



LONDON GLIDING CLUB

COVID-19 OPERATIONS GUIDELINES - PHASE 2 UPDATE – EFFECTIVE 4 JULY 2020

1. BACKGROUND

BGA Extract: The sport of gliding of course takes place outdoors. Pilots, winch operators and airfield vehicle drivers normally operate alone. With care and within limits, gliding can be compatible with social distancing and other COVID19 mitigating requirements.

The DfT has released Updated Recreational General Aviation Covid-19 Guidance' on 30 June 2020 which confirms that GA flying is allowed where social distancing measures can be observed, and that dual and training flights are permitted from 4 July.

LGC commenced our Phase Zero operation on 16 May and from 18 May 2020 we entered Phase 1 of Gliding Operations under COVID 19 restrictions. This enabled solo flight and dual if with a P2 living in same household

This Phase 2 guidance supports solo and dual/instructional flying, including by those from different households.

IMPORTANT: LGC phase 2 guidance covers solo and dual flight by LGC Full Flying members only, including for the avoidance of doubt Cadets, Juniors, Reciprocal, Country, Overseas, and Life Members. These guidelines do not cover the provision of flying for Temporary members (trail lessons, short courses etc), and the club remains closed to the public. These activities will be the subject of 'Phase 3' guidance in due course.

Note: Bedfordshire Police aware of our resumption of activity - if asked quote ref BP 1605200096

2. CORONAVIRUS GUIDELINES - SOURCES OF INFORMATION

LGC Phase 2 operational arrangements at LGC are intended be generally consistent with guidelines issued by the BGA, CAA, and DfT, within the overall framework of the Government Coronavirus Guidelines. These sources are being updated constantly and LGC Members are advised to monitor them for further updates.

Government: www.gov.uk/coronavirus

Coronavirus (COVID-19): General guidance

Coronavirus (COVID-19): recreational general aviation (updated 30 June)

CAA: www.caa.co.uk

CAP1919: Safety advice and tips for pilots returning to GA flying post COVID-19

CAP 1925: COVID 19 –Preparing to Return to Normal Flying Operations for General Aviation Private Pilots

BGA: www.gliding.co.uk

Members area - COVID19 – support, exemptions and restarting gliding information

BGA Guidance – Covid19 and Gliding Operations Phase 2

2. LGC COVID-19 OPERATIONS: GENERAL CONSIDERATIONS & PRINCIPLES

- It is an individual member's responsibility to follow the public health guidance such as social distancing.
- Members should recognise that no regime established at the club or elsewhere can guarantee protection from COVID infection, and that by choosing to visit the club there is greater risk than self-isolation. Each

individual must make their own personal decision as to whether to attend the club and how to protect themselves and others whilst there.

- Our traditional club rotas are suspended. Members should not feel obliged to attend the club to fulfil a 'duty', or to participate in dual flying either as instructor or pupil, if they feel the personal risk is inappropriate, and members should respect the decisions made by others, whose reasoning for their decision is to be regarded as private & personal. However, if you choose to fly then it is reasonable to expect that you are also able to help with ground operations as well.
- Unfortunately the traditional 'everyone does everything' culture is not consistent with COVID-19 protection guidelines. In particular we are introducing procedures to avoid multiple persons touching multiple surfaces, or using multiple items of equipment.
- We fully recognise that much of the enjoyment of attending the club is for social interaction: sadly, compliance with COVID guidance clearly places restrictions on us. We need to ask members not to attend the launch point unless designated to fly or participate in the club operation. It is important to observe the guidance regarding social distancing and gatherings whenever you visit the airfield.
- Some areas of the club are closed and 'out of bounds'. Please do not enter hangars unless you are part of the designated team. Please help protect workshop staff by not entering the workshops.
- Many aspects of these procedures are at variance with the traditional culture of equality, fairness and mutual support and fellowship established at our club over many years. Those who were privileged to be able to fly under Phase 1 please recognise that others may not have been able to fly yet, even though many have been helping as ground crew.
- Also please recognise that operational roles have had to be adapted in such a way that they have become more 'solitary' in nature, with significantly fewer handovers, and longer 'shifts' in role, as well as the additional requirements for hygiene. These voluntary roles are therefore more demanding and less attractive.
- The 'Flight Supervisor' (aka Duty Instructor), may not be able to instruct and thus acts purely as supervisor and advisor. Pilots who are able to fly are encouraged to show their appreciation by participating as part of the club operation from time to time.
- Pilots flying cross-country are advised to consider the BGA guidance and to following the club procedures for logging safe return and covering LTCC communication. See section 4.5 below.

