



GLIDING NEW ZEALAND INCORPORATED

ADVISORY CIRCULAR
AC 2-05

BIENNIAL FLIGHT REVIEWS

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1 Introduction

- 1.1 The development of glider pilots is founded on:
 - **Pilot education** as a background to making **flexible decisions**.
 - **Pilot training** as a background for making **conditioned responses**.
- 1.2 When a pilot has achieved specified standards and demonstrated appropriate **competencies** he or she may be awarded a **Qualified Glider Pilot (QGP) Certificate**. This is a “lifetime” certificate but must be kept current through periodic flight reviews (and medical certification).
- 1.3 The QGP will generally include a **Passenger Rating** and **Cross-Country Rating**. In addition the pilot may have gained added ratings or approvals. These may include **Independent Operations, Independent Cross-Country, Final Glide, Aerobatic Flight, IMC Flight** approvals. The Pilot may have also gained a **Powered Glider Rating**.
- 1.4 Periodic flight reviews with an appropriately rated instructor are a requirement to maintain the Certificate, Ratings and Approvals. The review intervals must not exceed 24 months.

2 Purpose of Flight Reviews (BFR)

The purpose or outcome from periodic flight reviews is to confirm the:

- Pilot’s flying skills are at the appropriate level for the privileges the pilot wishes to continue to exercise.
- Pilot’s knowledge, understandings and situational awareness are appropriate for making flexible decisions relative to the privileges the pilot wishes to continue to exercise (the Threat and Error Management –TEM approach).
- Ratings and approvals the pilot wishes to continue to exercise.

3 Who Needs a BFR?

- 3.1 The “flight test” for the issue of a QGP will also constitute the initial flight review (ref MOAP 9.3(e) on page 42). An OPS 11 form is to be completed following this “flight test”.
- 3.2 Subsequently, all QGP holders are required to have a flight review within a maximum period of 24 months – the normal BFR.
- 3.3 “Student glider pilots”, that is those not yet awarded a QGP, are required to fly solo under the “direct supervision” of a current Glider Instructor (re MOAP para 2.2, page 39). Nevertheless, student glider pilots who have soloed are required to have a BFR within 24 months after first solo if they wish to continue solo flight, and thereafter each 24 months (ref MOAP para 12.1, page 43). This requirement is also covered by a QGP flight test (as in 3.1 above.)
- 3.4 The holder of a CAR Part 61 PPL(G) or CPL(G) who wishes to continue to exercise the privileges of that licence is required to have a BFR.
- 3.5 BFR’s on current glider instructors may be completed as part of the instructor’s Periodic Competency Review (ref AC 2-04).

4 Who May Conduct a BFR (the Reviewer)?

- 4.1 For QGPs, a current A or B Category glider instructor, approved to conduct such reviews.
- 4.2 For PPL(G)s, a current A or B Category Glider Instructor, approved to conduct such reviews.
- 4.3 For CPL(G)s, a GNZ Regional Operations Officer, the National Operations Officer, or a Flight Examiner (Glider).

Note: Not all A or B Category instructors will hold approval to cover all certificates or licences or ratings, (e.g. Aerobatic Ratings). Some pilots may need to seek out appropriate instructors to conduct flight reviews for “specialist” endorsements. This may need to happen separately from a general BFR.

5 Frequency of Reviews

- 5.1 The standard period is 24 months – the Biennial Flight Review (BFR).
- 5.2 The reviewer may set a shorter interval if considered appropriate. Factors that may suggest a shorter interval could include a newly issued QGP (3.1 above), currency or recency considerations, or ageing pilot considerations.

6 Responsibility

- 6.1 The primary responsibility to ensure a QGP, PPL(G) or CPL(G) is current clearly rests with the holder of the certificate or licence.
- 6.2 The pilot may elect to use lower privileges only. For example, the holder of a CPL(G) may elect to exercise only QGP privileges, or the holder of a QGP only student glider pilot privileges.
- 6.3 GNZ clubs and commercial affiliates should monitor the currency of glider pilots operating under their jurisdiction.

7 Exercises

- 7.1 The reviewer may not necessarily seek to cover all flight privileges that the particular certificate or licence provides.
- 7.2 A review of the glider pilot’s logbook to assess currency and the type of gliding engaged in, is an essential component of the review.
- 7.3 The reviewer should seek competency demonstrations in sufficient exercises to allow a reasoned judgement regarding the privileges the pilot wishes to continue to exercise.
- 7.4 Confirming the pilot’s knowledge, understandings and awareness for the making of flexible decisions may be assessed in discussions. Understandings of the TEM approach in gliding together with the pilot’s currency should allow assessment of the pilot’s competencies to make prudent judgements in glider flight.

8 Recency or Currency Requirements

- 8.1 Clubs should set currency requirements appropriate for the types of gliders and the environment in which they operate (ref MOAP para 11, page 42).
- 8.2 Pilots who do not meet these recency requirements may be required to undergo a BFR.
- 8.3 Clubs may set flight review requirements at more frequent intervals than the standard 24 months.
- 8.4 In establishing recency or currency requirements, clubs may have regard to the “3 C’s concept” – **Currency, Competency and Complacency**. Lack of Currency is a threat to safety and the following barometer is a valuable guide to minimum standards:

Last 12 Months		Currency Condition Barometer
Hours	Launches	
25	35	More than this – you are in good currency
20	30	You are likely to make elementary errors
15	20	Be careful in adverse conditions; rain, wind >15 kt x/winds
10	10	If not flown for 3 months – CHECK FLIGHT WITH an INSTRUCTOR necessary
5	5	CHECK FLIGHT(S) WITH an INSTRUCTOR necessary

9 Reporting

- 9.1 The reviewer is to complete form OPS 11 and have this signed by the pilot. The original should be filed by the club’s CFI. A copy is to be given to the pilot.
- 9.2 A record is to be made in the pilot’s logbook by the reviewer, confirming completion of the BFR, the privileges remaining current, and the expiry date of the BFR.
- 9.3 For PPL(G) or CPL(G) a copy of the completed OPS 11 form is to be sent by the reviewer to CAA – attention Personnel Licensing (ref MOAP para 12.3, page 43).

