



OPERATIONS MANUAL

Version: 20200218

Signed: _____

SAFA Chief Operations Officer

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Date:

Disclaimer

The information contained in this operations manual is presented in good faith with the intention of:

- (a) promoting safety in the sports of hang gliding, paragliding and weightshift microlighting;
- (b) providing a clear understanding of the responsibilities and privileges of participants in these sports; and
- (c) providing a framework upon which these sports can be administered and allowed to grow in harmony with other airspace users.

As far as possible, this manual represents the best information available at the time of publication.



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1 Introduction

1.1 The Sports Aviation Federation of Australia (SAFA)

The SAFA is a body constituted to administer the sports of hang gliding, paragliding and weightshift microlighting, including all derivations of these disciplines. SAFA members fly under exemption provisions contained in Civil Aviation Orders (CAO's) 95.8, 95.10, and 95.32.

The Civil Aviation Regulations and subsequent exemptions in Australia require that persons acting as pilots in command of hang gliders, paragliders or weightshift microlights must be the holder of a pilot certificate issued by the SAFA (www.SAFA.asn.au), or as an alternative in the case of weightshift microlights a pilot certificate issued by the Recreational Aviation Australia Incorporated (RA-Aus) who maintain their own operations manual (see www.raa.asn.au for details).

1.1.1 SAFA Operations Manual

This manual governs and limits our operations under the exemptions of the CAO's.

The Civil Aviation Regulations and Orders require that a pilot undergo training and is subject to the privileges and limitations specified within the SAFA Operations Manual. This manual is empowered by the CAO's, therefore non-compliance with the Operations manual, means the pilot is not covered by the CAO exemptions and full aviation regulations apply.

To effectively control the safety of the sport, the SAFA has established standards for operations, pilot certification and pilot training. These standards and any amendments are maintained by the Sports Aviation Federation of Australia.

Operations that are not in accordance with these standards and procedures may result in breaches of the Civil Aviation Act or Regulations.

SAFA members operating in breach of these standards may be disciplined in accordance with the SAFA Constitution and the SAFA Disciplinary Procedures Manual. Persons who breach the requirements of the CAO's or the SAFA Operations Manual may also face prosecution by the Civil Aviation Safety Authority.

1.2 Civil Aviation Safety Authority (CASA)

CASA is the government body established to control and regulate all aviation within Australia in accordance with the Civil Aviation Act, the Civil Aviation Regulations (CAR), and the Civil Aviation Safety Regulations (CASR). See www.casa.gov.au for more information.

The SAFA is a self-administered Recreational Aviation Administration Organisation (RAAO) approved by CASA and operates under CAO 95.8, 95.10, and 95.32. The SAFA has the responsibility of setting and applying safety and operating standards applicable to Hang Gliders, Paragliders, Powered Paragliders, Powered Hang Gliders and Weightshift Microlights. The SAFA also has the responsibility to ensure that all SAFA aircraft are operated in accordance with the SAFA Operations Manual and all applicable Aviation Regulations and Orders.

1.3 CASA – Regulations & Civil Aviation Orders (CAOs)

All flying activities in Australia are regulated by CASA under the Civil Aviation Act 1988 and pursuant to the Civil Aviation Regulations (CAR 1988) and the Civil Aviation Safety Regulations (CASR 1998). SAFA aircraft are required to operate in accordance with the applicable CAR and CASR, but 3 Civil Aviation Orders exempt them from certain requirements of the CAR.

Three Civil Aviation Orders (CAO's) provide the exemptions from specific sections of the CARs / CASRs for hang gliding, paragliding and microlight operations.

SAFA Pilots operate under one or more of the following CAO's:

- (a) CAO 95.8 – “Hang gliders” (which includes Paragliders),
- (b) CAO 95.10 – “Low-Momentum Ultralight Aeroplanes”, and or



(c) CAO 95.32 – “Weightshift controlled aeroplanes and Powered Parachutes”

These CAO’s establish:

- (d) The aircraft class applicable to that CAO;
- (e) The specific exclusions from the CARs applicable to that CAO;
- (f) Registration of aircraft;
- (g) General conditions, and;
- (h) Flight conditions;

These CAO’s are updated and or changed from time to time by CASA.

SAFA Pilots MUST remain current and familiar with;

- (i) their applicable CAO, and
- (j) relevant legislation eg. CAR 166 “Operations in the Vicinity of Non-Controlled Aerodromes”

1.3.1 Civil Aviation Order 95.8

CAO 95.8 is the exemption from the CAR under which the following list of (under 70Kg) aircraft types are flown.

- (a) a hang-glider; or
- (b) a powered hang-glider; or
- (c) a paraglider; or
- (d) a powered paraglider.

Relevant SAFA Pilots MUST remain familiar with CAO 95.8 and any future revisions thereof.

Failure to comply with this Civil Aviation Order is a breach of Federal Law and can attract significant penalties.

Stay current by visiting www.casa.gov.au

1.3.2 Civil Aviation Order 95.10

Relevant SAFA Pilots MUST remain familiar with CAO 95.10 and any future revisions thereof.

