

THE GLIDING FEDERATION OF AUSTRALIA



OPERATIONAL REGULATIONS

Issue 5

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Section 1 - Introduction

- 1.1. These Regulations and any amendments thereto are prepared by the Gliding Federation of Australia and approved by the Civil Aviation Safety Authority.
- 1.2. These Regulations are produced so that sailplane pilots may have available in one document the procedures and instructions necessary to ensure that sailplanes to which Civil Aviation Orders 95.4 and 95.4.1 apply are operated in accordance with the exemptions granted by those Orders and with the Civil Aviation Regulations and Orders from which they are not exempted. For all other operational procedures refer to MOSP Part 2 (Operations).
- 1.3. In these Regulations the term 'sailplane' shall include powered sailplanes and power assisted sailplanes.

Note: The terms 'glider' and 'sailplane' are synonymous for the purpose of these Operations Regulations despite technical differences. The term 'sailplane' is preferred to avoid confusion with 'hang glider'

- 1.4. 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).
- 1.5. Where the requirements of these Regulations differ from those contained in the GFA Manual of Standard Procedures 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.
- 1.6. Certification, maintenance, modification and repair of sailplanes, powered sailplanes and power-assisted sailplanes shall be carried out in accordance with MOSP Part 3 (Airworthiness).

This issue of the Operational Regulations approved by CASA on 4 January 2001.
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Section 2 - List of amendments

This document is periodically amended by the issue of replacement pages, each identified by page number, amendment number and effective date, or by total re-issue, as appropriate. Interim amendments may be by Operations Directives distributed to clubs.

No. Page	Subject	Inserted by	Effective date

Section 3 - Definitions

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

Accident	- an occurrence associated with the operation of an aircraft between the time any person boards the aircraft with the intention of flight until the time all such persons have disembarked, in which any person suffers death or serious injury as a result of being in or in contact with the aircraft, or the aircraft incurs damage or structural failure which adversely affects its structural strength, performance or flight characteristics, or the aircraft is missing or inaccessible.
Advisory Circular	- a document published by CASA to amplify or explain a provision of the CASRs or CARs (1998).
Aerodrome elevation	- the height above mean sea level of the reference point of an aerodrome.
Aerodrome operator	- in the case of a licensed aerodrome, the licence holder; in the case of an unlicensed aerodrome, the occupier.
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 commercial flights.
Airship	- a power-driven lighter-than-air aircraft.
Airshow	- see flying display.
Air Traffic Services Unit	- an Air Traffic Control, Flight Information Service or SAR alerting unit.
Airways clearance	- approval or instructions issued by an Air Traffic Control unit to operate in controlled airspace.
Altitude	- a height above mean sea level, which is shown by an altimeter set to QNH or Area QNH
AMSL	- above mean sea level.
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.
Approved test pilot	- a pilot qualified in accordance with MOSP to conduct test flights of Australian sailplanes.
Authorised inspector	- a GFA member holding an authority to perform sailplane airworthiness functions.
ATSB	- Australian Transport Safety Bureau
AVFAX	- Aviation facsimile service for the provision of meteorological and briefing data. Airservices Australia charges for this service via a PhoneAway card.
Balloon	- a non-power-driven lighter-than-air aircraft.
Built-up area	- an area where buildings are so closely spaced as to prevent safe landing between them.
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 or Chairman of the Instructors' Panel of a GFA-affiliated gliding club or organisation.

Charter flight	- the carriage of a passenger 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 airport and landing there, usually a 3 nautical mile radius below 1500 feet AGL.
Civil Aviation Advisory Publication (CAAP)	- an advisory publication which details the preferred means of complying with directions given under, or requirements of, the Civil Aviation Regulations (1988).
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 Regulation.
CTO/A	- the person holding the office of Chief Technical Officer-Airworthiness in the GFA.
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.
Designated Remote Area	- an area designated by CASA as being difficult to gain access to or remote from habitation or communication such as to hamper search and rescue (see CAO 20.11 for details).
Dry breathing oxygen	- oxygen meeting an approved standard for use in aircraft breathing systems.
Dwelling	- a building designed for human habitation
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 Manual	- an operating manual which is issued or approved for each individual aircraft under the CAR 54.
FLIGHTWATCH	- An in-flight service provided to IFR and VFR aircraft in all classes of airspace on frequencies separate from the Area VHF frequencies (which are used for traffic information).
Flying Display	- flights performed before members of the public who have assembled to witness those flights as a result of advertisement or invitation, whether an admission fee is charged or not.
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 I	- the Daily Inspection record.
GFA Instructors Handbook	- the GFA publication which contains guidance for the training of sailplane pilots and instructors.

