

- Attend an instructor refresher seminar; and
- Pass an assessment of competence (with a FIE(S) and in accordance with FCL.935)

Notification

The revalidation or renewal of an FI(S) certificate used at a BGA club must be notified to the BGA. See 7.7 above.

9. Additional Instructing Privileges

The BGA instructor rating can include additional privileges, subject to the following requirements.

Before giving gliding instruction in a self-launching motor glider, an instructor must hold a Motor Glider Instructor Rating. There are currently two entirely separate Motor Glider

Instructor Ratings, the BGA MGIR and the CAA FI (SLMG). These two ratings are both gained and renewed separately.

The BGA Motor Glider Instructor Rating Endorsement (BGA MGIR)

Requirements:
Either BGA Full Instructor Rating (gliders) or, for BGA MGIR Stage 1 only, a BGA Assistant Instructor Rating (gliders), and
Appropriate licence for the class of aircraft flown

Privileges:
Where a valid gliding instructor rating is held, instructing gliding exercises in a motor glider, appropriate to the group and stage held and where the instructor has a valid certificate of medical fitness.

The endorsement is issued separately on three groups of motor gliders:

1. Group 1 Wooden Motor Gliders
2. Group 2 GRP Motor Gliders
3. Group 3 Retractable Engine Motor Gliders

In addition to the above groups, each group has three separate stages:-

1. Stage 1 Glider handling, upper air exercises, circuits, approaches and landings
2. Stage 2 Stage 1 exercises plus map appreciation and glider navigation
3. Stage 3 Stage 1 and 2 exercises plus simulated aerotow rope breaks, field selection and landing simulation and final glide simulation.

The BGA MGIR is issued by test with a BGA Regional Examiner or BGA FIE who holds a BGA MGIR.

Renewal:
Providing the MGIR requirements (above) remain in place, a BGA MGIR does not expire.

Where either of the requirements has lapsed for more than 5 years and either has subsequently been renewed, the BGA MGIR should be renewed by test with a BGA Regional Examiner or BGA FIE who holds a BGA MGIR.

Note: The BGA MGIR is entirely separate to the CAA FI (SLMG).

The CAA FI (SLMG)

Requirements:

- Current BGA Full Instructor Rating
- Appropriate licence for the class of aircraft flown
- Completion of bespoke training and test conducted by BGA Examiner with a CAA FIE rating

Note: Candidates who do not hold the BGA Full Gliding Instructor Rating must attend a CAA approved Flying Instructor course run by a CAA approved flying training organisation.

Privileges:
Instruction in SLMG aircraft under the auspices of the BGA. Note – only those instructors who additionally hold a valid BGA Full Instructor rating or BGA Flight Examiner authorisation may carry out any qualifying checks or tests for gliding qualifications and/or ratings, for example Bronze field landings.

Renewal:
The CAA FI (SLMG) is revalidated biennially by test with either a CAA FIE(SLMG) or a BGA Panel Examiner or EASA Part-FCL equivalent.

A BGA Panel Examiner is defined by the BGA as a BGA SRE or RE who also holds a CAA Examiner Authorisation and the FI (SLMG) rating. Use CAA Instructor Form 3 (SRG1135). Reference CAP 804 Section 5 Part H.

Note: For both the BGA MGIR and the CAA FI (SLMG) to remain valid, the instructor must maintain a current medical certificate as required by the relevant regulations.

BGA Aerobatics Instructor Endorsement

Requirements:
Candidates must hold a BGA Full or Assistant Instructor Rating and must attend and pass an aerobatics course supervised by a BGA Aerobatics Instructor Coach.

Privileges:
Where a valid gliding instructor rating is held, may teach aerobatics and, where specified and authorised by a BGA Aerobatics Examiner, advanced/inverted aerobatic manoeuvres

BGA Flight Instructor Coach Endorsement
An experienced instructor who would like to instruct instructors should discuss with their CFI and then contact the BGA Instructors Committee c/o the BGA office.

Requirements:
- Hold a valid Full Instructor Rating, and
- Attend a BGA FIC seminar, and
- Demonstrate their competence to a BGA Regional Examiner or BGA FIE

The endorsement will be issued on receipt by the BGA of evidence of qualification.

10. Chief Flying Instructor or Senior Pilot

BGA CFI Endorsement
This is a mandatory endorsement for the instructor at a club who is responsible for flying standards where any flight training takes place.

Requirements:
- A BGA Full Instructor Rating, or FI(S) certificate with appropriate training, and
- At least 150 hours P1 on at least six different types of glider or motor glider, and
- Have two years of instructing experience

The endorsement will be issued, without charge, on receipt by the BGA of evidence of qualification as CFI elect from the Club Chairman, subject to the approval of a Senior Regional Examiner as authorized by the Chairman of the Instructors Committee.

Senior Club Pilot Endorsement

At clubs where the club has formally notified the BGA that no flight training takes place and where no flying takes place by pilots with a lower qualification than a Bronze badge with Cross Country endorsement, it is not necessary to have a CFI but a Senior Pilot should be appointed

Requirements

- At least 150 total hours PIC on at least six types of glider or motor glider, and
- Silver Badge

The endorsement will be issued on receipt by the BGA of evidence of qualification as Senior Pilot elect from the Club Chairman, subject to the approval of the Chairman of the Instructors Committee.

11. FI(S) Additional Privileges.

Subject to specific requirements described in the Aircrew
Regulation, a Part-FCL FI(S) certificate holder can hold the following Part-FCL instructor privileges.

