



DECLARED TRAINING ORGANISATION
FI(S) ADDITIONAL TMG PRIVILEGES
COURSE PROGRAMME

Student Instructor Name	
Gliding Club	
Phone number	
Email	
Licence type & number	
Licence extended to TMG?	
Hours PIC TMG	
FI(S) expiry date	
Medical expiry date	

CONTENTS

FI(S)TMG 1 Introduction and Generic DTO Statements
FI(S)TMG 2 BGA Safety Policy
FI(S)TMG 3 General Course Information
FI(S)TMG 4 Theoretical Knowledge Training
FI(S)TMG 5 Flying Training
FI(S)TMG 6 Completion Standard
FI(S)TMG Appendix 1 Course Record
FI(S)TMG Appendix 2 Course Completion Certificate

a) BGA DTO Representative's Statement

The BGA Declared Training Organisation (BGA DTO) exists to support the Part-SFCL compliant training needs of BGA clubs.

The BGA DTO central supporting function is based in its BGA office site (described here as the BGA DTO office) and a delivers flight training from a number of BGA club airfields.

The BGA DTO will comply with Part-SFCL and Part-DTO.

All training aircraft used will hold a valid certificate of airworthiness.

The BGA DTO has developed a safety policy in accordance with DTO.GEN.210(a)(1)(ii) according to which all training activities are carried out. The safety policy is described in the BGA Safety Management System manual.

All training activities are carried out in accordance with the BGA DTO training programme(s).

Changes to this declaration or of cessation of training activities will be notified to the Competent Authority in accordance with DTO.GEN.115(d).

Pete Stratten

BGA DTO Representative

b) BGA DTO approval to deliver the course (update Mar 24)

Before the course is started, the BGA site/airfield(s) used for the course, the TMG type(s) and registration(s), and the name(s) of the Flight Instructor Coach(es) delivering the course must be supplied to and approved by the BGA DTO Head of Training.

c) BGA DTO Personnel

The BGA DTO representative, based at the BGA DTO office, is Mr Pete Stratten. The representative's responsibilities include:

- ensuring the BGA DTO has the resources necessary to remain compliant
- promoting safety
- maintaining timely and effective dialogue with the Competent Authority

The BGA DTO Head of Training (BGA HoT), nominally based at the BGA DTO office, is Mr Derek Smith. The BGA HoT is responsible for ensuring that the training is carried out:

- in compliance with Part-SFCL
- within the scope of the BGA DTO declaration
- in accordance with the relevant training programme

A LHoT (normally the BGA club CFI) is to be authorised and listed by the BGA DTO office. The LHoT is responsible for:

- ensuring the club complies with the BGA DTO requirements including adhering to the BGA safety management system and associated policies and procedure
- ensuring that the training provided complies with Part-SFCL and the course programme
- ensuring sufficient resources are available to complete the training programme
- local authorisation of the instructors via a published list

Instructors delivering the flight training for this course programme must hold a valid Flight Instructor (Sailplanes) certificate with TMG instructing privileges and TMG instructor coach privileges. SFCL.315 (a) (4) and (7) refer.

c) Annual Review and Report

A BGA DTO management meeting will take place at least annually to at least review performance and any training safety and standards issues identified by the SMS and through examiner, instructor and student feedback. The meeting will include at least the BGA DTO Representative, BGA HoT and the BGA Training Standards Manager.

The BGA DTO will collate an annual report into its activities. The annual review and activity report will be submitted to the Competent Authority.

FI(S)TMG 2 – SAFETY POLICY

All training carried out at BGA club airfields should adhere to the BGA Safety Management System (SMS) including incident and accident reporting requirements. The BGA office is responsible for publication of the SMS and associated requirements.

<https://members.gliding.co.uk/library/safety/bga-safety-management-system-manual/>

<https://members.gliding.co.uk/reporting-an-occurrence/>

The course programme introduces the student pilot to new safety critical information related to TMG instructing. It is important that additional threats, as identified in the flying training programme below, are fully understood by the FIC and student instructor.

The student instructor should be encouraged to report safety related issues experienced during training.

