

**GUIDANCE
ON THE
SUPERVISION AND CARE
OF PILOTS**



*British Gliding
Association*

GUIDANCE ON THE SUPERVISION AND CARE OF PILOTS

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1 Introduction

The BGA policy is that all clubs and pilots must understand the level of risk appropriate to each type of flying. The acceptable level of risk for flying by inexperienced pilots and flight involving members of the public must be significantly lower than that appropriate to solo flight by qualified and current glider pilots engaged in sport gliding. The following guidelines are provided to assist gliding clubs.

The guidance given within this document is applicable to flying by:

- Trial Lessons
- Passenger Flights
- Pilots “below” GPL Standards
- Early Cross-Country Flights
- Pilots “out of recency”
- Visiting Pilots

2 Supervision Guidelines

2.1 The Supervision Chain

The BGA sets overall guidelines and then devolves the responsibilities to CFIs. The CFI can then delegate responsibility to the club’s instructors. Differing levels of supervision can be delegated to differing levels of instructor (e.g. Fully Rated and Assistant Rating). In all instances, the CFI remains fully accountable to the BGA for the supervision and maintenance of flying standards at his club.

2.2 Trial Lessons

Trial lessons invariably involve members of the public who expect flying to be very safe. They do not understand the inherent risks associated with the sport of gliding. In addition to the requirement to brief trial flight candidates that flying in gliders is not as safe as flying in commercial air transport, the following guidelines apply.

- Pilots in command of trial lessons must be authorised by the CFI to do so. These flights may only be flown under the on site supervision of a BGA Full Rated Instructor unless a formal alternative arrangement has been agreed with the BGA.
- *Assistant Instructors should not be used in any supervisory role until they:*
 - *have successfully undertaken their completion course, and*
 - *have been specifically trained for the additional responsibilities by their CFI.*
 - *Additionally, they must, work within specific formal guidelines laid down by the club that comply fully with BGA requirements, and be specifically named.*
- The pilot in command of the flight should satisfy him or herself that the aircraft, the weather, the launching conditions and the pilot’s personal preparation and experience are suitable for the flight. In addition, the pilot in command should ensure that the candidate requesting the flight has been fully briefed. The briefing should cover a description of the

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main risks, actions to be taken in the event of an emergency and precautions to be taken in the cockpit environment, including the potential danger from loose articles.

- Trial lessons should only be flown in appropriate weather conditions.

DO NOT:

- Launch into cloud
- Launch in rain, or if the flight is likely to be in flown in rain.
- Launch with rain/snow/ice on the gliders flying surfaces
- Launch with misted canopy.

DO 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)
 - Cloudbase is less than 1200'
 - Flight visibility is less than 5km
 - Launching above more than 4/8th cloud
- The trial lesson must remain within safe gliding range of the airfield.
 - The trial lesson should be flown from and to a normal operating area on the airfield. Non standard circuits should be avoided where possible.
 - Trial lesson flight in gaggles should be avoided.
 - The preferred launch method should be aerotow

2.3 Passenger Flights

Most of the guidance in the paragraph above is applicable to passenger flying.

As PICs of a passenger flight can range from pilots who have only just reached Glider Pilot License (GPL) standard flying their friends in club gliders to very experienced and current pilots flying of high performance two-seaters, one simple set of criteria may well be inappropriate.

2.4 Pilots "below" GPL Standards

Pilots who have yet to achieve the GPL standard should be individually briefed and authorised before a series of flights and de-briefed afterwards. The briefing should be given by the Instructor-in-Charge or another specifically nominated instructor and should at least cover the objectives of the flight and should include a discussion on potential weather issues and launch failure options.

2.5 Early Cross-Country Flights

Pilots intent on setting off on their early cross-country flights should be individually briefed by the Instructor-in-Charge or another specifically nominated instructor. The pilot should "brief" the instructor on at least the following points: 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.

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If the pilot intends to make use of GPS as a navigation aid, this must be used in conjunction with, not instead of a suitable up to date map. His understanding of navigation, including the use of his specific GPS system, should be established.

2.6 Pilots “out of recency”

See para. 3 below and the BGA’s web-site for further guidance:

<http://www.gliding.co.uk/forms/CurrencyGuidelinesOct06.pdf>

2.7 Visiting Pilots

As visiting pilots are likely to have a wide range of backgrounds, material covering general flying operations should be readily available in the form of a Site Operations or Flying manual. Specific guidance on the intricacies of flying from a site, particularly those sites of a more demanding nature, might be better covered in a Visiting Pilots Briefing manual or at least in a separate section within the club’s main flying/operations manual. Ideally this information should be available via the host club’s web-site so that the potential visitors can brief themselves ahead of time.

Irrespective of the scope and content of the various publications, visitors should be personally briefed on the site’s key challenges before flying.

3 Currency

Within the scope of existing BGA Operational Regulations and Recommended Practices, it is recommended that pilots undertaking each type of flying identified here are aware of the BGA currency guidelines namely;

- For PIC of Dual Training, Trial and Passenger Flying, pilots in command during Dual Training, Trial and Passenger flights should have flown three takeoffs and landings in the intended glider type using the intended launch method within the previous 90 days

For currency in other types of flying discussed within this document, please refer to the material published on the BGA’s web-site:

<http://www.gliding.co.uk/forms/CurrencyGuidelinesOct06.pdf>

4 Weather and NOTAMS

The BGA has identified occasions where perceived operational pressure has led to flying taking place in unsuitable weather conditions.

Within the scope of existing BGA Operational Regulations, it is recommended that;

- Weather Forecasts. Clubs should ensure that a weather forecast is available to pilots prior to flying taking place at the site.
- Wind Indicator. Clubs should ensure that a suitable wind marker is located on the site. A wind sock mounted on a pole is ideal.

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- Weather Minima. Clubs should promulgate the minimum recommended cloud base, minimum visibility and last landing times appropriate to flying at the site and ensure that this advice is available to all pilots. Clubs should reasonably ensure that flights do not take place in unsuitable weather conditions or unsuitable visibility.
- NOTAMS. Clubs should ensure that NOTAMS and other relevant Airspace Information is available to all pilots prior to flying taking place at the site.

5 Instructor- in - Charge

Ideally, all flying should take place under the direct on site supervision of a BGA Full Rated Instructor.

Recognising that this requirement would be quite challenging for some clubs, clubs should undertake a safety assessment if they wish to operate with lower standards of supervision. In any event, Assistant Instructors should not be used in any supervisory role until they have successfully undertaken their completion course and have been specifically trained for the additional responsibilities by their CFI.

The Instructor-in-charge probably cannot personally deal with all the required supervision tasks during the flying day. In any event, it remains his clear responsibility to ensure that other instructors or suitably experienced pilots assisting with supervision and with briefings have themselves been briefed by him and agree on the key issues of the day e.g. airfield usage, weather, airspace, field landing status etc.

6 Safety Management

All BGA clubs are subject to BGA Operational Regulations and Recommended Practices. Clubs are encouraged to ensure that pilots at their club are made aware of and where necessary reminded of published BGA guidance material available at www.glidering.co.uk, and to take appropriate action to maintain appropriate flying standards at their site.

It is acceptable that, within sport gliding, experienced members may take small risks, and very occasionally have an accident, hopefully without injury. An element of risk is part of any sport. However, the type of flying specifically undertaken with what is effectively an uninformed member of the public aboard should be accorded the lowest risk possible.

7 Note

The guidance contained in this publication identifies the BGA recommended minimum level of supervision and care for the types of flying identified. 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 controls are in place to meet those circumstances where additional levels of experience and supervision are likely to be appropriate.