- Aerobatics – note that to teach advanced aerobatics at a BGA club, ie aerobatics resulting in sustained inverted flight, the instructor must additionally be specifically authorised in writing by a BGA aerobatic examiner.
- Sailplane Cloud Flying
- Sailplane towing in TMG aircraft
- TMG – note:
    - FI(S) with TMG converted from BGA MGIR are restricted to teaching gliding exercises only in TMG. Their FI certificate will state 'TMG – sailplane training only'
    - An FI(S) is not entitled to teach for a PPL(A), TMG Class Rating or the extension of LAPL(A) privileges to TMG
- Flight Instructor Coach ie FCL.905.FI.FI (i)

These Part-FCL instructor additional privileges are recognised by the BGA as equivalent to BGA instructor privileges.

12. Insurance and BGA Records

The BGA maintains an insurance policy that insures the BGA and its instructors and introductory flight pilots (IFP) against liabilities resulting from their activities that result in third party damage and injury.

The details and confirmation of BGA IFP, or BGA Basic or Assistant or Full Rating, or valid FI(S) certificate, must be submitted annually to the BGA office by the club CFI. The password protected CFI online tool should be used by CFI's. In the event of the online tool being unavailable, alternative notification should be made as agreed with the BGA office.

13. Communication

Providing the BGA office is annually supplied with instructor details, and has the instructors email address, the BGA office will send instructor revalidation/reminder notices to any instructor and their CFI. In addition, the BGA office will periodically provide relevant information to instructors and their CFI.

14. Suspension of Instructor Rating following an accident

It is important that any instructor who has an accident is provided with appropriate support and that any related issues are addressed. An instructor who has an accident whilst flying gliders or motor gliders or whilst instructing in gliders or motor gliders is immediately suspended from instructing at BGA clubs. The suspension is lifted on the authority of the Chairman of the Instructors Committee and only if requested by the CFI of a BGA club.

End.

MANAGING FLYING RISK GUIDANCE

The British Gliding Association, which includes all member clubs, is committed to safe practices with the objective of facilitating a sport gliding environment where the levels of risk to participants are as low as reasonably practicable and where third parties are not affected by the activity. This is achieved through the implementation of an effective safety management system and a process of continuous improvement.

The BGA gives priority to continuing to reduce the fatal accident rate, to not harming any third parties and to avoiding any airspace infringements. The BGA has an open reporting culture that encourages free and frank reporting within a just culture.

Contents:

1. Culture
2. BGA Safety Management System (SMS)
3. Personal Safety
4. Preparation for Flight
5. NOTAMs
6. Recency / Currency
7. Weather
8. Passenger Care
9. Supervision
10. Reporting Accidents and Incidents
11. Club Internal Incident Reporting

1. Culture

The most effective and strategic way to maintain a safe operation is to ensure that the Association has a positive safety culture. Safety culture is the ‘way of operating’ within the organisation that influences safe behaviours and consists of shared beliefs, practices and attitudes.

The ultimate ambition is for everyone in the organisation to feel responsible for helping to avoid unsafe practices, and to consider the impact on safety of their own activities. Instructors, introductory flight pilots, inspectors, and others in key positions need to ensure their decisions are made with an awareness of the safety implications. By changing a way of operating, it may be possible to avoid a hazard becoming an accident.

A positive safety culture is generated from the ‘top down’ and relies on a high degree of trust, respect and communication between all elements of the organisation. Everyone involved must believe without doubt that they will be supported in any decisions made in the interests of safety.

2. BGA Safety Management System (SMS)

By adopting a Safety Management System that meets the needs of its clubs and the sport, the BGA aims to move beyond the traditional reactionary systems to try to anticipate areas of exposure and change ways of working to reduce the frequency of particular kinds of

accident. The BGA Safety Management System manual is available on the BGA website at www.gliding.co.uk

3. Personal Safety

Pilots under training are supervised and supported by instructors. Qualified pilots, ie pilots who hold a valid licence or BGA Bronze Endorsement with Cross Country Endorsement, are responsible for managing their own exposure to risk, subject to club requirements. If the pilot is carrying a passenger, the pilots' responsibility extends to the passenger too.

Pilots are encouraged to seek advice from their CFI or another senior instructor. Periodic refresher training is an excellent method of confirming appropriate skills remain in place, for example spinning, or 'field landing' refresher training in a motor glider. Pilots should remember that two instructional flights in 24 months form part of the SPL/LAPL(S) recency requirement.

There are very few new hazards in gliding. It is possible to suggest a prescription for a safe glider pilot:

- Maintains effective lookout at all times
- Can cope with launch failures at any height
- Does not stall or spin inadvertently
- Can land very accurately in the chosen place
- Understands the operating environment
- Selects a field in good time
- Takes care on the ground

4. Preparation for Flight

Shortcomings in preparing a glider for flight can be lethal and are completely avoidable. Preparation for flight includes assembling aircraft for flight, carrying out a daily inspection and carrying out pre-flight checks.

Rigging

Many privately owned gliders are assembled before flight. The assembly of a glider including the associated control connections is known as 'rigging'. A glider should be rigged in accordance with the instructions provided in the Flight Manual or similar document. Rigging can take time and can involve a number of people. Distraction is a common cause of error when rigging gliders.

Please ensure:

a) Rigging is directed by a person experienced on the type, in accordance with the flight manual, without interruption or distraction
b) The DI is conducted by a person experienced on the type, without interruption or distraction
c) The pilot carries out proper pre-flight checks, again without interruption or distraction

5. NOTAMS

Failure to fly with due regard to Notices to Airmen (NOTAM) can easily result in hazardous situations. The CAA may prosecute pilots for dangerous flying. Clubs must ensure that pilots have access to current navigational information concerning temporary hazards and permanent changes. A number of online applications provide the necessary information in an easily digestible format.

Pilots are advised to carefully consider NOTAM information before flight. If in doubt, seek advice.