Glider	- (refer 1.3).
Glider Towing Permit	- a permit which may be issued by the CASA to a flight crew licence holder to aerotow sailplanes.
High tow	- a position just above the slipstream of a tug.
Hill soaring	- using upcurrents close to the slopes of hills to prolong sailplane flight.
Incident	- an occurrence to an aircraft other than an accident or serious incident that affects or could affect the safety of its operation.
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 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 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 (NGS) Instructor	- a GFA instructor who is authorised to carry out the training, testing and upgrading of instructors under the auspices of the National Gliding School.
Licensed Aerodrome	- an aerodrome meeting certain standards and operated under a licence granted by the CASA.
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.
NAIPS	- National Aeronautical Information Processing System.
National Gliding School (NGS)	- the instructor and inspector training and standardisation school of the GFA.
NOTAM	- Notice to Airmen.
Occasional gliding operation	- a sailplane or sailplanes using an aerodrome as a base for a specified period, i.e. with defined starting and finishing dates.
OCTA	- Outside Controlled Airspace.
Parachute Rigger	- a person qualified to inspect, repair and repack parachutes.
Pilot authorisations	- the various approvals granted to a pilot and recorded in his/her pilot log book.
Power-assisted sailplane	- see CAO 95.4 for definition.
Powered sailplane	- see CAO 95.4 for definition.
Public road	- a road where the public are permitted access.

QNH	- a pressure setting which will cause an altimeter to indicate height above mean sea level.
Radiotelephone Operator authorisation	- a logbook endorsement indicating that the holder has been trained to operate VHF band aeronautical radio equipment in sailplanes.
Rigging	- the assembly of a sailplane from a disassembled state to a condition ready for flight.
RTO/A	- the person holding the office of Regional Technical Officer/Airworthiness in a particular State or Regional Committee of the GFA.
RTO/Ops	- the person holding the office of Regional Technical Officer/Operations in a particular State or Regional committee of the GFA.
Safety briefing	- instructions given to a passenger to ensure that he/she does not compromise the safe conduct of a flight.
SARWATCH	- a search and rescue alerting function.
Serious incident	- an occurrence that affects or could affect the safety of operation of an aircraft or that that involves circumstances indicating that an accident nearly occurred (e.g. near collision, serious undershoot, pilot incapacitation).
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).
STO/A	- a person holding the office of Senior Technical Officer/Airworthiness of GFA.
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.

Section 4 - Registration and markings

- 4.1. Responsibility for maintaining that part of the Register of Australian Aircraft relating to sailplanes, powered sailplanes and power-assisted sailplanes is delegated by CASA to nominated officers of the GFA. (CARs 8-13).
- 4.2. 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).
- 4.3. Powered sailplanes and power assisted sailplanes shall carry engraved placards as prescribed in CAO 95.4.
- 4.4. Sailplanes shall carry external markings as prescribed in CAO 95.4. Refer to Manual of Standard Procedures Section 14.2 for details of markings.

Section 5 - Airworthiness

- 5.1. 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).
- 5.2. A sailplane shall not be flown unless it has a current Maintenance Release, except for evaluation following maintenance for the issue of a Maintenance Release. (CARs 43, Section 20AA of Civil Aviation Act).
- 5.3. All sailplanes shall be inspected by an authorised inspector and the inspection certified in the GFA Form I, prior to the first flight of each day and following rigging or the completion of maintenance.
- 5.4. A sailplane pilot shall, if he/she is 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. (CARs Part 4B).

Section 6 - Personnel standards

6.1. GENERAL

- 6.1.1. The standards contained in this Section are minimum standards which may be increased at the discretion of a CFI. Pilot and Instructor standards may be varied by an RTO/Ops or the GFA Chief Technical Officer/Operations, where other factors ensure an equivalent standard of safety.
- 6.1.2. 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 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.

(CAR 5.51 and 5.52)

6.2. MEDICAL STANDARDS

- 6.2.1. A person shall not fly as pilot in command of a sailplane unless he/she has completed the medical declaration at Appendix 1 to these Regulations.
- 6.2.2. A person who suffers from a medical condition which prevents him/her from making the declaration at Appendix I may fly as pilot in command of a sailplane if he/she has been examined by a legally qualified medical practitioner and found fit to fly in that capacity.
- 6.2.3. A pilot shall not act as pilot in command of a charter flight unless medically examined by a legally qualified medical practitioner and found fit to fly in that capacity in accordance with Appendix II to these Regulations. (equiv CAR 5.04).
- 6.2.4. A certificate of medical fitness under 6.2.3 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. (equiv. CAR 6.14).
- 6.2.5. A pilot shall not fly as pilot in command if temporarily unfit, e.g. due to illness, or within 24 hours following the donation of blood.

