

THE GLIDING FEDERATION OF AUSTRALIA INC

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OPERATIONAL REGULATIONS

Issue 6

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 administration of sport and recreational gliding and sailplane activities in Australia.

Gliding in Australia is subject to the Civil Aviation Act [1988](#), Civil Aviation Regulations [1988](#) and Civil Aviation Safety Regulations [1998](#). Certain exemptions from the provisions of these Regulations 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).

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).

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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DEFINITIONS

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

Aerobatic Manoeuvres	Manoeuvres in which the angle of pitch or bank exceeds 60 degrees.
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
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.
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.
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 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 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 Regulation.
CASR	Civil Aviation Safety Regulation.
Certified Aerodrome	Aerodromes for which the operators have been granted a certificate by CASA under CASR 139.050.
COP	The person holding the position of Chairman of the Operations Panel and the Head of the GFA Operations Department.
CTO	The person holding the office of Chief Technical Officer. This position provides operational, technical and airworthiness services and

	reports to the Heads of the Airworthiness and Operations Departments.
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.
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 publication which contains guidance for the training of sailplane pilots and instructors.
GFA Operations Manual	The GFA Operations Manual comprises the 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 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.
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 RTO/O's delegate subject to the provisions in these Regulations.
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 ² ; 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.
Registered Aerodrome	Aerodromes that have been registered by CASA under CASR 139.265
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/O	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
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. 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 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 (Equiv. CAR 51(1)).
- 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).

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 or an organisation that is affiliated with 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 these Operational Regulations (Exemption Civil Aviation Act 20AB).
- 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 (CAR 5.51 and 5.52).

3.2. Medical Standards

- 3.2.1. A person shall not fly as pilot in command of a sailplane unless they have made the declaration of physical fitness at [Appendix 1](#) to these Regulations; or has been examined by a legally qualified medical practitioner and found fit to fly in accordance with [Appendix 2](#) to these Regulations; or holds an appropriate valid CASA Medical Certificate (Equiv. CAR 5.04)
- 3.2.2. 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 accordance with [Appendix 2](#) to these Regulations; or holds an appropriate valid CASA Medical Certificate (Equiv. CAR 5.04).
- 3.2.3. A Medical Practitioner's Certificate of Fitness issued under 3.2.1 or 3.2.2 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).
- 3.2.4. 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.

3.3. Pilots

- 3.3.1. No pilot under the age of 15 years shall fly in command of a sailplane (Equiv. CAR 5.77).
- 3.3.2. No pilot may carry a passenger unless he/she has 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 (Equiv. CAR 5.81).

- 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 (Equiv. CAR 5.77).
- 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 (Equiv. CAR 5.83).
- 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 (Equiv. CAR 5.22).
- 3.3.10. 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.
- 3.3.11. 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.
- 3.3.12. 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 CTO, COP or the RTO/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 (Equiv. CAR 5.20).
- 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 (Equiv. CAR 5.58).
- 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. Annual returns listing those instructors that have been actively engaged in in-flight instructing duties are to be forwarded to the relevant RTO/O each year by the Club CFI.
- 3.4.6. Instructors not listed in current annual returns may only recommence in-flight instructing duties under conditions determined and set by the RTO/O following consultation with the CFI.
- 3.4.7. 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 relevant section of the GFA Instructor's Handbook.
- 3.4.8. 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.

- 3.4.9. A Level 1 Instructor candidate must hold a C Certificate, shall have logged at least 75 hours gliding, and should not display any faults in lookout or handling technique.
- 3.4.10. Training for a Level 1 Instructor authorisation shall be undertaken by a Level 3 Instructor allocated by the RTO/O utilising the Training Syllabus for Level 1 Instructor candidates ([Appendix 7](#)). Upon completion of the training the completed syllabus is to be forwarded to the RTO/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 RTO/O and CTO.
- 3.4.11. 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.
- 3.4.12. 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.
- 3.4.13. 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.
- 3.4.14. 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 RTO/O.
- 3.4.15. 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.
- 3.4.16. Level 3 Instructors are Level 2 Instructors who have been recommended to the RTO/O of their State/GFA Region and coached in instructor-training techniques and approved by the RTO/O.
- 3.4.17. A Level 3 Instructor may carry out training and testing of instructors in accordance with guidelines approved by the GFA Operations Panel and as authorised by the RTO/O or CTO.
- 3.4.18. A Level 3 Instructor may carry out Operational Safety Audits with the authorisation, and under the supervision, of the RTO/O.
- 3.4.19. A Level 3 Instructor authorisation is valid for a period not in excess of 2 years from 31st August each even numbered year, except for endorsements issued after 1st 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 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. This authorisation shall be notified by log-book endorsement (Equiv. CARs 5.61, 5.63 & 83).