6. Recency / Currency

SPL/LAPL(S) holders are subject to recency requirements. Beyond any legally established minima, CFI's may decide what additional level of recency (or currency) is appropriate to any given situation at their site. All pilots should think about their recency/currency in light of the conditions on the day. The Pilot Currency Barometer at www.gliding.co.uk is helpful.

7. Weather

Pilots are advised to think carefully about the weather conditions before and during flight. If in doubt, seek advice.

The BGA has identified occasions where perceived operational pressure has led to flying taking place in unsuitable weather conditions. It is recommended that:

- Weather forecasting information is available to pilots flying at the site
- A suitable wind marker is located on the site. A wind sock mounted on a pole is ideal.
- Any minimum recommended cloud base, minimum visibility and last landing times appropriate to flying at the site are promulgated

8. Passenger Care

Unless they are an Instructor or an authorised Introductory Flight Pilot, many qualified pilots are unused to flying with a passenger in a glider. It is likely that over 30% of a pilot's capacity is absorbed simply by the presence of a passenger. Passenger flying is usually subject to local arrangements and pilots should check the detail with their CFI. The following guidance reflects the need to minimise risk to a (consenting) passenger:

The pilot in command of the flight should satisfy him or herself that the aircraft, the weather, the launching conditions and the pilot's personal preparation and experience are suitable for the flight

The pilot in command should ensure that the person requesting the flight is fully briefed. The briefing should include a description of the main risks, actions to be taken in the event of an emergency and precautions to be taken in the cockpit environment, including potential loose articles

DO NOT LAUNCH WITH (OR WITHOUT) A PASSENGER IF:

- Launching into cloud
- Launching in rain, or if the flight is likely to be in flown in rain
- Launching with rain/snow/ice on the glider
- Launching with misted canopy
-

RE-CONSIDER CARRYING A PASSENGER IF:

- The wind is turbulent (varying by more than 10 kts) or strong (> 20 kts)
- Cloud base is less than 1200'
- Flight visibility is poor
- Launching above more than 4/8th cloud
- Launching into a very busy sky

9. Supervision

Supervision is all about making sure something is done correctly. In a gliding context, this often means making sure the level of risk is maintained at a reasonable level. The experience level of supervisors and their ability to influence others are important. The CFI can delegate responsibility to the clubs instructors. Differing levels of supervision can be delegated to differing levels of instructor experience. In all instances, subject to applicable law the CFI remains accountable for the supervision and maintenance of flying standards at his or her club.

Supervision of club flying activities

Although qualified pilots are responsible for managing their own risk, the BGA is aware that different gliding sites, meteorological conditions and other factors will influence the minimum level of experience appropriate to flying on any given day. Clubs should ensure that adequate guidance is in place to meet those circumstances. Guidance on operating a mixed gliding and motor gliding operation is included in the BGA Motor Glider handbook at www.gliding.co.uk – a key issue here is maintaining adequate separation between cables/ropes and motor gliders.

Instructor in Charge

Ideally, but not necessarily, all club flying should take place under the direct on site supervision of a suitably experienced instructor. Where an unqualified pilot is flying, an appropriately qualified instructor has to supervise that pilot. An instructor should not be used in any supervisory role until they have been specifically prepared for the additional responsibilities. The Instructor in charge probably cannot personally deal with all the required supervision tasks during the flying day and it is his or her responsibility to ensure that other instructors or suitably experienced pilots assisting with supervision have themselves been briefed and agree on the key issues of the day, eg airfield usage, weather, airspace, etc.

Early Cross-Country Flights

A pilot intent on setting off on an early cross-country should be individually briefed by a suitably experienced instructor. The pilot should 'brief' the instructor on at least the likely route with airspace and navigation being of primary interest.

The weather for setting off and the state of the fields should be thoroughly reviewed.

If the pilot intends to make use of GPS as a navigation aid (which must be in conjunction with a current chart), his or her understanding of his system should be established.

Recency
SPL/LAPL(S) holders are subject to recency requirements.

Beyond any legally established minima, CFI's may decide what additional level of recency (or currency) is appropriate to any given situation at their site.

Visiting Pilots
As visiting pilots are likely to have a wide range of backgrounds, material covering the main site specific flying risks should be readily available in the form of a published 'site risks' document. Specific guidance on the intricacies of flying from a site, particularly those sites of a more demanding nature, might be covered in a visiting pilots briefing note. Ideally this information should be available via the host club's web-site so that the potential visitors can brief themselves ahead of any visit.

Irrespective of the scope and content of the various publications, visitors should have access before flying to suitable briefing information describing the site's key challenges.

10. Reporting Incidents and Accidents

Although incidents and accidents should ideally not occur, it's a fact of life that they do. The BGA safety management system manual identifies how reporting of incidents and accidents by pilots and instructors provides vital data that supports efforts to minimise risk in our sport. A reported incident where fortunately nothing was damaged, but easily could have, might help to avoid a future accident just waiting to occur in similar circumstances.

Helpful details are described in the BGA publication 'Accident reporting requirements'.

11. Club Internal Incident Reporting

This BGA safety management system manual describes how clubs can report and review those additional incidents that are not required to be reported under the established BGA incident & accident reporting system. Club level internal incident reporting systems are great for identifying risks at clubs and establishing a process through which significant risks are recognised and addressed by the club. There are effectively three stages to the process:

a) Reporting
b) Follow Up
c) Recording.

a) Reporting
Establishing a reporting culture is the key to success here. Experience at a number of BGA clubs who already have a club incident reporting system demonstrates that the CFI will need to arrange for the club safety officer, instructors, and other members to actively

supply him with incident information. The BGA can provide clubs with a simple club incident reporting template, but it's entirely up to a club to decide how these incidents will be reported at the club, eg by email or hard copy to the CFI or Safety Officer. Clubs that currently carry out club level incident reporting experience around 25 or so reports per year. That's a few per month at the most.

b) Follow Up

Reports describe what happened. The next step is to decide what, if anything needs to be done about it. Clubs need to periodically consider the reported club incidents and identify which, if any, are significant enough because of their potential impact and frequency of occurrence to require positive mitigating action within the club. That action needs to be recorded.

