

# Gliding Federation of Australia

(ABN 82 433 264 489)

## Operational Regulations



Issue 7, October 2014

# **THE GLIDING FEDERATION OF AUSTRALIA INC**

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## **OPERATIONAL REGULATIONS**

Issue 7

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## FOREWORD

The Gliding Federation of Australia (GFA), operating under a Deed of Agreement with the Civil Aviation Safety Authority (CASA), is the aviation administration organisation applicable to the Gliding in Australia is subject to the Civil Aviation Act [1988](#), Civil Aviation Regulations [1988](#), Civil Aviation Safety Regulations [1998](#) and other relevant Legislation as amended from time to time. Certain exemptions from the provisions of the Civil Aviation Regulations 1988 have been granted to members of the GFA by way of Civil Aviation Orders [95.4](#) and [95.4.1](#). Where exemptions exist, the practices adopted by GFA are outlined in these Operational Regulations approved by CASA.

For all other operational procedures refer to the GFA Manual of Standard Procedures (MOSP) Part 2 (Operations) approved by the GFA Board.

In these Regulations the term 'sailplane' shall include powered sailplanes and power assisted sailplanes.

These Regulations apply to sailplanes on that portion of the Register of Australian Aircraft kept by GFA, and to foreign sailplanes operated in Australia by, or under the auspices of, the GFA (or any GFA member).

Once printed, this is an uncontrolled version of the manual which will not be updated by GFA; it should not be relied upon for any regulatory purpose. The current manual can be viewed at any time via GFA's website at "<http://www.glidingaustralia.org>".

*Where the requirements of these Regulations differ from those contained in the GFA Manual of Standard Procedures or other GFA documents, these Regulations shall take precedence. These Regulations in no way preclude the imposition of a higher standard by operators if this is believed to be necessary.*

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## REVISION HISTORY

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## DEFINITIONS

Definitions of words, phrases and acronyms used in the GFA Operational Regulations, in alphabetical order.

Aerobatic Manoeuvres	Manoeuvres involving extreme attitudes, including angle of pitch exceeding 60 degrees.
Aerodrome	A location from which aircraft flight operations take place.
Aerodrome Operator	In the case of a certified aerodrome, the licence holder. In the case of a non-certified aerodrome, the occupier.
AEF	Air Experience Flight (See MOSP 2).
AGL	Above ground level.
Air Experience Instructor	A pilot authorised to carry out Air Experience Flights and, if suitably qualified, to conduct cross-country or performance coaching.
Air Operator Certificate	A certificate issued by CASA which approves an operator to conduct Charter flights.
Altitude	A height above mean sea level, which is shown by an altimeter set to QNH or Area QNH.
AMSL	Above mean sea level.
Annual Flight Review	An annual competency check undertaken by the CFI or delegate.
Area QNH	A pressure setting which represents the average QNH over a given area for a specified period.
Area VHF frequency	The VHF radio frequency used by Air Traffic Services in a certain area, on which radio-equipped aircraft communicate.
Authorised inspector	A GFA member holding an authority to perform sailplane airworthiness functions.
Austroads standards	Means the medical standards for the issue of a private motor vehicle driver's licence medical certificate, as contained in the Austroads Inc. publication 'Assessing fitness to drive for commercial and private vehicle drivers: medical standards for licensing and clinical management guidelines, March 2012', or a later version as in force from time to time.
Certificate of Airworthiness	A certificate issued pursuant to Civil Aviation Regulation 21.175 or its foreign equivalent.
CFI	A Level 2 or higher rated instructor who holds the position of Chief Flying Instructor of a GFA-affiliated gliding club or organisation.
Charter flight	The carriage of a person who is not a member of the GFA for 'hire or reward' by a gliding organisation holding an Air Operator Certificate.
Circuit area	The area used by an aircraft for manoeuvring between arriving overhead an aerodrome and landing there. Usually a 2NM radius below 1500ft AGL above aerodrome elevation.
Cockpit placards	Notices placed in a sailplane in view of the pilot advising of operating limitations or requirements.
Controlled Airspace	Airspace of specified lateral and vertical dimensions within which operations must be conducted in accordance with procedures and requirements specified by the CASA.
CASA	Civil Aviation Safety Authority.
CAO	Civil Aviation Order.
CAR	Civil Aviation Regulations 1988.

CASR	Civil Aviation Safety Regulations 1998.
<a href="#">Certified Aerodrome</a>	Aerodromes for which the operators have been granted a certificate by CASA under CASR 139.050.
Competition Mark	A numeric or alpha-numeric mark on the vertical tail surfaces of a glider that is registered with the GFA Secretariat. This mark is in addition to the aircraft's VH- registration mark.
COP	The person holding the position of Chairman of the Operations Panel and the Head of the GFA Operations Department.
Daily Inspection	An inspection of a sailplane which is required each day before flight or following rigging.
Daily Inspection Authorisation	An airworthiness authority permitting the holder to conduct daily inspections.
Dwelling	A building designed for human habitation.
ELT	Emergency Locator Transmitter. ELTs are distress beacons which are activated following an accident either automatically by embedded electronics, or manually by a pilot or other person. An active beacon is detected by orbiting satellites which transmit a signal to search and rescue coordinators. The ELT also emits a transmission on a frequency which can be detected, and homed in on, by overflying aircraft.
EM/O	The person holding the office of Executive Manager, Operations. This position provides operational and technical services to members and the Board, and reports to the Head of the Operations Department.
Final approach	The straight portion of flight of an aircraft aligned with the runway prior to landing.
Flight Level	The height in hundreds of feet indicated by an altimeter set to a standard pressure setting of 1013 hPa, so that 13000 feet is FL130. Flight Levels in Australia are used above 10000 feet AMSL.
Flight Radiotelephone Operator authorisation	A logbook endorsement indicating that the holder has been trained to operate VHF band aeronautical radio equipment in sailplanes.
Flight Manual	An operating manual which is issued or approved for each individual aircraft under the CAR 54.
Foreign sailplane	A sailplane, powered sailplane or power-assisted sailplane which is registered in, or has a Certificate of Airworthiness issued in, a country other than Australia.
GFA Form 1	The Daily Inspection record.
GFA Instructors Handbook	The GFA document providing definitive, detailed, and outcome based standards and procedures, including detailed competency based syllabi for ab initio and instructor training.
GFA Operations Manual	The GFA Operations Manual comprises these Operational Regulations, the Manual of Standard Procedures - Part 2 (Operations), and CAOs 95.4 & 95.4.1.
Glider	Means a non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces remaining fixed under given conditions of flight.
Glider Towing Permit	A permit to aerotow sailplanes. This is issued by person holding CASA delegation to issue glider towing permissions to a flight crew licence holder.
High tow	A position just above the slipstream of a tug.
Hill soaring	Using up currents close to the slopes of hills to prolong sailplane flight.

