



Newsletter

June 2012

Olympic Airspace

The UK Government is committed to a safe and successful Olympic Games. All aircraft are seen as a potential threat to Olympic Games safety. As a consequence, the Government has put in place a number of airspace restrictions to protect Olympic facilities. These restrictions have been designed to try to meet the needs of all general and recreational aviation. They are now set in stone and must be complied with. No exceptions. No excuse for ignorance. If a glider pilot ends up somewhere he or she should not, the implications for the pilot and his or her club are very serious, and very damaging for gliding.

Full details of the Restricted, Prohibited and temporary controlled airspace are available from the official web site at <http://olympics.airspacesafety.com>. Additional gliding specific detail is at <http://www.gliding.co.uk/bgainfo/airspace/olympics.htm>. All pilots who intend to fly during the period of the Olympic Games airspace restrictions are respectfully reminded of the need to be familiar with this information, including the Olympics Airspace ½ mil chart. Similarly, all clubs and supervising instructors are reminded of their responsibilities in helping their pilots to comply with the restrictions.

Military Interception Advice for Olympic Flyers. Guidance on the procedures to be used by the military to intercept aircraft infringing the Olympics airspace security zones has now been released by the Airspace & Safety Initiative (ASI). A quick guide (at http://olympics.airspacesafety.com/media/7037/asi_intercept_leaflet_v5_lr.pdf) and a podcast (<http://soundcloud.com/flapspodcast/caa-airspace-4>) are now available to advise pilots on what to do in the event of an interception. ASI recommends that any pilot planning to fly close to the boundary of the Restricted Zone (marked as R112 on the Olympics airspace charts) should read or listen to the information in case they inadvertently stray into the zone during their flight.

Other Olympic Venue Airspace. A number of AICs have been published prohibiting access to areas of airspace in the vicinity of Olympic venues. These are available in full on the NATS website at <http://www.nats-uk.ead-it.com/public/index.php.html> and are summarised, along with all other RA(T)s on the BGA web site at <http://www.gliding.co.uk/bgainfo/airspace/rats.php>. Note that these areas are in addition to the main prohibited and restricted zones around London and are spread widely throughout Scotland, England and Wales.

Class G Airspace During Olympics. The Olympic airspace Restricted Zone, coupled with the other airspace restrictions associated with the Games will undoubtedly generate displaced Class G airspace activity. AIC Yellow 086/2012 has been published with the aim of assisting pilots in the safe planning of flights during the period of the Olympics and Paralympics. The AIC is on the NATS web site at <http://www.nats-uk.ead-it.com/public/index.php.html> (follow the links to Aeronautical Information Circulars -> Yellow -> Y086/2012).

Safety

Airworthiness Directives.

Rotax 912 Fuel Pump Inspection. EASA has published AD 2012-0097-E (revision 1) for the before next flight inspection of certain Rotax 912 engine fuel pumps for possible replacement of a fuel hose. The AD is at

http://ad.easa.europa.eu/blob/easa_ad_2012_0097_R1.pdf/AD_2012-0097R1_1

Red Arrows. We have heard that the Red Arrows semi-permanent restricted airspace around Scampton (R313) was allegedly infringed by 7 gliders during a Red Arrows display last month. Every time the Red Arrows or similar has an issue with gliders, the great work of our airspace committee and numerous local club airspace representatives is undermined, potentially resulting in permanent damage to our sport. The 1:500000 chart explains how to deal with the clearly marked restricted airspace, including pre-flight contact details for those who are unsure before getting airborne and an in-flight Air Traffic contact for anyone unsure once in the air. We cannot stress enough how important it is that we do not infringe controlled or restricted airspace - particularly ahead of a summer of numerous, high profile restrictions.

Parachute Sites. An updated list of all BPA clubs, together with their telephone and RF details, is available on the BPA web site at <http://www.bpa.org.uk/assets/Forms/Form-192-DZ-Frequencies-and-Contacts2.pdf>

GASIL. The latest edition of the CAA General Aviation Safety Information Leaflet (GASIL), 2012/04 is now available at <http://www.caa.co.uk/docs/33/2012%2004.pdf>

Balloons. The CAA has published an information notice providing awareness information about balloon operations in the UK. Having a basic knowledge about how balloons operate can only increase safety in the air for all of us (it's an interesting read, as well!). The document is at <http://www.caa.co.uk/docs/33/InformationNotice2012093.pdf>

BGA

BGA Chief Tug Pilot. After many years successfully supporting the BGA as its Chief Tug Pilot, John Marriott is stepping down from the role. The BGA is very grateful for all John's efforts but is delighted that Derren Francis has agreed to take on the role following a handover process that is currently underway. Derren is a very experienced tug pilot, Single Engine Piston Class Rating Instructor, gliding instructor, cross country pilot and, in his day job, flies business jets.