The club incident reporting template should include 'mitigating action taken'. That might be 'nil' in many one-off, insignificant cases. In other significant cases, it could be an extensive action including publishing or modifying advice for club & visiting pilots.

What type of incidents should be reported as club incidents? Examples of incidents best handled by the club are illustrated below:

- Inadequate DI
- Potential collision taking off or landing
- Hazardous circuit or approach
- Poor handling
- Ground-loop without damage
- Poor parking/ ground collision risk
- Hangar rash
- Pedestrians on the airfield
- Out of date or incomplete paperwork
- Airmanship issues

c) Recording

The reports, including any mitigating action, ideally need to be recorded by the club using as a minimum the detail within the club's incident report template.

End.

PILOT MEDICAL REQUIREMENTS

Note – These are BGA requirements. Pilots who are exercising NPPL or Part-FCL licence privileges are reminded of the need to ensure that they hold the relevant valid medical certificate.

Contents:

1. General
2. Pre-solo requirements
3. Acceptable evidence for pilots
4. Instructor Requirements
5. Older/Less Fit Instructors
6. Passenger Carrying
7. Competition Pilots
8. Disabled Pilots
9. Powered Aircraft Pilots
10. NPPL
11. Higher Standards Set by Clubs
12. Further Information
13. Appeals and Disputes
14. Self-Declaration Form

1. General

It is a personal responsibility of pilots to be fit for flight. Especially to recognise the adverse effects of short term illness, alcohol, drugs, or fatigue. It is an offence to fly with more than 20mg/100ml of blood alcohol; that is far less than the level permitted to private road drivers. Following recovery from serious illness or accident, future fitness to fly will require review. The BGA accepts differing levels of fitness matched to various risk exposures as stated below. Photocopies of medical certification of members, including driving licences, should be obtained and retained by clubs.

2. Pre-solo pilots - medical requirements before first solo

While there are no specific requirements and almost anyone can safely be taken into the air, the membership application form should require the applicant to ‘declare, in confidence to their instructor, any medical condition that might adversely affect the flight’.

3. Acceptable evidence of fitness for pilots of gliders; solo flight or with another pilot*

Any <u>one</u> of the following:

- A driving licence issued by an EU nation
- A UK NPPL medical
- An aviation medical certificate issued in compliance with ICAO, although any limitation on the licence applies equally to gliding
- An Air Cadet gliding medical certificate or any NATO military aircrew employment standard
- For those under the age of 25, a self-declaration to DVLA group 1 standard to be held by the club
- For students or visitors, any ICAO or non-ICAO medical document valid for gliding in their own country is acceptable but similarly restricted to flight solo or with another pilot. Foreign (non EU) certificates are not accepted for permanent UK residents.

*Another pilot is defined as one who is competent to recover the aircraft in the circumstances of the proposed flight.

4. Medical Requirements for Instructors

Instructors in gliders normally need to hold an unrestricted NPPL, an EASA Class 1, 2 or LAPL, or an ICAO medical certificate that would be recognised by the UK CAA. An Air Cadet gliding medical certificate or a NATO military aircrew employment standard is also acceptable. Individual limitations applied to these licenses also apply to gliding unless otherwise authorised. Professional BGA instructors are required by the BGA, as previously agreed with the CAA, to hold an EASA Class 1 or 2 medical certificate or an ICAO certificate that would be recognised by the UK CAA. Professional Instructors are defined, for this purpose only, as a person receiving a wage/salary for instructing in gliders for any consecutive employment period of 12 calendar weeks or more.

5. Older and less fit instructors

If an instructor is aged 75 or over, or is younger and just holds either a driving licence or a restricted NPPL, that instructor may continue as a BGA Restricted Instructor (undertaking ground supervision and instructing advanced pupils competent to recover the aircraft) subject to the consent of the Senior Regional Examiner. Instructors holding an EASA medical certificate without a precluding limitation may continue to instruct within the limits of their ratings after reaching their 75th birthday.

6. Acceptable evidence of fitness for pilots of gliders carrying passengers

A UK NPPL medical without restriction, an EASA Class 1, 2 or LAPL, and any ICAO medical certificate that would be recognised by the UK CAA. A current Air Cadet gliding medical certificate or a NATO military aircrew employment standard is also acceptable. Individual limitations applied to these licenses also apply to gliding unless otherwise authorised. The age limit and condition applied to older instructors also applies to pilots carrying passengers.

7. Competition pilots

Special provisions apply to competition pilots who come under the jurisdiction of the World Anti-Doping Agency. International competition pilots may be subject to testing at any time and some ‘recreational drugs’ may be detectable for a very long time after use. Other competition pilots may be subject to testing during competitions.

8. Disabled Pilots

It is the policy of the BGA to encourage disabled pilots to fly within the limits of their disability and subject only to the limits of public safety. However these pilots will require individual consideration and perhaps aircraft modification.

9. Pilots of powered aircraft

These must comply with the requirements of their CAA issued licence.