Independent operations	Sailplane flying which does not require authorisation or supervision by a Level 2 Instructor
Independent Operator authorisation	A log-book endorsement authorising the holder to carry out independent operations.
Level 1 Instructor	A GFA instructor who if not endorsed as an independent operator is only permitted to operate under the supervision of a Level 2 Instructor and who may not send a person on his/her first solo flight nor take charge of a club operation on any given day.
Level 2 Instructor	A fully qualified GFA instructor who may send pilots on their first solo flights and may take charge of all aspects of a club operation on any given day.
Level 3 Instructor	A GFA instructor who is authorised to carry out the training and testing of instructors and who can act as the RM/O's delegate subject to the provisions in these Regulations.
Low tow	A position just below the slipstream of a tug.
Maintenance Release	A document issued pursuant to the Civil Aviation Regulations to state that a sailplane is fit for flight and to record maintenance which must be performed at a certain time, and record the launches and hours flown by that sailplane.
MOSP	The Manual of Standard Procedures issued by the GFA. This is a five-part document covering Administration (Part 1), Operations (Part 2), Airworthiness (Part 3), Sports (Part 4); and Development (Part 5).
OCTA	Outside Controlled Airspace.
Pilot authorisations	The various approvals granted to a pilot and recorded in his/her pilot log book.
PLB	Personal Locator Beacon. PLBs are designed for personal use in both the land and marine environment. CASA regulations allow for PLBs to be carried in General Aviation aircraft as an alternative to an ELT.
Power-assisted sailplane	Means an aircraft that, if not for the attachment of an engine, would be a sailplane and that meets the span loading criterion for a powered sailplane and has insufficient performance, with the engine operating, to achieve the applicable performance criterion for powered sailplanes referred to in Part 22 of CASR 1998.
Powered sailplane	Means an aircraft that, if not for the attachment of an engine, would be a sailplane and that meets the criterion of having a span loading equal to, or less than, 3 kg/m <sup>2</sup> ; and has adequate performance with the engine operating to meet the applicable performance criteria for powered sailplanes referred to in Part 22 of CASR 1998.
Primary Gliding Frequencies	VHF frequencies on permanent allocation to gliders; currently 122.5, 122.7 and 122.9 Mhz.
<a href="#">Registered Aerodrome</a>	Aerodromes that have been registered by CASA under CASR 139.C.
Registered medical practitioner	Means a qualified medical practitioner registered as such according to the law of the State or Territory in which he or she practices as a medical practitioner.
Rigging	The assembly of a sailplane from a disassembled state to a condition ready for flight.
RM/O	The person holding the office of Regional Manager, Operations in a particular State or Regional committee of the GFA.
Safety briefing	Instructions given to a passenger to ensure that they do not compromise the safe conduct of a flight.



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Sailplane	Means a glider as defined in CAR 1988 that has an empty weight of more than 70 kilograms.
Special Flight Permit	A document issued pursuant to Civil Aviation Regulations to specify the conditions under which an aircraft may fly without a current Certificate of Airworthiness or Maintenance Release (CAR 21-197).
Student	A person receiving instruction or training.
Visual Flight Rules (VFR)	The flight rules under which sailplanes are operated (see Operational Regulation 9.3).
VHF	Very high frequency (radio) frequencies in the range from 30MHz to 200MHz.

## OPERATIONAL REGULATIONS

### 1. REGISTRATION AND MARKINGS

- 1.1. Australian aircraft to which these Regulations apply shall carry, secured in the cockpit, a fireproof metal plate inscribed with the nationality mark 'VH-' and the allotted registration mark (CASR Part 45).
- 1.2. Sailplanes shall carry external markings as prescribed in Advisory Circular [AC 45-01](#) - Nationality and Registration Marks. There is no requirement for nationality markings (VH) to be carried on any glider operated within Australia. The registration markings must consist of the following letters:
  - (a) for registrations beginning with "G", the last two letters of the registration.
  - (b) all other registrations, the entire three-letter group (Equiv. CAR 133)
- 1.3. Powered sailplanes and power-assisted sailplanes must carry engraved placards in the cockpit in full view from every control seat. These placards must bear the following words:
  - (a) in the case of a powered sailplane: "THIS POWERED SAILPLANE MUST BE OPERATED IN ACCORDANCE WITH THE PROVISIONS OF CAO 95.4 AND THE GFA OPERATIONAL REGULATIONS";  
or
  - (b) in the case of a power-assisted sailplane: "THIS POWER-ASSISTED SAILPLANE MUST BE OPERATED IN ACCORDANCE WITH THE PROVISIONS OF CAO 95.4 AND THE GFA OPERATIONAL REGULATIONS. TAKE-OFFS USING ONLY INSTALLED ENGINE POWER ARE PROHIBITED."

### 2. AIRWORTHINESS

- 2.1. The minimum flight and navigational instruments required for glider flights under the Visual Flight Rules are:
  - (a) an airspeed indicating system; and
  - (b) an altimeter, with a readily adjustable pressure datum setting scale graduated in millibars; and
  - (c) a direct reading magnetic compass; and
  - (d) an accurate timepiece indicating the time in hours, minutes and seconds (This may be carried by the pilot) (Equiv. CAR 207 (2)).
- 2.2. A Club or Operator must have access to, or provide, an adequate organisation, including trained personnel, together with workshop and other equipment and facilities to ensure sailplanes are properly maintained in accordance with the procedures specified in these Operational Regulations (Equiv. CAR 213).
- 2.3. A sailplane shall not be flown unless it has a current Special Flight Permit, Certificate of Airworthiness or Experimental Certificate (CAR (1988) 133, CASR Part 21, Sub-Part H and Section 20AA of the Civil Aviation Act).
- 2.4. Subject to Regulation 2.5, a sailplane shall not be flown unless it has a current and valid Maintenance Release (CAR 43, Section 20AA of Civil Aviation Act).
- 2.5. A sailplane may only be flown without a Maintenance Release if it is being operated under a Special Flight Permit and may only be flown in accordance and within the scope of the Flight Permit.
- 2.6. All sailplanes shall be inspected by an authorised inspector and the inspection certified in the GFA Form 1, prior to the first flight of each day and following rigging or the completion of maintenance.
- 2.7. A sailplane pilot shall, if they are aware of circumstances which cast doubt on the airworthiness of a sailplane, report the fact to an authorised inspector and request that the sailplane be inspected.
- 2.8. The sailplane Flight Manual does not need to be carried in the aircraft providing cockpit placards are fitted detailing operating limitations and cockpit loading (Exemption CAR 139 (1)(d)).

### 3. PERSONNEL STANDARDS

#### 3.1. General Conditions

- 3.1.1. An aircraft to which these Regulations apply must not be operated except by an individual who is a member of the GFA (CAO 95.4).
- 3.1.2. A person is authorised to perform any duty essential to the operation of a sailplane without holding a flight crew licence providing he or she complies with the conditions set out in CAO 95.4, subsections 5 and 6.
- 3.1.3. All pilots shall keep a personal log book detailing:
  - (a) the holder's name, address and date of birth;
  - (b) a record of flights in serial order showing:
    - (i) date,
    - (ii) place of launch and landing,
    - (iii) sailplane type,
    - (iv) launch method,
    - (v) holder's crew capacity, and
    - (vi) duration of flight;
  - (c) a record of pilot authorisations and endorsement granted, their dates of validity and signatures of the instructors issuing such authorisations; and
  - (d) a record of satisfactory passes in any oral or written examinations required by these Regulations or the Manual of Standard Procedures.
- 3.1.4. A log book kept in accordance with 3.1.3 is to be produced to either the COP, EM/O, RM/O, CFI, a CASA Officer or a Police officer on demand or as soon as is reasonably practicable.

#### 3.2. Medical Standards

- 3.2.1. A person shall not fly as pilot in command of a sailplane unless:
  - (a) they have made the declaration of physical fitness at [Appendix 1](#) to these Regulations; or
  - (b) has been examined by a legally qualified Australian registered medical practitioner and found fit to fly in accordance with the 'Austroads standards', certification of which will be evidenced by the completion of the 'Medical Practitioner's Certificate of Fitness' at [Appendix 2](#) to these Regulations; or
  - (c) holds an appropriate and valid CASA Civil Aviation Medical Certificate; or
  - (d) they are a foreign pilot who holds a valid:
    - (i) ICAO Class 2 or higher Medical Certificate; or
    - (ii) Medical Certificate issued by their licensing state that has been assessed to a medical standard equivalent to (or higher than) the 'Austroads' Standard.

