

Air Sailing Gliderport --- Safety Policies

Updated September 20, 2017

1. Pilots

All pilots at Air Sailing are expected to be proactive in addressing any observed safety issues at the gliderport. Situations that can be remedied by simple actions such as moving a vehicle or other object that poses a hazard to flight operations should be addressed by anyone using good judgment to avoid creating other hazards or exposing other property to potential damage.

All pilots are encouraged to approach others to discuss safety-related situations in a positive and constructive spirit. Sometimes a simple communication or suggestion is all that is necessary to achieve a positive result.

If needed, pilots may bring safety-related situations to the attention of the Safety Committee or any flight instructor.

2. Tow Pilots

Tow pilots are a “last line of defense” in recognizing and intervening in hazardous situations for either ground handling or launch operations. Tow pilots are not required or expected to perform tows if they are uncomfortable with any situation. Tow pilots may, at any time, refuse to tow an aircraft if they believe a safety hazard is present.

3. Flight Instructors

Flight instructors enjoy a special position of stature among other pilots and are thus in an especially effective position to influence safety-related behavior at the gliderport. It is expected that instructors will lead by example in conformance with established safe operating procedures and demonstration of sound judgment in flight activities. It is also expected that instructors will take the initiative in addressing any safety-related situations or behavior, exploiting their position of stature to maintain a constructive and educational approach to enhancing safety.

4. Safety Committee

The Air Sailing Board of Trustees considers safety to be our most important priority. For this reason the Trustees have established a Safety Committee to monitor and address issues relating to safe operations at the gliderport.

Pilots, Tow Pilots, and Instructors are encouraged to bring to the attention of the Safety Committee any subject or potential situation that they feel warrants action by the Safety Committee. Pilots may contact any member of the Safety Committee; however, it is the expected responsibility of the Safety Committee Chairperson to collect this information and to coordinate the actions of the Committee.

The Safety Committee is empowered to recommend remedial training or other corrective actions to pilots who, in the view of the Safety Committee, present a potential safety risk to themselves or to the gliderport. As part of this evaluation the Safety Committee may ask that a pilot take an

evaluation flight(s) with a designated CFIG. Any member of the Safety Committee may request proof of current aircraft annual inspection or proof of current pilot flight review.

5. Emergency Action / Suspension of Flying Privileges

The ASI Board of Trustees and Members of the Safety Committee have equal authority to take emergency action. If any two members of the Safety Committee and/or Trustees agree, they may take any required emergency action. For example, this may include closing all or part of the Gliderport. It may also include the temporary suspension of a person's privilege of operating an aircraft as PIC. This determination shall not bar a pilot from flying with an appropriately rated instructor or other pilot operating as pilot in command.

After appropriate consultation, any two members of the Safety Committee and/or Trustees may reverse an imposed emergency action.

Also, any Camp Director may also temporarily suspend a camp participant's privilege of operating an aircraft as PIC at the Gliderport.

6. Board of Trustees

The Air Sailing Board of Trustees has the ultimate responsibility for maintaining a safe operating environment at the gliderport. Pilots, Tow Pilots, Flight Instructors, and the Safety Committee are encouraged to bring to the attention of the Board of Trustees any situation or circumstance that presents a hazard. The BoT shall conduct whatever investigation it deems appropriate to gain a full understanding of the event(s) and hazard(s) presented. This investigation may include gathering of information and interviews of witnesses and the pilot(s) involved. Only by deliberation and determination of the Board of Trustees may a pilot be barred permanently from operating an aircraft as pilot in command at the Air Sailing Gliderport.

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