



Midland Gliding Club

# **Temporary (Corona Virus) Policies and Procedures**

Version 7 Effective 1<sup>st</sup> January 2021

These temporary operating policies and procedures supplement those detailed in the ANO, BGA Laws and Rules and the MGC Flying Orders Book and will be posted on the club website.

Amendments will be issued to the membership by E Mail from time to time and posted on the club website as the situation develops.

You are advised to check this document regularly and note the changes in the document history listed on the next page.

**Document History**

Version	Date	Comments
1	20 <sup>th</sup> May 2020	Initial Issue
2	2 <sup>nd</sup> June 2020	Amendments; Cross Country Flying  Weather Limitations  Access to Club Aircraft  Motorglider Operations  Launch Directions
3	4 <sup>th</sup> July 2020	2 seat training flights  Club House Access  Caravan Park  Record of Attendance  Clarification: -  Road Retrieves
4	6 <sup>th</sup> July 2020	Re-introduction of Short West Launching  <b>Amended "Record of Attendance"</b>  <b>Manning of the Retrieve</b>  <b>Winch and Club Vehicles</b>
4(a)	9 <sup>th</sup> July 2020	<b>North Launch - minimum windspeed requirement removed.</b>
5	28 <sup>th</sup> October 2020	<b>Review following Corona Virus Outbreak: Clubhouse Closed, Caravan park and Camping Area closed. No Catering. No showers</b>

**Maximum Outdoor group size = 6.**

**Weather Limitations amended (aligned with Flying Orders Book). Annual Check derogation removed. Non-licensed solo pilots pre-flight briefing requirement added. Instructor recency amended.**

**6            2<sup>nd</sup> December 2020**

**Complete review following November National Lockdown/Circuit Breakers Implementing Tier 2 (England) Restrictions**

**7            1<sup>st</sup> January 2021**

**Review following introduction of Tier 3 in Shropshire, Tier 4 in West Midlands and National Lockdown in Wales.**

## Background

I am sure everyone is aware that we are living through some exceptionally difficult times as both our political leaders and the media keep telling us.

**Following the latest National Lockdowns there have been several changes in Government policy and the restrictions governing social gathering. All members must familiarise themselves and comply with the restrictions applying to their home area and also to those covering the location of the club.**

**From 31<sup>st</sup> December 2020 until further notice the club is situated in a Tier 3 area.**

**DO NOT TRAVEL TO THE CLUB IF: -**

**YOU ARE EXHIBITING ANY OF THE ESTABLISHED SYMPTOMS OF CORONA VIRUS.**

**You live in Wales**

**You live in a Tier 4 area In England**

**NB: Any member considering travelling to the club must satisfy themselves that they comply with the latest regulations regarding travel in a Tier 3 area**

The Department for Transport and the Civil Aviation Authority have stated “General Recreational Aviation is a permitted activity.

The Department for Transport have further revised their restrictions on recreational flying to allow training and experience flights.

**“Provided strict Social Distancing measures are observed”**

The standard for Social Distancing remains at 2 meters except where that is not possible **and** mitigating measures are adopted to permit reduction of the Social Distance to 1 metre.

Addressing the new requirements requires significant changes to our normal operating environment to protect ourselves, our clubmates and our staff.

We must accept that it will be some time before we can return to anything like a normal operating environment.

We also must consider that many of our members fall in to one or other of the government’s defined Corona Virus vulnerable groups.

We must always do everything practically possible to reduce any risks to the health and wellbeing of our members and our staff by maintaining Social Distancing.

## **Record of Attendance**

**It is a mandatory requirement for club members to register their attendance at the club**

**To facilitate this, the club has acquired an NHS “QR Code” which is displayed at the entrances to the club house.**

**Every person attending the club for any reason is required to “check in” using this code.**

**Any person unable to use the QR Code is required to enter their details in the club’s daily visit record, which is available in the entrance to the clubhouse.**

## **Access to the Clubhouse**

**In compliance with the Tier 3 regulation preventing meeting indoors with people not of your household or support bubble.**

The clubhouse is **CLOSED until further notice** with the exception of access to the toilets, Hangar and Parachute cupboards.

When accessing the clubhouse the following restrictions apply

- 1) Face coverings **MUST** be worn at all times.
- 2) Hand sanitising products are provided at the entry and exit points and should be used
- 3) The Shower Block remains closed and must not be used.

