

# 1. Key Messages

## 1.1 Purpose of this Manual

The primary focus of the SGC Board, instructors and members is one of safety on the ground and in the air.

The purpose of this Airfield Operations Manual is to give you sufficient knowledge and understanding of our site facilities and operational practices & procedures to ensure that you can fly safely at our club and help you to do your part in running a safe, efficient airfield operation.

This information is consistent with the [BGA Laws and Rules](#) in particular [Managing Flying Risk](#) and is, in effect, the application of the BGA L&R and Safety Management System to our activities here at Portmoak.

The information in this manual will be updated as necessary; the current version here will be the definitive version. The manual should be read along with supporting reference material available from the [BGA](#) website, in particular the BGA L&R and guidance mentioned above.

Please note that the BGA website information is updated on a continual basis.

## 1.2 Requirements of Members and Visitors

The following sets out the regulations, guidance and advice that pilots, members and visitors should be reasonably familiar with and comply with to the best extent possible.

### 1.2.1 Qualified Pilots (SPL) including visiting pilots

#### 1.2.1.1 Regulations and Guidance

- EASA Single European Rules of the Air ([SERA](#)) <sup>1)</sup>
- EASA Sailplane Air Operations ([Sailplane Rule Book](#))
- UK CAA Air Navigation Orders ([ANO](#)) <sup>2)</sup>
- UK CAA Rules of the Air ([RotA](#)) <sup>3)</sup>
- CAA [Skyway Code](#)
- BGA Laws and Rules in particular the [Operational Regulations](#) and [Managing Flying Risk](#)
- The Flight Manual for the glider(s) they fly
- Portmoak Airfield Operations Manual (this document)

The UK ANO & RotA are combined into the CAA document CAP 393. This is a complex document; the CAA Skyway code and the BGA's L&R plus other guidance on the BGA website are more accessible.

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<sup>1)</sup> Following withdrawal from the EU the UK Government has retained EU/EASA regulations and is implementing amendments by UK law. The CAA has indicated it will mirror EASA regulations for at

least the first two years after Brexit, i.e. until end of December 2022. The status of UK Aviation law including the retained EU regulations can be seen at [UK Aviation Law](#)

<sup>2)</sup> The ANO are applicable to non-EASA gliders, i.e. those remaining under UK national regulation.

<sup>3)</sup> The CAA RotA have several exemptions from SERA plus other national regulations.

### 1.2.1.2 Licensing/Qualifications/Logbook

- From 30th September 2025 all glider pilots are required to hold a UK CAA Sailplane Pilots Licence (SPL) <sup>1)</sup>. Pilots under training or direct supervision do not need a SPL.
- Up-to-date flying logbook

### 1.2.2 New Members & Student Pilots (not yet Qualified Pilots)

- Up-to-date flying logbook
- Up-to-date flying and ground training records
- Portmoak Airfield Operations Manual (this document)
- The regulations and information listed in 1.2.1.1 on an “as-needed” basis

### 1.2.3 Medicals

- All solo pilots and PICs must have a valid medical or pilot medical declaration appropriate for their flying privileges and their licence – with a copy uploaded to Aerolog

### 1.2.4 Currency

- All solo pilots and PICs must follow the currency and privileges requirements detailed in [Currency and Privileges](#).

### 1.2.5 Private Owners

- A current Airworthiness Review Certificate (ARC)
- A current Annual inspection
- A Self-Declared Maintenance Programme ([SDMP](#)) for the glider
- Appropriate and valid insurance
- BGA [Airworthiness Procedures](#)

## 0.1 Non-Flying Club Members

- Relevant parts of this Portmoak Airfield Operations Manual for ground operations

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<sup>1)</sup> The BGA will facilitate the issue of/conversion to the SPL – refer [BGA licence conversion](#)

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