In the case of 3.2.1(d)(ii) the Medical Certificate must be referred to the EM/O or delegate for acceptance. Where a Medical Certificate is found to be unacceptable, the pilot must meet the requirements of 3.2.1(b).

- 3.2.2. A pilot shall not fly as pilot in command of a sailplane:
  - (a) less than 24 hours after he or she has donated blood; or
  - (b) if he or she is temporarily unfit due to taking medication; or
  - (c) if he or she is temporarily unfit due to illness or injury; or
  - (d) if he or she becomes aware that he or she may have, or be subject to:
    - Heart failure within the last 3 years
    - Cancer in the last 5 years
    - ECG changes
    - Insulin dependent diabetes
    - Transient ischaemic attacks (sometimes referred to as a mini stroke)
    - Multiple sclerosis, cerebral palsy, Parkinson's disease
    - Significant head injury
    - Renal calculus disease (kidney stones)
    - Vestibular disorders (vertigo)

- Inability to hear conversational voice at a distance of 2 metres (a hearing aid may be used)
  - Physical limitations or disabilities  
unless medically cleared to do so in accordance with 3.2.1(b) or (c) above.
- 3.2.3. A pilot holding a GFA Instructor authorisation must be medically examined by a legally qualified registered medical practitioner and found fit to fly in accordance with 3.2.1(b); or hold an appropriate valid Medical Certificate as per 3.2.1(c) or 3.2.1(d).
- 3.2.4. A pilot shall not act as pilot in command of a charter flight unless medically examined by a legally qualified registered medical practitioner and found fit to in accordance with 3.2.1(b); or hold an appropriate valid Medical Certificate as per 3.2.1(c) or 3.2.1(d).
- 3.2.5. A Medical Practitioner's Certificate of Fitness issued under 3.2.1, 3.2.3 or 3.2.4 above shall be valid for two years in respect of a pilot aged 40 or over at the time of examination, or four years in respect of a pilot aged under 40 at the time of examination.

### 3.3. Pilots

- 3.3.1. No pilot under the age of 15 years shall fly in command of a sailplane.
- 3.3.2. No pilot may carry a passenger unless they have been issued with a private passenger logbook endorsement by their CFI.
- 3.3.3. A pilot holding a charter authorisation may act as pilot in command of passenger charter flights conducted in accordance with Section 4.2 of these Regulations.
- 3.3.4. A pilot holding a 'C' Certificate may be authorised by a CFI to conduct independent operations.
- 3.3.5. A solo pilot shall undergo an annual competency check (Annual Flight Review) in accordance with the GFA Instructors Handbook.
- 3.3.6. Glider pilots will be trained in accordance with the Glider Pilot Certificate (GPC) Syllabus at [Appendix 3](#) by authorised and qualified instructors and coaches.
- 3.3.7. A person satisfies the requirements of the Glider Pilot Certificate when the Chief Flying Instructor certifies satisfactory completion of the GPC Training Syllabus by endorsement in the pilot's logbook.
- 3.3.8. Powered sailplane pilots will be trained in accordance with both the GPC Syllabus and the Powered Sailplane Syllabus at [Appendix 4](#) by authorised and qualified instructors. Logbook endorsement shall be authorised by a Level 2 or higher rated Instructor.
- 3.3.9. Powered sailplane pilots may operate the self-launch powered sailplane "engine-on" within a 25NM (46km) radius of the take-off point.
- 3.3.10. Restarting of engines is permitted outside the 25NM radius of the take-off point for the purpose of regaining altitude to avoid outlandings and for the purpose of "self-retrieving" by proceeding directly back to the take-off point, or an alternative safe landing site.
- 3.3.11. Powered sailplane pilots wishing to operate "engine-on" beyond a 25NM (46km) radius of the take-off point must be trained in accordance with the Powered Sailplane Cross-country/Touring Syllabus at [Appendix 5](#) by authorised and qualified instructors and have their logbook endorsed by a Level 2 or higher rated Instructor.
- 3.3.12. Powered sailplane pilots wishing to operate "engine-on" in controlled airspace must be trained in accordance with the Powered Sailplane Controlled Airspace Syllabus at [Appendix 6](#) by authorised and qualified instructors and have their logbook endorsed by a Level 2 or higher rated Instructor.
- 3.3.13. Pilots of power assisted sailplanes do not require Powered Sailplane Endorsements.

### 3.4. Instructors

- 3.4.1. An instructor authorisation is by logbook endorsement and may be issued only by the EM/O, COP or the RM/O of the applicant's Region. In the case of an Air Experience Instructor, the authorisation may be issued by the CFI of the applicant's club.
- 3.4.2. The following are the gliding instructor authorisations which may be issued to a pilot:
  - (a) Air Experience Instructor (limited to the conduct of AEFs);
  - (b) Level 1 Instructor;
  - (c) Level 2 Instructor; and
  - (d) Level 3 Instructor.

Each level of instructor authorisation includes the privileges of those preceding it.

- 3.4.3. A person who holds a Level 2 Instructor authorisation may be appointed to the role of Chief Flying Instructor of a club or operator.
- 3.4.4. Instructor ratings shall not be valid unless the Instructor has been actively engaged in in-flight instructing duties during the 12 months prior to 31st August each year.
- 3.4.5. Instructors not listed in current annual returns may only recommence in-flight instructing duties under conditions determined and set by the RM/O following consultation with the CFI.

#### 3.4.6. Air Experience Instructors

- 3.4.6.1. To gain an Air Experience Instructor rating, a pilot shall hold a C certificate, have at least 50 hours gliding, and demonstrate an ability to fly safely and competently without displaying any faults in technique. They shall be trained in accordance with the "The Conduct of Air Experience Flights" section in Part 2 of the GFA Instructor's Handbook.
- 3.4.6.2. The privileges of an Air Experience Instructor are that they may conduct air experience flights in accordance with the GFA Manual of Standard Procedures and the GFA Instructors Handbook and/or is eligible to become qualified as a Sporting Coach and, if so qualified, carry out cross-country or performance coaching.

#### 3.4.7. Level 1 Instructors

- 3.4.7.1. A Level 1 Instructor candidate must hold a C Certificate, shall have logged at least 75 hours gliding, and be deemed competent by their CFI.
- 3.4.7.2. Training for a Level 1 Instructor authorisation shall be undertaken by a Level 3 Instructor allocated by the RM/O utilising the Training Syllabus for Level 1 Instructor candidates ([Appendix 7](#)). Upon completion of training the completed syllabus is to be forwarded to the RM/O, who will make it available to an independent Level 3 Instructor assigned to the task of carrying out a rating test. Upon completion of the rating test a copy of the assessment report ([Appendix 8](#)) together with the completed training syllabus is to be forwarded to the RM/O and EM/O.
- 3.4.7.3. A Level 1 Instructor may instruct students and conduct routine flight checks on solo pilots under the direct supervision of a Level 2 Instructor but may not approve first solo flights and may not supervise a club's operations.
- 3.4.7.4. A Level 1 Instructor who also holds a valid and current Independent Operator endorsement may be authorised by the CFI to conduct independent instructional flights without the direct supervision of a Level 2 or higher rated Instructor. Such authorisation shall be by logbook endorsement.