Failure to comply with this Civil Aviation Order is a breach of Federal Law and can attract significant penalties.

Stay current by visiting www.casa.gov.au

1.3.3 Civil Aviation Order 95.32

Relevant SAFA Pilots MUST remain familiar with CAO 95.32 and any future revisions thereof.

Failure to comply with this Civil Aviation Order is a breach of Federal Law and can attract significant penalties.

Stay current by visiting www.casa.gov.au



1.3.4 Abbreviations

AIP	Aeronautical Information publication
AIRS	Accident Incident Reporting System
AFI	Apprentice Flight Instructor
ATSB	Australian Transport Safety Bureau
BAI	Biennial Airworthiness Inspection
BFR	Biennial Flight Review
CAAP	Civil Aviation Advisory Publication.
CAO	Civil Aviation Order;
CAR	Civil Aviation Regulation
CASA	Civil Aviation Safety Authority;
CASR	Civil Aviation Safety Regulations http://www.comlaw.gov.au/Details/F2012C00133
CFI	Chief Flight Instructor
CIVL	Commission Internationale de Vol Libre: the Hang Gliding and Paragliding representatives to the Federation Aeronautique Internationale (FAI).
CTA	Control Area
ERC	Enroute Chart, available at Airservice Australia
ERSA	Enroute Supplement Australia, available at Airservice Australia
FAI	Federation Aeronautique Internationale: The international body which administers sport aviation throughout the world.
FEI	Flight Experience Instructor
FI	Flight Instructor
FTF	Flight Training Facility
GMT	Greenwich Mean Time
HG	Hang Glider
SAFA	Sports Aviation Federation of Australia
ICAO	International Civil Aviation Organisation.
IE	Instructor Examiner
IFR	Instrument Flight Rules.
IRIS	Integrated Risk Information System
LSA	Light Sport Aircraft
MoU	Memorandum of Understanding
NOTAM	Notice To Airmen
OCTA	Outside Controlled Airspace.
OPS-n	SAFA's Operations Manual series.
PG	Paraglider
PHG	Powered Hang Glider
POH	Pilot's Operating Handbook
PPG	Powered Paraglider
RA-Aus	Recreational Aviation of Australia
RAAF	Royal Australian Air Force
RAAO	Recreational Aviation Administering Organisation that is recognised by CASA also referred to as an Approved Self-administering Aviation Organisation (ASAO)
SAAA	Sports Aircraft Association of Australia
SASAO	Self Administering Sport Aviation Organisations Section
SDA	Specific Delegated Authority
SMS	Safety Management System
SO	Safety Officer

SSO	Senior Safety Officer
SRA	State or Regional Association
TIF	Trial Introductory Flight
TSI Act	Transport Safety Investigation Act 2003
UTC	Coordinated Universal Time
VFG	Visual Flight Guide
VFR	Visual Flight Rules.
VHF	Very High Frequency (Aviation)
VMC	Visual Meteorological Conditions.
VTC	Visual Terminal Chart
WM	Weightshift Microlight

Further aviation related abbreviations are available here:

<https://www.casa.gov.au/about-us/standard-page/aviation-abbreviations-and-acronyms>

1.3.5 Definitions

Accident: (in relation to all SAFA Pilots and Aircraft) An occurrence associated with the operation of an aircraft whereby;

- any person suffers DEATH or serious injury as a result of being in or upon the aircraft or anything attached to the aircraft, except when the injuries are from natural causes, are self-inflicted, or inflicted by other persons; or
- the aircraft incurs in-flight damage or structural failure that adversely affects the structure strength, performance or flight characteristics of the aircraft and would normally require major repair or replacement of the affected component; or
- the aircraft is missing or inaccessible

Acrobatic Flight: manoeuvres intentionally performed by a pilot involving an abrupt change in its attitude, an abnormal attitude, or an abnormal variation in speed.

Aeroplane: any power driven heavier than air aircraft.

AGL: Above Ground (or water) Level.

Aircraft: any machine that can derive support in the atmosphere from the reactions of the air. The use of this term in this manual is to be read to include hang gliders, paragliders, weightshift microlights and, if applicable, other aircraft

Aircraft Log Book: either the manufacturer's log book for the aircraft, or failing that, the SAFA Aircraft Log Book, used for recording maintenance and to include separate logbooks for the engine and wing.

Altimeter Setting: a pressure datum which when set on the sub-scale of a sensitive altimeter causes the altimeter to indicate vertical displacement from that datum.

AIRS Manager: AIRS Manager Appointments are recommended by a Club or SRA, affiliated with the SAFA, to assist in the investigation of Accidents and Incidents and management of operations at sites controlled by a club or SRA.

Closely-settled area: in relation to an aircraft, means an area in which, because of:

- man-made obstructions such as buildings and vehicles; and
- the capabilities of the aircraft;

the aircraft could not be landed without endangering the safety of persons unconnected with the aircraft or damaging property in the area.

Coaching: The provision of guidance and advice for the improvement of pilot skills.

