

## Part-FCL Licence Conversion Update

### **Licence Conversion – Important New Information for SPL & LAPL(S) Conversion Applicants and Existing Licence Holders**

Part-FCL licence conversion information, including the conversion application form, completion guidance and FAQs, has been updated at

<http://www.gliding.co.uk/bgainfo/licensing/easalicensing.htm> (please refresh the page to ensure you have the latest updates)

It is important that all licence conversion applicants and existing licence holders note some new developments effective immediately:

- The Part-FCL Sailplane Cloud Flying Rating (SCFR) is now available to applicants converting to an SPL or LAPL(S). Applicants must, of course, meet the conversion requirements described in the conversion form completion guidance. The guidance includes information for SCFR instructors and examiners.

Please note that existing holders of a LAPL(S) or SPL who already qualify for conversion to the SCFR will automatically receive a replacement licence including the SCFR – no action is required by those licence holders.

- The previous requirement to provide copies of logbook evidence for various SPL or LAPL(S) qualifications has been replaced by a single, certified declaration as part of the application form.
- The BGA can only accept the July 2014 version of the licence conversion application form – PLEASE DO NOT USE OLDER VERSIONS of the form as these will have to be rejected if received by the BGA office after the 7<sup>th</sup> July 2014.

Applicants are urged to submit their licence conversion applications as soon as possible. It is important to recognise that a significant surge of late applications will understandably result in delays at the CAA. If this happens, pilots who leave applying until just before the deadline may not receive the licence they need in time to fly their glider after 7<sup>th</sup> April 2015.

We recognise that a number of pilots are understandably concerned about obtaining an EASA medical. Evidence to date indicates that an extremely small number of pilots with a valid GP endorsed, self-declaration medical are subsequently unable to obtain an EASA medical. If after reading the CAA's medical guidance you remain concerned about whether or not you can obtain a medical certificate, please contact the BGA office.

We also realise that some pilots are concerned about renewing or revalidating licences. There is no requirement to renew or revalidate an SPL or LAPL(S). All that is required to keep a licence valid is a very modest level of currency. Where a pilot falls out of currency, some flying with an instructor or supervised solo flight applies, very much as has always been the case at most clubs.

## Safety

**Rigging Accidents.** A glider pilot is very lucky to be alive after recently attempting to winch launch with his elevator disconnected. He was seriously injured in the subsequent crash. We have previously offered specific advice on how to avoid this all too common and potentially fatal human failing. The advice is available in a number of publications including the latest accident review at <http://www.gliding.co.uk/bgainfo/documents/accidentreview2013web.pdf>.

SHORTCOMINGS IN PREPARING A GLIDER FOR FLIGHT CAN BE LETHAL AND ARE COMPLETELY AVOIDABLE. Please re-read the advice given and ensure: - that rigging is directed by a person experienced on the type, in accordance with the flight manual, without interruption or distraction; that the DI is also conducted by a person experienced on the type, without interruption or distraction; and that you carry out proper pre-flight checks, again without interruption or distraction.

**Tour de France.** The CAA has asked us to remind all pilots flying in Yorkshire and the east of England this weekend to carefully study the details of the Tour de France airspace restrictions, well in advance of any planned flights. The temporary airspace restrictions, or RA(T)s, are in place to protect official aircraft associated with the event. To minimise disruption, the restrictions will roll with the riders as they progress through each stage, with mini RA(T)s being turned on and off throughout the course of each day. Generally, the restrictions will extend from surface level to between 4,500ft - 6,000ft. Pilots are advised to read the full Tour de France AICs (Mauve 035, 036 and 037) which include detailed charts at [http://www.nats-uk.ead-it.com/public/index.php%3Foption=com\\_content&task=blogcategory&id=162&Itemid=59.html](http://www.nats-uk.ead-it.com/public/index.php%3Foption=com_content&task=blogcategory&id=162&Itemid=59.html).

