LAWS AND RULES

BGA REQUIREMENTS AND GUIDANCE

CONSOLIDATED VERSION

November 2016

Introduction

The BGA is the national governing body of sport gliding. Gliding takes place under a mix of national, European and self -regulation. The European Aviation Safety Agency (EASA) is the EU aviation regulator. The Civil Aviation Authority (CAA) is the UK aviation safety regulator. The BGA operates in partnership with the CAA.

'Laws and Rules' details BGA requirements and guidance and signposts to EASA & CAA regulations.

All members of BGA clubs are subject to BGA requirements and guidance, which have been developed in consultation with member clubs over many decades with the aim of meeting the practical needs of gliding clubs and their members. Objectives include clarity, effective risk management, and supporting compliance with applicable EASA and CAA regulation including 'Rules of the Air'. The detail is regularly reviewed and updates are promulgated through BGA news.

This publication is a consolidated version of the individual elements that form the published BGA requirements and guidance, the latest version of which are those published on the BGA website at https://members.gliding.co.uk/laws-rules/

Please note

No text is intended to conflict with the ANO or any other legal requirements, the compliance with which is the paramount duty of all pilots.

All members of BGA clubs, including those operating under EASA requirements, are subject to BGA requirements and guidance.

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BGA OPERATIONAL REGULATIONS (effective from 8th March 2015)

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.

BGA LAWS AND RULES
MANAGING FLYING RISK GUIDANCE

Version 1.7	Effective date 14 Nov 16

Introduction

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 self-regulation and compliance with applicable regulations as detailed under 'Laws and Rules', an effective safety management system and a process of continuous improvement.

'Managing Flying Risk' is one of the series of BGA requirements and guidance documents within Laws and Rules. The document aims to provide clubs and pilots with guidance that will help them to understand, minimise and manage risks associated with gliding operations including with powered gliders and tug aircraft.

Terminology

Within this document, the term 'must' or 'shall' is used where referring to something that has to be done because it's absolutely necessary including to obey a rule or law. Examples include 'the pilot in command must reasonably ensure that the intended flight can be completed safely' and quotes from Standardised European Rules of the Air. The term 'should' is used where referring to the appropriate way of doing something including guidance based on known good practice. For example 'a first aid kit should be kept in a prominent and easily accessible place.

Updates

This document will be periodically reviewed and updated as required. Clubs will be consulted prior to any significant amendments.

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1. Culture

The most effective and strategic way to maintain a reasonable level of risk 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 holistic Safety Management System that meets the needs of the sport, clubs, pilots and aircraft operators, 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.

Pilot Training

Pilot training is carried out by BGA-trained and monitored instructors to a common syllabus that has been and continues to be developed by the BGA Training Standards Manager and Instructors' Committee. Instructors are supported by club Chief Flying Instructors and regional examiners and coaches. Recognition of risk and how to manage it are key elements of 'Threat and Error Management' that is taught during gliding training. Details are on the BGA website.

Airworthiness

Airworthiness is achieved through compliance with the BGA airworthiness system which includes BGA inspectors who are guided and supported by the BGA Chief Technical Officer and Technical Committee. Inspectors perform and certify maintenance and repairs beyond that which the pilot/owner is permitted to carry out. Details are available on the BGA website.

Pilot Responsibility

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.

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 need to 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

3. In-Flight Equipment

Parachutes

Parachutes should be maintained and stored in accordance with manufacturer's instructions. Prior to flight, the pilot and second seat occupant should ensure that they know how to fit the parachute harness correctly and how to operate the parachute.

Cushions

Cushions should be energy absorbent - 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.

Traffic and collision warning systems

The BGA encourages the widespread use of traffic and collision-warning systems in gliders, motor gliders and tugs. FLARM is an increasingly popular system. Pilots should make their own decision on equipage based on compatibility with other systems and as to whether such a system is appropriate for their particular operation. Pilots are reminded that whilst electronic collision warning equipment can enhance pilots' awareness by providing most useful warnings, such equipment cannot and must not replace a good systematic visual lookout scan, and that it is necessary to avoid any in-cockpit equipment from distracting from the visual lookout scan.

GPS Moving Maps

Infringements of controlled airspace are potentially dangerous and disruptive, and ultimately result in curtailment of the freedoms to fly that all pilots need and enjoy. Use of GPS moving maps is encouraged, particularly where flying cross country in areas of complex airspace. Pilots should ensure they use up to date map software and learn how to use the device on the ground. Navigation training and testing is detailed in the BGA publication 'Navigation and Airspace Awareness Training'.

Audio Variometers

To assist pilot in maintaining effective lookout, gliders operating from BGA sites should be equipped with audio variometers and the pilots trained in their use.

Undercarriage Warnings

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

Oxygen

Atmospheric pressure reduces with altitude; halving every 18,000 ft. Composition is constant, so starting with 1000 mb, the partial pressure of oxygen is 210 mb, and that level will fall proportionately. Healthy humans can compensate for some lack of oxygen but only down to 150 mb partial pressure of oxygen which is reached at 10,000 ft. Symptoms of hypoxia are similar to those of alcohol and may include a dangerous overconfidence. Performance is degraded; consciousness may be lost above 15,000 ft; and without warning above 25,000 ft. Because of how oxygen is transferred in the body, attempts to over-breath both precipitate the problem and give optimistic readings with oximeters. At altitude the necessary water vapour and exhaled carbon dioxide take an increasing share of the pressure available. The partial pressure of oxygen can be maintained by adding supplementary oxygen, but increasing amounts are required with altitude and even with pure oxygen the ground level equivalent is reached by 30,000 ft and the limit of compensation at 40,000 ft. The elderly and those with lung damage will suffer adverse effects at much lower levels. Any ill effects at altitude should be assumed to be hypoxia and require an emergency descent to below 10,000 ft.

4. Preparation for Flight

Shortcomings in a pilot preparing their glider for flight can be lethal and are completely avoidable. Preparation for flight includes

- assembling aircraft for flight
- carrying out a daily inspection
- checking any pilot safety equipment
- checking for correct weight and balance
- considerations ahead of launching
- carrying out pre-flight cockpit checks

Is the glider legally airworthy?

Before flying an aircraft it is important to ensure it is airworthy. ‘Airworthy’ means that the aircraft conforms to the appropriate legal and technical requirements for safe flight. That includes a current ARC certificate (or equivalent for non-EASA aircraft), that the annual maintenance is current, and that the aircraft is insured.

Rigging and Daily Inspection

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 and a daily inspection carried out 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

Weight and Balance

Glider loading limitations should be clear from a 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, eg during type conversion and for inexperienced pilots, an effective cockpit load of at least 15kgs (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.

Pilots flying gliders capable of carrying water-ballast should ensure that the aircraft weight and balance is within limits as described in the Aircraft Flight Manual and aircraft placard.

Considerations ahead of Launching

The pilot in command must reasonably ensure that the intended flight can be completed safely.

Carrying out a walk around a glider before flight is an opportunity to check that there are no obvious defects and that there is nothing that will obviously affect the performance or C of G, including water on the flying surfaces or a tail dolly fitted.

Pilots are taught 'eventualities' as the final element of the pre-flight check. This helps the pilot form a plan in the event of a launch failure.