### 3.4.8. Level 2 Instructors

- 3.4.8.1. A candidate for a Level 2 Instructor authorisation shall hold a GFA Glider Pilot Certificate, a Level 1 Instructor authorisation, and have logged at least 100 hours gliding, of which at least 25 hours or 100 launches shall be as a Level 1 Instructor.
- 3.4.8.2. Training for a Level 2 Instructor authorisation shall be undertaken utilising the Level 2 Instructor Training Syllabus and Assessment ([Appendix 9](#)). Training and assessment shall be conducted by a Level 3 Instructor allocated by the RM/O.
- 3.4.8.3. A Level 2 Instructor may instruct students in all sequences of the GPC Syllabus and Part Two of the Instructors' Handbook, may approve first solo flights, and may supervise a club's operation.

### 3.4.9. Level 3 Instructors

- 3.4.9.1. Level 3 Instructors are Level 2 Instructors who have been recommended to the RM/O of their State/GFA Region and coached in instructor-training techniques and approved by the RM/O.
- 3.4.9.2. A candidate for a Level 3 Instructor authorisation shall have logged at least 200 hours gliding instruction and a minimum of two year's continuous service as a Level 2 Instructor.
- 3.4.9.3. A Level 3 Instructor may carry out training and testing of instructors in accordance with APPENDIX 7 - LEVEL 1 INSTRUCTOR TRAINING SYLLABUS and APPENDIX 9 - LEVEL 2 INSTRUCTOR TRAINING SYLLABUS & ASSESSMENT as authorised by the RM/O or EM/O.
- 3.4.9.4. A Level 3 Instructor may carry out Operational Safety Audits with the authorisation and guidance of the RM/O.
- 3.4.9.5. A Level 3 Instructor authorisation is valid for a period not in excess of 2 years from 31 August each even numbered year, except for new authorisations issued after 1 March of an even numbered year which may be validated to also include the next 2 year period.

## 3.5. Radiotelephone Operator Authorisation

- 3.5.1. Pilots operating VHF radiotelephone equipment must hold a Flight Radiotelephone Operators Licence or GFA Radiotelephone Operator Authorisation (Equiv. CAR 83).
- 3.5.2. A pilot may be authorised to operate radiotelephone apparatus installed in a sailplane after they have been trained by a Level 1 or higher gliding instructor holding a Flight Radiotelephone Operator Licence (issued by CASA) or Radiotelephone Operator Authorisation (issued by GFA) and has passed an oral examination in radio operation. This authorisation shall be notified by log-book endorsement (Equiv. CARs 5.61 & 5.63).

## 3.6. Aircraft Callsigns

- 3.6.1. Callsigns in use for gliders consist of the last three letters of the aircraft registration.
- 3.6.2. Pilots are permitted to use the competition mark as a callsign on the primary gliding frequencies or temporary frequencies allocated specifically for gliding use.

## 3.7. Examinations

- 3.7.1. Where these Regulations require a pilot to undertake a written or oral examination, a pass in that examination shall be recorded in the pilot's log book by the assessing instructor.

## 4. CONDUCT OF OPERATIONS

### 4.1. General

- 4.1.1. All operations, except those conducted by pilots holding an Independent Operator authorisation, shall be directly supervised by a Level 2 Instructor.
- 4.1.2. A pilot may not fly in command of a sailplane without having passed a test on the Flight Rules and Procedures in Section 6 of these Regulations.
- 4.1.3. A pilot shall at all times operate a sailplane within the limits of its cockpit placards and shall not exceed the privileges of their authorisation(s).
- 4.1.4. Before each flight the pilot in command shall ensure that:
  - (a) The sailplane is loaded within permitted limits and that any ballast required is adequately secured;
  - (b) All ground-handling and locking devices are removed or set for flight conditions;
  - (c) All occupants are correctly restrained and briefed on emergency procedures; and
  - (d) All flight controls have been exercised immediately prior to take-off and their movement is full, free and in the correct sense (CARs 224, 233, and 244).
- 4.1.5. The controls of a sailplane in flight shall only be manipulated by:
  - (a) A pilot qualified or authorised to fly that sailplane, or
  - (b) A student being trained to fly that sailplane and acting under the supervision of an authorised instructor.
- 4.1.6. Where a passenger occupies a control seat in a two-seat sailplane, that passenger shall have received a Safety Briefing before flight, including an instruction not to interfere with, manipulate, or impair the controls (Exemptions to CARs 226 & 227).
- 4.1.7. The complete GFA Operations Manual must be kept by the club in such a way as to be available to all persons on request (Equiv. CAR 215).

### 4.2. Charter Operations

- 4.2.1. A club or operator must hold an Air Operator Certificate issued by CASA in order to carry persons who are not members of the GFA for hire or reward in gliders (Civil Aviation Act, Section 27 (9)).
- 4.2.2. The pilot in command shall hold a current GFA Charter authorisation.
- 4.2.3. Requirements for the issue of a GFA Charter authorisation are:
  - (a) The applicant shall have at least 60 hours gliding experience, of which at least 5 hours shall be in command of a 2-seat sailplane, powered sailplane or power assisted sailplane, as applicable, with both seats occupied.
  - (b) The applicant shall be qualified to carry out Daily Inspections on the type of glider used in charter operations.
  - (c) Training for the charter authorisation shall be carried out at club level and the pilot must demonstrate competence in the following flight sequences:
    - (i) a normal launch and release or, in the case of a powered sailplane, normal take-off;
    - (ii) recognising, and recovering from, stalls and spins induced by the examiner; and
    - (iii) the practical application of flight rules and procedures.
  - (e) flying a normal circuit without reference to an altimeter;
    - (i) flying a normal circuit without reference to an airspeed indicator; and
    - (ii) the applicable emergency procedures during launch, or take-off, and in flight.
  - (d) When carrying out the sequences required under clause 4.2.3(c), the glider pilot may be required to sit in either seat of the glider and must complete all sequences without fault in lookout or handling technique, or harsh use of the controls.

- 4.2.4. A GFA Charter authorisation shall be issued by the club CFI and the pilot's log book shall be endorsed to that effect.
- 4.2.5. A charter authorisation shall remain valid, unless suspended by the club CFI or by medical unfitness of the holder, until the next renewal date for GFA ratings (normally 31 August in an even-numbered year).
- 4.2.6. A charter authorisation shall be revalidated biennially following a successful flight test conducted by a Level 2 Instructor.
- 4.2.7. A charter authorisation being initially issued after the 31st March of a revalidation year shall remain valid until the 31st August of the next revalidation period.
- 4.2.8. If an illness or injury referred to in paragraph 3.2.2(c) persists for more than 30 days, the holder of the charter pilot authorisation must not undertake a charter flight as pilot in command until the holder has been certified fit to do so by a registered medical practitioner in accordance with [Appendix 2](#) to these Regulations.
- 4.2.9. Despite paragraph 3.2.2(d), the holder of a charter glider authorisation may undertake a charter flight as pilot in command if a registered medical practitioner certifies that he or she is fit to do so.
- 4.2.10. If the holder of a charter glider authorisation customarily wears sight correction spectacles, the holder must have a spare set of spectacles readily accessible during a glider flight.
- 4.2.11. The pilot of a sailplane conducting a charter flight shall have flown 3 take offs and 3 landings in the previous 3 months in a sailplane or powered sailplane of the kind undertaking the flight.
- 4.2.12. During a charter flight the pilot shall not plan to fly in circumstances where an outlanding is likely to occur. Where the aircraft is a powered sailplane or power-assisted sailplane it shall remain within gliding distance of the aerodrome whilst the engine is inoperative and shall not plan to land except at the aerodrome of departure.
- 4.2.13. The holder of a charter glider authorisation must not fly a glider over water beyond a safe gliding distance from a suitable landing area.
- 4.2.14. Tug pilots or winch/tow car drivers launching a sailplane for a charter flight shall be in current practice and not under training.
- 4.2.15. Passengers shall receive a safety briefing prior to the flight, including an instruction not to manipulate or interfere with the controls.
- 4.2.16. All reasonable care must be taken to ensure that handicapped passengers will not endanger the safety of the flight by reason of any lack of physical or mental control.
- 4.2.17. Gliders are not required to carry a fire extinguisher provided the electrical system has a master switch and is protected by a fuse near the battery.
- 4.2.18. A first-aid kit need not be carried by a glider provided the launch control point has ready access to a first-aid kit.
- 4.2.19. Powered sailplanes and power-assisted sailplanes require both a fire-extinguisher and a first-aid kit.
- 4.2.20. Gliding clubs and organisations shall maintain a record of the validity and recency of all charter pilots operating under their auspices.