6.3. PILOTS

- 6.3.1. No pilot shall fly solo unless that pilot is a member of GFA or has undertaken in writing to comply with the rules, orders, directions, standards and operational procedures of the GFA in accordance with Section 4.1 of CAO 95.4.
- 6.3.2. No pilot under the age of 15 years shall fly in command of a sailplane. (equiv. CAR 5.65). No pilot may carry a passenger unless he/she has been issued with a passenger-carrying rating in accordance with the GFA Manual of Standard Procedures.
- 6.3.3. A pilot holding a charter authorisation may act as pilot in command of passenger charter flights conducted in accordance with Section 7.3 of these Regulations.
- 6.3.4. A pilot holding an FAI Silver Badge may be authorised by a CFI to conduct independent operations, that is, to fly one sailplane without being supervised by a Level 2 instructor.
- 6.3.5. A solo pilot shall undergo an annual competency check in accordance with the GFA Instructors Handbook.

6.4. INSTRUCTORS

- 6.4.1. An instructor authorisation may be issued only by the GFA Chief Technical Officer/Operations or the RTO/Ops of the applicant's State or GFA Region. In the case of an Air Experience Instructor, the authorisation may be issued by the CFI of the applicant's club.
- 6.4.2. The following are the gliding instructor authorisations which may be issued to a pilot:
 - (a) Air Experience Instructor (limited to the conduct of Air Experience Flights, AEFs);
 - (b) Level 1 Instructor;
 - (c) Level 2 Instructor;
 - (d) Level 3 (NGS) Instructor;

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

- 6.4.3. An instructor authorisation is revalidated biennially by a CFI, following a check flight with the CFI or his/her delegate. Biennial revalidation requirements are:-
- Air Experience Instructors, 40 hours total gliding in the preceding 2 years and 3 take-offs and landings in the preceding 90 days, one of which must be in a type similar in performance and handling to that used for the AEF;
 - All other Instructor Authorisations, 40 hours or 150 launches total gliding in the two-year period, of which 20 hours or 60 launches must be instructing. The instructor should be a current cross-country pilot. These requirements may be varied in extenuating circumstances by the RTO/Ops. An Instructor's Authorisation being initially issued after the 31st March of a revalidation year shall remain valid until the 31st August of the next revalidation period.
- 6.4.4. To gain an Air Experience Instructor rating, a pilot shall 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 relevant section of the GFA Instructor's Handbook.
- 6.4.5. The privileges of an Air Experience Instructor are that he/she 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.
- 6.4.6. A Level 1 Instructor candidate shall have logged at least 75 hours gliding, not display any faults in lookout or handling technique, and shall successfully undertake an oral examination by a Level 3 (NGS) Instructor on basic theory, flight rules and procedures, airworthiness, meteorology and instructing theory and practice.
- 6.4.7. Training for a Level 1 Instructor authorisation shall include instruction in the principles and methods of instructing (GFA Instructors' Handbook, Part One) and candidates must demonstrate competence in teaching any given sequences in the training syllabus (GFA Instructors' Handbook, Part Two). Training and assessment shall be conducted by Level 3 (NGS) Instructors.
- 6.4.8. A Level 1 Instructor may instruct students under the direct supervision of a Level 2 Instructor, and conduct routine flight checks on solo pilots, but may not approve first solo flights and may not supervise a club's operations.
- 6.4.9. A candidate for a Level 2 Instructor authorisation shall hold an FAI Silver Badge, 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.
- 6.4.10. Training for a Level 2 Instructor authorisation shall include instruction in the supervision of gliding operations and the assessment of pilot skill. Training and assessment shall be conducted by Level 3 (NGS) Instructors.
- 6.4.11. A Level 2 Instructor may instruct students in all sequences in Part Two of the Instructors' Handbook, may approve first solo flights, and may supervise a club's operation.
- 6.4.12. Level 3 (NGS) Instructors are Level 2 Instructors who have been recommended by the RTO/Ops of their State/GFA Region and coached in instructor-training techniques at a National Gliding School organised or approved by the GFA Chief Technical Officer/Operations.

- 6.4.13. A Level 3 (NGS) Instructor may carry out training, testing and upgrading of instructors in accordance with National Gliding School directives, as authorised by the RTO/Ops or GFA Chief Technical Officer/Operations.