There are a number of wider considerations ahead of launching which all pilots should be aware of. These include:

Recency / Currency

SPL/LAPL(S) holders exercising licence privileges are legally subject to recency requirements described in Laws and Rules. 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' on the BGA website is helpful.

Water, Frost and Snow

Even small amounts of roughness on the wing can have a disastrous effect on efficiency and the stalling speed. Water, frost and snow should be removed before flying from the wing and tail-plane surfaces.

Weather

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

Perceived operational pressure has led to flying taking place in unsuitable weather conditions. Access to a suitable weather forecast, advised minimum last landing times, and a wind sock mounted on a pole can help pilots make the right decisions.

Winch Launch

It is important that all pilots who winch launch are aware of the detail contained on the 'Safe Winching' page on the BGA website. The following points are fundamentally important and should be considered by all pilots before flying a winch launch;

- After take-off, maintain a shallow climb until adequate speed is seen with continued acceleration. Then allow the glider to rotate at a controlled pace. If power is lost near the ground, immediately lower the nose to the appropriate recovery attitude.

- After a power loss in mid-launch, adopt the recovery attitude, wait until the glider regains a safe approach speed, and land ahead if it is safe to do so.

- Cartwheeling accidents – predominantly to experienced pilots – happen as a result of not releasing the cable if the wing drops during the ground run. If the wings cannot be kept level before take-off, release before the wing touches the ground

Aerotow

It is important that all pilots who aerotow launch are aware of the detail contained on the 'Safe Aerotowing' page on the BGA website. The following factors may cumulatively contribute to a hazardous situation. Where more than one item is present, advice should be sought before launching.

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

Cartwheeling accidents – predominantly to experienced pilots – happen as a result of not releasing the cable if the wing drops during the ground run. If the wings cannot be kept level before take-off, release before the wing touches the ground.

Pre-Flight Cockpit Checks

Pre-flight cockpit checks should be carried out carefully using an established checklist. Distraction is a common cause of error when carrying out pre-flight checks. Rushing due to time pressure is also a common cause of error. Both of those causal factors can be addressed to reduce the risk. If the pre-flight checks are interrupted for any reason, the checks should be restarted and completed with care. The BGA recommended cockpit pre-flight checklist is:

C CONTROLS working fully and freely and in the correct sense
B BALLAST securely fastened; correct cockpit load
S STRAPS for all occupants correctly locked and tight
I INSTRUMENTS appear serviceable and set as required
F FLAPS check operation and set for take-off
T TRIM check operation and set for take-off
C CANOPY closed, locked and doesn't open with applied pressure
B BRAKES check operation, closed and locked
E EVENTUALITIES consider launch failure and other options

5. NOTAM and Airspace Restrictions

Failure to fly with due regard to 'Notices to Airmen' including temporary and permanent airspace restrictions can result in extremely hazardous situations, jeopardise the reputation and freedoms of BGA clubs and their members, and result in legal action. Clubs should ensure that pilots have access to current navigational information including temporary and permanent changes which pilots must consider before flight. A number of online applications provide the necessary information in an easily digestible format. If in doubt, please seek advice.

6. Collision Avoidance

Avoiding collisions is a fundamentally important aspect of managing flying risk. Effective lookout is the primary method of avoiding collision. Pilots can reduce risk by planning to avoid the situations that can lead to mid-air conflict, and by understanding the protocols and rules of the air. The list of safety briefings in this document includes 'Collision Avoidance' and a 'Soaring Protocol' that should be read by all glider pilots. The following are 'Collision Avoidance' rule extracts from Standardised Rules of the Air (SERA);

Proximity
An aircraft shall not be operated in such proximity to other aircraft as to create a collision hazard.

Right-of-way
The aircraft that has the right-of-way shall maintain its heading and speed. An aircraft that is obliged by the following rules to keep out of the way of another shall avoid passing over, under or in front of the other, unless it passes well clear and takes into account the effect of aircraft wake turbulence.

Approaching head-on
When two aircraft are approaching head-on or approximately so and there is danger of collision, each shall alter its heading to the right.

Converging
When two aircraft are converging at approximately the same level, the aircraft that has the other on its right shall give way, except as follows:

- power-driven heavier-than-air aircraft shall give way to airships, sailplanes and balloons;
- airships shall give way to sailplanes and balloons;
- sailplanes shall give way to balloons;
- power-driven aircraft shall give way to aircraft which are seen to be towing other aircraft or objects.

Overtaking
An aircraft that is being overtaken has the right-of-way and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by altering its heading to the right, and no subsequent change in the relative positions of the two aircraft shall absolve the overtaking aircraft from this obligation until it is entirely past and clear.

Sailplanes overtaking
A sailplane overtaking another sailplane may alter its course to the right or to the left.

Landing
An aircraft in flight, or operating on the ground or water, shall give way to aircraft landing or in the final stages of an approach to land. When two or more heavier-than-air aircraft are approaching an aerodrome or an operating site for the purpose of landing, aircraft at the higher level shall give way to aircraft at the lower level, but the latter shall not take advantage of this rule to cut in front of another which is in the final stages of an approach to land.

Emergency landing
An aircraft that is aware that another is compelled to land shall give way to that aircraft."

7. Introductory Flights and Trial Lessons

An ‘introductory flight’ is a paid-for gliding experience flight. A ‘trial lesson’ is a paid-for first or early instructional flight. The following guidance reflects the need to minimise risk during introductory flights and trial lessons, as well as during other passenger flying.

The list of Laws and Rules BGA documents includes ‘Introductory and passenger flying’ requirements which should read by all pilots and instructors involved.

The pilot in command must 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. A safe flight follows meticulous and risk averse preparation.

Are the circumstances suitable for a safe flight?
The safety of the passenger or student is paramount and if there is any factor that needs consideration with regard to the safety of the flight, there is no decision necessary - the flight should not take place.

Pilots/instructors carrying out introductory flights/trial lessons must;

- be current
- be familiar with the aircraft
- be current on the launch method to be used
- ensure the weather is suitable (see meteorological limits within these notes)
- be able to easily cope with the weather conditions
- check any pilot requirements and experience are valid

Some other challenges for consideration;

- Low Sun?
- Misting canopy?
- Are there adequate options available should a launch failure occur and are you current in handling launch failures in these conditions? No wind and a short runway can be very challenging
- Is there time available for the flight?

Conditions are not always ideal for introductory flights/trial lessons even if general club activity is continuing.

Whilst there are always those who will enjoy being thrown about whilst flying, the majority will not appreciate it. Situations best avoided are strong convection or turbulence, poor visibility, and any condition near the limits for flying. As you acclimatise to the flying conditions, it is all too easy to overlook a gradually deteriorating situation. If the first flights are to be a pleasant experience, they must be conducted in appropriate weather conditions. An introductory flight/trial lesson should be carried out maintaining the lowest risk possible. So;

DO NOT LAUNCH 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.

SEEK ADVICE FROM THE INSTRUCTOR IN-CHARGE BEFORE LAUNCHING IF:

- The wind is turbulent.(varying by more than 10 kts).
- The wind is strong (>20 kts)
- Cloud base is less than 1200'
- Flight visibility is less than 5km
- Launching above more than 4/8th cloud

All flights must normally be completed by time of official night.