3. COVID19 MITIGATION - PERSONAL /GENERAL RESPONSIBILITIES

- Members are personally responsible for compliance with the government coronavirus guidelines. Please monitor the government website (www.gov.uk/coronavirus) for up to date guidance and advice, much of which is reflected in the wider media. As well as the general advice regarding social distancing and personal hygiene, your attention is drawn to the provision for vulnerable persons, and the actions to take if you suffer COVID19 symptoms, or have been in contact with someone else who has.
- See Health Status Checklist attached as appendix to these guidelines
- Advice tailored to General Aviation and Gliding is available from the DfT, CAA and BGA.
- Almost all activity at LGC is outdoors: the primary concerns are maintenance of social distancing (2m or 1m with face covering - crosswind not up/downwind!), avoiding large groups, and hygiene.
- Please wash your hands on arrival at, and on departure from the club
- Bring personal supplies of hand sanitiser, wipes, clingfilm (see below), facemask etc (and lunch!)

4 AIRFIELD OPERATIONS

Note: All flying remains subject to normal club rules, Ops Regulations & CFI jurisdiction/safety regime unless modified by this document e.g. no unsupervised solo flight by unlicensed pilots. LTCC to be called at start/end of flying as per normal procedures.

4.1 General

All flights by aerotow or self-launch only. Please await updates regarding introduction of the winch.

One person shall be Tower/ launch controller, LTCC radiophone operator and record-keeper (with own pen!). If there are pilots requiring supervision, there must be a suitably qualified Instructor present. It is important that no-one other than the tower controller should enter the tower. Pilots should pass log details to Tower by radio or from outside the tower. A change of tower controller involves cleaning of all equipment in the tower and cab.

There should be no 'gatherings' at the launch area. Members should not visit the launch area unless they are directly involved in flight operations.

In order to minimise cross contamination, and reduce the need for cleaning, only the specific person allocated to a specific item of equipment should touch that item until the next cleaning, e.g. buggy drivers are encouraged to adopt their 'own' buggy for the day.

As well as normal personal equipment members are encouraged to bring personal supplies of hand sanitiser, wipes etc., and a packed lunch.

4.2 Club Gliders - General

In the past everyone has joined in and everybody helps in any/every role for which they are qualified, but under COVID-19 restrictions this is no longer the case. In order to minimise risk of transmission via surfaces each person will have one specific role and (generally) will not switch roles. Each item of equipment (e.g. buggy, glider etc) must be cleaned between each user so swapping of roles (even swapping to a different buggy) is to be discouraged.

Designated pilots will be allocated gliders at the briefing - they do DI, collect parachute/battery themselves, no other person should touch any part of canopy/cockpit of that glider until it is left overnight/cleaned for next pilot. Pilots satisfy themselves that appropriate cleaning has been conducted before and after flight. Pilots do not touch buggies or any part of glider other than cockpit/canopy. See cleaning below.

Ground crew assist with packing/unpacking the hangar, but must not touch the canopy/interior of glider (designated pilots only). Each buggy has a designated driver, no-one else permitted to use it. No passengers on buggies (other than those from personal household). This means one ground crew will have to walk to retrieve a landed club glider.

4.3 Club Gliders – Dual/Instructional flights

Instructors and pupils flying together in dual seat aircraft should be aware that spending time together in an enclosed cockpit raises the risk of infection, regardless of the mitigation actions in place. Participants in dual flying must be particularly diligent in their personal health status check (see appendix).

In order to reduce the number of people each member has contact with, each glider will be allocated an instructor and (normally) two pupils for the day. There will be no 'arrivals list', please do not attend speculatively hoping to receive instruction.