6.5. RADIOTELEPHONE OPERATOR AUTHORISATION

- 6.5.1. A pilot may be authorised to operate radiotelephone apparatus installed in a sailplane after he/she has been trained by a 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 of an equivalent standard to that required to obtain a Flight Radiotelephone Operator Licence. This authorisation is a requirement for communications on non-gliding frequencies and shall be notified by log-book endorsement.
- 6.5.2. Although not a requirement, the above authorisation is strongly recommended for specific gliding frequencies, in the interest of a good standard of communications.
- 6.5.3. All radio transmissions shall be in the English language, unless a discrete frequency has been allocated for other languages.

6.6. AIRWORTHINESS OFFICERS

- 6.6.1. Sailplane Airworthiness authorities as laid down in Part 3 of the MOSP are issued by the CTO/A, STO/A or RTO/A under powers delegated by CASA.

6.7. EXAMINATIONS

- 6.7.1. 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.

Section 7 - Conduct of operations

7.1. GENERAL

- 7.1.1. All operations, except those conducted by pilots holding an Independent Operator authorisation, shall be directly supervised by a Level 2 Instructor.
- 7.1.2. A pilot may not fly in command of a sailplane on a cross-country flight, or from a Licensed aerodrome, without having passed a test on the Flight Rules and Procedures in Section 9 of these Regulations.
- 7.1.3. A pilot shall at all times operate a sailplane within the limits of its cockpit placards and shall not exceed the privileges of his/her authorisation.
- 7.1.4. Supplementary oxygen shall be used by all occupants of a sailplane above 10,000 feet AMSL. Supplementary oxygen systems shall only be filled with dry breathing oxygen. (CAR 252, CAO 108.26).
- 7.1.5. Before each flight the pilot in command shall ensure that: -
- (a) The sailplane is loaded within permitted limits and any ballast required to ensure this 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, 244).
- 7.1.6. Where a two-seat sailplane is flown by two pilots, one of them must be nominated as pilot in command. (CAR 224).
- 7.1.7. 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. (CAR 228).
- 7.1.8. Before initiating a launch the pilot in command shall, as far as practicable, ascertain that he/she will not conflict with any other aircraft in flight or about to land. (CAR 246)
- 7.1.9. Each occupant of a sailplane shall wear an individual safety harness which shall remain fastened at all times in flight. (CAO 20.16.3).
- 7.1.10. No person shall fly in any capacity in a sailplane if:
 - (a) He/she has consumed any alcoholic liquor in the preceding 8 hours; or
 - (b) His/her ability to act in that capacity is impaired by reason of having consumed, used or absorbed any alcoholic liquor, drug, pharmaceutical or medicinal preparation or any other substance. (CAR 256).
- 7.1.11. Where a passenger occupies a control seat in a two-seat sailplane, that passenger shall have received adequate instructions before flight to ensure that the pilot's ability to control the sailplane is not impaired. (CAR 226).
- 7.1.12. No person under the age of 18 years may fly in any capacity without the written consent of his/her parent or legal guardian.

7.2. OPERATIONS AT LICENSED AERODROMES

- 7.2.1 for regular or occasional gliding operations at Licensed aerodromes shall be obtained from the aerodrome operator and all relevant CASA requirements and procedures shall be adhered to. CASA may issue directions under CAR 92 (2).
- 7.2.2. Responsibility for the conduct of gliding operations at non-controlled aerodromes shall be vested in a person nominated by the gliding organisation and approved by the aerodrome operator.

NOTE: This person will be expected by CASA to be the usual means of liaison between the club, aerodrome operator and CASA.
- 7.2.3. Any scheduled or unscheduled outlandings at Licensed aerodromes, and subsequent aerotow launches, shall be conducted so as to cause minimum disturbance to normal aerodrome traffic. (CAR 92 (2)).
- 7.2.4. Sailplanes operating within 5NM of aerodromes served by a Regular Public Transport service shall monitor the appropriate CTAF frequency when below 3,000ft above aerodrome level and respond to calls from other aircraft.
- 7.2.5. Radio-equipped sailplanes are required to monitor the CTAF frequency when within the CTAF area and make appropriate calls where applicable.
- 7.2.6. Sailplanes must monitor the MBZ frequency and respond appropriately to calls from other aircraft when operating in a Mandatory Broadcast Zone.

7.3. CHARTER OPERATIONS

- 7.3.1. A club or operator must hold an Air Operator Certificate issued by CASA in order to carry passengers who are not members of the GFA for hire or reward in gliders. (CA Act S 27 (9)).

NOTE: A club or operator applying for initial issue or renewal of an Air Operator Certificate must provide evidence of having obtained insurance under the Civil Aviation (Carrier's Liability) Act and complementary State legislation. This Act limits the liability of such a carrier to \$500,000 per passenger, without requiring proof of negligence to claim compensation, and this is the only liability which may apply.

