

**BGA NCO.SPEC SAILPLANE TOWING
GENERIC RISK ASSESSMENT AND CHECKLIST**

V1.1 8 April 17

Sailplane towing is an entirely routine method of launching a sailplane. Under EASA NCO SPEC rules, applicable to EASA aeroplanes and TMGs flying within a gliding club environment in the UK from 21st April 2017, the pilot in command towing a sailplane with an EASA aeroplane or TMG is to utilise a risk assessment and checklist as detailed in NCO.SPEC Subpart E. The checklist is to be readily accessible, as well as periodically reviewed and updated. The UK CAA agree that existing BGA sailplane towing guidance provides the necessary detail and that a generic checklist can satisfy the NCO SPEC requirement within BGA clubs. The following risk assessment and checklist has been developed using NCO SPEC Subpart E and is offered in support of BGA club sailplane towing operations.

RISK ASSESSMENT

Mid-air collision, loss of control, and landing hazards apply to any type of flying operation. The take-off and climb represent a potential *increased risk* when towing a sailplane. Specific guidance on take-off performance considerations is described in a BGA safety briefing at <https://members.gliding.co.uk/library/pilot-training/aerotow-performance/> . Awareness of the content of that document should form a part of the towing pilot's risk assessment. Other guidance is available at <https://members.gliding.co.uk/bga-safety-management/safe-aerotowing/>

CHECKLIST (in addition to existing aircraft checks)

The Aircraft - Is the towing aircraft suitably equipped and prepared for the tow, including tow rope and weak link?	Yes/No
The Pilot/Crew - Is the towing pilot in command suitably trained, experienced, appropriately licenced, current, and fit for flight?	Yes/No
Aircraft Performance - Has the <u>combination</u> take-off performance been carefully considered and is it adequate?	Yes/No
The Glider - Is there more than one unusual feature, ie, <i>inexperienced pilot, belly hook, short rope, significant turbulence, all flying tail-plane</i> ? Two or more may indicate an unreasonable risk.	Yes/No
Normal and Emergency Procedures - Have normal operating procedures applicable on the day <u>and</u> emergency procedures been considered?	Yes/No
Records - Are the flight details correctly recorded, eg log sheet completed?	Yes/No