Is the pilot or instructor prepared?

It is most important that the pilot or instructor prepares him/herself and the glider for the flight. The dangers of poor pre-flight preparation are well-known.

- Aircraft serviceability including DI
- Pilot and passenger weights – C of G position and max all up weight
- Seating position – control clearance
- Loose articles – cameras, mobile phones etc.
- Pre-flight checks
- Eventualities
- Cable position
- Conflicting air traffic
- Weather
- A plan for the flight

Is the passenger or student prepared?

The pilot in command must ensure that the person requesting the flight is briefed. The briefing should include;

- A description of the flight and the main risks
- Actions to be taken in the event of an emergency, including emergency egress and use of emergency equipment eg the parachute
- Precautions to be taken in the cockpit environment, including potential loose articles
- The plan for the flight including any limiting factors, eg unlikely soaring potential.

Is there a plan that minimises risk?

Good flight planning is essentially evaluating the situation, identifying significant risk, and taking action to reduce that risk. If the risk still exists, then an introductory flight/trial lesson is ill advised and should not be attempted. Remember the old pilot's adage; 'a superior pilot uses his superior judgment to avoid those situations requiring his superior skill'.

There are some established good practices, all of which are relevant to planning, that help to minimise risk during introductory flights/trial lessons;

- If interrupted whilst doing pre-flight checks, stop and start again. Don't rush.
- Care should be taken so that the glider remains within gliding range of the airfield and can comfortably terminate the flight with a circuit.
- Being too adventurous increases workload and in consequence increases risk. Pilots and instructors must stay aware of their responsibilities to their passenger or student and fly well within the normal limits used when flying solo. If a pilots normal solo flying is 'adventurous', it absolutely must not be during an introductory flight/trial lesson.

- During the flight be prepared to modify the plan if conditions dictate.

Aviate, Navigate, Communicate

Simultaneous flying and talking involves a higher than normal work load. There are additional pressures simply due to the presence of another person. Passengers/students are a distraction. This pressure could result in a pilot failing to cope with a situation that would otherwise be managed easily when flying solo.

If the flying gets difficult, KEEP QUIET AND CONCENTRATE! Remember to aviate, navigate and communicate in that order.

8. Flying with other Pilots

Pilots flying together in private or club two-seat gliders is increasingly popular. Some prefer that to single seat flying. Two-seater flying is great fun, but once the dynamic of two people in the cockpit is introduced, there are a few traps that can catch the unaware. These traps can be managed if they are thought about before getting airborne; they usually revolve around how the crew resource (ie both pilots) manage themselves.

During airborne instruction, it's very clear who is in charge and who will take over in the event that the flight takes a less than smooth course. Even in this situation though, it's good to have an atmosphere which promotes active involvement by the student. A comment from the student pilot about a nearby aircraft could save the day.

When two similarly qualified pilots are flying cross-country in a two seater the situation is often less clear cut. The potential for confusion increases the risk. Who is in charge? Are both willing to speak up they are concerned? It may be that a very experienced instructor (but unfamiliar with the type) is flying with a low hours owner in his own, very familiar two seat glider. In that case, who is P1? Who will fly when the going gets tough? Are both pilots familiar with the tried and tested 'You have control', 'I have control' protocol?

Before flying with another pilot (also known as mutual flying), always consider the following:

- Who is best placed to be pilot in command of the flight - then agree that between both pilots.
- Are both pilots briefed to speak up if they don't like something? The pilot in command should ensure that they are.
- Who will do what during the flight - bearing in mind the pilot in command has been decided before flight
- Are both pilots briefed to hand over / take over control using the tried and tested protocol? The pilot in command should ensure that they are.
- If during a flight there is any doubt about who should be in control, the pilot in command should fly the aircraft.

9. Gliding Operations

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.

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 'Motor Glider Handbook' on the BGA website – a key issue here is maintaining adequate separation between cables/ropes and motor gliders.

Public

Clubs have a duty of care towards members of the public as well as their own members. The public must be allowed to exercise rights of way. It may be necessary to temporarily modify the gliding operation or cease launching to ensure public safe passage.

Instructor in Charge

Pilot training, passenger flying paid by the passenger (eg introductory flights) and flying by an unqualified pilot must be overseen by an instructor holding a current BGA Full or Assistant rating. 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 flight 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.

Although navigation training should ensure that pilots become skilled in basic map and compass navigation techniques, it is recommended that when inexperienced pilots are flying cross country they are equipped with a suitable GPS moving map. 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 the system should be established

Visiting Pilots

Visiting pilots are likely to have a wide range of backgrounds. 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, visiting pilots should have access before flying to suitable briefing information describing the site's key risks and operating challenges.

Winch Launching

A suitably experienced Launch Point Controller should be appointed to co-ordinate safe launching. The LPC should be positioned so that launch signals, the launching wires or ropes, and all aircraft approaching to land are in sight.

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. The Winch Operators Manual provides guidance.

Aerotowing

The recommended minimum for an aerotow rope is 150 ft. A shorter rope may be used. The Aerotowing Notes provide guidance.

Moving gliders on the ground

Every year there are many hours of flying lost and tens of thousands of pounds of insurance claims made due to avoidable accidents whilst moving gliders on the ground. There are some simple precautions that contribute to moving gliders safely;

Towing a glider;

- Confirm the undercarriage is locked down
- Close and lock the canopy
- Check any towing equipment is fitted correctly
- Ensure that all involved including the driver can hear instructions or warnings
- If using a rope to tow, ensure it is long enough. Consider an overrun or other eventuality.
- Drive at a slow walking pace

Moving a glider near an obstacle;

- If possible, steer by holding the wingtip nearest the obstacle
- If in doubt, ensure someone is checking clearance

Parking aircraft;

- Consider the weather. Gusts or strong winds can easily move and even lift aircraft. Gliders are particularly vulnerable.
- Proactive use of wind breaks and parking gliders with tyres on a wing and elsewhere can prevent weather-cocking and unexpected movement.
- Packing in a hangar can easily result in ‘hangar rash’, Care should be taken to adequately brief those moving the aircraft and checking clearance.

Opposing Circuits

Opposing circuits (also known as mirror circuits) to the same landing area involve gliders and/or tugs potentially approaching each other on the base leg at a relatively high combined speed when the attention of both pilots is inevitably concentrated on positioning their aircraft in relation to the landing area. Opposing circuit traffic will be difficult to detect. As such, opposing circuits to the same landing area represent a potentially significant hazard that pilots need to be aware of.

Aerobatics

Aerobatics can be an excellent tool for learning, practicing and demonstrating pilot skill. Displays are subject to ANO requirements. Aerobatics should always be carried out at a safe height taking into consideration the ever present potential for misjudgement or loss of control and the minimum height established by the club CFI. Where Flight Manual limitations on ‘g’ or airspeed are exceeded, the incident should be reported. As structural damage may have

occurred that can subsequently fail in flight, the aircraft must not be flown until it has been inspected and released for service by an approved inspector.