**Other Major Temporary Restrictions.** Pilots are also reminded of two major events happening this weekend which have major associated airspace restrictions – the Waddington Air Show and the British Grand Prix. If you plan on flying in the vicinity of either of these, please make yourself of the restrictions (available on the NATS web site – link as above) and take great care to avoid any infringements. As always, a full list of RA(T)s that might affect gliding operations is maintained on the BGA web site at <https://www.gliding.co.uk/bgainfo/airspace/rats.php>

## Regulatory

**Temporary RMZ for Southend.** The CAA has confirmed that a temporary Radio Mandatory Zone (RMZ) will be put in place around London Southend Airport. The RMZ, which was requested by the airport operator, will go live on 18<sup>th</sup> July 2014 and will remain in place until a decision is made regarding the Southend application for controlled airspace, which the BGA has already objected to. The CAA will review the RMZ in spring 2015. Although an ATC clearance is not required to gain entry to an RMZ, a pilot must establish two-way communication with air traffic control before entering and they must then remain on frequency while in the zone unless instructed otherwise. Pilots planning to fly through the Southend RMZ will need to contact Southend on 130.775MHz before entering the zone. Aircraft not fitted with radios can still operate in the RMZ providing the pilot is able to co-ordinate arrangements with Southend ATC prior to departure. A chart showing the extent of the RMZ is at <http://www.caa.co.uk/images/14/southend250amended.jpg>

**BGA Comment on the Southend RMZ and Other Airspace Issues.** The Southend RMZ approval is the first real application of the CAA's recently published RMZ policy, a policy that we supported as it creates the opportunity for a less restrictive regime than the Class D alternative. John Williams, Chairman of the BGA Airspace Committee, has written a paper giving our thinking on this and discussing other current airspace developments. In it, he examines the

possible various possible outcomes and how these bode for the future of UK controlled airspace policy. You can read the paper at [http://www.gliding.co.uk/bgainfo/airspace/airspace\\_jw\\_0714.pdf](http://www.gliding.co.uk/bgainfo/airspace/airspace_jw_0714.pdf)

**Europe Air Sports Newsletter.** Europe Air Sports has published its latest newsletter at [http://www.europe-air-sports.org/fileadmin/user\\_upload/newsletter/EAS\\_NL\\_June\\_2014.pdf](http://www.europe-air-sports.org/fileadmin/user_upload/newsletter/EAS_NL_June_2014.pdf).

The newsletter contains interesting information and commentary on some of the regulatory reviews which were reported upon in our June newsletter.

## Competitions & Cross Country

**World Championships.** The World Gliding Championships in the Standard, Club and 20m Multi-Seat classes are entering their final stages at Rayskala in Finland. With just two possible competition days remaining the British Team are in a very strong position. Steve and Howard Jones are currently dominating the 20m class with a perfect five day wins out of five. Jez Hood is 3<sup>rd</sup> in a very tightly contested Standard Class, with brother Richard breathing down his neck in 4<sup>th</sup> place while, in the Club Class, G Dale and Tim Milner are lying 6<sup>th</sup> and 8<sup>th</sup> respectively. The UK leads in the overall Team Cup, ahead of France and Sweden who lie some way behind in 2<sup>nd</sup> and 3<sup>rd</sup> places. The World Championships for the flapped classes start later this month at Leszno in Poland.

**National Championships.** Congratulations to the winners of the recent National championships. Jez Hood won the Standard Class Nationals, held at Lasham, with Jay Rebbeck and Dave Bromley finishing second and third. The Open Class Nationals, held alongside the Standard Class competition, was won by Andy Davis, followed by Pete Harvey and Russell Cheetham. At the National Glider Aerobatics Championships, held at Saltby, the winners were: Dietmar Poll (Unlimited Class), Adam Hoskin (Advanced), Peter Sharphouse (Intermediate), Alex Harris (Sports), and Tim Beasley (Beginners).

**New Records.** David Masson's 751km out and return flight from Lasham on 2<sup>nd</sup> June 2013 at an average speed of 80.66km/h has been validated as setting new 750km out and return records in the 15m and 20m classes. Santiago Cervantes has set a new UK Standard Class 100km triangle speed record with a flight from Portmoak on 17<sup>th</sup> April at an average speed of 135.27km/h. Shaun Lapworth set new National Open Class 300km and 500km triangle speed records with his flight from Tempe, South Africa on 2<sup>nd</sup> January which averaged 168.2km/h.

**15m Nationals Change.** The 2014 15m Class Nationals venue has been moved to Lasham. The dates remain the same (16-24 August) and the competition will be run alongside the Junior Nationals. Entries will close July 31st. A note from BGA Chairman Peter Harvey describing the reasons behind the change in venue can be found at [http://www.gliding.co.uk/bgainfo/competitions/other/15m\\_nats\\_2014.pdf](http://www.gliding.co.uk/bgainfo/competitions/other/15m_nats_2014.pdf)