

BGA LAWS AND RULES

INTRODUCTORY AND PASSENGER FLIGHTS REQUIREMENTS

Version 2

Effective date 25 Aug 16

Introducing new people to gliding is a critically important activity. This document lays out the requirements for introductory/passenger flights at BGA clubs, including where there is valuable consideration, for example payment taken for the flight.

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1. Safety First

It is likely that around 30% of a pilot's capacity is absorbed simply by the presence of a passenger. Passenger flying is usually subject to local arrangements and pilots should check the detail with their CFI. All pilots carrying out introductory/passenger flying should refer to the BGA Laws and Rules publication 'Managing Flying Risk', including the helpful specific guidance applicable to pilots of all experience regarding passenger care and operational considerations.

2. The UK ANO Requirements

EASA Operations Rules do not apply to gliding until April 2019.

The ANO 2016 Article 6 defines;

- A public transport flight as one where a passenger is carried and valuable consideration is given or promised for that flight.
- An introductory flight as any flight against remuneration or other valuable consideration consisting of an air tour of short duration, offered by....an organisation created with the aim of promoting aerial sport or leisure aviation, for the purpose of attracting new trainees or new members.

Article 15 exempts introductory flights from public transport requirements providing certain criteria are met, ie;

- be operated by day and in compliance with the Visual Flight Rules; and
- be overseen by a person nominated by the relevant organisation mentioned in article 6(4a)(c) of the EASA Air Operations Regulation to be responsible for the safety of those involved; and
- comply with any other conditions which may be specified by the CAA

EASA Operations Regulation 379/2014 Article 6 in identifying activity that is not deemed to be commercial under EASA rules lists under paragraph 4 (a) c;

Introductory flights, ...performed...by....an organisation created with the aim of promoting aerial sport or leisure aviation, on the condition that the aircraft is operated by the organisation on the basis of ownership or dry lease, that the flight does not generate profits distributed outside of the organisation, and that whenever non-members of the organisation are involved, such flights represent only a marginal activity of the organisation.

3. How do we comply?

The BGA and its clubs is an organisation created with the aim of promoting aerial sport or leisure aviation. Club profits are retained with the organisation. And the BGA requires anyone who flies in a glider at a club to be a member of the club.

The BGA has made it clear to the CAA that our clubs manage the risk associated with introductory flying through BGA requirements and guidance. As a consequence, the CAA currently does not specify any additional conditions to those described above.

4. The BGA Operational Regulations

The BGA is very aware of the need to minimise risk to third parties, including those trying gliding. There is a requirement to reasonably ensure that pilots carrying out introductory/passenger flying at BGA clubs are suitable for the task and that inherent risks are appropriately mitigated.

BGA Operational Regulations identify that:

- Pilots carrying a passenger in a glider must hold a Bronze endorsement or LAPL(S)/SPL and be authorised to carry passengers by the CFI; and
- Pilots carrying out passenger or introductory flights must be in current practice, and be familiar with the type of glider and method of launch; and
- An instructor holding a current BGA Full or Assistant rating, or a current Part-FCL Flight Instructor (Sailplanes) certificate, shall exercise appropriate oversight during training and paying passenger flying. Where that instructor holds an Assistant Rating or an FI(S) certificate, they must be trained for the additional responsibilities;

And where the passenger flight is being paid for other than by the pilot of the aircraft;

- Flights paid for by the passenger may only be carried out at BGA club sites by instructors or by pilots holding a BGA Introductory Flight Pilot endorsement.

Note:

The BGA Introductory Flight Pilot endorsement is detailed at 'Gliding Certificate and Endorsements'

The scope of the BGA Aviation Risk insurance policy includes the activities of BGA Instructors and Introductory Flight Pilots.

End.