### 4.3. Advertising of Operations

- 4.3.1. Apart from advertising of Air Experience Flights or flying training to qualify for a pilot certificate specified in these Operational Regulations, a Club or Operator must not give (or allow) a public notice, by newspaper advertisement, broadcast statement or any other means of public announcement, to the effect that they will use a glider for commercial operations if the Club or Operator has not obtained an Air Operator's Certificate authorising the conduct of those operations (Equiv. CAR 210).

### 4.4. Flight in Controlled Airspace

- 4.4.1. Within controlled airspace a sailplane must be flown so as to remain within 5 NM of its nominal track.

### 4.5. Documents and Charts

- 4.5.1. A pilot in command must have access during flight to appropriate documents and charts. For VFR flights these would be selected from the ERSA, ERC, WAC, VNC and VTC as appropriate for the route being flown.

## 5. LAUNCHING

### 5.1. General

- 5.1.1. The order to initiate a launch shall be given only by the pilot in command of the sailplane being launched.

### 5.2. Aerotow

- 5.2.1. A sailplane shall not be aerotowed from a site unless the tug pilot is satisfied that the site complies with Civil Aviation Regulation 92 (CAR 92 provides that the aerodrome must be suitable for use as an aerodrome for the purposes of the landing and taking off of that aircraft. [CAAP 92-1](#) provides guidance on compliance with this regulation).
- 5.2.2. The tug aircraft shall have adequate performance for the sailplane weight and strip length in use and shall have a glider-towing supplement appended to its Flight Manual.
- 5.2.3. The tug pilot shall be the holder of a Glider Towing Permit issued by CASA or shall be in the process of undergoing training for such a permit and under the direct supervision of a pilot approved to train pilots in sailplane towing.
- 5.2.4. The pilot in command of the sailplane/tug combination is the tug pilot.
- 5.2.5. The tug pilot may, for safety reasons, release the tow rope without warning at any time during towing.
- 5.2.6. If the tug pilot signals by rocking the tugs wings the sailplane pilot shall release immediately.
- 5.2.7. If the tug pilot becomes aware, or suspects, that the sailplane has a drag-increasing device deployed, they may signal the sailplane pilot by rapidly deflecting the rudder from side to side. On observing this signal the sailplane pilot shall check the sailplane controls and correct the situation if possible. If the tug is not in imminent danger the tug pilot should tow the sailplane to a safe height before signalling.

## 6. FLIGHT RULES AND PROCEDURES

- 6.1. A sailplane shall be flown under Day Visual Flight Rules (VFR).
- 6.2. The pilot in command of a sailplane may conduct a VFR flight at a height above flight level 200 provided such flight is conducted in accordance with the signed Letter of Agreement between Airservices Australia and the GFA (Exemption CAR 173 (3)).
- 6.3. Nothing may be dropped from a sailplane in flight except:
  - (a) Ballast in the form of water or fine sand;
  - (b) Ropes and cables with appropriate fittings used in launching sailplanes;

- (c) Components designed to be jettisoned in flight, such as drag parachutes or jettisonable wheels; or
- (d) Other items with the approval of CASA.

and then only in accordance with any directions issued by CASA to ensure the safety of the aircraft as far as practicable and to minimise hazard to persons, animals and property (Equiv. CAR 150).

- 6.4. A sailplane shall not be flown in aerobatic manoeuvres without the prior written approval of CASA when it is:
- (a) Below 2,000 feet above the level of a certified or registered aerodrome within two nautical miles of that aerodrome; or
  - (b) More than 2 nautical miles from a certified or registered aerodrome and below 1,000 feet above the highest terrain or obstacle within a 600 metre radius of the sailplane (Exemption CAR 155 (3)(a)).
- 6.5. A sailplane shall not operate lower than:
- (a) 1,000 feet over a built-up area, except in the course of taking off or landing at an aerodrome or gliding site, nor
  - (b) 500 feet above the ground, except:
    - (i) When taking off or landing at an aerodrome or gliding site, or being retrieved following an outlanding in a place meeting the requirements of 5.2.1.
    - (ii) When in the course of landing,
    - (iii) When conducting a low level finish procedure in compliance with procedures in MOSP 2, Section 10.8, or
    - (iv) When engaged in ridge or hill soaring.
- 6.6. When engaged in ridge or hill soaring a sailplane shall not be flown at a height lower than 100 feet whilst it is within 100 metres of any person, dwelling or public road.
- 6.7. A sailplane engaged in ridge or hill soaring shall overtake by passing between the ridge or hill and the other sailplane.
- 6.8. Other than a sailplane which is ridge or hill soaring an aircraft shall overtake another aircraft by passing to its right and shall not overtake by diving or climbing (CAR 162 (3) and (4)).
- 6.9. A sailplane shall not be flown so close to another aircraft as to create a collision hazard. GFA requires that a separation from other sailplanes, and tug aircraft towing sailplanes, of at least 200 feet vertically and horizontally be maintained.
- 6.10. When in the circuit area of an aerodrome a sailplane shall when possible be flown such that all turns are made to the left, except at those aerodromes where turns to the right are required by CASA (CAR 166A (3)).
- 6.11. Subject to paragraph 6.12, a sailplane must not be operated above a body of water:
- (a) beyond gliding distance from a suitable landing area; or
  - (b) in the case of a power-assisted sailplane or powered sailplane only — beyond a horizontal distance of 25 nautical miles from a suitable landing area, if the pilot and passenger wears a life jacket and the aircraft is equipped with a serviceable radio communication system and:
    - (i) an approved ELT, or approved portable ELT, within the meaning of regulation 252A of CAR 1988; or
    - (ii) a PLB that has been approved by CASA for use in such an aircraft.
- 6.12. In spite of the limit of 25 nautical miles mentioned in paragraph 6.11 a powered sailplane or power-assisted sailplane to which that limit would otherwise apply may be flown between Tasmania and mainland Australia, in either direction, by a longer route, if taking advantage of safer weather conditions.
- 6.13. A powered sailplane may be used to tow another aircraft only if:
- (a) the pilot in command is qualified in accordance with these Operational Regulations and the GFA Aerotowing Manual; and

- (b) both aircraft are operated in accordance with the limitations in their flight manuals, or equivalent instructions or directions, whether in the form of a placard or some other document; and
- (c) the towing aircraft is certified as suitable for that purpose and is mentioned in a Civil Aviation Advisory Publication.

## **7. OUTLANDINGS**

- 7.1. A sailplane may, in cases of necessity, be landed in any place having adequate approach paths and landing surfaces, and landing at such a place is not considered of itself an accident or incident.
- 7.2. Outlanding training may be undertaken with the consent of the landowner.

## APPENDIX 1 - DECLARATION OF PHYSICAL FITNESS

# **THE GLIDING FEDERATION OF AUSTRALIA INC**

(ABN 82 433 264 489)

C4/1-13 The Gateway, Broadmeadows Victoria 3047

Phone: (03) 9359 1613; Fax: (03) 9359 9865

### **Declaration of Physical Fitness**

**Note:** This declaration is to be made annually by members who intend to fly as “pilot in command” and do not hold a valid CASA Medical Certificate or a Medical Practitioner’s Certificate of Fitness in the form at Appendix 2.