3.6. Examinations

- 3.6.1. 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.

3.7. Records Management

- 3.7.1. The GFA shall maintain a central database of pilot endorsements, ratings, flying experience and flight reviews.
- 3.7.2. The GFA will centrally collate pilot training records and pilot Medical Declarations or Medical Practitioner's Certificates for audit purposes.

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 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, 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 (CAR 228).
- 4.1.6. 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 (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 pilots, resident and visitors, 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 passengers 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:
 - a normal launch and release or, in the case of a powered sailplane, normal take-off;

- recognising, and recovering from, stalls and spins induced by the examiner;
 - the practical application of flight rules and procedures;
 - flying a normal circuit without reference to an altimeter;
 - flying a normal circuit without reference to an airspeed indicator;
 - the applicable emergency procedures during launch, or take-off, and in flight.
- (d) When carrying out the sequences required under clause (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. The 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 31st 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. The holder of a charter glider authorisation must not undertake a charter flight as pilot in command of a glider:
- (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, diabetes, epilepsy, fits, recurrent fainting, giddiness, blackouts, high blood pressure or heart disease.
- 4.2.9. If an illness or injury referred to in paragraph 4.2.8(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 medical practitioner.
- 4.2.10. Despite paragraph 4.2.8(d), the holder of a charter glider authorisation may undertake a charter flight as pilot in command if a medical practitioner certifies that he or she is fit to do so.
- 4.2.11. 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.
- 4.2.12. 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;
- 4.2.13. 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;
- 4.2.14. The holder of a charter glider authorisation must not fly a glider over water beyond a safe gliding distance from a suitable landing area.
- 4.2.15. Tug pilots or winch/tow car drivers launching a sailplane for a charter flight shall be in current practice and not under training;
- 4.2.16. Passengers shall receive a safety briefing prior to the flight, including an instruction not to manipulate or interfere with the controls;

- 4.2.17. 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.
- 4.2.18. 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.
- 4.2.19. A first-aid kit need not be carried by a glider provided the launch control point has ready access to a first-aid kit.
- 4.2.20. Powered sailplanes require both a fire-extinguisher and a first-aid kit.
- 4.2.21. 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

4.3. Commercial Operations

- 4.3.1. Apart from advertising of flying training to qualify for a pilot standard 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.

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 radio or 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, 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.

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 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) In any other location below 1,000 feet above the highest terrain or obstacle within a 600 metre radius of the sailplane (Exemption CAR 155)
- 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 published GFA procedures, or
 - (iv) When engaged in ridge or hill soaring (Exemption CAR 157).
- 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. 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)).
- 6.8. 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.
- 6.9. When in the circuit area of a Certified and Registered 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 166(d)).
- 6.10. Subject to paragraph 6.11, 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 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.

- 6.11. In spite of the limit of 25 nautical miles mentioned in paragraph 6.10 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.
- 6.12. 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.

APPENDIX 1 - DECLARATION OF PHYSICAL FITNESS

THE GLIDING FEDERATION OF AUSTRALIA INC

Level 1/34 Somerton Road Somerton 3062
Phone: (03) 9303 7805; Fax: 9303 7960

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, 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 - MEDICAL PRACTITIONER'S CERTIFICATE OF FITNESS

THE GLIDING FEDERATION OF AUSTRALIA INC

Level 1/34 Somerton Road Somerton 3062
Phone: (03) 9303 7805; Fax: 9303 7960

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/assessing-fitness-to-drive>

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 (Tick as appropriate)

Remarks (as applicable)

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

Doctor's Name (please print)

Signature Date

OPS F006(b)

APPENDIX 3 - GLIDER PILOT CERTIFICATE TRAINING SYLLABUS

Glider Pilot Certificate Training Syllabus

Description of Exercise	Briefed by	Completed	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			
22. Crosswind take-off and landing			
23. Launch emergencies			
24. Flying with other gliders and aircraft			
25. Rules of the air			
26. First solo			
27. Side slipping			
28. Steep turns			
29. Thermal sources and selection			
30. Outlanding			
31. Flight preparation, glider, trailer and pilot			
32. Soaring instruments and flight computers			
33. Meteorology and flight planning			
34. Navigation and airspace			
35. Cruising, speed to fly and height bands			
36. Demonstrated cross country capability			
37. 'C' Certificate			
38. DI Certificate			
39. Independent operator Level 1			
40. Glider Pilot Certificate (application authorised)			

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

Pilot:	GFA No:
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1. Aircraft Technical Knowledge.