FI(S)TMG 3 – GENERAL COURSE INFORMATION

FI(S)TMG 3.1 FI(S)TMG Training

The FI(S)TMG course will be carried out in accordance with this programme.

FI(S)TMG 3.2 Regulations and Publications

This programme complies with the Implementing Regulations in Part-SFCL as amended, and associated AMCs. References in the format 'SFCL.xxx' are from these.

Reference is made to the BGA Safety Management System (available on the BGA member website)

FI(S)TMG 3.3 Privileges, Prerequisites, Training and Licence Entries

FI(S) privileges are noted on the instructor's licence.

Prerequisites for the extension of instructing privileges to TMG are at SFCL.315 (a) (4).

The requirement to add TMG instructing privileges to an FI(S) via a training course is at SFCL.330 (b) (2).

Extension of FI(S) privileges to TMG is noted in the Remarks and Restrictions part of box XII in the licence as (a) 4.

FI(S) holders who gained the certificate by conversion prior to April 2020 from a BGA MGIR rating have the remark 'Sailplane Training Only' against the FI(S) entry on their licence. Within the BGA DTO their FI(S) certificate may not be used for instruction for a TMG extension. The remark can be removed when the holder completes this course and has the privilege added to their FI(S) certificate.

FI(S)TMG 3.5 Pre-entry Standards

There are no pre-entry standards to be met.

FI(S)TMG 3.6 Who May Instruct

The holder of a valid FI(S) certificate with 'SFCL.315 applies as in ... (a)(7)' noted in the licence's Remarks ad Restrictions (coach) (licences printed prior to April 2020 will note this as 'FCL.905.FI(i))

The DTO is to maintain a list of the FICs who may instruct for this course.

FI(S)TMG 3.7 Course Records

Course records must be retained by the DTO throughout the course and for 3 years after course completion or the latest training flight in accordance with this programme. The records must include:

- Training programme (this document);
- Brief details of Theoretical Knowledge training, eg;
 - books, packages or web sites used for TK self-study;
 - any face to face TK training;
- Flight training received, and progress made by the student instructor. Including:
 - flying exercises 'ticked off' as each is done, and
 - flight details recorded in a conventional log book (paper or digital), and
 - narrative, in a few words, of each flight with advice for next training, and

FI(S)TMG 3.8 Assessment

Coaches should continuously assess student instructor progress. The completion standard gives guidance for the standards expected. The LHoT should maintain a broad overview of student instructor progress and give advice where necessary.

FI(S)TMG 3.9 Exercise and Course Completion

On satisfactory completion of each exercise, the student instructor and coach should certify the training record (Appendix 1).

Following successful completion of the course, a course completion certificate (Appendix 3) should be completed and certified by the LHoT.

FI(S)TMG 3.10 Radio Licence

Whilst not a requirement, the BGA recommends that instructors qualify to hold a Flight Radio Telephony Operators Licence (FRTOL).

FI(S)TMG 3.11 FI(S)TMG Demonstration of Ability Preparation Checklist

The candidate should have with them:

- Government issued ID eg driving licence
- SPL or LAPL(S)
- Up to date pilot logbook
- Completed training record (FI(S)TMG Appendix 2)
- Course completion certificate (FI(S)TMG Appendix 3)
- Current aeronautical chart

FI(S)TMG 4 THEORETICAL KNOWLEDGE TRAINING

The student instructor should be encouraged to self-study with face-to-face training as needed.

Coaches should advise the student so that:

- he/she is able effectively to teach the TK element of the TMG Extension course (as detailed in the AMC to Part-SFCL).
- his/her TK keeps pace with and supports the flying training and prepares him/her for the TK elements of the AoC.

There are a variety of aids available to help this self-study, both hard copy and online.

The BGA TMG theoretical knowledge examination is useful reference.

FI(S)TMG 5 FLYING TRAINING

FI(S)TMG 5.1 Exercises

The numbering of exercises should be used primarily as an exercise reference list and broad instructional sequencing guide.

The order and content of each may be varied, if approved by the HoT <I think LHoT>, to reflect weather or individual needs in order to achieve the course completion standard. Syllabus exercises are specified as example vehicles for instructor training.

