

**BGA CLUB CHAIRMEN'S CONFERENCE
30 OCTOBER 2004
THE SOARING CENTRE, HUSBANDS BOSWORTH**

**CONFERENCE REPORT AND
DIGEST OF PRESENTATIONS**

PART FIVE

**TOPICAL BRIEFINGS
AND
LIST OF DELEGATES**

CHILD PROTECTION

Phillip Burton

Phillip Burton reminded delegates of the importance of setting up an effective Child Protection system within each club. Clubs have a responsibility and a duty of care under the Children Act and cannot afford to be turning a blind eye to non-conformance with standard procedures.

Clubs need to have

- a Child Protection Policy
- a Child Protection Officer.

Awareness Training sessions will again be run this winter, paid for by the BGA, to which each club may send two participants. (More places can be booked on payment of a modest fee.) The training provides participants with a certificate that they have completed Child Protection training.

When people are referred to the CRB (Criminal Records Bureau) for checks, the CRB should issue two certificates, one for the individual and one for the club. Under the CRB rules, once the club's copy of the certificate has been checked, it should be destroyed. Checks for volunteers should be free.

Questions:

Should a young person be allowed to drive on the airfield? Answer: only if he/she holds a driving licence.

What is the level of risk? Answer: the club must be able to show that it took all reasonable precautions against young people coming to harm. If it can do this, it should be protected in the case of litigation.

GLIDER INSURANCE

John Birch

BGA Backup Policy Update

The backup policy provides liability cover:

- for volunteer inspectors (professionals are expected to have their own professional insurance cover.)
- as a top up to cover instructors if their club's insurance cover should be inadequate for any reason to meet any claim against an individual instructor.

The policy limit has been increased from £1 million to £5 million. The premium has been increased by 20% and there are a larger number of underwriters on the slip.

The call on the backup policy has largely been for legal bills incurred in handling claims.

New EU Insurance Regulations

From May 2005, gliders over a max take off weight of 500 kg will require war and terrorism cover. The likely cost of this will be around £30 per glider.

Regulations are also being introduced setting minimum levels of cover. These will not affect UK registered gliders, as the levels set by the BGA are higher than the European ones.

BGA support to clubs and miscellaneous issues

The BGA plans to start a dialogue with brokers and underwriters in order to try to obtain more favourable rates and conditions for members. Information may be needed from clubs to support this work.

There is some evidence from clubs that raising the cover under a policy does not normally cost a large amount in premiums.

There is some concern that P2s may be vulnerable to claims being brought against them by P1s and that they would not have any insurance cover to protect them in that situation.

HIRE AND REWARD

Terry Slater

This CAA initiative, the 'Recreational Aviation xxx' was intended to enable genuine joyrides, charity flights and hire and reward flying to be carried out in gliders without being in breach of the Air Navigation Order.

The initiative has become stalled at CAA level. The BGA has done all the preparation necessary at this stage and we are waiting for the CAA to make further progress on the project.

EASA UPDATE

Terry Slater

<p>European Aviation Safety Agency</p> <ul style="list-style-type: none">• A (Short) Presentation for the BGA Chairman's Conference <p>– Terry Slater</p> <p>1</p>	<p>European Aviation Safety Agency</p> <ul style="list-style-type: none">• EASA is an agency of the European Commission, created by EC Regulation 1592/2002• EASA became effective (i.e. legal) on 28 September 2003• From that date gliding in the UK became a regulated activity• The CAA is responsible for this regulation• Gliders in the UK now must be either:<ul style="list-style-type: none">– Certified, or– Excluded from the regulation ("Annex II")• Gliders will have to be registered with the CAA• In due course the regulations will cover all aspects of our flying, including certification, maintenance and pilot licensing <p>2</p>
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REGULATION ORGANISATIONAL STRUCTURE



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European Aviation Safety Agency

- EASA was initially set up in Brussels, and is currently moving to Cologne
- EASA has a Management Board, with delegates from all EU nations
- The Executive Director is Patrick Goudou
- The are four EASA directorates:
 - Rulemaking
 - Certification
 - Administration
 - Quality & Standardisation

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European Aviation Safety Agency

- EASA has to consult to make decisions and rules
- In addition to the management board, there are three bodies:
 - ABIP Advisory Board of Interested Parties
 - AGNA Advisory Group of National Authorities
 - SSCC Safety Standards Consultative Committee
- Gliding is represented by Europe Air Sports (EAS) through ABIP
- EAS represents ALL Airports
- Consultation input may be from ANYONE

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European Aviation Safety Agency

Where are we now?

- UK gliding is now legally regulated!!
- Only the certification regulation is currently effective
- We have been given time to comply
- UK Gliders divided into three groups:
 - Gliders exempted from the regulations (Annex II aircraft)
 - Gliders existing in the UK prior to 28 September 2003
 - Gliders imported after 28 September 2003
- We are currently negotiating for the best implementation deal

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European Aviation Safety Agency

Gliders exempted from the regulations (Annex II aircraft)

- These gliders will remain under national regulation
- In the case of the UK we assume this means by the BGA as at present
- These gliders are mainly old designs, or of historic significance

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European Aviation Safety Agency

Gliders existing in the UK prior to 28 September 2003

- Will have to comply by 28 March 2007
- Will have to comply with Type Certificate
- All mods will have to be approved
- Not yet clear exactly how this might be done
- Conflicting views between CAA, EASA and BGA
- BGA has asked these be considered as Annex II aircraft

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European Aviation Safety Agency

Gliders imported after 28 September 2003

- Should comply NOW
- Delay been granted by DfT, not open ended
- Will have to comply with Type Certificate
- All mods will have to be approved
- Will require to be registered ("G" letters)
- Will require EASA C of A
- Much ongoing negotiation