Fuel Management

It is the pilot in command responsibility to ensure that an aircraft does not run out of fuel in flight. Aircraft fuel gauges are in general only certified as accurate when showing empty. The following good practices can help busy pilots and instructors;

- Careful physical checking of fuel contents before flight – a calibrated dipstick may be useful.
- Checklists or mnemonics used before, during and between flights or tows that require a check of 'fuel contents'
- Assume a higher than flight manual figure for fuel consumption and plan (eg x/litres per tow) to finally land with enough fuel to deal with unforeseen circumstances. The Law ie EASA Part-NCO requires pilots to have 30 min reserve when beyond sight of the airfield and 10 mins reserve otherwise.
- Regular checking of fuel gauges during maintenance

Carburettor Icing

Carburettor icing has existed as long as powered aircraft. Carburettor heat where fitted should be used as described in the aircraft flight manual. The lower the power setting, the greater the risk of carburettor icing.

A prolonged descent (for example during motor glider field landing training) will very likely result in a cool exhaust manifold and insufficient heat may be available to clear any ice if hot air is selected. This may be alleviated to an extent by use of hot air during the final part of the previous climb while at a high power setting. Whether a carburettor hot air system is fitted or not, assurance that the engine will respond to throttle movement should be carried out during the descent by occasionally and briefly demanding high power at heights that would enable the aircraft to make a successful forced landing in the chosen or adjacent fields should the engine fail to respond adequately.

First Aid and Firefighting

Telephone numbers for the emergency services and guidance for first responders should be displayed prominently at the club premises. A first aid kit should be kept in a prominent and easily accessible place.

Serviceable fire extinguishers suitable for electrical and fuel fires, as well as a crowbar and axe, should be kept on a quickly mobile vehicle whenever aeroplanes or gliders are operating from the field.

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 Laws and Rules BGA 'Accident Reporting Requirements' on the BGA website.

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 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.

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.

11. Publications

Laws and Rules

The BGA is the national governing body of sport gliding. Gliding takes place under a mix of national, European and self-regulation. The European Aviation Safety Agency (EASA) is the EU aviation regulator. The Civil Aviation Authority (CAA) is the UK aviation safety regulator. In the interests of managing risk, the BGA operates in partnership with CAA or in some cases as a CAA qualified entity.

'Laws and Rules' is published on the BGA website, providing the detail of BGA requirements and guidance as well as links to and guidance regarding EASA/CAA regulations. The BGA requirements and guidance have been developed in consultation with member clubs over many decades with the aim of meeting the practical needs of gliding clubs and their members. Objectives include clarity, effective risk management, and supporting compliance with applicable EASA and CAA regulation. The detail is regularly reviewed and updates are promulgated through BGA news. All members of BGA clubs are subject to BGA requirements and guidance.

The BGA requirements and guidance documents, which can be downloaded from the BGA website individually or as a single document if required, are;

- Operational Regulations
- Managing flying risk
- Accident reporting
- Airworthiness
- ANO and Rules of the Air guidance
- Competitions
- Cross country and airspace
- Examining and assessing pilots and instructors
- Gliding aerobatics badge
- Sporting badges and diplomas
- Gliding certificate and endorsements
- Guidance for SPL and LAPL(S) holders
- Instructors
- Introductory and passenger flying
- Medical requirements
- Radio

The relevant EASA and CAA regulations linked from the BGA website are;

- Air Navigation Order
- Airworthiness and maintenance
- Medical
- Operations
- Pilot licencing
- Pilot licence conversion
- Rules of the Air

Guidance on glider trailer road traffic regulations can be downloaded from the BGA website.

Safety Publications

Safety Website
The BGA safety webpages are at https://members.gliding.co.uk/bga-safety-management/

Website Information Library
The website library includes safety documents under the following *categories* at https://members.gliding.co.uk/library/safety/ ;

- Accident and incident summaries
- Field landing
- General safety publications
- Investigation reports
- Safe aerotowing
- Safe winch launching
- Safety briefings

Website Safety Briefings
The following *Safety Briefings* are available at https://members.gliding.co.uk/library/safety-briefings/ ;

- Aerotow performance
- Ballast weights
- Cable hang ups
- Collision avoidance
- Control confusion
- Currency barometer
- FES ground safety
- Field landing
- GPS used safely
- GQ parachutes
- Is your glider fit for flight?
- Launch cable safety
- Mountain flying
- Mounting cameras for use in the air
- Safe aerotowing
- Safe winch launching
- Safety foam
- Thermal soaring protocol

BGA LAWS AND RULES

ACCIDENT AND INCIDENT REPORTING REQUIREMENTS

Version 1.2	**Effective date 30 Sep 16**

These accident and incident reporting requirements are compliant with Regulation (EU) No 376/2014 and Implementing Regulation (EU) 2015/1018.

For the purposes of this document, a glider is a sailplane.

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 gliders, self-launching gliders, microlight gliders, TMGs 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, self-launching gliders, microlight gliders, TMGs and tugs normally based at a BGA club or resulting from the flying operations of BGA gliding clubs, including those foreign registered, 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, self-launching gliders, microlight gliders, TMGs, tugs, other aircraft, and 3rd party property

Excluded are injury or damage unconnected with gliding operations, 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 self-launching gliders, microlight gliders, TMG's and tug aircraft, 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.

f. By agreement with the UK CAA, the BGA office reports occurrences to EASA as required under Regulation (EU) No 376/2014 and Implementing Regulation (EU) 2015/1018.

End.

BGA LAWS AND RULES
AIRWORTHINESS REQUIREMENTS

Version 1	Effective date 1 Jul 15

This document summarises but does not replace the requirements detailed elsewhere in regulation, by manufacturers and in BGA airworthiness publications.

'**Airworthy**' means that the glider conforms to the appropriate legal and technical requirements for safe flight.

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

Contents:

1. Annex II Aircraft
2. EASA Aircraft
3. BGA Inspectors
4. Licenced Engineers
5. Responsibilities
6. BGA Support
7. Important Detail for Owners and Pilots
8. Pilot/Owner Maintenance
9. Weight and Balance
10. Daily Inspection
11. Complex Maintenance Tasks
12. Maintenance Records
13. Aircraft Documents
14. Important Information for Club Committees
15. Audit
16. Detailed Information

1. Non-EASA Aircraft

Non-EASA, or Annex II, aircraft are those of historic interest and those whose production was stopped before 1 January 1975. Annex II gliders are certified and maintained under the self-regulated BGA airworthiness system.

Non-EASA, or Annex II, aeroplanes are certified and maintained under national arrangements as required by the UK ANO. For example, the LAA certifies certain aircraft that hold a Permit to Fly rather than a CofA. CAA CAP747 is helpful reference.

2. EASA Aircraft

EASA aircraft are certified and maintained under EASA requirements. The maintenance requirements are defined under the part of the EASA regulations known as 'Part M'. Part M requirements apply to EASA sailplanes, tugs and motor gliders. The Part M requirements are of course reflected in the BGA's airworthiness system.

3. BGA Inspectors

BGA inspectors perform and certify maintenance and repairs to non-EASA gliders and EASA sailplanes and powered sailplanes beyond that which the pilot/owner is permitted to carry out.

Information about BGA inspector ratings is available in the BGA Airworthiness and Maintenance Procedures on the BGA website. BGA inspectors operate under the BGA's airworthiness approvals and airworthiness exposition. For details, including how to become a BGA inspector, refer to the Airworthiness Exposition and AMPs.

