BGA TRAINING ORGANISATION

ADVANCED AEROBATICS PRIVILEGES TRAINING PROGRAMME

V1.5 JULY 2025

CANDIDATE DETAILS (prior to starting the training)

Course Candidate Name	
Gliding Club	
Phone number	
Email	
Confirm SPL held	
PIC hours and launches in sailplanes excluding TMG	
Details of aerobatics qualifications held	
SPL privileges and certificates held, eg self-launch, FI(S), etc.	

CONTENTS

PART 1 - INTRODUCTION AND GENERAL INFORMATION

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.

All SPL advanced aerobatic training is carried out in accordance with this training programme.

a. 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.

b. 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 the relevant aerobatic instructing privileges, launch privileges and BGA instructor membership.

c. Aircraft

All training aircraft used must hold a valid certificate of airworthiness, be suitably instrumented, and hold appropriate insurance.

PART 2 – 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 pilots must be directed to published club safety and operating requirements, which should be explained and referred to during training.

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

PART 3 - THE ADVANCED AEROBATICS PRIVILEGES TRAINING PROGRAMME

a. Regulations and Publications

This programme complies with Part SFCL. References in the format 'SFCL.xxx' are from this regulation.

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

b. Training

The training must follow this training programme. **Where the student pilot does not hold SPL basic aerobatic privileges, the student pilot must complete the basic aerobatics course along with the advanced aerobatic course.**

The flight training exercises should be repeated as necessary until the applicant achieves a safe and competent standard. Having completed the flight training, the student pilot should be able to perform a solo flight containing the advanced aerobatic manoeuvres.

The dual training and supervised solo training flights should be limited to the permitted manoeuvres of the sailplane type used.

c. Pre-requisites and experience

Advanced aerobatic SPL privileges may be held after a pilot has completed this course and at least 30 hours of flight time or 120 launches PIC as an SPL holder. Reference SFCL.200.

d. Recording and assessing training

The training is recorded in this document which must be retained by the club throughout the course and for 3 years after course completion.

After each training flight, the record of training progress (Appendix 1) should be updated.
On satisfactory completion of each exercise, the student pilot and the FI(S) should certify the training record.

Instructors should continuously assess student progress. Completion standards give guidance for the standards expected. The CFI should maintain a broad overview of student progress and give advice where necessary.

Successful completion of the course shall be entered in the pilot's logbook and signed by the CFI of the club responsible for the training.

e. Course content

The Advanced Aerobatics Privilege course has two sections:

- Theoretical Knowledge (TK), detailed at Section 3A.
- Flying Training, detailed at Section 3B.

f. Course completion

Successful completion of the course shall be entered in the pilot's logbook and signed by the CFI of the gliding club responsible for the training.

g. Brief for new holders of Advanced Aerobatic Privileges

The specific privileges are detailed in SFCL.200.

It is the pilot in command responsibility to ensure that sailplanes intended to be used for aerobatics are certified to do so and suitably equipped.

PART 3A – THEORETICAL KNOWLEDGE TRAINING

The student pilot should be encouraged to self-study with face to face training as needed.
Instructors should advise the student so that their TK keeps pace with and supports the flying training.

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

The syllabus for theoretical knowledge instruction should cover the explanation of:

(1) human factors and body limitations
(i) spatial disorientation
(ii) airsickness
(iii) body stress and G-forces, positive and negative
(iv) effects of grey- and blackouts

(2) technical subjects
(i) legislation affecting aerobatic flying to include environmental and noise subjects
(ii) principles of aerodynamics to include slow flight, stalls and spins, flat and inverted
(iii) general airframe and engine limitations (if applicable).

(3) limitations applicable to the specific aircraft category (and type)
(i) air speed limitations (sailplane)
(ii) symmetric load factors (type-related, as applicable)
(iii) rolling Gs (type-related, as applicable)

(4) aerobatic manoeuvres and recovery
(i) HASELL checks and other airspace users
(ii) entry parameters
(iii) planning systems and sequencing of manoeuvres
(iv) rolling manoeuvres
(v) looping manoeuvres
(vi) combination manoeuvres
(vii) entry and recovery from developed spins, flat, accelerated and inverted

(5) emergency procedures
(i) recovery from unusual attitudes; and
(ii) drills to include the use of parachutes and aircraft abandonment.

To assist with monitoring progress, the FI(S) can initial each item on completion.

PART 3B – FLIGHT TRAINING EXERCISES

The exercises of the advanced aerobatic flying training syllabus should be repeated as necessary until the applicant achieves a safe and competent standard.

Having completed the flight training, the student pilot should be able to perform a solo flight containing the manoeuvres specified below. The dual training and the supervised solo training flights should be limited to the permitted manoeuvres of the type of sailplane used.

The exercises should comprise at least the following practical training items:

1. Confidence manoeuvres and recoveries
(i) slow flights and stalls
(ii) steep turns
(iii) side slips
(iv) spins and recovery
(v) recovery from spiral dives
(vi) recovery from unusual attitudes

Satisfactorily completed:

FI(S) signature	FI(S) name	Student pilot signature

2. Chandelles
(From horizontal flight, a 45-degree climbing line to a 45-degree banked turn. After degrees of turning, the wings should be vertical. After another 90 degrees of turning, the wings should be level and the glider in a 45-degree diving line before returning to horizontal flight)

Satisfactorily completed:

FI(S) signature	FI(S) name	Student pilot signature

3. Lazy eight
(One 270-degree turn followed immediately by a second 270 degree turn in the opposite direction, both flown at a constant speed and 60-degree angle of bank)

Satisfactorily completed:

FI(S) signature	FI(S) name	Student pilot signature

3. Rolls
(From level flight, the glider is rolled through 360 degrees (full roll) on the longitudinal axis returning to the same attitude and direction. Half rolls are 180-degree rolls from erect to inverted, or from inverted to erect)

Satisfactorily completed:

FI(S) signature	FI(S) name	Student pilot signature

4. Loops

Satisfactorily completed:

FI(S) signature	FI(S) name	Student pilot signature

5. Inverted flight

(Sustained canopy-down flight, with accurate speed and direction control)

Satisfactorily completed:

FI(S) signature	FI(S) name	Student pilot signature

3. Hammerhead turn

(The figure begins when the aircraft leaves horizontal flight and flies a quarter loop to establish a vertical climb. At the top of the vertical line, the aircraft yaws through 180 degrees and establishes a vertical descent, with the figure ending as the aircraft is returned to horizontal flight in the opposite direction).

Satisfactorily completed:

FI(S) signature	FI(S) name	Student pilot signature

3. Immelman

(Starting from erect level flight, a half loop to inverted followed immediately by a 180-degree roll in level flight back to erect)

Satisfactorily completed:

FI(S) signature	FI(S) name	Student pilot signature

PART 3C - COMPLETION STANDARDS

Throughout, the student should be able to demonstrate the ability to operate the sailplane safely within its limitations, and

- complete all manoeuvres with smoothness and accuracy, and
- exercise good judgement and airmanship, and
- apply aeronautical knowledge and regulations as currently apply, and
- maintain control at all times in a manner that the successful outcome of a procedure or manoeuvre in never seriously in doubt.

Please note the requirement to complete at least 5 hours or 20 flights of aerobatic instruction - SFCL200 (c)(2)(ii)(B).

Appendix 1 – Record of theoretical and flight training progress

Page 1 of

Date	Comment and FI(S) name and signature