FI(S)TMG 5.1.1 Training time

The 6 hours required by SFCL.330(b)(2) are a minimum, not a target; it is expected that most students will require more.

FI(S)TMG 5.2 Threat & Error Management:

Exercises 1 & 2 include T&EM examples. T&EM must be modified to suit each specific flight exercise.

FI(S)TMG Exercise 1: Skill Test Profile (flight time approximately 1 hour)

T&E: Unexpected actions by a student instructor unfamiliar with the particular TMG or environment

M: Avoid rushing anything; careful student instructor monitoring

The focus of this exercise is the student instructor's TEM and TMG handling.

Skill Test profile should be based on AMC1 SFCL.145.

The student instructor should achieve pass standards in every aspect of the Skill Test without any particular effort.

FI(S)TMG Exercise 2 – the SPL TMG extension syllabus training exercises (flight time and number of flights as required)

T&E: Collision risk; engine and fuel management.

M: Effective lookout; use of checks; CRM; and as relevant to the specific exercise

Coaches should help the student instructors develop their abilities and techniques so that they can deliver the exercises required by an SPL TMG student.

Many of the exercises can best be developed by the coach acting as an instructor, giving the exercise to the student instructor acting as an SPL TMG student.

For this, the exercise should be a complete package, with appropriate briefing, demonstrations, student practice and identification of errors. Subsequently, the student instructor should give an entire package back to the coach.

For other exercises, briefing and discussion can be appropriate.

Throughout,

- student instructors' TEM and TMG handling should continue to be developed
- instructor competencies as detailed in SFCL.325 should be reinforced.

Notes:

- The numbering of exercises should be used primarily as an exercise reference list and as a broad instructional sequencing guide. Therefore, the demonstrations and practices need not necessarily be given in the order listed. The actual order and content will depend upon ... “
(AMC1 SFCL.330(b) (b)(2)(i)(B))
- As noted above at FI(S)TMG 5.1.1: The 6 hours required by SFCL.330(b)(2) are a minimum, not a target; it is expected that most students will require more.

Exercises required by an SPL TMG student (AMC1 SFCL.150(b)):

1. Familiarisation with the TMG
- 1e. Emergency drills
2. Preparation for and action after flight
3. Taxiing
- 3e. Emergencies: brake & steering failure
4. Straight & level
5. Climbing
6. Descending
7. Turning
- 8a. Slow flight
- 8b. Stalling
9. Takeoff and climb to downwind leg
10. Circuit, approach and landing (a normal TMG approach, with engine idling and spoiler/airbrake used for glide path adjustment, should be taught)
- 9/10e. Emergencies
11. Advanced turning
12. Stopping and restarting the engine
13. Forced landing without power
14. Precautionary landing
- 15a. Navigation (GPS and non-GPS)
- 15b. Navigation problems at low level and in reduced visibility.
- 15c. Radio navigation basics

FI(S)TMG Ground Discussion

Led by the coach:

- Discuss use of the fundamentals of effective airborne instruction to achieve the completion standards.
- Develop lesson plans for Effects of power and level acceleration/ deceleration (straight & level 2) (AMC1 SFCL.150(b) Exercise 4: (vi),(vii)&(viii)).

FI(S) 6 COMPLETION STANDARD

FI(S)TMG COMPLETION STANDARD

The student instructor should be able to:

1. demonstrate the ability to perform all elements of the SPL TMG Skill Test to a pass standard, and
2. deliver an airborne lesson of the coach's choosing from the TMG Extension syllabus in simple, easy stages to the level of competence described in SFCL.325. and
3. demonstrate ability to instruct in TMGs to a coach nominated by the DTO Head of Training.

FI(S)TMG Appendix 2 – Course Completion Certificate

I certify that (name) has completed the course of training for

(title).....on (date).....

At (airfield name).....DTO reference.....

The course consisted of.....flying hours and take-offs and landings / launches

TMG type(s) used during the course.....

Signature of Head of Training..... Name..... Date

Completed certificate should be given to the student instructor and a copy retained by the DTO.