No-one else should touch or use the allocated glider and this 'team' should not normally use other gliders, unless for example, transferring to K23 after check flight. The whole team should be available at the start and end of the day for unpacking/packing their glider.

The team will decide for themselves how the day will be organised, and should consider:

- minimise the flight time to that reasonably required to complete the flight aims
- cockpit cleaning pre and post flight (see guidance below)
- optional use of face coverings and gloves
- avoid close (less than 2m, or 1m with face coverings) face to face dialogue during ground briefings
- use face coverings in flight, but only if it is safe and practical to do so.
- avoid the need for close assistance when strapping in and exiting the cockpit
- use of remote/virtual pre- and post- flight briefings and 'classroom' training

4.4 Private Owners

The 'private' operation will be largely independent of the 'Club' operation. However, private owners will recognise that they can only fly if the basic club operation is there to assist. Please contribute by volunteering in accordance with the process outlined in section 7 below.

Private owners are able to rig/de-rig alone or with a maximum of one helper, and move their glider with their own vehicle. Please ensure DI and other preparation is complete before arriving at the launch point. Buggies are for club gliders only. Please position your glider ready for launch, without assistance from others, and clean both wing tips ready for the wingrunner.

We should avoid multiple hands touching a glider (with or without gloves) and similarly individuals should avoid touching multiple surfaces of potentially contaminated gliders. Club Ground Crew generally will avoid touching private gliders.

Note this regime makes it much more difficult to 'move forward' a grid ready for launch, and results in a slower launch rate.

4.5. Cross Country

Pilots contemplating flying cross country are encouraged to consider the following from BGA:

Re-establishing currency before undertaking a cross-country flight

Practicing a turbo start near the home airfield

Thinking through the practical considerations of an away landing:

- other airfields and strips may be closed or not allow relaunch or aerotow retrieve
- road retrieve arrangements, unless provided by members of the pilot's household, contravene social distancing requirements
- potential to compromise local residents' and landowners' social distancing needs, with potential for reputational impact to gliding.

Pilots flying cross-country are reminded of the need to ensure there is a 'buddy' available to confirm their safe return. The cross-country log must be completed in the normal manner. Important: when the club operation has ceased for the day, the returning x/c group will be given and must accept responsibility for LTCC communication and the log until the last x/c pilot is accounted for, after which they close airspace and complete the log in the normal manner.

5 HYGIENE AND CLEANING

5.1 Cleaning materials - General

The club will endeavour to maintain supplies of hand soap, wipes and hand sanitiser but members should realise that it remains extremely difficult to get bulk supplies and we cannot guarantee availability. Hence we urge you to bring your own materials. Follow protocols re hand washing and not touching your face. There is a bulk supply of sanitiser at the control tower.

5.2 Cleaning of equipment between users

Each pilot/crew will be responsible for cleaning/satisfying themselves of cleanliness of surfaces in the item (glider, tug, winch, buggy etc) that they have been allocated and to clean again at the end of use. Please would private owners not use materials provided for the club operation.

5.2.1 Club Gliders & Tugs: Cockpit Cleaning (based on BGA Guidance)

In addition to regular cleaning of wing tips and other touched surfaces, prior to another pilot occupying the cockpit it needs to be cleaned using an appropriate wipe or solution that cannot damage the aircraft materials. Particular attention should be paid to:

- Canopy opening handles, the control handles and stick, the instrument panel buttons and knobs
- Microphone gooseneck, microphone head and grille. Each pilot to install a food-type clingfilm on the head of the microphone that should be replaced each time the pilot changes. Bring your own!
- Seat harness buckles and pull-down straps
- To minimise the amount of cleaning required during the day, it will be helpful to limit the sharing of aircraft equipment, such as parachutes.
- Tug headsets should ideally be personally owned and used. We believe there are enough club headsets for those tugpilots who do not own one, to adopt a club set for exclusive use for the time being.

5.2.2 Buggies

Steering wheel, keyswitch, gear selectors and other relevant surfaces to be cleaned at each change of user.