The provision of coaching for commercial gain being subject to:

- The coaching not being for, or leading to, the gaining of an endorsement or certification; and
- The recipient already holding the endorsement or certification relevant to the coaching being provided; and



- (c) The provider holding a SAFA Flight Instructor (FI) or Chief Flight Instructor (CFI) certificate or an approved Specific Delegated Authority (SDA), to carry out such coaching.
- (d) Provision of coaching for commercial gain, without the qualifications stipulated in “c” above, is prohibited.

Commercial Manufacturer: A manufacturer of products, distributed for industry use, in large quantities.

Common Traffic Advisory Frequency (CTAF): an airband radio frequency for aircraft pilots to exchange traffic information while operating to, or from, an aerodrome without an operating control tower or within a designated area. Where established a CTAF will be included within the Enroute Supplement Australia (ERSA).

Control Area (CTA): a control area or control zone as depicted on a Visual Terminal Chart (VTC) or Enroute Chart (ERC) where control services are provided by Air Services Australia. Controlled airspace is designated as Class A, B, C, D or E.

Daily Maintenance: the replacement of component parts which require only assembly and no sewing other than hand tacking.

Direct Supervision: the detailed, on site, personal supervision and direction of pilot operations.

Duty Pilot: An experienced pilot, nominated to administer control of operations, when necessary, for and on behalf of the local club.

Emergency Services: Emergency Services are organizations which ensure public safety and health by addressing different emergencies. Police, Ambulance, Fire Brigade, SES etc.

Empty weight: means the actual weight of aircraft to which this Order applies in its airborne configuration including all fittings and equipment but excluding fuel and recovery or personal parachutes.

Engineer: refers to a qualified aeronautical engineer appropriate for the task or assessment being performed.

Endorsement: is an additional flight privilege issued to a certificate holder after additional training

Federation: the Sports Aviation Federation of Australia.

Free Flight: is any flight undertaken by a hang glider or paraglider which does not use an integrated motor to assist launch or maintain flight.

Flight Level: a surface of constant atmospheric pressure which is related to a specific datum, 1013.2 hPa and is separated from other such surfaces by specific pressure intervals.

Flight Operations: any flight or intended flight in which a passenger in addition to the pilot in command is carried (or intended to be carried) in an aircraft.

Flight Time: the total time from the moment at which an aircraft first commences movement for the purpose of take off until the moment at which it comes to rest at the end of a flight.

Hang Glider: is defined in CAO 95.8 means a glider that has a maximum empty weight of less than 70 kilograms and some rigid structure.

Hard Landing: a landing made while the aircraft is experiencing an excessive rate of descent or excessive ground speed or exceeding the crosswind landing limits specified in the manufacturer’s operating manual.

SAFA Operations Manual: means a manual approved by CASA that is issued by the SAFA and contains the procedures and instructions necessary to ensure an acceptable level of pilot training and proficiency and the safe conduct of SAFA operations

Incident: in relation to an aircraft, means an occurrence, other than an accident, associated with the operation of the aircraft that affects or could affect the safety of the operation of the aircraft.

Injury: means: injury not requiring medical assistance and excludes fatal or *serious injuries*.

Serious injury: is defined as any injury, other than *fatal* which –

- (a) requires hospitalisation for more than 48 hours commencing within 7 days from the date the injuries were received; or
- (b) results in the fracture of any bone (except simple fractures of fingers, toes or nose); or
- (c) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or
- (d) Involves injury to any internal organ; or



(e) involves second or third degree burns, or any burns affecting more than five percent of the body surface.

Instructor: a person who holds an Instructor Certificate issued by the Federation.

Integral Part: any part which would affect the safe operation of the aircraft.

Just Culture: An atmosphere of trust in which people are encouraged to provide essential safety-related information - but in which it also clear about where the line is drawn between acceptable and unacceptable behaviour. Sanctions applied only when there is evidence of a conscious violation or intentional reckless or negligent behaviour.

Maintenance: means any work carried out on the aircraft, and is to include:

- (a) Scheduled Servicing – hourly or calendar based
- (b) Rectification/Repairs
- (c) Modifications, and
- (d) Any Airworthiness Directives, Service Bulletins/Instructions etc.

Major Modification: any modification to a structural component or an integral part of an aircraft or control system.

Major Repair: any repair to a structural component or an integral part of an aircraft or control system.

Major Repair - Engines: in regard to a weightshift microlight means any repair in which it is necessary to split the crank case or as defined by the engine manufacturer.

Minor Modification: is one that has no appreciable effect on the weight, balance, structural strength, reliability, operational characteristics, or other characteristics affecting the airworthiness of an aircraft, aircraft engine or propeller. All other changes are major changes

Mixed Operations: where Hang Gliders, Paragliders, Weightshift Microlights or any other aircraft are operating at the same site or airstrip.

Movement area: is that part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, consisting of the manoeuvring areas and aprons.

Night: that period between the end of evening civil twilight and the beginning of morning civil twilight. Graphs that allow the beginning or end of daylight to be determined for a given latitude at a particular time of year are contained in the Operations Section of the Aeronautical Information Publication.

On-Site Supervision: The provision of site and conditions assessment information. This may also include, but is not limited to, the *periodic* surveillance, assessment and *advisory* correction and guidance of a pilot's operations. