

010 Rules of the Air (Preparation for Flight)

Aim: To learn the right of way rules and etiquette for flying.

Just as there are road rules to abide by when driving, there are Rules of the Air that pilots must abide by to ensure the safety of all when sharing airspace and ground space.

On the ground:

Know what areas are “active” and ensure you keep clear of the takeoff and landing area unless intending to position your glider for a launch, or retrieve it after landing. Cars and people should give way / remain clear of aircraft taking off or landing. If out on the active area when others are launching or landing, remain “predictable” so others know that you are aware of what is happening and that you are not about to cross in front of a takeoff or landing aircraft.

Don't push out ahead of others waiting to launch. Instead, position your glider behind or to the side of others waiting to launch, ensuring you are not obstructing the landing area.

Ensure you clear all your equipment like pickets, wing weights, ballast weights, tail dolly and tow-out gear from the active area. Return it to a safe / sensible location like the launch point caravan or your trailer.

In the air:

The following is extracts from BGA Laws and rules, italicised sections and diagrams have been added for clarification.

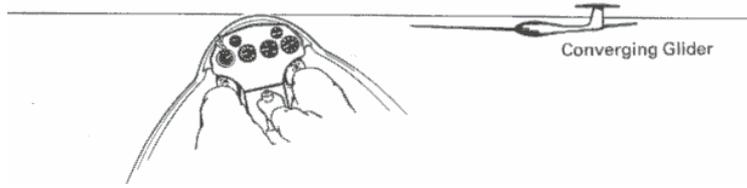
THE LAW

6.1 A glider shall not be operated in a negligent or reckless manner so as to endanger life or property, nor flown in such proximity to another so as to create danger of collision, nor in formation without prior agreement of the pilots.

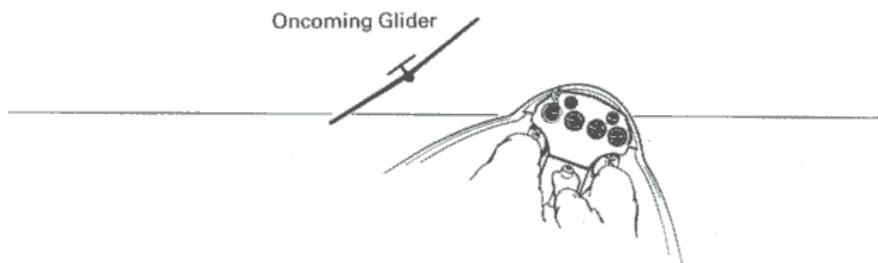
6.2 A pilot on meeting hazardous conditions in flight shall, as soon as possible, report to the appropriate air traffic control unit, information helpful to the safety of other aircraft.

6.3 The aircraft which has right of way shall maintain its course and speed, according to the following rules:

(a) **Converging.** When two aircraft are converging at approximately the same altitude, the aircraft which has the other on its right shall give way.



(b) **Head-on.** When two aircraft are approaching each other head on, or approximately so, each shall alter course to its right.



The exception is when hill soaring the glider with the hill on its right has right of way.

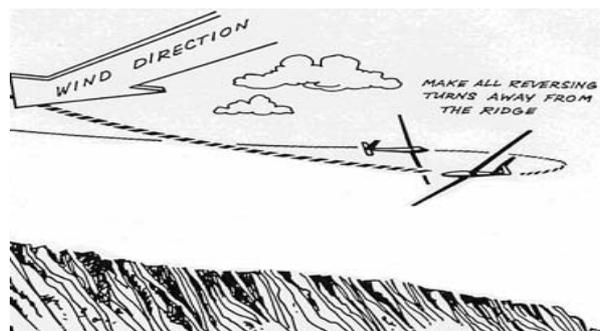
(c) **Overtaking.** Overtaking aircraft shall at all times keep out of the way of the aircraft which is being overtaken, by altering course to the right, provided that a glider overtaking another glider in the UK may alter its course to the right or to the left

The exception is for hill soaring when an overtaking glider passes between the overtaken glider and the hill in all cases.



Always have an “escape route” in case the glider you are passing begins to turn in front of you

When hill soaring, all turns shall be made away from the hill / ridge.



6.4 Whereas flying machines (aeroplanes) shall when converging give way to aeroplanes and gliders and gliders shall give way to balloons, it is nevertheless the responsibility of all pilots at all times, to take all possible measures to avoid collision.

6.5 When landing, the lower aircraft has right of way but may not cut in front of another which is on the final approach, nor overtake that aircraft. If the pilot is aware that the other aircraft is making an emergency landing he shall give way to it.

6.6 Aerobatics are prohibited over congested or urban areas or within controlled airspace without the consent of the appropriate air traffic control unit.

6.7 Aircraft following roads, railways or other lines of landmarks in the UK shall keep such landmarks on their left.

6.8 Pilots must take all reasonable steps to ensure that oxygen is used during any period when the glider is flying above Flight Level 100

OPERATIONAL REGULATIONS

6.9 A person may not be flown in a glider owned or operated by a BGA club unless he becomes a member of that club.

6.10 No persons may fly in a glider unless they have individual cockpit harness which is kept fastened throughout the flight.

6.11 A glider joining another in a thermal shall circle in the same direction as that established by the first.

6.12 No glider shall enter cloud within a radius of 5 nautical miles of a gliding site, except from at least 200 feet from below the lowest part of the cloud.

6.13 No glider shall enter cloud unless all its occupants are wearing parachutes and have been instructed in their use.

6.14 Any newly-rigged BGA club aircraft or any BGA club glider which has been subject to adjustment or repair since its last flight, must be first flown by a pilot approved by the CFI or his deputy for that purpose.

6.15 The launching cable must not be attached to the glider until the pilot is ready to be launched, and the launching signals must not commence until the projected take-off path is clear.

6.16 Pilots must report any suspected defects or heavy landings to the instructor in charge before the glider is flown again.

Need To Know: Before your first solo you need to know the rules of the air.

Further Reading: The Glider Pilots Manual; Pg274-275 Ken Stewart Rules of the air ,

BGA Laws and rules <http://www.gliding.co.uk/forms/lawsandrules.pdf>

Amendment to Rule 5 http://www.espclub.org/Rule_5.pdf

Rules of the Air http://www.opsi.gov.uk/SI/si1991/Uksi_19912437_en_2.htm

CAA safety sense "Collision Avoidance"

http://www.caa.co.uk/docs/33/ga_srg_09webSSL13October.pdf

LASORS* <http://www.caa.co.uk/default.aspx?catid=175&pagetype=68&gid=780>

Cap 393 Air navigation Order <http://www.caa.co.uk/docs/33/CAP393.PDF>

* Licensing, Administration, Standardisation, Operating Requirements and Procedures (UK)