5.2.3 Tower

Bring your own pen! Door handles & locks. Microphones see below. Cab: Steering wheel, keyswitch, gear selectors etc, and other relevant surfaces to be cleaned at each change of user.

5.2.4 Microphones - use of clingfilm

Microphones are used close to the mouth and thus may become contaminated if used by an infectious person. At the same time they may not be able to be cleaned to an acceptable standard using liquids. As well as club aircraft microphones (where used by multiple pilots), LTCC radiophone and handheld radios can be protected with clean clingfilm at each change of user, with the next user providing their own film, and removing it after use.

5.2.5 Use of Gloves

Gloves might be useful in some circumstances - for example, Club Ground / buggy driver crew might wear gloves when opening hangar doors, unpacking gliders and then dispose of the gloves. Similarly at end of day.

5.2.6 Use of Face Coverings

When masks or face coverings are being worn:

- Masks (or any other protective equipment) must not interfere with the operation of the aircraft.
- Pilots need to consider the likelihood of spectacles or sunglasses steaming up.
- Pilots flying two seat aircraft should keep their masks in place but only if it is safe to do so.
- Two-seat flying will require a pre-launch communication check between both pilots.
- Consider that in general people may not be heard as clearly as they otherwise would be.

6 FACILITIES

The offices and clubhouse remain closed. The only access for members is for use of toilet facilities in the office building. We hope to open the restaurant in due course. Workshops are 'out of bounds' for everyone other than workshop staff, this is to help protect them.

7 BOOKING PROCESSES

We have adapted the 'e-allocator' booking system to act as a system for booking club gliders and to volunteer for roles in flight operations. This is supplemented by the CFI personal weather page which can indicate which days have a minimum team available. Please note:

- The minimum 'crew' for club operations is a tug pilot, (and/or winch driver when introduced), tower controller/logkeeper/LTCC operator, and (at least) 1 x ground crew. A 'flying supervisor' (instructor) is required if there are unlicensed pilots requiring supervision. The ground crew might also book as K23 pilot. Note that after the booked K23 pilot has finished (& cleaned) it is available for another pilot.
- This is not a 'rota' in the traditional sense, as there is no obligation to participate. However, if insufficient members volunteer then there will be times when we are unable to fly regardless of the weather. Failure to turn up for a booked slot might mean another person is unable to fly (e.g. lack of ground crew, tug pilot, winch etc) or denies another person an opportunity. If your plans change, please update e-allocator promptly giving sufficient notice for others to come forward.
- Initially (at least) there are no formal 'rules' such as how many/which slots a member can book: hopefully there will be sufficient capacity to accommodate everyone who wishes to participate, and sufficient demand for all essential slots to be filled. Please do not abuse the system by booking slots excessively or speculatively.
- Some members have been happy to be crew despite being unable to fly themselves. We must recognise their contribution.
- Pilots, club or private, who are privileged to be able to fly, are asked to recognise the additional commitments made by those supporting them as tug pilot/winch driver or on the ground. If you are able to fly then it is reasonable to expect you to contribute by fulfilling one of the other roles from time to time. We are hoping to avoid the need for a more formal rota until normal operations resume.
- For dual/instructional flying, normally a glider will be allocated for the day to one instructor and (normally) two pupils, who together form a team for the day. It is important that the whole team is available to take the glider from the hanger, and to pack it at the end of the day.



Health Status Checklist

GA crew members, passengers or other participants should make the following Health Status Check prior to every flight.

If any of these statements apply to you, you should not fly!

- I have been diagnosed with COVID-19 at any time during the 14 days prior to my flight
- I have had COVID-19 symptoms (fever, newly developed cough, loss of taste or smell, shortness of breath) at any time during the 8 days prior to my flight
- I have been in close contact with someone who has COVID-19 (face-to-face contact within 1 meter for more than 15 minutes or direct physical contact) in the 14 days prior to my flight
- I am required by local or national regulations to be in quarantine for reasons related to COVID-19 for a period that includes the date of the flight

Do you still NEED to fly? First contact your local health authority!