

RECORD OF SQEP PANEL TO EVALUATE THE SAFETY OF CADET FLYING IN NON-MILITARY AC

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Item
<p>A SQEP Panel was called to investigate the current status of Cadet Flying in Non-military ac.</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>Gliding was known to be taking place at 21 BGA or RAFGSA Sites across the country. These sites had all been subject to the 2FTS admin approval iaw ATCO 35 and are listed at Annex A.</p> <p>[REDACTED]</p> <p>[REDACTED] It was felt that additional measures may need to be placed within ACTO 35 or another suitable document to address some of the differences between VGS Operations and RAFGSA/BGA Operations.</p> <p><u>Control of Gliding within the ACO</u></p> <p>It was reported that within the ACO there had been some confusion regarding the use of BGA and RAFGSA Sites. Some Cadets had been receiving instructional sorties and some Cadets were presenting themselves at non approved Sites wearing their ATC Uniform. Cadets were utilising ACO Social media pages to publicise flights undertaken at unapproved sites.</p> <p>RECOMMENDATIONS</p> <p>ACO to be reminded that Cadets are only to fly at approved sites and all flights are subject to ATCO 35 Approval.</p> <p>ACO to be reminded that Cadets are only to fly as passengers.</p>

Cadets are not to attend BGA Sites in Uniform.

A closer working relationship between 2FTS and the Regional Aviation Officers is required.

ACTO 35 should be split between two orders, one for Powered Ac and one for Gliding.

Operational Differences between 2FTS, BGA and RAFGSA Sites

It was established that the current MoU and the ACTO 35 process addressed some differences between Ops and placed some additional measures in place. However, ACTO 35 was an ACO Admin document and was believed to carry little weight with the Glider Operators.

RECOMMENDATION

The MoU should be re-written to include all the Operating Restrictions and Additional Measures and should be issued jointly by 2FTS and the BGA.

Pilot Qualifications/Experience/Currency

Pilot Training and Qualification is carried out internally at each club. The BGA have no external assurance. RAF GSA Pilots usually fly with the CFI every year and the Club is audited by a RAF GSA Examiner annually. BGA Pilots usually fly with the CFI every 3 years. All Instructors have to regain their Instructor Category every 5 years. This is carried out within the club but with BGA oversight of the paperwork.

The Panel discussed whether CGS would need to fly with BGA/GSA pilots before they were approved to fly Cadets. It was thought that a representative from CGS/2FTS would be able to tell a lot about the Operation by observing from the ground, looking at paperwork and asking questions. However, it was felt that one or 2 launches with someone that would be flying Cadets would give the extra dimension of seeing the Operations from the air. There was some confusion amongst the SQEP Panel as to the requirement for CFS oversight when there would already be a CGS audit. OC CFSGE stated that he would only be content to approve a site after flying with instructors.

RECOMMENDATION

All BGA and RAF GSA Sites should receive an annual audit by 2FTS/CGS. Flight with an instructor that would be flying Cadets would be beneficial. Additional CFS oversight could be carried out on an opportunity basis.

FLARM

FLARM is a no go item at VGS's unless subject to DHAN. FLARM would be less effective at BGA/RAFGSA Sites as not all ac flying from that site would have it fitted.

RECOMMENDATION

All Ac flying Cadets should have FLARM fitted and working.

Parachutes

All Cadets flying at VGS's wear parachutes and carry out comprehensive egress training which includes a safety video, demonstrating strength to pull the D ring and practising egress from the ac. It is standard practise at BGA and RAF GSA sites to wear a parachute and egress is discussed at the aircraft before flight.

RECOMMENDATION

All Cadets should wear a parachute. In addition to standard BGA/RAF GSA egress briefing, the Cadet should demonstrate to their instructor an ability to exit the ac unaided whilst wearing a parachute.

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Safety Management System / Assurance

The BGA have a SMS that they recommend to all BGA Sites. Each site has an individual plan and culture could vary.

The panel discussed whether an annual audit of an Operating Site was enough to assure continued Operations within our additional guidelines. It was discussed that the BGA Sites would not within DAEMS and therefore the 2FTS Safety Cell may not get feedback on any incidents or near misses.

RAF GSA Sites have been audited by the RAF Safety Centre and carry out their own assurance visits. They also operate at Military Airfields under at Head of Establishment and within the DAEMS system.

CGS have limited resource to carry out visits. The use of Adult Volunteers and the Wing and Regional Gliding Officers was discussed however, they are not SQEP.

RECOMMENDATION

The annual audit by 2FTS/CGS should include an assessment of the Clubs SMS.

A checklist could be compiled to issue to the Cadet Escorting Officer, this would list all essential criteria that must be in place for the Cadet to be able to fly within the MoU Guidelines.

Engineering

MilCAM was unable to attend the full meeting and work is required to establish the delta between BGA/GSA and Military Engineering.

RECOMMENDATION

The MoU should state that ac used to fly Cadets must hold a Certificate of Airworthiness, a current Airworthiness Review Certificate and be maintained to EASA requirements.

'Is the flight of Air Cadets in non-military gliders currently ALARP and TOLERABLE?'

It was considered by the SQEP panel that we were unable to assure ourselves that we were.

A pause on Air Cadet Gliding at non-military sites was discussed.

The DDH is invited to consider the following:

The RAF GSA is subject to external audit and assurance procedures.

A CGS Representative has carried out an audit at four of the BGA Clubs (Annex A)

RECOMMENDATION

Gliding should immediately be paused at BGA sites that have not been subjected to a CGS Audit.

Gliding could continue at the non-military sites that have received a CGS Audit or are RAF GSA Sites. These Sites should be reminded of the current restrictions listed in ACTO 35. The DDH would need to accept the risk that the recommendations made within this document would not be in place until the revised MoU is issued.

[REDACTED]

[REDACTED]

Flt Lt

ARSM

[REDACTED]

Email: [REDACTED]

Annex A

2 FTS Authorised Gliding Clubs

Distribution:

Cmdt 2FTS

OC Ops 2 FTS

2 FTS Authorised Gliding Clubs

SER	GLIDING CLUBS - 2FTS AUTHORISED	CGS VISIT	CADETS No
1	BANNERDOWN RAFGSA	YES	0
2	SHALBOURNE BGA		4
3	BICESTER GLIDING CENTRE	YES	8
4	CAMBRIDGE GLIDING CLUB		35
5	CHANNEL GLIDING CLUB		7
6	COTSWOLD GLIDING CLUB	YES	8
7	COVENTRY GLIDING CLUB		5
8	DEVON & SOMERSET GLIDING CLUB - NORTH HILL		50
9	KESTREL RAFGSA		12
10	MENDIP GLIDING CLUB		5
11	MIDLAND GLIDING CLUB		4
12	NORFOLK GLIDING CLUB - TIBENHAM		12
13	NORTHUMBRIA GLIDING CLUB		20
14	OXFORDSHIRE SPORTSFLY LIMITED		1
15	PORTSMOUTH NAVAL GLIDING CENTRE - LEE ON SOLENT	YES	2
16	SCOTTISH GLIDING CENTRE - PORTMOAK		0
17	SEAHAWK GLIDING CLUB - CULDROSE		0
18	STAFFORDSHIRE GLIDING CLUB - SEIGHFORD		0
19	UPWARD BOUND TRUST		8
20	WOLDS GLIDING CLUB	YES	56
21	WREKIN RAFGSA		16
22	YORKSHIRE GLIDING CLUB - SUTTON BANK		0
TOTAL			253