4. Licenced Engineers

Aeroplane inspectors who certify EASA aircraft are regulated by EASA and hold what is known as a 'Part 66' engineering licence. This licence can include various ratings that gives various privileges. A number of organisations that manage national Permit's to Fly issue their own national inspector ratings which have specific privileges.

5. Responsibilities

Owner
Whether operating an Annex II or EASA aircraft, aircraft owners always have prime responsibility for the airworthiness of their aircraft. Owners should ensure they are familiar with the relevant requirements, the related maintenance programme and the aircraft maintenance manual.

This means that between any maintenance carried out and certified by an engineer or inspector, the owner is solely responsible for 'maintenance management'. This includes ensuring airworthiness directives are complied with, that any life limited components or inspections are enforced before they run out of life, and that the aircraft is only operated in an airworthy condition. Failure to do this is likely to invalidate the aircraft insurance.

Note – depending on how the club is structured, 'the owner' may be the club chairman or the committee members collectively.

Pilot
The pilot is responsible for the satisfactory accomplishment of the pre-flight inspection.

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

6. BGA Support

The BGA provides airworthiness support to owners of aircraft that are included within the BGA airworthiness system. The support ranges from strategic, for example influencing European and UK regulation, through to direct advice, guidance and support to inspectors and owners maintaining aircraft in the field.

7. Important Detail for Owners and Pilots

I own an Annex II glider. What do I need to know?

Annex II gliders are to;

- Hold a Certificate of Airworthiness (C of A) issued annually by the BGA (an AMP refers)
- Comply with the maintenance programme. An annual inspection is a fundamental requirement
- Only to be flown if maintained in an airworthy condition.

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

Details of the BGA approved procedures for Annex II gliders can be found in the AMP.

I own an EASA glider. What do I need to know?

EASA gliders are to;

- Display national registration markings
  Refer to CAA publication CAP523 with additional guidance in the AMP.

- Hold a Certificate of Airworthiness (CofA) or Restricted CofA or Permit 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 non-expiring once issued. The permit to fly has to be validated annually.

- Hold an Airworthiness Review Certificate (ARC)
  A valid ARC is required for flight in an EASA aircraft. 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. For ARC renewal guidance refer to the AMP.

- Comply with an approved Maintenance Programme
  All gliders operated within the BGA airworthiness system use a generic maintenance programme (GMP) tailored for individual types by the owner/inspector – see AMP for details. 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. Maintenance is subject to 'Certificate of release to service' (CRS) through certification by an approved person. In date annual maintenance is required for flight.

- Only to be flown if maintained in an airworthy condition.

- **NB** to have access to a BGA inspector and/or other BGA airworthiness support, the aircraft must be recorded as being within the BGA airworthiness system. In short, that means it should either have a BGA-issued ARC or have formal BGA airworthiness support in place. For more details, contact the BGA office.

I own an aeroplane. What do I need to know?

Aeroplanes are to;

- Display national registration markings
  Refer to CAA publication CAP523.

- Hold a Certificate of Airworthiness (CofA) or Restricted CofA or Permit to Fly as appropriate.
  The C of A and restricted C of A are non-expiring once issued. The permit to fly has to be validated annually. For aeroplane airworthiness procedures refer to the AMP.

- Hold an Airworthiness Review Certificate (ARC), or if Annex II hold a National ARC (a NARC). Not applicable to Permit to Fly aircraft.

- Comply with an approved Maintenance Programme. Maintenance is subject to 'Certificate of release to service' (CRS) through certification by an approved person.

- Only to be flown if maintained in an airworthy condition.

8. Pilot/Owner Maintenance

Licenced pilots are permitted to carry out limited maintenance on aircraft they own or jointly own. 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. A pilot licence for BGA purposes is defined as Bronze Endorsement or a CAA issued pilot licence.

Details of pilot/owner maintenance scope and procedures are detailed in the AMP's.

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. 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 many 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.

9. Weight and Balance

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

Weighing an aircraft is not a simple task and requires calibrated weighing equipment. If in doubt, the advice of an inspector should be sought. Refer to the AMP's.

Owners are encouraged to seek a copy of the weighing data/report from the inspector or engineer who carried out the weighing.

10. Daily Inspections

The pilot in command of a glider must ensure that a 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.

11. Complex Maintenance

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

12. 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 and kept safe and secure from damage or unauthorised interference.

13. Aircraft Documents

It is recommended that the paper documents and certificates for each glider are filed in a transparent wallet. 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. Keeping aircraft documents safe is important – it should be noted that replacing documents and certificates can be an expensive and time-consuming task.

14. Important Information for Club Committees

Club fleets tend to be well utilised. 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, K13's and Pawnees are common examples. So maintaining club fleets can be quite a challenge. And 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.

There are various roles involved in properly maintaining aircraft;

- <u>The Owner</u>
  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
  A suitable club member should be appointed by the owner to monitor and manage the ongoing airworthiness of the club's gliders (a maintenance manager). Part M requires that the person who manages the maintenance of an EASA aircraft is separate from the ARC process. The maintenance manager could be the club Technical Officer (or Aircraft Member/Technical Manager) depending on how a club is structured and the positions within the club. The Maintenance Manager carries out the maintenance management function. There are no formal qualifications required for this role, but an owner could be asked during audit to demonstrate who is fulfilling this task.

  A suitable system should be established within the club for reporting and managing defects, as well as ensuring that AD's, lifed items and on condition parts are addressed between ARCs and annual maintenance.

  Those pilot members permitted to carry out pilot-owner maintenance on the club fleet should be listed by the club.

  The Airworthiness Certificate or Permit to Fly, 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.

  It should be made clear to all club pilots who operate the aircraft 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 very obvious to club pilots. There are a number of ways of achieving that including documentation, cockpit warning signs, restricting access to the aircraft, etc.

  When planning maintenance the, following points may 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
  - Parts and materials
  - Cost and budget constraints

- 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.

15. 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 neded.

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.

16. Detailed Information

Detailed information and guidance is available via the BGA website airworthiness webpages.

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

End.

Nothing in this BGA publication is intended to conflict with the ANO or any other legal requirements, the compliance with which is the paramount duty of all pilots. This guidance is not a replacement for any official publication.

The Air Navigation Order (the ANO)

The Air Navigation Order (ANO) forms the legal foundation for almost all areas of civil aviation that are still regulated at national level.

Changes incorporated into the ANO 2016 include the alignment, where desirable, of ANO and EASA regulatory terminology, including the replacement of 'private' and 'aerial work' with 'commercial' and 'non-commercial' and detailed minor changes and alleviations including those relating to introductory flights, cost sharing, aerotowing, airworthiness, etc.

From the 25th August 2016, EASA aeroplanes and TMG's are required to operate under EASA Non-Commercial Operations rules and are no longer be under the operational requirements of the ANO. EASA sailplanes, including powered sailplanes (ie self-sustaining and self-launching sailplanes) remain under the ANO operational requirements until April 2019.

Where necessary, the CAA provides exemptions in its Official Record Series (ORS) as published on the CAA website.

