



BGA TRAINING ORGANISATION
FI(S) ADDITIONAL TMG PRIVILEGES
TRAINING 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

Introduction
Safety
Course Information
Theoretical Knowledge Training
Flying Training
Completion Standard
Appendix 1 Course Record
Course Completion Certificate

INTRODUCTION

The BGA training organisation supports Part-Sailplane Flight Crew Licensing (SFCL) compliant training.

The BGA has developed a safety policy according to which all training activities are carried out and which complies with the BGA Safety Management System (SMS) manual.

FI(S) training is carried out in accordance with this training programme.

Site

The BGA training organisation operates from BGA club airfields which are suitable for the training being carried out as assessed by the CFI.

The training instructor(s) and student(s) must have access to a dry, warm and light briefing and rest facility.

Personnel

The BGA Head of Training is responsible for ensuring that the BGA training organisation supplies guidance that is compliant with Part-SFCL and reasonably supports BGA member gliding clubs.

The gliding club CFI is responsible for ensuring that club training is delivered compliant with Part-SFCL and BGA requirements.

Instructors delivering the flight training for this training programme must hold a valid Flight Instructor (Sailplanes) certificate with 315(a)(7) privileges, 315 (a)(4) privileges and BGA instructor membership.

Aircraft

All training aircraft used must hold a valid certificate of airworthiness and hold appropriate insurance.

SAFETY

The BGA office is responsible for publication of the BGA Safety Management System (SMS) manual, which is available on the BGA members website (search Safety Management System).

Clubs are responsible for the safety of all training carried out at and from their site and for compliance with club and BGA incident and accident reporting requirements.

Instructors and student instructors must be directed to published club safety and operating requirements, which should be explained and referred to during training.

The student instructor should be encouraged to openly discuss safety related issues experienced during training in the context of a 'just culture'.

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 Part-SFCL. References are used in the format 'SFCL.xxx'.

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 and Restrictions (coach) (licences printed prior to April 2020 will note this as 'FCL.905.FI(i)' and with (a)(4).

The gliding club 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 CFI 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 FIC 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 CFI.

The demonstration of ability must be made to an FIC authorised for that purpose by the BGA Head of Training.

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

THEORETICAL KNOWLEDGE TRAINING

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

FICs should advise student instructors so that:

- they effectively teach the TK element of the TMG Extension course (as detailed in the AMC to Part-SFCL).
- their 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.

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)).

COMPLETION STANDARDS

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 an FIC nominated by the BGA Head of Training.

Appendix 1 Course Record

Date	Flight time	TMG type	Exercises flown or TK covered	Instructor name	Confirmed Satisfactory Student and FI Signatures

Appendix 1 Course Record

Date	Flight time	TMG type	Exercises flown or TK covered	Instructor name	Confirmed Satisfactory Student and FI Signatures

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Appendix 2 – Course Completion Certificate

I certify that (candidate name)has completed the course of training for the FI(S) TMG.

on (date).....

at (BGA club site name).....

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

The aircraft type(s) used during the course were.....

I certify that I have checked that the student instructor flight training progress has been recorded.

I certify that the candidate is ready to be assessed by an examiner.

Signature of CFI.....

Name.....

Date.....

This course completion certificate should be completed and retained as part of this record.