I, ..... (name) of.....  
 ..... (address) Post Code .....

hereby declare that to the best of my knowledge I am not suffering from any physical condition that would preclude me from operating a glider as pilot in command.

I further declare that I do not suffer or have not suffered from:

- Heart failure within the last 3 years
- Cancer in the last 5 years
- ECG changes
- Insulin dependent diabetes
- Transient ischaemic attacks (sometimes referred to as a mini stroke)
- Multiple sclerosis, cerebral palsy, Parkinson’s disease
- Significant head injury
- Renal calculus disease (kidney stones)
- Vestibular disorders (vertigo)
- Inability to hear conversational voice at a distance of 2 metres (a hearing aid may be used)
- Physical limitations or disabilities

In the event of my contracting any physical condition precluding me from operating a glider as pilot in command, I undertake to the Gliding Federation of Australia that I will cease flying in that capacity while the condition makes it unsafe for me to do so.

Pilot’s signature.....Date.....

Signature of parent or guardian  
 (for persons under 18 years).....

Note: Members who are unable to make this declaration may obtain a medical clearance to fly as pilot in command in the form at Appendix 2.

**This declaration shall remain valid for a period of one year only**

OPS F006(a)

## APPENDIX 2 - MEDICAL PRACTITIONER'S CERTIFICATE OF FITNESS

**THE GLIDING FEDERATION OF AUSTRALIA INC**

(ABN 82 433 264 489)

C4/1-13 The Gateway, Broadmeadows Victoria 3047

Phone: (03) 9359 1613; Fax: (03) 9359 9865

**Medical Practitioner's Certificate of Fitness**

Pilots who are unable to make the declaration at Appendix 1 must have this certificate signed before flying a sailplane as pilot in command.

**The medical standards applicable for the issuing of this Certificate are the Austroads standards for the issue of a driver's licence medical certificate for a private motor vehicle. These standards are to be found at: <http://www.austroads.com.au/drivers-vehicles/assessing-fitness-to-drive>**

Pilots who hold a GFA Instructor rating or wishing to hold a Charter authorisation and do not hold a valid CASA Flight Crew Licence Medical Certificate must also have this Certificate signed, regardless of having made the declaration at Appendix 1.

**NOTE FOR THE MEDICAL PRACTITIONER:** As with the Austroads driver's licence medical certification, the examining registered medical practitioner acts as the certifying physician. He or she must be familiar with the Austroads standards for the issue of a driver's licence medical certificate for a private motor vehicle. When faced with an applicant with a medical condition, reference must be made to the appropriate chapter of the Austroads guidelines. The standards contained in 'Assessing Fitness to Drive' are guidelines only and health professionals are encouraged to use their professional discretion and to take into consideration the full picture of a person's health.

I hereby certify that I have examined the applicant ..... (name)

of ..... Post Code .....

and to the best of my knowledge he/she is not suffering from a medical condition which would preclude him/her from flying a sailplane as pilot in command.

*This Certificate shall be valid for a maximum of two years in respect of a pilot aged 40 or over at the time of the examination, or for a maximum of four years in respect of a pilot aged under 40 at the time of examination.*

(Please use remarks section below if the validation period is to be varied)

Initial certificate

Renewal

(Tick as appropriate)

Remarks (as applicable)

.....  
 .....  
 .....

Doctor's Name ..... (please print)

Signature .....

Date .....

OPS F006(b)

## APPENDIX 3 - GLIDER PILOT CERTIFICATE TRAINING SYLLABUS

Pilot:	GFA No:
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Description of Exercise	Briefed by	Competent	Date
1. Lookout awareness			
2. Ground handling, signals			
3. Orientation, sailplane stability			
4. Pre-take-off checks			
5. Primary effects, further effects of bank			
6. Aileron drag, rudder co-ordination			
7. Sustained turns, all controls			
8. Lookout procedures			
9. Straight flight, various speeds, trim			
10. Pre-landing checks			
11. Slow flight, stalling			
12. Launch and release			
13. Radio use and endorsement			
14. FLARM use			
15. Take-off			
16. Circuit joining and planning			
17. Thermal centring techniques			
18. Thermal entry			
19. Soaring with other gliders			
20. Approach and landing			
21. Spinning & Spiral Dives			
22. Crosswind take-off and landing			
23. Launch emergencies			
24. Flying with other gliders and aircraft			
25. Rules of the air			
26. Human Factors			
27. Threat and Error Management			
28. First solo			
29. Side slipping			
30. Steep turns			
31. Thermal sources and selection			
32. Outlanding			
33. Flight preparation, glider, trailer and pilot			
34. Soaring instruments and flight computers			
35. Meteorology and flight planning			
36. Navigation and airspace			
37. Cruising, speed to fly and height bands			
38. Demonstrated cross country capability			
39. 'C' Certificate (or overseas equivalent or higher)			
40. DI Certificate			
41. Independent operator Level 1			
42. Glider Pilot Certificate (application authorised)			

## APPENDIX 4 - POWERED SAILPLANE TRAINING AND ENDORSEMENT SYLLABUS: SELF LAUNCHING

<p>Following satisfactory completion of this syllabus the pilot may be issued with a logbook endorsement by a GFA Level 2 or higher rated Instructor.  <b>NOTE:</b> A duly signed copy of the completed Powered Sailplane Training and Endorsement Syllabus must be returned to the GFA office.</p>	<b>Pilot:</b>	<b>GFA No:</b>		
	<b>Description of Exercise</b>	<b>Briefed by</b>	<b>Competent</b>	<b>Date</b>
	<p><b>1. Aircraft Technical Knowledge</b></p> <p><u>References:</u> Power Sailplane Manual; Aircraft Flight Manual (AFM).</p> <ul style="list-style-type: none"> <li>(a) Aircraft ground handling-propeller/magneto safety and awareness.</li> <li>(b) Fuel and oil handling; safety precautions; refuel procedure; bonding/electrical potential; fuel and oil types used in powered sailplanes; correct fuel and oil grade for specific type as per AFM; mixing two stroke fuel; fuel water contamination check.</li> <li>(c) Daily inspection of engine, propeller and systems.</li> <li>(d) Engine instruments; interpretation of instrument indications and limitations.</li> <li>(e) Effect of density altitude on performance.</li> <li>(f) Aircraft limitations as per the AFM.</li> <li>(g) Daily Inspector (DI) authorisation on type.</li> <li>(h) Calculate Weight &amp; Balance.</li> </ul>			
	<p><b>2. Flight Rules and Procedures applicable to power operations</b></p> <p><u>References:</u> Visual Flight Guide; Operations in the vicinity of non-towered (non-controlled) aerodromes (CAAP 166-1); Aeronautical Information Package (AIP) books.</p> <ul style="list-style-type: none"> <li>(a) Visual Flight Rules.</li> <li>(b) Airspace Classifications and requirements.</li> <li>(c) Prohibited/Restricted/Danger areas.</li> <li>(d) Knowledge of required charts and publications (WAC, VNC, VTC, ERC, PCA, ERSA, etc.).</li> <li>(e) Magnetic Track/Altitude requirements.</li> <li>(f) Radio and operational procedures on or in the vicinity of certified, military, registered or designated non-controlled aerodromes.</li> <li>(g) Air Legislation.</li> </ul>			
<p><b>3. Flight Training</b></p> <p><u>References:</u> Power Sailplane Manual; Aircraft Flight Manual (AFM).</p> <ul style="list-style-type: none"> <li>(a) Start procedure, including safety precautions.</li> <li>(b) Cockpit checks: Pre boarding (ABCDEF); Pre take-off (CHAOTIC IFPCRB - or pre take off checks as per the AFM); Pre landing (FUST IFPCRB); Pre aerobatic (HASELL); Vital Action Checks (CFMOST/CFM).</li> <li>(c) Engine handling and warm up.</li> <li>(d) Taxiing.</li> <li>(e) Additional checklist items (refer AFM).</li> <li>(f) Propeller and propeller system operation.</li> <li>(g) Effect of engine/propeller on take-off.</li> <li>(h) Effects of cross wind on take-off/possible loss of rudder control on tractor engine types.</li> </ul>				

