

This Code of Practice set out below is a guide for all task setters whether they be setting tasks for a group of pilots at their club or tasks for Regional or National Competitions.

BGA CODE OF PRACTICE FOR TASKS AND CROSS-COUNTRY FLYING

1. **Duty to avoid justifiable complaints.** All pilots have a duty to avoid causing justifiable complaints from other air users, and to avoid all airspace that is restricted to gliders unless they have specific permission to enter such airspace. Permission can be negotiated beforehand such as for competitions, or be obtained at the time by R/T from the relevant Air Traffic Control unit or the organisation in charge of the activity concerned. For individual pilots flying tasks of their choice, the choice of routing and heights to achieve this is the responsibility of the pilot. However, when a task is set for an organized group of gliders on a given day, the responsibility is incurred by the individual and the organisation involved in setting the task.

1.1. **Organised Task Groups.** The BGA has agreed that, unless different arrangements have been made with the appropriate Air Traffic Control Unit or airfield/activity authority, the following rules apply:

1.1.1 **Direct Tracks between Start, Turning & Finish Points (Waypoints).** The direct tracks between Waypoints (WPs) set for organized groups of gliders must not be set through or under Class A - E controlled airspace which has a base of 3500 ft AGL or below (i.e. generally 4000 ft AMSL depending on altitude of terrain), unless this can be positively justified such as in the case of clubs whose sites are under low base controlled airspace and need tracks (and sometimes WPs) under the low base airspace in order to depart and return, also where there is no alternative such as in soaring areas constrained by large areas of low base airspace such as Kent. Such direct tracks include any through or under Class D and E controlled airspace for which a dispensation exists for single gliders to penetrate in VMC without prior agreement, but this dispensation does not apply to organized task groups. For the latest listings of airspace as it applies to gliders, see the latest BGA Laws and Rules Edition 15 and the annual airspace update in S&G April/May.

1.1.2 **Waypoints near Airfields.** For organized groups of gliders, WPs should not be set in the Air Traffic Zones (ATZs) of airfields or in a notified parachuting zone, except by prior arrangement or if known not to be active on the day or at the time concerned. In the case of airfields listed as active which do not have an ATZ, the airfield itself should not be set as a WP except by prior arrangement or known not to be active on the day or at the time concerned.

1.1.2.1 **Visual Reporting Points (VRPs).** VRPs for licensed airfields are marked on the 1:500,000 air map. VRPs at major airports should not be used for organised task groups due to possible conflicts with powered traffic. An awareness of the location of VRPs is useful as they can be used in Local Agreements (e.g. with Lyneham and Brize Norton) to define the boundaries of airspace available to gliders. A list of all VRPs and their co-ordinates is available from the CAA web site at <http://www.caa.co.uk/default.aspx?categoryid=64&pagetype=90&pageid=4936>

1.1.3 **Applicability to all organised task groups.** This applies not only to BGA-approved Competitions, but to any task or route set for a group of gliders as opposed to a single glider, and therefore applies, for instance, to local club tasks to be flown by several gliders at once on a given day. The person setting the task has the responsibility for ensuring that this BGA Code of Practice is followed.

1.1.4 **Active Airfields with and without ATZs.** Airfield ATZs are of 2 NMI radius unless the airfield has a runway longer than 1850 metres, in which case the ATZ is of radius 2.5 NMI. ATZs and parachuting zones are marked on the 1:500,000 CAA air map, and are listed in the 'Air Pilot'. Some airfields with only a small amount of activity are notified as airfields but NATS do not designate a formal ATZ. In all cases, the definition of an 'active airfield' is one currently listed as such in the UK 'Air Pilot' as currently amended.

Code of Practice for Gliders Flying in Class D Airspace.

1. Glider pilots should plan to route their flights through Class D airspace when it is clear that there are advantages from so doing, such as better weather and shorter track distance.
2. Flights should try to spend the minimum of time in Class D airspace. Pilots should avoid circling on or close to the runway extended centre-lines, since this may well interfere with departing or arriving traffic.
3. Keep the controller informed if, for any reason, for example, massive sink, you have to change your planned course.
4. Good lookout is vital at all times and glider pilots should be prepared to initiate avoiding action notwithstanding their right of way priority. Gliders are not always visible on radar.
5. Competition tasks should NOT be set through Class D airspace. Where a task leg has to be set close to Class D airspace the Air Traffic Control (ATC) unit should be informed. When possible, control point(s) should be established to help ensure that gliders remain outside the airspace.

Parachute Drop Zone Procedures.

1. The list of parachute sites and the appropriate contact ATC frequency is on the aviation maps as a block of information.
2. Contact the ATC unit and they will be able to say if the site is active. The glider pilot can then request the Dropping Zone (DZ) frequency to obtain the current activity.
3. By talking directly to the parachute site, one may either be allowed to cross safely, if they are having a break, or fly around the zone if they are busy.
4. In the event of receiving a nil response from the parachute site frequency, the glider pilot should act on the strategic information given by the ATC unit and remain clear of the site.
5. **YOU WILL NEVER SEE A FREE FALL PARACHUTIST IN TIME TO TAKE AVOIDING ACTION. IF IN DOUBT KEEP OUT.**
6. The major sites at Langar, Peterborough/Sibson, Weston –on-the-Green, and Hinton-in-the-Hedges are very busy.
7. Be sure to make in-flight calls to ascertain actual status of DZ's on your route. A Radio Telephony (R/T) Licence is not required.

The full list of all parachute sites including military can be found on the AIS website. Look at En-Route index ENR 5.5.3.1. There you can find all information and contact details. It is always best to try and contact the parachute site by telephone for pre-flight briefing when task setting. Some sites only inform the parent ATC unit when the drop aircraft is airborne although they are likely to be active all day.

Always check for NOTAM's in the task area and always check the Red Arrows web site www.raf.mod.uk/reds for their activity.

C.L.Withall. April 2006