10. The National Private Pilot Licence

The NPPL medical requirement is a declaration of fitness to be endorsed by a general practitioner with access to previous clinical records. For this statement of fact the GP is entitled to charge a fee. The NPPL permits two levels of fitness, an unrestricted level corresponding to the DVLA Group 2 (professional) driver and a restricted level that

corresponds to the DVLA Group 1 (private) driver. This restricted NPPL permits the same privileges as flying with a driving licence. An unrestricted NPPL or other approved medical certificate is normally required for instructors and those authorised to carry passengers. Details of the DVLA medical standards are well known to general practitioners. The few variations, mostly ophthalmic, are shown on the CAA web site.

11. Freedom for a BGA Club to Set its Own Standards

BGA member clubs are free to impose any medical standards that they wish, as long as the minimum standards above are met. However it is recommended that this is done only in individual cases and then following medical advice. In cases of concern, a club can require a member to seek and follow medical advice.

12. Further information

Further notes on the NPPL relating to specific medical conditions are on the CAA web site. Guidance concerning the driving licence standards is on the DVLA web site. Advice on specific problems can be obtained by clubs, general practitioners or individual pilots from a BGA medical adviser.

http://www.caa.co.uk/medical

https://www.gov.uk/government/collections/current-medical-guidelines-dvla-guidance-for-professionals

office@gliding.co.uk

13. Appeals and Disputes

In the event of uncertainty, complaint or dispute, reference can be made to a BGA Medical Advisor. If this fails to produce a resolution, the BGA can assist in seeking arbitration.

14. Self-declaration form

Declaration of fitness (BGA only – not valid for NPPL)

This may be signed as an alternative to the holding of a driving licence by glider pilots under the age of 25 years. It expires on the 25th birthday and if by then a driving licence is not held, a NPPL or other medical certificate must be obtained.

I declare that I can read a car number plate at 20 m and do not suffer any medical condition that would disqualify from holding a private driving licence. (In cases of doubt, guidance on the medical standards required can be obtained from the DVLA web site).

Club holding declaration

Full name……Date of birth……

Signature……..

Signature of parent or guardian if under the age of 18 yrs……..

Date signed……..

RADIO GUIDANCE

This document aims to inform readers about the relevant requirements. If used correctly, radio can be an effective tool in support of situational awareness. Radio can provide access to airspace that may otherwise be prohibited. BGA recommended practices RP32-RP 34 provide guidance on use of radio including use of assigned frequencies.

Contents:

1. Wireless Telegraphy Act
2. Aircraft Radio Licences
3. CAA Approval for Ground Stations
4. Airborne VHF Radio Equipment Approval
5. Ground VHF Radio Equipment Approval
6. Flight Telephony Operator without a Licence
7. Radiotelephony Call-signs and Communication Procedures
8. 121.5 VHF Emergency Frequency

1. Wireless Telegraphy Act 2006

Under the Wireless Telegraphy (WT) Act 2006 it is an offence to install or use radio transmission equipment without a licence. The Office of Communications (Ofcom) is responsible for managing that part of the radio spectrum used for civil purposes in the UK as set out in the Communications Act 2003 and has contracted the Civil Aviation Authority (CAA), Directorate of Airspace Policy (DAP) to administer WT Act radio licences for aircraft, aeronautical ground stations and navigation aids on their behalf.

All radio transmitting equipment fitted or carried in a glider, or used on the ground to transmit messages to equipment fitted to or carried in a glider, is required to be issued with a WT Act radio licence.

Application forms for aircraft and aeronautical (ground) stations can be found on the CAA website, together with additional information on aeronautical radio licensing and the Radio Licensing Section contact details.

2. Aircraft Radio Licences

An Aircraft fixed radio licence authorises the use of Aeronautical VHF hand portable radio equipment operating in the frequency band 118 to 137 MHz on the specified aircraft as a back-up to the fixed radio without the need for a separate Aircraft transportable licence.

To apply for an Aircraft or portable licence, you should obtain and complete CAA Form DAP 1902 (ACT1) and return it to the Radio Licensing Section with the appropriate licence fee payment (currently £20) The form includes GPS equipment in the 'radio' list. It is not necessary to licence the GPS equipment used in gliders for navigation or as an aid to collision avoidance.

3. CAA Approval for Aeronautical (Ground) Stations

An Aeronautical Ground Station licence is required for any radio equipment used on the ground. A handheld or portable radio used on the ground to communicate with equipment in a glider, even when it has been issued with an aircraft transportable licence for when the

radio is carried in a glider, is required to be issued with an Aeronautical (Ground) Station Licence. An application for the issue of a WT Act Licence (made on form SRG 1417) constitutes application for an Approval issued under Article 205. Form SRG 1417 can be found on the CAA website.

For further information and advice about Sporting and Recreational Aviation Aeronautical Radio Stations, contact the CAA Air Traffic Standards Department.

All enquiries relating to the Wireless Telegraphy (WT) Act should be sent to the CAA's Radio Licensing Section

4. Airborne VHF Radio Equipment Approval

The CAA website contains detailed information about aircraft equipment approvals. The database of aircraft equipment approved under the British Civil Airworthiness Requirements (BCARs) can be searched directly from the same page.

The European Aviation Safety Agency (EASA) website contains details of JTSO (Joint Technical Standard Order) Authorisations issued by the Joint Aviation Authorities (JAA) prior to the 28th September 2003, which have been transferred to EASA, and ETSO (European Technical Standard Order) Authorisations issued since 28th September 2003 by EASA, both of which include aircraft equipment which may not be included in the BCARs Aircraft Equipment Approvals database.

The CAA Directorate of Airspace Policy, Radio Licensing Section staff will check whether the radio equipment declared on application forms for an aircraft (WT Act) radio licence is approved.

5. Ground VHF Radio Equipment Approval

The radio equipment used in Aeronautical Ground Radio Stations is required to comply with the Radio and Telecommunications Terminal Equipment Directive (R&TTED) 1999/5/EC from the 20th October 2005.