Rules of the Air

Standardised European Rules of the Air (SERA) replaces most, but not all, of the UK Rules of the Air Regulations. There are a small number of significant changes to UK rules that pilots and anyone else involved in the operation of aircraft need to be aware of. These include key changes to:

- Visual Meteorological Conditions
- Cruising Levels
- VFR at night
- Special VFR
- Rights of way on the ground

None of the changes to flight rules or weather mimima overrule the limitations and privileges of pilot licences. Therefore it is important for pilots to understand the applicable minima for their licence.

SERA applies to every aircraft operating in EU airspace regardless of type or state of registration. But as the rules will not cover all aspects of the Rules of the Air, Member States may keep supplementary rules that complement SERA. They may also permit routine operations such as VFR flight at night, and grant exemptions from SERA's requirements. The UK has retained a small number of supplementary rules derived from the former Rules of the Air Regulations 2007.

So the Rules of the Air are potentially complicated.

Recognising the challenges, a consolidation of SERA, the Air Navigation Order, the Rules of the Air regulations and other legislation including exemptions has been put together as a CAA

publication and is recommended by both the CAA and the BGA as a helpful reference for clubs and pilots. You can view the document at;

https://members.gliding.co.uk/library/caaeasa/rules-of-the-air-consolidated/

End.

BGA LAWS AND RULES
COMPETITION REQUIREMENTS

Version 1.0	Effective date 1 Jan 15

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.

BGA LAWS AND RULES

CROSS COUNTRY AND AIRSPACE GUIDANCE

Version 1.1	**Effective date 1 Jan 16**

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.

A 2016 analysis of over 500 infringements identified that around 90% of the GA pilots who infringed were not using a GPS or GPS moving map.

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) NOTAMs:

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) Controlled airspace:

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 (supported by GPS moving maps) 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 requested (most likely to be 'no service required').

c) Air Traffic Zones:

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 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 available as a file for most gliding moving 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 Air Navigation Order (ANO)

The UK Aeronautical Information Publication (AIP)

All can be found online through a simple search.

BGA LAWS AND RULES
EXAMINING AND ASSESSING PILOTS AND INSTRUCTORS

Version 2	Effective date 25 Aug 16

Contents:

1. BGA Full Rated Instructors and BGA Examiners
2. BGA Senior Regional Examiner
3. EASA Examiners
4. Administration and support
5. Further information
6. How to become an Examiner
7. Examiners Costs
8. Disputes
9. What examiner is required for specific assessments / tests?

1. BGA Full Rated Instructors and BGA Examiners

Holders of a valid BGA Full Instructor rating with appropriate experience may assess pilots for the issue of Bronze endorsement and Cross Country endorsement qualification. In doing so, they have the equivalent privileges of BGA Flight Examiner (FE).

BGA Regional Examiners who also hold a valid BGA Full Instructor rating may in co-operation with a BGA Senior Regional Examiner (SRE) assess pilots for the issue of instructor ratings and coaching qualifications within the scope of their experience. In doing so, they have the equivalent privileges of a BGA Flight Instructor Examiner (FIE).

In both cases, the BGA Examiner Standards publication details the required content and standard of an assessment / examination.

2. BGA Senior Regional Examiner

Senior Regional Examiner (SRE) is the title given to the lead Regional Examiner (RE) in any particular BGA examining and coaching region. SRE's are appointed by the chairman of the BGA Instructor sub-Committee.

3. EASA Examiners

EASA Sailplane Examiner authorisations are issued by the CAA. EASA examiners operate on behalf of the CAA as the licensing authority. Depending on the specific examiner authorisation they hold, EASA examiners may test pilots, instructors and/or examiners for EASA qualification. The BGA is facilitating the transition of BGA qualified examiners to EASA qualified examiners. For transition guidance, refer to the 'Pilot Licence Conversion' detail on the BGA website.
Holders of valid EASA FE(S) and FIE(S) authorisations, where recorded by the BGA, may exercise the appropriate equivalent BGA assessment/examining privileges.

4. Administration and Support

BGA and EASA qualified gliding examiners are supported by the BGA office. Any examiner who cannot answer a query using the relevant publications is advised to contact the BGA office.

5. Further information

BGA examiner requirements and privileges are described in the BGA ‘Examiner Standards’ publication.

EASA examiner requirements and privileges are described in the BGA ‘Flight Examiners Handbook (EASA Compliant)’.

BGA Gliding Certificate and Endorsement requirements are detailed in the relevant Laws and Rules publication.

BGA Instructor requirements are detailed in the relevant Laws and Rules publication.

6. How to become authorised to assess / examine pilots and instructors

a. Read and understand the relevant requirements in BGA Laws and Rules
b. Ensure that you meet the minimum criteria
c. Consult with your CFI
d. Contact your Senior Regional Examiner

7. Examiners Costs

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

8. Disputes

Any disputes during or following an assessment or test should be resolved locally. Where necessary, a candidate or examiner can seek the view of the SRE and/or the chairman of the relevant BGA sub-Committee. A re-assessment or re-test by another examiner should be considered as a potential solution.

9. What examiner is required for specific assessments / tests?

BGA Gliding Certificate Endorsement Assessment or Test Item	***Acceptable BGA assessing or examining rating or authorisation***
Bronze skills	Full Rating or BGA FE
Navigation skills	Full Rating or BGA FE

Field landing skills	Full Rating or BGA FE (with MGIR)
Aerobatic (standard)	Full Rating or BGA FE (note 1)
Cloud Flying	Specific named examiners (note 2)
Introductory Flight Pilot course	BI coach or BGA RE or BGA FIE
Introductory Flight Pilot revalidation or renewal	Club CFI

BGA Instructor Rating and Examiner Assessment or Test	***What BGA Examiner is required?***
Basic instructor course and rating issue	BI coach or BGA RE or BGA FIE
Assistant Instructor rating club training	BGA FIC or BGA RE or BGA FIE
Assistant Instructor rating course	BGA Flight Instructor Coach (note 3)
Assistant Instructor issue	BGA RE or BGA FIE
Instructor revalidation (all)	Club CFI
Instructor renewal (all)	BGA RE or BGA FIE
Flight Instructor Coach (FIC)	Club CFI via BGA Instructor Committee
Aerobatic instructor	BGA Aeros Instructor Coach (note 2)
MGIR	BGA RE or BGA FIE (with MGIR)
Full Rating	BGA RE or BGA FIE
Regional Examiner/BGA FIE authorisation	Senior Regional Examiner

Note1. Specifically authorised for the task by the CFI
Note 2. For details contact the BGA office.
Note 3. Specifically authorised for the task by the BGA
Note 4. Holders of valid EASA FE(S) and FIE(S) and FIC (S) authorisations may exercise the appropriate equivalent BGA assessment/examining privileges.

End.

BGA LAWS AND RULES
GLIDING AEROBATICS BADGE REQUIREMENTS

Version 1.0	Effective date 1 Feb 15

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

Note: The Standard test qualifies for the BGA aerobatic endorsement.

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.

BGA LAWS AND RULES
SPORTING BADGES AND DIPLOMAS REQUIREMENTS

Version 1.2	Effective date 12 Oct 16

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 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. All record flights require a declaration.

For distance and goal flights the loss of height between the start point (release height or height of crossing the start line) and the finish point (landing point, height of crossing the finish line 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 flight from point of release to any logged point more than 50km from the point of release and which meets the 1% rule. Once the point is logged, the pilot can fly anywhere else

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 declared closed circuit flight, set either as a triangle or as an out-and–return and starting and finishing with the crossing of a 1km start/finish line.
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 declared 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 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.