At the moment there is no catering available. Consequently, members attending the club should make arrangements to provide their own refreshments.

## **Access to the Old MT Shed**

Access to the “Old MT Shed” is strictly limited to **“Authorised Persons ONLY”**

The private owner battery storage facility previously located in the Old MT Shed has been moved to the “Container” adjacent to the car park entrance.

## **Access to the Caravan Park and Camping Area**

**In compliance with the latest Tier 3 regulations the caravan park and camping area are CLOSED for overnight stays.**

However, members may wish to use these facilities **during a “day” visit to the club. In which case members must ensure that they comply with the latest regulations covering travel in a Tier 3 area.**

### **Members should also note:**

The current Government regulations prohibit the use of shared indoor shower facilities, therefore the clubhouse shower block remains closed.

There will be no catering facilities available in the clubhouse.

Therefore:-

Those members wishing to use the Caravan Park or Camping Area should be prepared to be self sufficient in terms of their showering and catering requirements.

The clubhouse toilets are of course available within the limits defined in the Access to the Clubhouse policy (above).

## **Flying Operations**

### **General**

- 1) The latest Department for Transport regulations allow us to operate the club's fleet including both 2 seat and single seat aircraft including 2 seat training aircraft for training and general flying.
- 2) All pilots wishing to fly should read and be familiar with BGA document "Managing Flying Risk".
- 3) Use of club 2 seat gliders and the Motorglider.  
Please see Mark Sanders excellent document in appendix I (at the end of this document) for further information.
- 4) We have 2 x 2 seat training gliders plus the Motorglider available for instruction.
- 5) BGA Guidelines state that to limit the potential for infection instructors should fly with the practical minimum number of students on any day. To facilitate this, a booking system is available. For details please see Mark Sanders notes in appendix I.
- 6) BGA guidance also states that the potential for infection increases after 15 minutes in a closed environment; therefore instructors are encouraged to keep 2 seat flights as short as practically possible, consistent with the training goals established for that flight (or series of flights).
- 7) Cross country flying should only be undertaken with consideration of the current Corona Virus guidance in mind. Particularly pilots must be aware of the differing regulations covering different areas.
- 8) Members intending to fly Cross Country must inform a member of the duty team of their intentions (task distance, routing).
- 9) Pilots wishing to fly cross country flying in Self Sustaining or Self Launching gliders are strongly recommended to carry out an "airborne engine test" before leaving the local area.
- 10) **Pilots wishing to fly cross country in a pure glider should ensure they have made suitable arrangements for a Socially Distanced, Covid Secure, retrieve before launching.**

NB: BGA guidance states: -

- a. Road retrieve arrangements, unless provided by members of the pilot's household, or Support Bubble depend on exceptions within the Government Guidelines for car sharing.
- b. Potential exists to compromise local residents' and land owners' Social Distancing needs, with the potential for reputational impact on gliding.

### **Weather Limitations**

1. Wind Speed – Maximum windspeed is 30 kts for "wooden" and low wing loading gliders and 40 Kts for Glass gliders.
2. Cross Wind Component – See detailed list in the "Winch Launching" section.
3. Minimum Cloud Base – Full Launch Height or minimum circuit height, whichever is the greater.

## **Club Aircraft Availability and Operations**

1. The three club single seat gliders, plus 2 x 2 seat gliders and the Motorglider are available.
2. Pilots operating club aircraft **must** wear a self-provided face covering over the nose and mouth and gloves, unless this would constitute a safety risk.

This includes inside the aircraft with the canopy down unless fogging of eyewear becomes a problem. If that happens, the face covering may be removed, but only while the canopy is closed

3. Pilots carrying out the Daily Inspection (DI) of club aircraft should include sanitising the cockpit and controls as part of this check.
4. To reduce the risk of passing on the infection; pilots operating club aircraft should sanitise the cockpit area both before and after their flying session.
5. To maintain Social Distancing and reduce the risk of cross contamination/infection, pilots waiting to launch should close the canopy before requesting the cable.
6. Private owners are encouraged to use their own parachutes to minimise the risk of cross infection
7. At the conclusion of the day's flying operations each aircraft will be washed, and the cockpit cleaned and sanitized BEFORE the aircraft is put away.

## **Motorglider Operations**

All pilots wishing to fly the Motorglider as Pilot in Command shall hold an appropriate EASA license with a TMG Rating appended and must be within the latest CAA requirements for: Certificate of Experience, Currency, Recency and Medical Certificate.