The CAA, Air Traffic Services Standards Department, CNS/ATM Standards Section, Communications Systems Specialists will check whether the radio equipment declared on application forms for an aeronautical (ground) station (WT Act) radio licence is acceptable

6. Flight Telephony Operator without a Licence

The ANO notes how a person may act as a flight radiotelephony operator within the United Kingdom, the Channel Islands and the Isle of Man without being the holder of an appropriate licence granted or rendered valid under this Order, if the following conditions apply;

(a) the pilot of a glider on a private flight and does not communicate by radiotelephony with any air traffic control unit, flight information unit or air/ground communications service unit; or

(b) being trained in an aircraft registered in the United Kingdom to perform duties as a member of the flight crew of an aircraft and is authorised to operate the radiotelephony station by the holder of the licence granted for that station.

Note: An ‘appropriate licence’ in this context means a Flight Radiotelephony Operator’s Licence which may be issued as a stand-alone licence, or in conjunction with a flight crew licence.

7. Radiotelephony Call-signs and Communication Procedures

The ICAO Annex 10 and the International Telecommunications Union (ITU) Radio Regulations form the basis for the regulation and usage of radiotelephony call-signs.

Aeronautical Ground Stations are only permitted to use the call-sign specified on the Article 205 Approval for the radio equipment.

The guidance in CAP 413 Radiotelephony Manual should also be followed whenever practicable as it provides a compendium of clear, concise, standardised phraseology, and associated guidance, for radiotelephony communication in United Kingdom airspace.

The CAA has assigned frequencies exclusively for the purpose of communications between gliders and Aeronautical Ground Stations that are used principally to communicate with gliders within the UK. These frequencies are assigned on a shared basis and are not afforded any protection against mutual interference. A summary is given below:

Aeronautical Ground Station (General Aviation)

129.900 MHz, 130.100 MHz, 130.125 MHz, 130.400 MHz (Glider Ground Station - Standard)
129.975 MHz, (Glider Ground Station - Common Field Frequency)

The use of these assigned frequencies is determined by the BGA in agreement with the CAA and details can be found in RP34.

Notes: The aeronautical ground station operator does not require a Radio Station Operator's Certificate of Competence, unless an Air Ground Communication Service or other Air Traffic Service is being provided.

8. 121.5 VHF Emergency Frequency

In an emergency, a glider pilot may use the VHF Emergency Service frequency of 121.500 MHz in accordance with the United Kingdom Radiotelephony Manual (CAP 413) Chapter 8 Emergency Phraseology without having to hold Flight Radiotelephony Operators Licence.

End.

PASSENGER CARRYING GUIDANCE

Passenger carrying is an important part of gliding. Where the passenger is paying for the flight, there are important considerations:

- Under the UK ANO, a passenger flight paid for by the passenger is viewed as resulting in valuable consideration and is therefore a public transport flight. However, where the flight is for instruction, it is deemed to be a private flight.
- Under EASA regulation (currently amended in the UK through a CAA ORS exemption), under laid down circumstances a licenced pilot may fly a passenger who is paying for the flight. The EASA regulation and current UK exemption are designed to permit that activity in an air sport/GA club environment.
- The BGA is very aware of the need to minimise risk to third parties, including those trying gliding. There is a requirement to reasonably ensure that pilots carrying out paid-for passenger flying at BGA clubs are suitable for the task and that the activity is appropriately supervised.
- The passenger carrying activities of an instructor or holder of an Introductory Flight Pilot endorsement notified to the BGA are included in the scope of the BGA aviation risk insurance policy.

BGA Operational Regulations identify that:

a) 'Pilots carrying a passenger in a glider must hold a Bronze endorsement or LAPL(S)/SPL and be authorised to carry passengers by the CFI'.

   Information
   Details of the Bronze endorsement are described in the BGA publication 'Gliding Certificate and Endorsements'.
   Details of how to convert to a LAPL(S)/SPL are described on the BGA website.
   Guidance for SPL/LAPL(S) holders is published on the BGA website.

b) 'Flights paid for by the passenger may only be carried out at BGA club sites by instructors (BI, Assistant, FI(S) or Full Rated) or by licensed pilots holding a BGA Introductory Flight Pilot endorsement.'

   Information
   The Introductory Flight Pilot requirements are described in the BGA publication 'Gliding Certificate and Endorsements'.

c) 'Pilots carrying out passenger or introductory flights must be in current practice, and be familiar with the type of glider and method of launch.'

   Information
   Supervision and currency/recency guidance is detailed in the BGA publication 'Managing Flying Risk'.

End.

THERMAL SOARING PROTOCOL - GUIDANCE

The thermal soaring protocol aims to describe known good practice based on many decades of hard-learned experience. It does not replace the need to comply with the Air Navigation Order.

Joining a thermal

1. Gliders already established in a thermal have the right of way
2. All pilots shall circle in the same direction as any glider(s) already established in the area of lift
3. If there are gliders thermalling in opposite directions, the joining gliders shall turn in the same direction as the nearest glider (least vertical separation)
4. The entry to the turn should be planned to retain continual visual contact with all other aircraft at or near the planned entry height, and to ensure no glider already turning will be required to manoeuvre to avoid the joining glider
5. If possible, join the same circular track as the other glider, or if that is not practical, join a circle wider than that of the thermalling glider and only move onto that glider's circle when you can achieve safe separation

Sharing a thermal

6. Maintain visual contact with established gliders and position your glider so established pilots can see your glider. **Lookout** is always paramount. Never allow your monitoring of in-cockpit equipment to interfere with your lookout.
7. When at a similar level to another glider, never turn inside or point your glider at or ahead of the other glider unless you can guarantee safe separation and maintain visual contact
8. If you lose visual contact with a nearby glider or if you cannot guarantee safe separation, leave the thermal
9. Look out for other aircraft joining or converging in height

Leaving a thermal

10. Look outside the turn and behind before straightening up.
11. Do not manoeuvre sharply unless clear of all other aircraft.