BGA LAWS AND RULES
GLIDING CERTIFICATE AND ENDORSEMENTS REQUIREMENTS

Version 1.2	Effective date 25 Aug 16

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

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

Requirements

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

The UK ANO provides the opportunity for BGA member clubs to use 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, the BGA requires those pilots carrying out introductory flying where the passenger pays for the flight to hold a BGA Introductory Flight Pilot (IFP) endorsement.

Requirements

a) Both the BGA Bronze and Cross Country endorsements, or relevant valid EASA or UK pilot licence, and 50 hours pilot in command or in the case of gliders, an alternative of 100 launches as pilot in command.
b) CFI approval, and
c) Completion of an approved BGA Introductory Flight Pilot course. See IFP course content. Any coach approved to run a BI course can run an IFP course for a glider pilot.

Any coach approved to run a BI course who additionally has UK SLMG FI or EASA FI with TMG instructing privileges can run an IFP course for an SLMG or TMG pilot.

Privileges and limitations

a) To carry out introductory flights paid for by the passenger
b) The introductory flying 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 the launch type had been included in the IFP course or subsequently approved and certified in the pilots logbook by the club CFI
d) This qualification is subject to CFI approval 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 appropriate to the launch type under the authorisation of the CFI who must notify the BGA (the CFI online e-services tool should be used).

End.

BGA LAWS AND RULES
PART-FCL SAILPLANE PILOTS LICENCE OR LIGHT AIRCRAFT PILOTS LICENCE (SAILPLANES) – BGA GUIDANCE FOR LICENCE HOLDERS

Version 8.0	Effective date 1 Aug 15

Please find enclosed your Part-FCL Sailplane Pilot Licence or Light Aircraft Pilot Licence (Sailplanes) issued by the CAA as a result of the licence conversion application submitted by you to the BGA. It should include a CAA-issued card that includes a breakdown of codes used on the licence. As the holder of the licence, it is your responsibility to ensure that you are aware of the associated privileges.

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

Please note that leading up to 8th April 2018 we will be in a period of transition during which pilots holding licences will operate both to Part-FCL and to existing BGA requirements. BGA Laws and Rules will be modified later in this period to reflect the new requirements. The UK licence conversion report submitted by CAA to EASA has informed elements that are only applicable during the conversion period to April 2018.

The full detail of the regulation that applies to your licence and 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.

Please note that the following detail is offered as guidance. The Aircrew Regulation (supported by the UK conversion report) is of course the definitive requirement.

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. If you carried passengers at your club prior to converting to an SPL or LAPL(S), you retain that privilege. All passenger carrying at BGA clubs is subject to a BGA Operational Regulation and associated guidance applicable to all pilots with or without licence and is designed to manage risk. See online under 'Laws and Rules, BGA'.

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

Adding other privileges to an SPL or LAPL(S) will be challenging until EASA has resolved the ATO situation for sailplanes and other light aircraft planned for completion by 2018.

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 an instructor (includes BGA instructor until April 2018)

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. If not qualifying for a particular launch method at the time of licence conversion, the additional launch method may be added later by complying with FCL.130.S. Because the United Kingdom has applied a derogation not to apply the provisions of Part-FCL

in respect of sailplanes until 8 April 2018, the requirement at FCL.130.S may be complied with until then by flying with a BGA instructor. NB for self-launch, a BGA instructor must hold a valid UK FI SLMG rating.

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. Because the United Kingdom has applied a derogation not to apply the provisions of Part-FCL in respect of sailplanes until 8 April 2018, the requirement at FCL.130.S may be complied with until then by flying with a BGA instructor. NB for self-launch, a BGA instructor must hold a valid UK FI SLMG rating.

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).

Because the United Kingdom has applied a derogation not to apply the provisions of Part-FCL in respect of sailplanes until 8 April 2018, the requirement for flying with an instructor or examiner may be completed by a nationally qualified instructor or examiner.

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.

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.

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.

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 2018, 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. *Please note that holding a valid FI(S) certificate satisfies the published BGA instructor revalidation requirement*.

The BGA will continue to 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).

Although it will be some years ahead for all FI(S)'s, 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).

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.

SPL & LAPL(S) - Medical certificate validity

LAPL medical certificates 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 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 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.

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.

End.

BGA LAWS AND RULES
INSTRUCTOR REQUIREMENTS

Version 2.0	Effective date 13 May 16

Contents

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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 – see 11 below.

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.

Important note. During the period of transition to Part-FCL, ie until 8th April 2018, instructing at BGA clubs is to be carried out in accordance with the BGA BI, Assistant and Full instructor rating requirements described in this document.

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 on the BGA website.
Courses may be run by BGA authorised BI coaches at clubs.

4. BGA Instructor Course

The BGA approved assistant instructor course content, a list of available courses and other details are available on the BGA website.
Courses are run by a team of 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 Instructor Coach.

5. BGA Full Rating

BGA Full Rating privileges are described in 8 below.
BGA Full Rating assessments can be arranged by CFI's via their Regional team.
BGA Full Rating assessment details are available on the BGA website.
All experienced BGA Assistant Rated instructors including those that hold a Part-FCL FI(S) certificate are encouraged to obtain a BGA Full Rating.

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.

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;

- 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 glider and/or SLMG are instructing, and;
- Annual standardisation/check flying, and a refresher within 5 years of the date of revalidation

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 instructor course Post Course Review

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 glider 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), and
Testing pilots for the issue of the BGA Bronze and Cross Country Endorsements.

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 glider 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.

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
- Willing to attend a BGA FIC seminar, and
- Demonstrate competence to their club CFI

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, 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. Part-FCL Flight Instructor (Sailplanes)

To instruct at a BGA club, all BGA instructors including those who hold a Part-FCL FI(S) certificate must be revalidated by their CFI as a BGA instructor in the normal manner. A valid Part-FCL FI(S) certificate is recognised as equivalent to the revalidation requirement for the BGA instructor Assistant or Full rating held by the individual and recorded by the BGA.

Part-FCL FI(S) revalidation and renewal requirements are described in the BGA publication 'Guidance for SPL and LAPL(S) holders'.

The revalidation or renewal of an FI(S) certificate is to be notified to the CAA using the designated CAA form and separately notified to the BGA.

Important note. During the period of transition to Part-FCL, ie until 8th April 2018, instructing at BGA clubs is to be carried out in accordance with the BGA BI, Assistant and Full instructor rating requirements described in this document.
For example, regardless of Part-FCL qualifications held, the appropriate level of BGA MGIR must be held to carry out field landing training and testing as described in 9 above.

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.

BGA LAWS AND RULES
INTRODUCTORY AND PASSENGER FLIGHTS REQUIREMENTS

Version 2	Effective date 25 Aug 16

Introducing new people to gliding is a critically important activity. This document lays out the requirements for introductory/passenger flights at BGA clubs, including where there is valuable consideration, for example payment taken for the flight.