- 7.3.2. CASA will issue an Air Operator Certificate to gliding clubs and operators (as defined in CAO 95.4.1.) which meet the standards and responsibilities defined in the Act, on application and payment of the determined amount (Civil Aviation Act, Sections 27 to 28BH).

- 7.3.3. The following requirements shall be met when conducting a charter flight.

- (a) the pilot in command shall hold a current GFA Charter authorisation. Requirements for the issue of this authorisation are:
- (i) 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;
 - (ii) training for the charter authorisation shall be carried out at club level in accordance with the syllabus specified at paragraph (d) below. The authorisation shall be issued by the club CFI and the pilot's log book shall be endorsed to that effect;
 - (iii) a charter authorisation shall remain valid, unless suspended by the club CFI or Instructor Panel or by medical unfitness of the holder, until the next renewal date for GFA ratings (normally 31st August in an even-numbered year);
 - (iv) a charter authorisation shall be revalidated biennially following a successful flight test conducted by a Level 2 Instructor; and
 - (v) the CFI shall furnish a biennial return to the RTO/Ops listing those pilots holding a charter authorisation. This list shall be forwarded by 31st August in the revalidation year. Included in the return shall be a copy of the General Practitioner's certificate or CASA medical certificate for those holders of new charter authorisations included on the list;
 - (vi) 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.
- (b) The pilot in command of a charter flight shall be medically fit as defined by Section 6.2 of these Regulations.
- (c) Conduct of charter operations.
- (i) 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/aeroplane as applicable;
 - (ii) 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;
- (iii) the aerodrome from which a charter flight takes place shall conform to the requirements laid down in Section 8 of these Regulations;
 - (iv) tug pilots or winch/tow car drivers launching a sailplane for a charter flight shall be in current practice and not under training;
 - (v) passengers shall receive a safety briefing prior to the flight, including an instruction not to manipulate or interfere with the controls;
 - (vi) 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.
- (d) Syllabus of training for charter authorisation.
- (i) an applicant for issue or revalidation of a charter authorisation shall demonstrate competence in the following flight sequences to the Level 2 instructor conducting the test. In the case of initial issue, this shall be the CFI of the applicant's club or a Level 2 Instructor delegated by the CFI:
 - Normal launch and release, or take-off, as applicable
 - Recognition of and recovery from stalls and spins induced by the instructor
 - Practical application of flight rules and procedures as applied to sailplanes and powered sailplanes
 - Normal circuit flown without reference to the altimeter
 - Safe approach flown without reference to the airspeed indicator
 - Emergency procedures during launch/take-off and in flight.
 - (ii) The above sequences may be flown from either seat, as nominated by the checking instructor and shall be flown without faults in lookout or handling technique, or harsh use of the controls.
 - (iii) An applicant shall be qualified to carry out daily Inspections on the aircraft used in the test.
- (e) 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.
- (f) A first-aid kit need not be carried by a glider provided the launch control point has a first-aid kit.
- (g) Powered sailplanes require both a fire-extinguisher and a first-aid kit.
- (h) Gliding clubs and organisations shall ensure that duty pilots and instructors are aware of the validity and recency of all charter pilots operating under their auspices.

(CAO 95.4.1.)

7.4. AIRSPACE AND FLIGHT NOTIFICATION

- 7.4.1. A sailplane, other than in an emergency, shall only be operated in controlled airspace in accordance with an airways clearance. No aircraft shall enter military or civil controlled airspace without a clearance.
- 7.4.2. If the pilot in command cannot comply with an airways clearance, he/she must advise ATC immediately and request an amended clearance.

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

- 7.4.3. A sailplane shall not be flown in any active restricted area except in accordance with instructions issued by the appropriate ATS unit or the responsible military controlling authority.
- 7.4.4. When a sailplane is flown below 10,000 feet AMSL, a pilot shall set local QNH or area QNH on the altimeter. QNH may be obtained as follows :-
- (a) From a briefing unit or using NAIPS/AVFAX prior to take-off;
 - (b) From FLIGHTWATCH by radio in flight on the relevant FLIGHTWATCH frequency;
 - (c) By setting the aerodrome elevation on the altimeter prior to take-off.
- 7.4.5. Whenever a sailplane is flown above 10 000 feet AMSL, the altimeter shall be set to the standard pressure setting of 1013.2 hPa and the pilot shall report height by reference to Flight Levels.
- 7.4.6. Airspace over continental Australia above FL 200 is classified by Airservices Australia as Class C, requiring an ATC clearance and, unless the airspace has been released to a gliding operator, monitoring of the appropriate ATS frequency.
- 7.4.7. The format of a sailplane position report is -
- Name of ATC unit
 - Sailplane (callsign)
 - Position by distance and direction from nearest aerodrome etc at
 - Time in minutes past the hour
 - Altitude or Flight Level, and if appropriate
 - Request climb/descent to (altitude or Flight Level) and/or
 - Request amended track via (proposed route).
- 7.4.8. The pilot of a sailplane operating within uncontrolled airspace for which mandatory radio procedures apply (e.g. MBZ) must monitor the appropriate VHF frequency, report when entering and leaving the airspace and respond to reports and broadcasts from other aircraft in potential conflict.
- 7.4.9. Gliders are encouraged, but not required, to monitor the area VHF frequency when operating above 5,000 feet OCTA (AIP ENR 1.1, para 19.1.10).