End.

TRAILER GUIDANCE

This document provides information on relevant law and helpful advice relating to glider trailers. The information was relevant to glider trailers at the time of original publication. Although the guide is updated from time to time, drivers are urged to ensure that they are aware of and comply with current regulations.

Contents:

1. The Law
2. Good Driving and Towing Practice
3. Insurance
4. Towing Abroad
5. Trailer Maintenance

1. The Law

The law is complex. The construction and use of trailers is covered by the Road Vehicles (Construction and Use) Regulations 1986 and Road Vehicles Lighting Regulations 1989 as amended by over 100 UK amendments and EU Directives. In addition various Road Traffic Acts and Driving Licence Regulations add to the complexity.

Trailer Length and Indivisible Loads

The legality of glider trailers exceeding 7 metres length being towed by private cars is occasionally misunderstood by insurers and others. In July 2012, the governments VOSA clarified the situation for the BGA, noting why glider trailers exceeding 7 metres in length can be towed by private cars and vans.

A glider wing or fuselage is considered to be an indivisible load if it cannot practically be divided into two or more sections. A table in Regulation 7 of the Road Vehicles (Construction and Use) Regulations 1986, as amended, contains the details of the maximum length permitted for various sorts of vehicle and trailer combinations. Item 9 of that table does normally restrict a trailer towed by a vehicle which is not a goods vehicle over 3500 kg GVW to a maximum length of 7m not including the towing hitch arrangements. However regulation 7 (3A) (a) dis-applies the requirements of that table in a number of areas including where a trailer is constructed and normally used for the conveyance of "indivisible loads of exceptional length". In this context "exceptional length" means longer than the regulations would normally permit. This exception would permit a trailer of perhaps 11m length specially constructed to carry indivisible loads such as a glider to be towed by a car or other vehicle which is not a goods vehicle over 3500 kg GVW. Note however that Regulation 7 (5) (b) still limits the length of (i) the towing vehicle to a maximum of 9.2m; and (ii) the length of the towing vehicle and trailer combination to a maximum of 25.9m unless special police notification, escorting and attendant requirements are complied with.

Understanding the Terminology

a) **Weights** are given in kgs, where 1000 kgs is equal to 1 Metric Tonne (within 2% of an Imperial Ton). **Lengths** are in millimetres and metres.

b) For vehicles and **t**railers, the **Maximum Authorised Mass (MAM)** is the maximum loaded weight of the vehicle or trailer permitted by the manufacturer. For cars and commercial vehicles, it is given on the Vehicle Identification Number (VIN) Plate or in the Manual. For trailers it must be displayed on a marking plate affixed to the near side of the draw bar or A-frame. *(It is NOT the ACTUAL loaded weight of the vehicle or trailer that counts but the manufacturer's permitted maximum weight – i.e., the design maximum for the trailer and its*

load. Some trailers built for 15 metre single seat gliders have a MAM of less than 750, which is a key dividing point; many are over that value. Open class and two seat glider trailers all exceed 750 MAM.)

c) You may find reference in some documents to **GVW** (Gross Vehicle Weight) or to **MTPLM** (Maximum Technically Permitted Laden Mass). For all practical purposes these are the same as MAM.

d) The **Vehicle Unladen Weight (VUW)** is defined as the empty weight excluding fuel, water and loose tools and equipment. Remember that the addition of a tow bar will add significantly to the VUW.

e) The **Kerb Weight** is NOT the same as the VUW. It is usually given in the manual and is normally defined as the empty weight plus a full tank of fuel and 75Kg allowance for the driver (but check as definitions do vary between manufacturers).

f) The **Maximum Train Weight (MTW)** is the maximum allowed sum of the towing vehicle and trailer **actual** weights, defined by the tow vehicle manufacturer. It is defined on the tow Vehicle Identification Plate where specified. For cars, there will also be a defined maximum trailer actual weight.

g) The **Maximum Combined Weight** is NOT the same as the MTW. It is the maximum sum of the MAM of the towing vehicle and the MAM of the trailer permitted by the driver's licence (i.e., it is defined by MAMs and not actual weights).

h) The **length of a trailer** excludes the draw bar or A-frame; these are also excluded in defining the front of the trailer.

<u>Driving Licence</u>
A driver must have a driving licence valid for the tow combination. Do not assume that this will be the case, especially if the driver qualified after 1.1.97 or is over 70.

<u>General</u>

- Vehicles and trailers are not permitted to use the outside lane of a three lane carriageway, except to overtake an exceptional load spanning two lanes.
- Maximum speeds apply to trailers that may be different than for other road users.
- Passengers are forbidden in trailers.
- There is no Road Tax on private trailers.
- An MOT is not required for private trailers.
- The trailer must display the same number plate at the rear as the towing vehicle.
- The towing vehicle must be fitted with an audible warning device which sounds when the direction indicators are used.
- After 01.01.98, any tow vehicle (except commercial vehicles and motor-caravans) which was first marketed after 01.01.96 can only have EC Type Approved and tested tow bars fitted.
- Trailer contents must be properly secured, other than remaining in place by their own weight, so as not to present a hazard to other road users and pedestrians.
- Google search 'road trailer requirements' to identify a number of helpful online government info resources.