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European Aviation Safety Agency

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<p>European Aviation Safety Agency</p> <p>Ops & Pilot Licensing</p> <ul style="list-style-type: none"> • EASA Rulemaking issued questions as consultation • BGA produced response with EGU • BGA also produced own response • Big effort was required - seems to have produced good result • EASA now proposes EU recreational license similar to UK NPPL • Includes provision for reduced medical requirements • JAR Licenses to continue <p>11</p>	<p>European Aviation Safety Agency</p> <p>The Future?</p> <ul style="list-style-type: none"> • UK CAA will decline in influence • EASA Part M being revised - will have impact on gliding • EASA planning to regulate aerodrome standards • EASA Planning to regulate Air Traffic Services • BGA MUST keep talking with EASA • BGA is highly regarded in EASA • We have contacts at highest levels • We can be "Market Leader" <p>12</p>
<p>Any Questions?</p> <p>13</p>	

DEVELOPMENT COMMITTEE ISSUES

Diana King

The Development Committee is currently a Committee of two people, namely the Chairman (Diana King) and the BGA Development Officer (Roger Coote) who at present works an average of 2 days per week. Diana said that, having taken over the Committee chair in the early summer, she was keen to increase the size of the Committee in order to provide better cover in the event of crises such as illness and also to enable the work to be extended into new areas.

She appealed to delegates to help in three ways:

1. **People**

The Committee needs to recruit more people with knowledge and experience in a number of areas:

Type of Work	Type of people
Site acquisition and site security	Knowledge of land, land values, planning, experience of purchasing a site
Management of clubs Development of facilities and activities	Management of land, e.g. drainage, agronomy, farming. Club organization and management. Winching and technical issues.
Funding, finance, grants, loans	Financial experience including grants, e.g. Sports Council
Youth development	Youth Officer? (preferably under 40 years old!) Knowledge of universities and colleges gliding and sport. Links with youth organizations.
Miscellaneous	e.g. Countryside and Rights of Way Act Windfarms or other obstructions built near airfields

Diana asked all delegates to look out for suitable people who might have appropriate backgrounds to help with this important work.

2. **Case studies**

It is proposed to develop and make available a series of case studies and good practice briefings to help clubs to learn and discover new methods of doing things without having to 'reinvent the wheel'. The questionnaire circulated before the Conference was the start of this project. Diana thanked delegates who had completed and returned the forms and asked people to send in more examples of good practice and successful projects.

3. **Current Development Committee work**

It was expected that Roger Coote might be out of action for about another month. In the meantime Diana King invited clubs to contact her if they needed any assistance which would normally be given by Roger.

79 delegates attended, representing 45 BGA clubs.

BGA Chairman	David Roberts
BGA Vice-Chairman	Mike Jordy
BGA Chief Executive	Pete Stratten
BGA Treasurer	Keith Mansell
BGA Development Committee Chairman	Diana King
BGA Safety Committee Chairman	Kevin Moloney
BGA Executive Committee member	John Birch
BGA Executive Committee member	Patrick Naegeli
BGA representative at DfT and EASA	Terry Slater
BGA Editor of Sailplane and Gliding	Helen Evans
Bath Wilts & N Dorset	Alan Milne
Bath Wilts & N Dorset	Mark Hawkins
Black Mountains	Robbie Robertson
Booker	Dave Byass
Bristol & Glos	Stephen Parker
Buckminster	Paul Rodwell
Burn	Chris Riley
Cambridge	John Rogers
Cotswold G.C.	Tim Barnes
Cotswold	Paul Lazenby
Dartmoor Gliding Society	David Hooper
Derby & Lancs	Pete Roberts
Derby & Lancs	Mike Armstrong
Derby & Lancs	Dave Martin
Derby & Lancs	Daniel Reeves
Dorset	Carol Marshall
Dorset	Jonathan Marshall
Dukeries	M.S. Burrows
East Sussex	David Williams
East Sussex	Anthony Kerwin Nye
Essex	Brian Murphy
Essex & Suffolk	Philip Duffin
Essex & Suffolk	Dennis Heslop
Kent	Gerry Puttick
Kent	Stefan Bort
Lasham	Colin Dennis
Lasham	Ross Stuart
Lasham	Hugh Browning
London	Andrew Roch

Lincolnshire
Midland
Needwood Forest
Needwood Forest
Newark & Notts
Nene Valley
Nene Valley
Norfolk
Norfolk

Norfolk
Oxford
Oxford
Peterborough & Spalding
Peterborough & Spalding
Portsmouth Naval
RAFGSA
Rattlesden
Rattlesden
Sackville

Scottish Gliding Union
Shalbourne
Shenington
Shropshire/Soaring Centre

Southdown
Staffordshire
Stratford On Avon
Surrey Hills
The Soaring Centre
Trent Valley

Trent Valley
Upward Bound Trust
Upward Bound Trust
Welland
Windrushers
Windrushers
Wolds
York
York
Yorkshire G.C

Dave Ruttle
Charles Carter
Val Roberts
Andy Davis
Geoff Homan
Andy Griffiths
Allen Childs
Phillip Burton
Roy Woodhouse

Norman Clowes
Paul Rogers
Michael Moxon
Robert Theil

Paul Golding
Andrew Edney
Ted Norman
R S Kiddy
P Steggles
Derek Wales

John Williams
David Morrow
Mick Fursedon
Vic Carr

Dick Dixon
Brian Pearson
John Dickinson
Phillip Skinner
Jonathan Walker
V. Marchant

B. Rendall
Angus Galbraith
Michael Clark
Michael Neal
Timothy Harrington
Roger Crouch
Chris Price
Richard Smith
Paul Hepworth
Graham Evison