Contents;

1. Safety first
2. The UK Air Navigation Order Requirements
3. How do we comply?
4. The BGA Requirements and Guidance

1. Safety First

It is likely that around 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. All pilots carrying out introductory/passenger flying should refer to the BGA Laws and Rules publication 'Managing Flying Risk', including the helpful specific guidance applicable to pilots of all experience regarding passenger care and operational considerations.

2. The UK ANO Requirements

EASA Operations Rules do not apply to gliding until April 2019.

The ANO 2016 Article 6 defines;

- A public transport flight as one where a passenger is carried and valuable consideration is given or promised for that flight.
- An introductory flight as any flight against remuneration or other valuable consideration consisting of an air tour of short duration, offered by….an organisation created with the aim of promoting aerial sport or leisure aviation, for the purpose of attracting new trainees or new members.

Article 15 exempts introductory flights from public transport requirements providing certain criteria are met, ie;

- be operated by day and in compliance with the Visual Flight Rules; and
- be overseen by a person nominated by the relevant organisation mentioned in article 6(4a)(c) of the EASA Air Operations Regulation to be responsible for the safety of those involved; and
- comply with any other conditions which may be specified by the CAA

EASA Operations Regulation 379/2014 Article 6 in identifying activity that is not deemed to be commercial under EASA rules lists under paragraph 4 (a) c;

Introductory flights, …performed…by….an organisation created with the aim of promoting aerial sport or leisure aviation, on the condition that the aircraft is operated by the organisation on the basis of ownership or dry lease, that the flight does not generate profits distributed outside of the organisation, and that whenever non-members of the organisation are involved, such flights represent only a marginal activity of the organisation.

3. How do we comply?

The BGA and its clubs is an organisation created with the aim of promoting aerial sport or leisure aviation. Club profits are retained with the organisation. And the BGA requires anyone who flies in a glider at a club to be a member of the club.

The BGA has made it clear to the CAA that our clubs manage the risk associated with introductory flying through BGA requirements and guidance. As a consequence, the CAA currently does not specify any additional conditions to those described above.

4. The BGA Operational Regulations

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 introductory/passenger flying at BGA clubs are suitable for the task and that inherent risks are appropriately mitigated.

BGA Operational Regulations identify that:

- 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; and

- Pilots carrying out passenger or introductory flights must be in current practice, and be familiar with the type of glider and method of launch; and

- 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;

  And *where the passenger flight is being paid for other than by the pilot of the aircraft;*

- Flights paid for by the passenger may only be carried out at BGA club sites by instructors or by pilots holding a BGA Introductory Flight Pilot endorsement.

Note:

The BGA Introductory Flight Pilot endorsement is detailed at ‘Gliding Certificate and Endorsements’

The scope of the BGA Aviation Risk insurance policy includes the activities of BGA Instructors and Introductory Flight Pilots.

End.

BGA LAWS AND RULES

BGA PILOT MEDICAL REQUIREMENTS

Version 1.2	**Effective date 25 Aug 16**

Contents:

1. General
2. Pre-solo pilots - medical requirements before first solo
3. Acceptable evidence of fitness for pilots of gliders; solo flight or with another pilot
4. Medical Requirements for Instructors and pilots authorised to carry passengers
5. Older or less fit instructors
6. Competition pilots
7. Disabled Pilots and those with specified medical conditions
8. Freedom for a BGA Club to Set its Own Standards
9. Appeals and Disputes
10. Annex 'A' young pilots
11. Annex 'B' GP endorsed BGA medical 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. Those pilots who are exercising NPPL or Part-FCL licence privileges are reminded of the need to ensure that they have demonstrated or declared medical fitness in accordance with the relevant legislation. The BGA accepts differing levels of fitness matched to various risk exposures as stated below. Photocopies of medical documentation of members, including driving licences, should be obtained and retained by clubs. Limitations applied to any other aviation license also apply to gliding unless otherwise authorised.

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

There are no specific requirements and almost anyone can safely be taken into the air, but club membership application forms should as a minimum 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

- A driving licence issued by an EU nation (or the UK or the Crown dependencies)
- For those under the age of 25, a self-declaration to DVLA group 1 standard to be held by the club (Annex A).
- The CAA national private pilot medical declaration
- A GP endorsed NPPL medical (where held with remaining validity based on age)
- For visitors, any ICAO or non-ICAO medical document valid for gliding in their own country is acceptable but restricted to flight solo or with another pilot. Foreign (non EU) certificates are not accepted for permanent UK residents.
- Any of the medical authorisations listed in para 4.

4. Medical Requirements for Instructors and pilots authorised to carry inexperienced passengers

- A GP endorsed BGA medical declaration (Annex B). No renewal is required until age 45, then five yearly renewal until 65, then annual renewal.
- An EASA Class 1, 2 or LAPL, or an ICAO medical certificate that would be recognised by the UK CAA.
- An unrestricted GP endorsed NPPL medical (where held with remaining validity based on age)
- An Air Cadet gliding medical certificate or a NATO military aircrew employment standard.

5. Older or less fit instructors and pilots authorised to carry inexperienced passengers

If an instructor is aged 75 or over, or is younger or cannot comply with paragraph 4 (above), and providing that the instructor can meet a requirement of Para 3, 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 their Senior Regional Examiner. Over 75 year old instructors and pilots authorised to carry inexperienced passengers may continue without restriction provided that they hold an EASA medical certificate or an ICAO certificate that would be recognised by the UK CAA.

6. 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. Some energy drinks or food supplements may contain prohibited substances. Other competition pilots may be subject to testing during competitions.

7. Disabled Pilots and those with specified medical conditions.

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. Further notes 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 through the BGA office.

8. 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.

9. 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.

Annex A - young pilot declaration form

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

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 years……..

Date signed…….

Annex B - GP endorsed medical declaration form

This is required from instructors who are responsible for trainee pilots in the air, and from glider pilots who may be responsible for inexperienced passengers in the air. Glider pilots who fly solo or with another pilot do not need this declaration and countersignature.

1. PILOT DECLARATION

Full name……Date of birth……

I understand the Notes for Pilots printed with this declaration. I have discussed my medical history with my GP and have not withheld any relevant medical information. I believe that I am fit to fly as a pilot responsible for others at the standard required by the DVLA for a professional (Group 2) driver.

Signature of pilot……Date……

2. GENERAL PRACTITIONER COUNTERSIGNATURE

I am the general practitioner of the applicant named above and have access to their medical record. I am aware of the standards for professional (Group 2) driver contained in the DVLA Guidance and believe that there is nothing in the applicant's medical history which prevents meeting this standard. <https://www.gov.uk/government/collections/current-medical-guidelines-dvla-guidance-for-professionals> In case of doubt further advice can be obtained from a BGA Medical Adviser which is requested by emailing office@gliding.co.uk or telephoning the BGA office 0116 289 2956.

If the applicant is unable to meet the DVLA professional (Group 2) standard but still meets the private driver (Group 1) standard, they are permitted to fly solo or instruct advanced students but may not be responsible for inexperienced persons in the air. In this case, the medical condition that imposes the limitation should be explained to the applicant and a record made in the medical notes.

Signature of doctor……...Date……..

Please print name…… GMC No……

Note if further advice was sought……

Practice stamp or practice address:

BGA LAWS AND RULES
RADIO GUIDANCE

Version 1.0	Effective date 1 Jan 15

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.