Section 8 - Launching

8.1. GENERAL

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

8.2. VEHICLE TOW LAUNCHING

- 8.2.1. Except with the approval of the RTO/Ops, a sailplane shall not be launched by vehicle tow from a site with less than 1,600 metres of usable length. The surface shall permit the tow vehicle to be safely driven along it at launch speeds.

8.3. WINCH LAUNCHING

- 8.3.1. Except with the approval of the RTO/Ops, a sailplane shall not be winch launched from a site with a cable run shorter than 1200 metres.

8.4. AEROTOW LAUNCHING

- 8.4.1. 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, if it is not a licensed aerodrome or a military aerodrome, it 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).
- 8.4.2. 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.
- 8.4.3. The tug shall be fitted with a mirror or mirrors adjusted so that the tug pilot can see the sailplane either directly or using a mirror at all times when the sailplane is in a normal relationship to the tug.
- 8.4.4. The tow rope shall be a natural or manufactured non-metallic fibre of a suitable length. For normal operations a length of 55 metres is recommended.
- 8.4.5. 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.
- 8.4.6. The pilot in command of the sailplane/tug combination is the tug pilot.
- 8.4.7. The tug pilot may, for safety reasons, release the tow rope without warning at any time during towing.
- 8.4.8. The tug pilot may order the sailplane pilot to release immediately by rocking the tug's wings. On seeing this signal, the sailplane pilot shall release immediately.
- 8.4.9. If the tug pilot becomes aware, or suspects, that the sailplane has a drag-increasing device deployed, he/she 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.
- 8.4.10. If the sailplane is unable to release because of some fault in its release mechanism or the tow-rope, the following procedure shall be adopted:
 - (a) The sailplane shall fly out to the left of the tug, keeping the tow-rope taut. This signals that the sailplane cannot release;
 - (b) On receiving an acknowledgement (a wave of the hand) from the tug pilot, the sailplane is flown back to the line-astern position in high or low tow;
 - (c) When ready to release, the sailplane pilot shall adopt the high-tow position, whereupon the tug pilot shall release the rope.
- 8.4.11. Emergency procedures, other than premature release initiated by the sailplane pilot, may only be practised by mutual arrangement as to the type, timing and nature of the emergency to be practised.

8.5 POWERED SAILPLANES

- 8.5.1. Pilots shall be trained in accordance with the syllabus in the GFA MOSP Part 2 (Operations).

Section 9 - Flight rules and procedures

- 9.1. A sailplane shall not be operated in a negligent manner or in reckless manner so as to be likely to endanger life or the property of others. (Section 20A (1), Civil Aviation Act).
- 9.2. A sailplane shall not be flown in such a manner or in such circumstances as is or are likely to cause avoidable danger to any person or property (including animals) on land or water or in the air. (Section 20A (2), Civil Aviation Act).
- 9.3. A sailplane shall be flown under Visual Flight Rules (VFR) at all times, that is:
 - (a) With constant visual reference to the ground or water when within 2000 feet of the surface;
 - (b) In a flight visibility of at least 5000 metres below 10,000 feet AMSL or 8 kilometres when at or above 10,000 feet AMSL;
 - (c) If monitoring the appropriate VHF frequency and below 3,000 feet AMSL or 1,000 feet above terrain (whichever is the higher), clear of cloud;
 - (d) If above 3,000 feet AMSL or 1,000 feet above terrain (whichever is the higher), 1,500 metres horizontally and 1,000 feet vertically from cloud.

When navigating visually, the pilot must be able to positively fix the aircraft's position by visual reference to features shown on topographical charts at intervals not exceeding 30 minutes. Flight over more than 4/8 cloud may make visual navigation impossible.