	<ul style="list-style-type: none"> <li>(i) Engine monitoring/limitations.</li> <li>(j) Level flight at various power settings.</li> <li>(k) Maintaining a heading/altitude.</li> <li>(l) Compass errors - Overshoot North/Undershoot South (ONUS).</li> <li>(m) Climbing and descending turns.</li> <li>(n) Steep turns while maintaining altitude.</li> <li>(o) Steep turns with engine off/engine retracted/propeller feathered.</li> <li>(p) Stalls; engine on and torque effect, and engine off.</li> <li>(q) Stalls; using power to minimise height loss.</li> <li>(r) Incipient spin (if approved); engine torque effects, and direction of engine/propeller rotation considerations.</li> <li>(s) Sideslipping (refer AFM); consider idiosyncrasies of type.</li> <li>(t) In-flight engine shut down procedures; propeller feathering; Engine cooling and retraction.</li> <li>(u) Instrument systems management; shut down, start up; Static/total energy switching.</li> <li>(v) Glide performance considerations; engine extended, propeller feathered/unfeathered.</li> <li>(w) In-flight engine start procedures; warm up.</li> <li>(x) Circuit joining; engine off and on.</li> <li>(y) Circuit joining with other traffic.</li> <li>(z) Engine-on landings, float effects and use of throttle.</li> <li>(aa) Engine-off landings.</li> <li>(bb) Thermal joining engine-on/engine-off.</li> <li>(cc) Outlanding; engine management and pop up disciplines, managing the workload.</li> <li>(dd) Icing conditions including carburettor icing</li> <li>(ee) Emergency Procedures.</li> <li>(ff) Engine failure after take-off.</li> <li>(gg) Engine restart with discharged battery. Air start procedure; use of G force assistance.</li> <li>(hh) Engine/electrical fires.</li> <li>(ii) Carbon Monoxide (CO); detection and effects.</li> </ul>			
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## APPENDIX 5 - POWERED SAILPLANE TRAINING AND ENDORSEMENT SYLLABUS: CROSS-COUNTRY/TOURING

	Pilot:	GFA No:		
	Description of Exercise	Briefed by	Competent	Date
Following satisfactory completion of this syllabus the pilot may be issued with a logbook endorsement by a GFA Level 2 or higher rated Instructor. <b>NOTE:</b> A duly signed copy of the completed Powered Sailplane Training and Endorsement Syllabus must be returned to the GFA office.	<b>1. Flight Planning</b>  <u>References:</u> Aircraft Operation, Performance and Planning (Aviation Theory Centre), GFA Airways & Radio Procedures for Glider Pilots manual, Aeronautical Information Package (AIP) books.  (a) Access the following information: <ul style="list-style-type: none"> <li>• NOTAMS.</li> <li>• Aviation Meteorological Forecasts.</li> <li>• Calculate Time of Last Light; Daylight/ Darkness graphs.</li> </ul> (b) Interpretation of meteorological information: <ul style="list-style-type: none"> <li>• ARFOR (Area Forecasts).</li> <li>• TAF (Aerodrome Forecasts).</li> <li>• TTF (Trend Forecast).</li> <li>• Aerodrome Warnings and SIGMET (Significant Meteorological Information).</li> <li>• Area QNH.</li> </ul> (c) Route Selection. Use of aeronautical charts to plan the route in relation to: <ul style="list-style-type: none"> <li>• Weather.</li> <li>• Terrain.</li> <li>• Airspace.</li> </ul> (d) Navigation. Calculation of: <ul style="list-style-type: none"> <li>• Track.</li> <li>• Track correction</li> <li>• Distance.</li> <li>• Heading.</li> <li>• Magnetic variation.</li> <li>• Ground speed.</li> <li>• Elapsed Times.</li> <li>• Fuel Requirements.</li> </ul> (e) Flight Notification. <ul style="list-style-type: none"> <li>• Methods of notification of intended flight details, including Flight Plans, Flight Notes, and SAR time and cancellation.</li> <li>• Use of GPS and manual flight computers (protractor/slide rule type).</li> </ul>			
	<b>2. Flight Training</b>  (a) A minimum of two dual multi-leg cross country flights totalling at least 5hr.  <i>For pilots who have completed at least one 300km cross-country soaring flight as pilot in command in a non-powered sailplane. A minimum of one multi-leg cross-country flight totalling at least 2hrs.</i>  (b) The student to receive training in:- <ul style="list-style-type: none"> <li>• Map Reading.</li> <li>• Compass use and errors, including ONUS (overshoot</li> </ul>			

	<p>north/undershoot south) and magnetic deviation.</p> <ul style="list-style-type: none"><li>• Flight Log management.</li><li>• Diversion procedures.</li><li>• Flight Rules and Procedures applicable to route.</li><li>• Precautionary search and landing.</li><li>• Requirements and use of EPIRB or PLB.</li><li>• Transponder use and codes.</li></ul>			
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## APPENDIX 6 - POWERED SAILPLANE TRAINING AND ENDORSEMENT SYLLABUS: CONTROLLED AIRSPACE

<p style="font-size: small; margin: 0;">Following satisfactory completion of this syllabus the pilot may be issued with a logbook endorsement by a GFA Level 2 or higher rated Instructor.</p> <p style="font-size: small; margin: 0;"><b>NOTE:</b> A duly signed copy of the completed Powered Sailplane Training and Endorsement Syllabus must be returned to the GFA office.</p>	<b>Pilot:</b>	<b>GFA No:</b>		
	<b>Description of Exercise</b>	<b>Briefed by</b>	<b>Competent</b>	<b>Date</b>
	<p><b>1. Technical Knowledge</b></p> <p><u>References:</u> Visual Flight Guide, GFA Airways &amp; Radio Procedures for Glider Pilots manual, Aeronautical Information Package (AIP) books, En Route Supplement Australia (ERSA).</p> <p>(a) Use of Transponder.</p> <p>(b) Standard words and phrases.</p> <p>(c) Standard Radio Calls applicable to:-</p> <ul style="list-style-type: none"> <li>• Class D aerodromes,</li> <li>• Class C aerodromes.</li> </ul> <p>(d) ATC Readback requirements.</p> <p>(e) Interpretation of ERSA, VTC, VNC, ENC, and PCA.</p> <p>(f) Maintaining Track</p> <p>(g) Responsibilities operating in Class E airspace.</p>			
<p><b>2. Flight training and Radio Requirements (Circle applicable class of airspace)</b></p> <p>(a) Departure Procedures                      D / C</p> <p>(b) Circuit Operations                            D / C</p> <p>(c) Arrival Procedures                            D / C</p> <p>(d) Transit Procedures                             D / C</p>				

## APPENDIX 7 - LEVEL 1 INSTRUCTOR TRAINING SYLLABUS

Candidate's Name: .....

Club: .....