Reference: Power Sailplane Manual, Aircraft Flight Manual.

- a) Calculate Take Off Weight
- b) Fuel handling, refuel procedure, correct fuel grade.
- c) Check fuel for water contamination.
- d) Daily inspection engine and systems.
- e) Engine instruments, interpretation of readings and limitations.
- f) Effect of density altitude on performance.

Trainer/Instructor to sign on satisfactory completion of this section.

Signature Date:

Name Qualification

2. Flight Rules and Procedures applicable to power operations.

Reference: Visual Flight Guide. Operations at Non Tower Aerodromes.

- a) Visual Flight Rules
- b) Airspace Classifications and requirements.
- c) Prohibited/Restricted/Danger areas.
- d) Knowledge of required charts and publications (WAC, VNC, VTC, ERSA).
- e) Magnetic Track/Altitude requirements.
- f) Operational Procedures at Non Tower Aerodromes.
- g) Right of Way rules.

Trainer/Instructor to sign on satisfactory completion of this section.

Signature Date:

Name Qualification

3. Flight Training. NOTE. Use those items applicable to aircraft type.
References: *Power Sailplane Manual, aircraft Flight Manual.*

- a) Start procedure including safety precautions.
- b) Engine handling and warm up.
- c) Taxying.
- d) Additional checklist items.
- e) Effect of engine/propellor on take off.
- f) Engine monitoring/limitations.
- g) Level flight at various power settings.
- h) Steep turns maintaining altitude.
- i) Stall using power to minimise height loss.
- j) In flight engine shut down procedures.
- k) Glide performance including engine extended/unfeathered.
- l) In flight engine start procedures.
- m) Engine on landings.
- n) Engine off landings.
- o) Emergency Procedures.
- p) Engine fail after take off
- q) Engine restart with discharged battery
- r) Engine/electrical fires.

Trainer/Instructor to sign on satisfactory completion of this section.

Signature Date:

Name Qualification

Following satisfactory completion of the above syllabus the pilot may be issued with a logbook endorsement by a GFA Level 2 or higher rated Instructor.

NOTE: *A duly signed copy of the completed Powered Sailplane Training and Endorsement Syllabus must be returned to the GFA office.*

APPENDIX 5 - POWERED SAILPLANE TRAINING AND ENDORSEMENT SYLLABUS: CROSS-COUNTRY/TOURING

Pilot:	GFA No:
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Planning.

1. Access the following information,
 - a) NOTAMS
 - b) Aviation Meteorological Forecasts.
 - c) Time of Last Light.
2. Interpretation of meteorological information,
 - a) Area Forecasts
 - b) Aerodrome Forecasts.
 - c) Weather Reports.
3. Route Selection. Use of aeronautical charts to plan the route in relation to,
 - a) Weather.
 - b) Terrain.
 - c) Airspace.
4. Navigation. Calculation of,
 - a) Track.
 - b) Distance
 - c) Heading.
 - d) Ground speed.
 - e) Elapsed Times.
 - f) Fuel Requirements.

5. Flight Notification.

Methods of notification of intended flight details and arrival time.

Trainer/Instructor to sign on satisfactory completion of this section.

Signature Date:

Name Qualification

Flight training.

1. A minimum of two dual multi-leg cross country flights totalling at least 5hr.

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

2. The student to receive training in:-
- a) Map Reading.
 - b) Compass use and errors.
 - c) Flight Log Management.
 - d) Diversion Procedures.
 - e) Flight Rules and Procedures applicable to route.

Signature Date:

Name Qualification.....

Following satisfactory completion of the above syllabus the pilot may be issued with a logbook endorsement by a GFA Level 2 or higher rated Instructor.