- 9.4. Nothing may be towed behind an aircraft in flight except with the permission of CASA. (CAR 149).
- 9.5. 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. (CAR 150),and then only in accordance with any directions issued by the Authority to ensure the safety of the aircraft as far as practicable and to minimise hazard to persons, animals and property.
- 9.6. Parachute descents other than emergency descents shall only be made in a manner approved by CASA, for example, in accordance with a specification issued under CAR 152 to the Australian Parachute Federation.
- 9.7. Flight instruction and authorisation to a student for solo flying shall be such as to ensure that a sailplane flown by that student does not constitute a hazard to other aircraft. (CAR 5.67).
- 9.8. A sailplane shall not be flown in aerobatic manoeuvres (that is, manoeuvres in which the angle of pitch or bank exceeds 60 degrees) without the written approval of CASA when it is:
 - (a) Below 2000 feet above the level of a licensed aerodrome within two nautical miles of that aerodrome; or
 - (b) In any other location below 1000 feet above the highest terrain or obstacle within a 600 metre radius of the sailplane. (CAR 155).
- 9.9. Before engaging in aerobatic manoeuvres the pilot in command of a sailplane shall ensure that:

- (a) The proposed manoeuvres are permitted by the sailplane's Certificate of Airworthiness;
 - (b) All occupants of the sailplane are secured with correctly-adjusted safety harnesses;
 - (c) The safety harness of any unoccupied seat is made secure so that it does not foul any controls of the sailplane;
 - (d) All loose articles are removed from the sailplane or made secure in the sailplane; and
 - (e) The proposed manoeuvres will not bring the sailplane into close proximity with other aircraft. (CAR 155(4)).
- 9.10. A sailplane shall not take part in an airshow or flying display, or fly over a public gathering except in the course of arriving at or departing from an aerodrome or gliding site, unless written approval has been obtained from CASA and the RTO/Ops. (CAR 156).
- 9.11. 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 8.4.1.
 - (ii) When in the course of landing,
 - (iii) When completing a race in a gliding competition approved by CASA; (CAO 95.4 prescribes conditions for this), or
 - (iv) When engaged in ridge or hill soaring. (CAR 157 + ex).
- 9.12. 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.
- 9.13. A sailplane which is required to give way to another aircraft shall do so by passing behind it or, if passing in front or above or below that aircraft, shall keep well clear. (CAR 161).
- 9.14. When two aircraft are on converging headings at approximately the same height, the aircraft that has the other on its right shall give way, except that:
- (a) Power-driven heavier-than-air aircraft shall give way to airships, sailplanes and balloons;
 - (b) Airships shall give way to sailplanes and balloons;
 - (c) Sailplanes shall give way to balloons; and
 - (d) Power-driven aircraft shall give way to aircraft that are seen to be towing sailplanes. (CAR 162(1)).
- 9.15. Where two aircraft are approaching head on or approximately so and there is a danger of collision, each shall alter its heading to the right. A sailplane which is ridge soaring and has the ridge to its left shall give way by turning away from the ridge.
- 9.16. An aircraft being overtaken has right-of-way over the overtaking aircraft, which shall not overtake by climbing or diving to pass over or under the other aircraft. No subsequent change in the relative positions of the two aircraft shall remove this right-of-way until the overtaking aircraft is entirely past and clear. A sailplane engaged in ridge or hill soaring shall overtake by passing between the ridge or hill and the other sailplane. Other than a sailplane which is ridge or hill soaring an aircraft shall overtake another aircraft by passing to its right. (CAR 162 (3) and (4)).

- 9.17. An aircraft in flight or on the ground shall give way to an aircraft landing or on final approach to land. (CAR 162 (5)).
- 9.18. Where two or more sailplanes are approaching to land, the lowest sailplane has the right-of-way but shall not use this rule to cut in front of, or overtake, another sailplane on final approach. A power-driven aircraft shall give way to a sailplane which is approaching to land. (CAR 162 (6) and (7)).
- 9.19. Where two sailplanes are at approximately the same height and both are approaching to land, the higher-performance sailplane shall give way to the lower-performance sailplane.
- 9.20. An aircraft which is about to take-off shall not do so until there is no apparent risk of collision with other aircraft. (CAR 162 (8)).
- 9.21. An aircraft the pilot of which is aware that another aircraft is compelled to land shall give way to that aircraft. (CAR 162 (9)).
- 9.22. 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.
- 9.23. As far as practicable, when in the circuit area of a licensed aerodrome, a sailplane shall 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 166(d)).
- 9.24. When it is not practicable for a sailplane to comply with 9.23 above, the pilot shall ensure that he/she avoids conflicting with aircraft which are complying with that procedure.
- 9.25. As far as it is safe and practicable to do so, a sailplane arriving at an aerodrome shall track over the ground such that at least two turns, each of approximately 90 degrees in the circuit direction, are made prior to landing. (CAR 166(d) ex).