**Level 3 Instructors:** When a topic is first briefed taught or demonstrated, initial the 'Brief' column. Once the trainee has demonstrated proficiency in a topic you may initial the Competent (Comp) column and record the date.

Exercise	Brief	Comp	Date
<b>PRINCIPLES &amp; METHOD OF FLYING INSTRUCTION</b>			
<i>General teaching principles</i>			
<i>Flight and Risk Management</i>			
<i>Subject briefings</i>			
<i>Pre- &amp; post-flight briefing</i>			
<i>Flying demonstration</i>			
<i>Trainee practice</i>			
<b>GROUND BRIEFING</b>			
<i>Aerodrome discipline</i>			
<i>Glider and Tug handling</i>			
<b>PILOT'S LOGBOOK</b>			
<i>What to look for</i>			
<i>What to write</i>			
<b>CHECK LISTS</b>			
<i>Pre Takeoff Checks</i>			
<i>Cable Checks</i>			
<i>Pre aerobatic Check</i>			
<i>Pre landing Checks</i>			
<b>LOOKOUT</b>			
<i>Limitations of eye &amp; brain</i>			
<i>How to lookout</i>			
<b>AIRMANSHIP</b>			
<i>Physical &amp; Psychological issues</i>			
<b>EFFECTS &amp; USE OF CONTROLS</b>			
<i>Trainee 'follow through'</i>			
<i>Who has control?</i>			
<i>Keeping in range</i>			
<i>Elevator</i>			
<i>Airspeed Indicator &amp; Speed Monitoring</i>			
<i>Ailerons</i>			
<i>Rudder</i>			
<i>Co-ordination of controls</i>			
<i>Use of the trim</i>			
<i>Airbrakes and spoilers</i>			
<b>FLYING STRAIGHT</b>			
<i>Drift, Track and Heading</i>			

Exercise	Brief	Comp	Date
<b>TURNING</b>			
<i>Basic turning</i>			
<i>Slip and skid</i>			
<i>Varying angles of bank</i>			
<i>Varying rates of roll</i>			
<i>Turn reversals</i>			
<i>Steep turns</i>			
<i>'Climbing' turns</i>			
<b>APPROACH CONTROL</b>			
<i>Approach</i>			
<i>Round out</i>			
<i>Float or hold off</i>			
<i>After touch down</i>			
<i>Use of the wheel brake</i>			
<i>Crosswind landings</i>			
<i>Recognition of over/under-shoot</i>			
<b>CIRCUIT PLANNING</b>			
<i>Aiming Point selection</i>			
<i>Approach path</i>			
<i>Approach speed</i>			
<i>Final turn</i>			
<i>Base leg</i>			
<i>Downwind leg</i>			
<i>Effects of wind &amp; wind gradient</i>			
<i>Judging height</i>			
<i>Taking control</i>			
<b>WIRE LAUNCHING</b>			
<i>The Full Climb</i>			
<i>Crosswinds</i>			
<i>The Ground Run</i>			
<i>Launch failures</i>			
<i>The release</i>			
<i>Hand positions</i>			
<i>Launch equipment</i>			
<i>Conversions to wire launching</i>			

Exercise	Brief	Comp	Date
<b>AEROTOW LAUNCH</b>			
Vertical positioning behind the tug			
Lateral positioning behind the tug			
Slack in the rope			
Releasing from tow			
Ground operations			
Take off and initial climb			
Launch Failures			
Emergency Signals			
Boxing the slipstream			
Demonstrating divergent oscillation			
<b>STALLING</b>			
Stall with a nose drop			
Stall with a wing drop			
Slow flying exercises			
Stall with airbrakes or spoilers open			

Exercise	Brief	Comp	Date
Stall in a turn			
Stall in a steep turn			
<b>SPINNING AND SPIRAL DIVES</b>			
Under banked over ruddered turn			
Spiral dives			
Recovery problems			
Lack of effect of elevator at the stall			
High speed stall			
Changing effect of the rudder at the stall			
<b>FLAPS</b>			
Cruise/Climb Flaps			
Use of thermal flap			
Use of negative flap — to increase high speed performance			
Use of landing flap			
<b>TYPE CONVERSION</b>			
common difficulties			

**Overall Assessment** (In the space below, add any comments you feel are appropriate and which may be of assistance to the person carrying out the rating test).

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I hereby certify that the candidate has been trained as an instructor in accordance with the guidelines and recommend that a rating test be carried out.

Signature ..... Date: .....

Name ..... Level 3 Instructor

This completed document should be forwarded to the RM/O, who will make it available to the independent Level 3 Instructor assigned to the task of carrying out a rating test.

**NOTE:** A duly signed copy of this completed Level 1 Instructor Training Syllabus must be returned to the GFA office.



Level 1 Instructor rating recommended/not recommended (Delete as appropriate).

Signature ..... Date: .....

Name..... Level 3 Instructor

**Note:** If instructor rating is not recommended, specify work required to bring candidate up to standard. Use "general remarks" section above.

This completed document should be forwarded to the RM/O, and a copy of this completed Level 1 Instructor Training Syllabus must be returned to the GFA office.

**For RM/O use only**

Logbook sticker issued as recommended above.

Signature ..... Date: .....

Name..... RM/O

**RM/O to retain 1 copy, forward 1 copy to club CFI and 1 copy to GFA Chief Technical Officer.**

OPS F008

## APPENDIX 9 - LEVEL 2 INSTRUCTOR TRAINING SYLLABUS & ASSESSMENT

Candidate's Name: .....

Club: .....

**Level 3 Instructors:** When a topic is completed, initial the Completed (Comp) column and record the date.

Exercise	Comp	Date
<b>OPERATIONS SUPERVISION</b>		
<i>Risk drivers awareness</i>		
<i>Pitfalls</i>		
<b>HUMAN RELATIONS</b>		
<i>Leadership</i>		
<i>Supervision</i>		
<i>Skill Assessment</i>		
<b>AIRMANSHIP</b>		
<i>Thresholds of Intervention</i>		
<i>Remediation and reinforcement</i>		
<i>Personal example</i>		
<b>SAFETY</b>		
<i>Responses to incidents, accidents, near misses</i>		
<i>Reporting obligations</i>		
<i>Support of club Safety Management Systems</i>		
<i>Safety awareness, culture and improvement</i>		
<b>DISCIPLINARY SITUATIONS</b>		
<i>Getting the facts</i>		
<i>Disciplinary measures</i>		
<b>FIRST SOLO</b>		
<i>Considerations</i>		

Exercise	Comp	Date
<b>SUPERVISION OF EARLY SOLO FLYING</b>		
<i>From solo to 'off daily check flights'</i>		
<i>Solo flight considerations</i>		
<i>Mutual flying considerations</i>		
<b>MEMBER PROTECTION POLICY</b>		
<i>Code Of Conduct</i>		
<i>Organisational Responsibilities</i>		
<i>Individual Responsibilities</i>		
<i>Child Protection</i>		
<i>Anti-Discrimination and Harassment</i>		
<i>Sexual Relationships</i>		
<i>Complaints Procedures</i>		
<b>CHIEF FLYING INSTRUCTOR</b>		
<i>CFI responsibility</i>		
<i>Training Panel management</i>		
<i>Relationship of panel to committee</i>		
<b>ANNUAL FLIGHT REVIEWS</b>		
<i>Purpose</i>		
<i>Exercises</i>		

**Flight Test:** Patter and Demonstrations Satisfactory/Unsatisfactory (Delete as appropriate).

### Overall Assessment

Level 2 Instructor rating recommended/not recommended (Delete as appropriate).

**Note:** If a Level 2 instructor rating is not recommended, specify work required to bring candidate up to standard overleaf.