NOTE: *A duly signed copy of the completed Powered Sailplane Training and Endorsement Syllabus must be returned to the GFA office.*

APPENDIX 6 - POWERED SAILPLANE TRAINING AND ENDORSEMENT SYLLABUS: CONTROLLED AIRSPACE

Pilot:	GFA No:
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Reference: Visual Flight Guide, ERSA

1. Use of Transponder.
2. Standard words and phrases.
3. Standard Calls applicable to;
 - Class D aerodromes,
 - Class C aerodromes.
4. Interpretation of ERSA and VTC.

Flight training (Circle applicable class of airspace)

- | | |
|-------------------------|-------|
| 1. Departure Procedures | D / C |
| 2. Circuit Operations | D / C |
| 3. Arrival Procedures | D / C |
| 4. Transit Procedures | D / C |

Signature Date:

Name Qualification

Following satisfactory completion of the above syllabus the pilot may be issued with a logbook endorsement by a GFA Level 2 or higher rated Instructor.

NOTE: *A duly signed copy of the completed Powered Sailplane Training and Endorsement Syllabus must be returned to the GFA office.*

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 completed (Comp) column and record the date.

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

Exercise	Brief	Comp	Date
TURNING			
<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>			
APPROACH CONTROL			
<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>			
CIRCUIT PLANNING			
<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 & wind gradient</i>			
<i>Judging height</i>			
<i>Taking control</i>			
WIRE LAUNCHING			
<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
AEROTOW LAUNCH			
<i>Vertical positioning behind the tug</i>			
<i>Lateral positioning behind the tug</i>			
<i>Slack in the rope</i>			
<i>Releasing from tow</i>			
<i>Ground operations</i>			
<i>Take off and initial climb</i>			
<i>Launch Failures</i>			
<i>Emergency Signals</i>			
<i>Boxing the slipstream</i>			
<i>Demonstrating divergent oscillation</i>			
STALLING			
<i>Stall with a nose drop</i>			
<i>Stall with a wing drop</i>			
<i>Slow flying exercises</i>			
<i>Stall with airbrakes or spoilers open</i>			

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

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 RTO/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.

APPENDIX 8 - LEVEL 1 INSTRUCTOR RATING TEST

LEVEL 1 INSTRUCTOR RATING TEST – FINAL FLIGHT ASSESSMENT REPORT

Candidate's Name:

Club:

L3 Examiner:

- Sat Satisfactory in all respects
- Accept Room for improvement (specify), does not prevent issue of rating
- Unsat Prevents issue of rating at this time
- N/A Not assessed
- Note:** Assess all airmanship faults, especially lookout, as unsatisfactory

	Assessment
Knowledge of checks etc.	
Launches (Aerotow)	
General Flying	
Airmanship	
Voice Level	
Manner, general communication	
Demonstrations	
Handover/takeover	
Assertiveness	
Synchronisation	
Breakoff and circuit joining	
Circuit	
Approach and landing	
Depth of knowledge	
Clarity of explanations	
Fault analysis	
Briefing/debriefing	
Talks too much/too little	
Emergencies (specify)	

General remarks (use this section to expand as necessary on previous columns and add any further helpful comments)

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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 RTO/O, and a copy of this completed Level 1 Instructor Training Syllabus must be returned to the GFA office.

For RTO/O use only

Logbook sticker issued as recommended above.

Signature Date:

Name..... RTO/O

RTO/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	Brief	Date
HUMAN RELATIONS		
Leadership		
Supervision		
Skill Assessment		
MEMBER PROTECTION POLICY		
Code Of Conduct		
Organisational Responsibilities		
Individual Responsibilities		
Child Protection		
Anti-Discrimination and Harassment		
Sexual Relationships		
Complaints Procedures		
DISCIPLINARY SITUATIONS		
Getting the facts		
Disciplinary measures		

Exercise	Brief	Date
FIRST SOLO		
Considerations		
SUPERVISION OF EARLY SOLO FLYING		
From solo to 'off daily check flights'		
Solo flight considerations		
Mutual flying considerations		
CHIEF FLYING INSTRUCTOR		
CFI responsibility		
Training Panel management		
Relationship of panel to committee		
ANNUAL FLIGHT REVIEWS		
Purpose		
Exercises		

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.

.....

Signature Date:
 Name.....
 Level 3 Instructor

This completed document should be forwarded to the RTO/O.

<p>For RTO/O use only</p> <p>Logbook sticker issued as recommended.</p> <p>Signature Date:..... Name..... RTO/O</p>
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NOTE: RTO/O to retain 1 copy, forward 1 copy to club CFI and 1 copy to GFA Chief Technical Officer.