

TASK FINISHES AND APPROACHING TO LAND

Following the tragic accident at the World Junior Gliding Championship in 2005, during which a sailplane fatally struck a gliding photographer who was standing on a vehicle outside the airfield boundary, the AAIB has recommended that the CAA approve the wording of BGA competition finish rules.

The BGA takes public safety and the perception of public safety very seriously. Prior to the 2006 competition season, the BGA established competition rule changes that were aimed at addressing a potential public safety issue and encouraging pilots to comply with normal aviation practice. Competition experience during 2006 has demonstrated that this measure was partially successful.

2007 BGA Competition Rules

During January 2007 and prior to the final publication of the AAIB accident report, the BGA and CAA met to discuss the AAIB recommendation regarding competition finish rules. With an objective of encouraging pilots to maintain normal flying practices and thus minimise risk to third parties, the BGA and CAA agreed a number of changes to the BGA competition rules that have been detailed by the Competition Committee. Following consideration and acceptance by the Executive Committee on the 6th of February, these changes have been incorporated into the final version of the 2007 BGA Competition Rules as well as Competition Directors' guidance and notes.

All Pilots - Responsibility and Guidance

The Executive Committee has identified that the changes to BGA competition finish rules should be reflected in non-BGA rated competitions and other glider racing activity. It has also identified a need to ensure that glider pilot obligations associated with ANO 2005 Section 2 Rules of the Air Rule 5 (low flying) and ANO 2005 Part 5 Operation of Aircraft Article 74 (endangering safety of any person or property) should receive greater formal emphasis than is already the case within BGA glider pilot training and subsequent coaching.

The BGA believe that it is every glider pilot's responsibility to their sport to ensure that he or she flies legally and to ensure through responsible flying that third parties do not perceive that gliding activity threatens their safety in any way. With that in mind, the following guidance should be considered by all pilots at BGA clubs;

- i) Regardless of the position of any finish line, glider approaches towards the airfield should prescribe a descending flight profile (other than to go-around where necessary), **and**;*
- ii) during the approach the landing area should be in the pilots sight, **and**;*
- iii) the approach should cross the airfield boundary at a height which cannot endanger persons (seen or unseen), vessels, vehicles or structures.*

Notwithstanding this guidance, a pilot's primary consideration at all times should be the safety of the crew, the aircraft and third parties.

The CAA has made it clear to the BGA that they will continue to monitor activity at gliding sites and that the subject of gliding task finishing will be reviewed in the light of experience during 2007.

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