2. Good Driving and Towing Practice

Although not necessarily legal requirements in the UK, the following driving practices are highly recommended by motoring organisations and therefore by the BGA.

a) You should not tow a trailer that exceeds either the tow vehicle manufacturer's recommended towing weight or tow hitch nose weight. Doing so could invalidate both vehicle warranty and vehicle and trailer insurance. Recommended practice for braked trailers is not to exceed 85% of the kerbside weight of the towing vehicle.

b) Snaking – if the combination starts to snake, NEVER brake hard. Slow down gradually and carefully, releasing the accelerator and then using the gears to slow. Hold the wheel firmly and steer straight ahead, and never into or against the snake. Bad snaking normally means that there is insufficient nose weight on the tow ball.

c) Stabilisers should only be used in accordance with the manufacturer's instructions and should be checked annually.

d) Emergency braking can cause the trailer to 'jack-knife'. Avoid the need by keeping a safe distance behind other vehicles.

e) The driver should have ready access to a warning triangle (preferably two – place one behind and one in front of the combination when stopped, especially on single carriageway roads), a First Aid Kit, spare bulbs and high visibility jacket (all compulsory in many other EU countries).

f) Modern glider trailers add up to 5 side/marker lights on each side and can overload the fuse capacities of the towing vehicle. Always carry spare vehicle fuses, but check, before upgrading a fuse, that you will not overload the tow vehicle's wiring.

g) The tow combination should have dipped headlights at all times, except where doing so would dazzle other drivers.

h) Although not a legal requirement, it makes good sense (in the UK, but not in all countries) to affix a 'Long Vehicle' label to the rear of a glider trailer, especially so if you are towing with a long vehicle such as an estate car or motor caravan. Ensure that you check the legality of such signs.

i) Ensure you can monitor the trailer wheels through the wing mirrors, especially on single-axle trailers, so that a puncture does not become a catastrophe. For peace of mind, you can have the trailer tyres injected with a gel that automatically seals punctures.

j) Unless you have taken the extra driving licence towing tests, you should practice and become competent at reversing with a glider trailer attached before towing one on public roads.

k) Do not park a trailer for long periods with the hand brake applied to avoid the brake linings forming a rust bond and sticking fast to the inner surface of the drum. Use wheel chocks instead.

3. **Insurance**

a) The increasing prevalence of fraudulent insurance claims has forced insurance companies to increase significantly their scrutiny of claims. As a result, you could well find your claim being rejected or the payment reduced if any aspect of your vehicle, trailer or load are not fully compliant with the law. Most insurance policies also include a clause requiring you to keep the insured property in good repair.

b) Most tow vehicle insurance policies provide Third Party cover for an attached, towed trailer; this insures you for injury or damage caused by the trailer to third parties. However, since a glider trailer may be regarded as exceptional by some insurance companies, you are urged to check before you tow.

c) Damage cover for the trailer and its contents requires a separate insurance policy.

d) Be aware that many vehicle insurance policies now include a restriction clause removing all cover when the vehicle is 'used in or on restricted areas of airfields or airports', whether or not you are towing a trailer. You may thus be personally liable for any injury or damage accidents in these areas and you are strongly advised to find insurance without this exclusion.

e) All trailer owners are urged to check that their trailer is roadworthy and complies with the relevant rules before setting out, otherwise insurance may be invalidated.

f) If you have some form of recovery insurance on the tow vehicle, check that it covers your trailer. (In practice few recovery organisations will have vehicles able to carry a glider trailer.)

4. Towing Abroad

a) Any vehicle or trailer which complies with UK legislation can be imported temporarily (6 months maximum in any 12 months) into another EU country without having to obtain local type approval. However, it must comply with local law where this differs from UK law, for example in respect of vehicle lengths, widths, heights and weights. Not all aspects of vehicle construction, use and lighting have yet been harmonised across the EU (the process is currently under way) so you are advised to check before travelling – see (g) below. In particular, the rules and their interpretation regarding side and rear marking of long trailers seem to vary from state to state.

b) Speed limits when towing vary enormously between different EU countries and in some countries such as France it is common to find sections of peages, autoroutes and many rural roads signed for both solo vehicles and trailers with both higher and lower limits than those that apply generally. If you see a sign with a caravan pictogram, it is best to assume it also applies to you and your glider trailer. Note that many EU countries impose 'on the spot' fines for exceeding speed limits and may impound your vehicle if you are unable to pay. French police, amongst others, have become particularly active with surreptitiously placed mobile speed cameras.

c) Most countries also have a minimum speed on motorways – if you cannot maintain this minimum (eg on hills), you must stay in the innermost lane.

d) It is an offence in most Continental countries to carry any form of equipment that detects the presence of speed cameras, though passive equipment such as a location warning on a SatNav system is normally acceptable. It is also an offence to indicate the presence of speed cameras to other motorists.

e) Take with you your driving licence, vehicle registration document and insurance certificates (tow vehicle and trailer).

f) Check that you are properly insured. Many UK car policies now restrict cover outside the UK to just the statutory minimum Third Party cover unless an extra premium is paid. Many also have limits as low as 14 days on the length of individual trips. Note that an Insurance Green Card is no longer necessary in EU countries, but check with your insurer. Your insurer can supply a Bail Bond for Spain.

g) The motoring recovery organisations and the Caravan Club are excellent sources of information on regulations for tow combinations abroad and, if you are taking your trailer abroad, you are strongly recommended to check whether any special requirements apply to trailers of exceptional length, such as a glider trailer.

5. Trailer Maintenance

Glider trailers are used for long journeys infrequently, so should be checked before any off-airfield journey. If you always rig your glider without moving the trailer, it is especially important to check that the trailer is ready for a retrieve.

Trailer tyres generally degrade from UV damage before they wear beyond safe limits. As such tyres need to be checked regularly for overall condition – not just tread wear.

Regular maintenance may avoid a retrieve mishap.

End.