10 Conduct of Reviews

- 10.1 The spectrum of a glider pilot's experience and the type of flying they engage in is very broad. The BFR is an opportunity to reinforce good standards, to identify and correct bad habits and to confirm the pilot's competence to retain privileges, ratings and approvals.
- 10.2 Pilots should familiarise themselves with the relevant sections of the MOAP, the club's Standard Operating Procedures, update their logbook (or print electronic copy), and assemble the information to complete the top part of the OPS 11.
- 10.3 The reviewer considers the pilot's currency, type of gliding operations, privileges, ratings and approvals to be renewed. The reviewer plans the conduct of the review, including:
- Manoeuvres to perform.
 - Particular aspects to assess.
 - Number of flights.
 - Discussion, briefing and debriefing.
 - Determines Pilot in Command (PiC) responsibilities.
 - Emergency responses, including PiC.
 - The area, heights where the flight will operate.
 - Briefs the tow pilot as appropriate.
- 10.4 The aim is that the reviewer should gain sufficient appreciation of the pilot's competency to make a reasoned judgement about the privileges the pilot wishes to continue to exercise. The reviewer must determine what it is essential to check and plan the flight(s) accordingly. It will not be practicable to review all elements of glider flight. The aim will be to complete the flight review in as few flights as possible, but may involve more than one flight.
- 10.5 The BFR is not a Pass / Fail exercise. Should deficiencies be detected, a plan should be agreed with the pilot to regain competencies. A partial renewal of privileges may be considered, together with planning to address deficiencies. Reasons for deferring renewal of privileges may include:
- Clearly unsafe flying.
 - A number of individual small failings that indicate poor skills, lack of currency, lack of knowledge, inappropriate airmanship, or unsafe attitude.
 - Failure to appropriately perform straightforward manoeuvres or procedures.
 - Performing an aspect of flight in such a way that the reviewer has reason to doubt a successful outcome.
 - The pilot does not meet currency requirements relevant to the privileges and is unlikely to remedy this.

11 Flight Review Exercises

- 11.1 Reviewers have discretion to determine the exercises they will seek competency demonstrations in. GNZ promotes the inclusion of slow speed flight and stall / spin elements where this is safe and practicable.
- 11.2 If the reviewer is not familiar with the pilot or it is considered appropriate to put the pilot under additional stress, one or more of the following may be included in the selected exercises:
- Out of position towing such as "boxing the wake".

- Covering up key instruments, allowing observation of ability to fly visually and by feel.
- Simulated paddock landing in an unfamiliar part of the airfield.
- Simulated cable or rope break.
- Lower or higher than standard circuit joining height.
- Landing on cross wind vector.
- Simulated airbrakes jammed open or closed.

11.3 The reviewer must at all times ensure that any exercises are carried out in a safe manner, taking into account other traffic, weather conditions and tow plane / winch performance. The exercises should be well briefed, not done on a surprise basis and should cease if any threats are identified during the exercise.

12 Slow Speed Flight & Spinning

- 12.1 Stalling and spinning close to terrain, particularly ridges or in approach to landings / out-landings remains a serious safety threat. Most serious accidents in gliders in NZ in the past 10 years involving fatalities or serious injury featured this threat.
- 12.2 BFR's should therefore seek to confirm the pilot's understandings of the causes of stall / spin situations, the recognition of the onset, and correct recovery at all stages. The ability to differentiate from a stall / spin and a spiral dive and the different recovery techniques should be confirmed.
- 12.3 Slow speed flight and handling may include the pilot demonstrating handling with symptoms up to and including the pre-stall buffet present and the recovery to normal flight. Turns with the pre-stall buffet present with rudder and aileron inputs provide the opportunity for the pilot to demonstrate their understanding of how a glider may suddenly enter a spin, and the appropriate recovery.
- 12.4 Pilots should routinely demonstrate understanding of "safe speed near the ground" and the factors that may contribute to a spin – turbulence, gusty thermals, gust stalling, gradient, rotor, wind shear, inappropriate trim, uncoordinated flight, excessive rudder.
- 12.5 Pilots at clubs where it is not practicable to do full spins should be encouraged to take the opportunity to undertake periodic spin exercises at alternative clubs.

13 Expired BFR

A glider pilot is not to exercise pilot privileges after the expiry date of their latest BFR. Full responsibility for this rests with the pilot, but affiliate CFIs are to regularly monitor pilot status in an effort to ensure pilots do not exceed their privileges.

14 Summary of Certifications

Pilot	Endorsements	Reference	Reviewer	OPS 11 Filed by
QGP	Passenger Front / Back	MOAP	Approved A or B Cat	CFI
QGP	Independent Ops	MOAP	Approved A or B Cat	CFI
	Independent X-C	MOAP	“	
	Final Glide – Comp Finish	MOAP	“	
QGP	Aerobatics – GNZ	MOAP	Approved Aerobatics Instructor	CFI
	Aerobatics – Part 61	CAA AC 61	Approved Aerobatics Instr / Approved Low Level Aero Instructor.	
PPL(G)		CAR Part 61.39	Approved A or B Cat	CFI CAA
CPL(G)		CAR Part 61.39	ROO, NOO, Flight Examiner (Glider)	CFI CAA