Section 10 - Outlandings

- 10.1. 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.
NOTE: Attention is directed to the fact that this Regulation does not confer on the operator of a sailplane any rights as against the owner or occupier of any land on or over which the operations are conducted, or prejudice in any way the rights and remedies which a person may have in respect of any injury to persons or damage to property caused directly or indirectly by any sailplane (CAR 93).
- 10.2. If a sailplane is landed on private property all reasonable actions shall be taken to obtain the permission of the landowner prior to removing the sailplane.
- 10.3. All gates should be left in the condition as found after removing a sailplane from private property where it has landed. Care shall be taken not to damage crop or disturb stock.
- 10.4. A sailplane shall not be aerotowed from a paddock without the consent of the landowner or his/her agent.

Section 11 - Parachutes

- 11.1. A serviceable parachute shall be worn by each occupant of a sailplane taking part in a GFA recognised contest.
- 11.2. A parachute is not considered to be serviceable unless it has been inspected and repacked in accordance with the parachute manufacturer's maintenance requirements.

This may be carried out by a person qualified under CAR 30 or by a parachuting organization approved by CASA. Unless a shorter time interval is specified, an inspection is valid for six months.

Section 12 - Accidents, serious incidents and incidents

- 12.1. An accident or serious incident must be reported to both the RTO/Ops and the Australian Transport Safety Bureau (ATSB) without delay. (Air Navigation Act).
- 12.2. An incident shall be reported to the RTO/Ops within 24 hours and to ATSB within 48 hours.
- 12.3. Any sailplane involved in an accident or serious incident requiring immediate notification to ATSB may not be moved, other than to the minimum extent necessary to preserve life, without the prior approval of ATSB, and shall be deemed to be in the custody of ATSB.
- 12.4. Information to be notified in the event of an accident or serious incident shall be:
 - (a) The type, model, nationality and registration marks of the sailplane;
 - (b) The name of the owner, operator and hirer (if any) of the sailplane;
 - (c) The name of the pilot in command of the sailplane;
 - (d) The date and time when the accident or serious incident occurred;
 - (e) The last point of departure, the point of intended landing of the sailplane and the nature of the flight;
 - (f) The position of the sailplane with reference to some easily defined geographical point and the latitude and longitude of that point;
 - (g) The number of persons aboard the sailplane and, where by reason of the accident a person has died or been seriously injured,
 - (i) The number of members of the crew (if any) who have died and, if the information is available, the names of those members;
 - (ii) The number of passengers (if any) who have died or become seriously injured and, if the information is available, the names of those passengers, and;
 - (iii) The number of other persons (if any) who have died or been seriously injured and, if the information is available, the names of those persons;
 - (h) The nature and causes of the accident or serious incident as far as it is known;
 - (i) The nature and extent of damage to the sailplane: and
 - (j) The physical characteristics of the area in which the accident or serious incident occurred.

Section 13 - Operations in Designated Remote Areas

- 13.1 Operations in a designated remote area shall carry an ELT or EPIRB and be accompanied by sufficient crew to retrieve the sailplane without outside assistance.
- 13.2. One of the designated crew shall be responsible for maintaining a SARWATCH and initiating search action if necessary.
- 13.3. SAR action shall be initiated at 2100 hours local time, and in the event of outlanding the pilot shall activate the ELT no later than that time.
- 13.4. Pilots operating in a Designated Remote Area shall hold either a Flight Radiotelephone Operator Licence (issued by CASA) or a GFA radio operator qualification.

- 13.5. Pilots not resident in Australia shall hold certification from the CFI of their home club that they are competent to fly in remote areas and are competent in the use of the English language. If they intend to operate at a licensed aerodrome which is not a regular gliding site, or one which is within a Control Zone, they shall apply in writing to the GFA at least 8 weeks prior to arrival.
- 13.6. All sailplanes operating in a Designated Remote Area shall be equipped with at least VHF radio capable of operating on all applicable ATS frequencies.

Appendix 1

THE GLIDING FEDERATION OF AUSTRALIA

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

I further declare that:

- (a) I do not suffer from a deficiency of vision that makes it unsafe for me to fly as pilot in command.
- (b) I am not taking insulin for the control of diabetes.
- (c) I do not suffer from epilepsy, fits, recurrent fainting, giddiness or abnormally high blood pressure.
- (d) I have not previously suffered severe head injury or heart disease.

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

Appendix 2

THE GLIDING FEDERATION OF AUSTRALIA

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 as for the Austroads fitness to drive test – Private vehicle drivers. These standards are to be found at: <http://www.austroads.com.au/aftd/index.html>

Pilots who wish to hold a GFA 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.

I am the applicant's usual general medical practitioner and 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

Remarks:

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

Signature..... Date.....