In common with other club aircraft, a self provided face covering and gloves must be worn when operating the Motorglider unless this would constitute a safety risk.

Pilots wishing to fly the Motorglider must obtain "Permission to Fly" from the Supervising Instructor of the day before launching.

Pilots operating the Motorglider shall at all times operate within the limitations stated in the Pilot's Operating Handbook/Flight Manual.

Pilots wishing to fly the Motorglider cross country shall advise the Supervising Instructor of the day of their intentions before departure.

Pilots wishing to fly the Motorglider cross country are strongly advised to obtain PPR from their intended destination before they launch from the Mynd.

Motorglider pilots are strongly advised to confirm the operational status of any potential diversion airfield before departure.

Motorglider minimum fuel load shall be calculated as:

“Fuel Required for Flight + diversion to an open, suitable, airfield + 1 Hour”

## **Private Owner Aircraft**

1. Licensed, self briefing, self authorising private owner pilots are permitted to fly within the limitations specified in this document.
2. To limit the potential for cross contamination and infection when rigging, private owner pilots should:
  - Should always wear a self-provided face covering over the nose and mouth and wear gloves
  - Work in the smallest possible group commensurate with safety
  - As far as reasonably practicable maintain Social Distancing
3. Pilots must leave the area of the private owner’s parachute cupboard and the private owner’s battery storage as quickly as possible

## **Pilot Currency Requirements**

**The following limitations apply: -**

### **Solo Pilots**

Pilots having achieved license issue status (Bronze C + Cross Country Endorsement) and who are within their “Stage Check” requirements and “Annual Check” period may, having gained “Permission to Fly” from the duty instructor team, fly single seat aircraft.

Solo pilots who have not yet achieved license issue status (Bronze C + Cross Country Endorsement) must be within the currency requirements of their MGC Stage and receive a formal pre-flight briefing from a member of the duty instructor team before flying solo.

### **Instructors**

Instructors should read and be familiar with; BGA document “Managing Flying Risk” and the BGA “Pilot Currency Barometer” (Appendix 2 of this document).

All instructors are required to have completed a minimum of 3 launches and 3 landings as handling pilot (on the launch method they wish to use for instructional purposes) in the 90 days prior to commencing instructing.

Those club instructors who have not flown instructional flights for some time are strongly advised that, even if they comply with the 3 launches and 3 landings requirement in single seat aircraft, they undertake some instructional refresher flights with either myself or Simon Adlard before commencing instructing.

## **Ground Operations**

### **Winch Launching**

#### **MGC Cable Launching Permission**

**The CAA have renewed the Midland Gliding Club “Cable Permission” to allow us to continue winch launching.**

**The cable licensing conditions state:**

**The glider must remain clear of cloud, in sight of the ground and with a minimum flight visibility of 3 Kms throughout the launch.**

#### **Weather limitations.**

**Minimum cloud base** – full launch height or minimum circuit height whichever is the greater.

#### **General Windspeed Limits**

**For “wooden” and “low wing loading” aircraft Max Gust Speed = 30 knots**

**For “glass” gliders Max Gust Speed = 40 Knots**

#### **Specific Launch Direction limits.**

##### **Long South**

Max Cross Wind Component Westerly 15 Knots

Easterly 10 Knots

### **South West (Knoll)**

Max Cross Wind Component Westerly 15 Knots

Southerly 5 Knots

Easterly Nil Knots

### **North**

Max Cross Wind Component Westerly 15 Knots

Easterly 10 Knots

### **Short West**

Maximum windspeed 30 kts for “wooden and low wing loading gliders, 40Kts for Glass gliders.

### **Main Winch**

The organisation of Main Winch operations is the responsibility of the Winch Master and his team.

### **Launch Point**

#### **Retrieve Winch Operations**

The Retrieve Winch should be set up as normal. The ground crew must be careful to maintain Social Distancing whilst working on the set up/pack up.

The Retrieve Winch should be cleaned and sanitised after set up, prior to the commencement of flying ops and cleaned and sanitised periodically during the day and at the change over of operators.

To minimise the potential for cross contamination/infection the minimum number of people should operate the Retrieve Winch.

Persons operating the Retrieve Winch must always wear (self provided) face masks, covering the nose and mouth, plus gloves.

Pilots should close the canopy before requesting the cable.

#### **Cables and Associated Launch Equipment**

Great care should always be taken to minimise the risk of cross contamination or infection by wearing gloves when handling launching equipment.

