

BGA SAFETY COMMITTEE PRIORITIES 2016

Background

The BGA Safety Committee (SC) reports to the Executive Committee. Separately, a team of Accident Investigators headed by a senior Accident Investigator reports to the BGA Chairman. The senior Accident Investigator is invited to all SC meetings.

The SC terms of reference can be summarised as:

- Review the SMS policy and standards
- Review significant incidents and findings
- Review and maintain the hazard matrix
- Ensure safety trends are monitored effectively
- Commission where required and review progress of safety improvement activity
- Ensure issues are effectively communicated
- Monitor the effectiveness of the safety management system

In 2014, the following safety priorities for gliding were emphasised throughout the Association and informed BGA operations group sub-committees activities:

<i>Accident</i>	<i>Issue</i>
winch launch	continued education
airspace safety	continued education
inadvertent stall/spin	AVIATE in face of distraction and overload
collision	lookout, defensive flying, FLARM
tug upsets	training
rigging errors	distraction
field landing	late selection
undershoot/overshoot/landing	training

Safety Committee's priorities in 2016

1. Accident reports

The SC emphasis will be on reviewing reports and where appropriate, *taking action*. This will include:

- Where necessary, requesting further particulars for (the minority of) club reports that lack minimum necessary detail
- Identifying accidents for BGA investigation. Probably around 10 per year
- Encouraging greater capacity in the Accident Investigator team. The senior accident investigator has committed to growing his team of active investigators
- 6-monthly reviews of club accident and incident reports, the reports from BGA investigators and subsequent actions

2. Informed guidelines for safe flying in thermals

By reconstructing the collisions for which logger data is available and with the support of simulation, it should be possible to develop improved guidelines for lookout and for safe flying in thermals. The SC will attempt to identify a computer literate expert who would be enthused by this project.

3. 'Wrong lever syndrome'

The SC will attempt to identify a suitable volunteer to engage with this issue. Meanwhile, existing guidance will be reinforced.

4. Communications

A recent SC interview survey of a small sample of experienced pilots has provided clear and consistent feedback:

- Pilots want BGA safety material
- Recent BGA safety publications are convincing and in some cases have led to a change in behaviour
- Pilots want safety communications to come to them personally by email clearly identified as BGA safety items, with links to videos etc
- The impact of generic BGA safety messages is maximised if they are relayed from the club CFI

In promoting safety messages throughout the Association, the SC will:

- Continue to develop and emphasise the current safety priorities for gliding
- Give BGA safety publications their own identity
- Continue to distribute by email directly to sub-groups (eg type owners) and via the CFI to everyone
- Continue to publish leaflets, eg relating to safe winching, safe aero-towing and correct rigging.
- Publish a small number of professionally produced posters on the main hazards in gliding and how to avoid them.

5. Other initiatives

The safe winching initiative and safe aero-towing education effort, engagement with the Airspace Committee and external groups re airspace safety education, and engagement with the Competitions Committee re competition risk will continue.

The ongoing frequency of inadvertent spins by experienced pilots when under a high workload indicates that this issue needs fresh thinking where opportunity arises.