

Managing Flying Risk Updates

A number of additional 8.33 channels have been allocated for gliding use. The allocations and use have been approved by CAA and Ofcom with immediate effect.

We have updated the gliding channel table published in the BGA publication 'Managing Flying Risk'. (Available on the BFGC Safety Page)

It should be noted that there are now two common glider field channels, ie 129.980 and 118.685. As previously suggested to CFIs, if your club site does not have its own allocated 8.33 channel, you should decide which of the two allocated channels works best for your site. That will require some co-ordination, based on any locally experienced issues, eg two clubs with similar names etc. using 129.980 resulting in confusion. If you are content with 129.980, please note that there is of course no requirement to change. Please also note that the cloud flying channel has changed. Although BGA and CAA wanted to continue with the existing cloud flying channel, Eurocontrol, who allocate frequency usage, could not provide adequate protection. Hence the revised cloud flying channel 130.535.

As previously noted to CFIs, Paul Ruskin of Cambridge GC is developing a gliding channels list for use as a (free) airspace file and as a download. To help with the development and accuracy of that gliding frequency list, we would be very grateful if you would let us know which channel (eg 129.980) that your club will be using with effect from 1 June 19.

We will of course widely promote the changes to radio channel use, which apply with immediate effect.

The CAA also intend to update CAP1606, which lists recreational aviation allocations.

In addition to the radio channel detail, a small number of further changes to 'Managing Flying Risk' have also been made, ie a point of detail from the ANO re oxygen use, a minor change to the aerotow launch cartwheel information, and some suggested briefing text for use when flying with other pilots.

It's very clear from BGA accident reporting that there are very few new accidents. 'Managing Flying Risk' is full of very relevant guidance based on years of hard earned experience across the BGA and further afield, including re human factors. Please ensure that all your club pilots regardless of their experience are aware of 'Managing Flying Risk' and please encourage them to refresh themselves on the content, including the updated information.

Kind regards
Pete Stratten
BGA