## **Maintaining the Flight Log**

The Daily flight log needs to be maintained in compliance with CAA/BGA requirements.

Club members should be prepared to carry out this function:

- A self provided face mask covering the nose and mouth plus gloves must be worn at all times when handling the log sheets/folder
- Members should equip themselves with a pen to enable them to carry out this function without sharing writing equipment.

## **Airfield Vehicles**

The MT team will make launch point vehicles available.

To reduce the potential for cross contamination/infection: the practical minimum number of people should drive club vehicles.

- Club vehicle drivers must wear a (self provided) face mask covering the nose and mouth and gloves when operating the vehicle.
- When changing over club vehicle drivers the vehicle should be cleaned and sanitized.

S.C. Male

Chief Flying Instructor. Midland Gliding Club Ltd.

31<sup>st</sup> December 2020

# Appendix I

## Return to Gliding – Dual Flying

Essential reading in bold, *background info in italics*

### The Good News

- **Two seater flying is available**
- **The Caravan Park and Camping Area are available**
- **Club Single Seater flying and Private owner flying continue for “in-check” pilots.**

### The Limitations

- **The clubhouse, including the shower block, accommodation and catering remain closed.**
- **No resumption of trial lessons**
- **Not all instructors are willing / able to instruct** *Personal risk assessments and the practicalities of living distant from the club, (in Wales or Tier 4 areas) with club facilities still closed are the reasons*
- **To minimize the risk of spreading infection Instructors will fly with a practical minimum number of students per day** *BGA guidance, the need to avoidance cross-contamination and the wishes of our instructors to minimise their personal exposure to risk make this inevitable*
- **To further minimize the risk of spreading infection two seat instructional flights will be limited in duration to the minimum required to achieve the sated training objective.***BGA recommendation.*

So, putting all this together, what do we have...?

### The Plan

- We will open every **day we have a suitable** weather forecast, student demand and duty team availability.
- **As we will only open when there is sufficient demand it is important that all members wishing to fly on a particular day register their interest on [mgcbooking@gmail.com](mailto:mgcbooking@gmail.com)**
- We will aim to have two full / assistant rated instructors on duty each day we are open. We simply don't have a big enough instructor pool to offer more as a number of our instructors live in Tier **4** areas.

- **Pre Booking is strongly advised for dual instruction. We have a large number of new members and as can be seen above a practical limit on the number of members an instructor may be prepared to fly with. On any given day priority will be given to those students who have pre-booked their training (this includes those requiring check flights).**
- **Club Single Seat and Private Owner Flying is available on any day we are open, for in-check pilots; just turn up, rig or put your name on the list, and fly**

## **Can I just turn up and Fly?**

- **I am solo and in check – no problem. Put your name on the list for a club single seater, or rig and fly your own**
- **I need dual flying. To avoid the very real possibility of disappointment we would ask you ...**  
**\*\*\* PLEASE TO PRE BOOK \*\*\***  
Given the nature of Winter flying (Short operational window in each day) and the requirement to reduce the risk of spreading infection there is a practical limit (max 3) to the number of students an instructor can fly with in any one day.
- **How Do I Book For Two Seater Flying?**
- **By email to [mgcbooking@gmail.com](mailto:mgcbooking@gmail.com)**
- **To get the best opportunity to fly (given the nature of our winter weather) send a list of dates on which you would be available to fly**, looking ahead over a for a one or two week period. We are used to allocating winch driving, instructing and LD duties, on an equitable basis, respecting individual availabilities. We intend to extend this to cover P2 flying during this period. We hope this will result in everyone getting an equal opportunity to fly given their availability and practical instructor / P2 ratios
- **Look out for your name on the standard MGC Rota page.**  
<https://www.midlandgliding.club/rota/MGCBookings.htm>  
You should also be an email reminder. Then just turn up on the day and fly
- **PLEASE LET US KNOW IF YOU CAN'T MAKE YOUR BOOKING in good time, so that we can reallocate it**
- **You can re-apply with more dates as appropriate.**

**We hope you understand that these steps are being taken to ensure the maximum fair and equal access to flying to you all over this continuing transition period. It should also help to ensure that you are rewarded with a decent day's flying when you turn up to the club.**

**We will, of course, keep this plan under continual review and be prepared to amend and improve it as experience dictates.**

**Looking forward to seeing you all at the club, and in the air, soon!**

## Appendix 2

