

BGA POST ACCIDENT/INCIDENT REPORTING PROCESS AND INVESTIGATION PROTOCOL 2018/2019

POST ACCIDENT/INCIDENT REPORTING PROCESS

The BGA accident and incident reporting requirements are published on the member's website. These requirements are compliant with the EASA reporting regulation.

Club accident/incident reports arriving in the BGA office are managed as follows:

1. Reports are allocated a serial number and logged. The BGA office acknowledges receipt of the report and where requested informs the sender of the serial number.
2. The BGA reports are reviewed by the office for;
 - a. *Potential urgent action*. Urgent action is immediately notified to the relevant subject matter expert
 - b. *Completeness*. Where necessary, report submitters, CFI's and Club Safety Officers are contacted by the office for additional detail
 - c. *Potential need for BGA (rather than club) investigation*. The BGA accident investigation protocol below refers. Note – the Chairman of the Safety Committee must be advised of all accidents from trial lessons/introductory flights, involving a 3rd party, or involving a pilot under the age of 18.
3. The EASA MOR portal is updated by the office as applicable
4. Reports are collated and submitted by the office to a limited circulation of subject matter experts including the BGA safety committee
5. The BGA accident and incident database is updated by a nominated member of the Safety Committee

ACCIDENT INVESTIGATION PROTOCOL

The AAIB investigate all fatal gliding accidents. Other investigation is delegated by the AAIB to BGA as described in a Memorandum of Understanding.

Non-fatal accidents involving BGA clubs are investigated at two levels, club and BGA.

CLUB: Clubs are encouraged to routinely provide the BGA with a club investigation of an accident the club is reporting, and to include details of follow up action by the CFI and/or Club Safety Officer.

BGA: The aim of BGA investigations is to assist the BGA in managing risk and preventing accidents.

BGA accident investigation is guided by two groups of priorities:

1. Investigations into accidents from trial lessons/introductory flights, involving a 3rd party, or involving a pilot under the age of 18.

2. Investigations into accidents or incidents which;
 - Had the potential to be fatal
 - Resulted in serious injury
 - Have safety implications for clubs generally
 - May influence BGA safety priorities

The BGA office will inform the Safety Committee Chairman of all Group 1 accidents. The Safety Committee member who maintains the database will regularly advise the Safety Committee Chairman of all Group 2 accidents, with a copy to all other SC members to provide them with an opportunity to make an input to the SC chairman. In response the Safety Committee Chairman will select accidents for investigation and ensure that:

- The associated club is contacted by a member of the Safety Committee to discuss the incident/accident before an investigator is allocated and an investigation is launched; and
- Club permission and co-operation is sought prior to conducting an investigation at their site; and
- Prior to any investigation, the allocated investigator is briefed by a member of the Safety Committee re the club point of contact, and the aims, scope and principles of the investigation process.

The BGA Safety Committee and those involved will be advised of investigation findings. Draft BGA investigation reports will be treated in confidence.

All completed BGA accident investigation reports will be made available to the BGA Executive Committee, and their permission sought prior to publication.

The BGA Accident Investigators are;

Senior Investigators; Chris Heames*, Peter Claiden, Dave Bullock, Richard Crockett

Other Investigators; Peter Gray, Gordon MacDonald, Stuart Naylor, Colin Cownden, Geoff Stilgoe, Chris Mann, Tom Edwards, Martin Langford

*BGA Principal Investigator

BGA

7th March 2019