Regulatory

UK PPLs Issued Prior to 2001. The CAA has reviewed arrangements for SLMG rating revalidation and decided to extend authorisation for 13 month revalidations for a further year. Details are in ORS 4-905, at http://www.caa.co.uk/docs/33/ORS4_905.pdf. Note: there is no change for NPPL holders.

UK NPPL in Ireland. The Irish Aviation Authority has issued an AIC which sanctions the use of the UK NPPL in Ireland. The intention is to facilitate short-term visits, not to accommodate pilots that are resident in Ireland. Ireland will accept the use of a UK-issued NPPL with a Simple

Single Engine Aeroplane (SSEA), Self Launching Motor Glider (SLMG), or Microlight Class Rating for use in Ireland subject to the criteria outlined in paragraph 5 of the document. The Irish AIC is at http://www.iaa.ie/library_download.jsp?libraryID=843

SEP/SLMG Licences. Many BGA motor glider pilots fly on the basis of a valid SEP class rating, as authorised in LASORS 2010, page F23 (bottom left corner of page). Although this clause has not been included in CAP804, the CAA has confirmed that it will remain valid until 7 Apr 2015. Questions can be directed to Andy Miller, the BGA SRE(MG) 01249 821 031

Competitions and Cross-Country

Field Landings. With the main cross-country season now underway, the number of field landings has started to increase. Already, we have had reports of farmers demanding release fees for gliders which have landed in fields. The BGA reminds pilots of the advice for dealing with such situations at <http://www.gliding.co.uk/bgainfo/competitions/fieldlanding.htm>

Field Landings (2). Derby & Lancs GC have recreated the original web site put together by Adrian Hatton showing photographs of 10 different crops, taken both from the air and in the field, at various stages of cultivation. Each crop is described - including its suitability for field landings - from early growth to harvesting time. The site is intended to help pilots make informed field selection choices, supplementing the advice in the BGA training syllabus. The site is at <http://www.fieldselection.co.uk/>

ATZ. The BGA Airspace Committee has published a briefing document covering just what Aerodrome Traffic Zones (ATZ) mean in practice for glider pilots, how to deal with them, and what the consequences might be if we get it wrong. Even if you think you know all this, please take a look at <http://www.gliding.co.uk/bgainfo/airspace/documents/atz.pdf>

Flights Above FL100. A reminder that, although the general exemption allowing gliders and SLMGs to operate above FL100 without transponders has ended, we are still permitted to fly without transponders in a number of areas above FL100. These areas were agreed between the BGA and the CAA, helped by data from the BGA Ladder which showed where we had a need, based on past airspace use. The available airspace, covering all main wave areas in the UK, is fully described in AIC Yellow 007/2012, available at <http://www.nats-uk.ead-it.com>.

Oxford Radio. Sarah Kelman's excellent article 'Avoiding Airspace' published in the current edition of S&G recommends listening to the Oxford Kidlington approach frequency on 125.32 when in the area. Since going to press, this frequency has changed to 127.75. Pilots should always refer to the current chart and associated chart amendments for the latest information. Amendments can be accessed via the NATS/AIS web site at <http://www.ais.org.uk/> (follow the top menu link for VFR Charts).

Competition Rulebook. The 2012 Competition Rulebook has been updated, together with changes to competition registration forms. You can download all of these from <http://www.gliding.co.uk/bgainfo/competitions/news.htm>

1:500,000 Charts. The latest edition (35) of the Northern England and Northern Ireland half million chart was published on 3rd May. Also a reminder that the latest Southern England and Wales chart (38), published on 8th March, includes a separate chart showing Olympic airspace.

Juniors

Junior Championship Entries. The entry list for the 2012 Junior Championships is now available at www.glidering.co.uk/bgainfo/juniors/entrylist.htm. There are still places available - you are eligible if you will be under 26 (at 31st December 2012) and have a silver badge and FAI licence (or will have by the time of the competition). There is no entry fee, and there should be at least 3 free aerotows available. You can enter by going to www.glidering.co.uk/juniorsentry.

General

Instructor Training Grant. Thanks to the generosity of a donor, who wishes to remain anonymous, we have been able to make a one-off grant to help a young pilot to train to become an Assistant Instructor. All club CFIs were approached to nominate a suitable recipient and Mike Blocksidge of Bowland Forest GC was duly selected. Congratulations Mike.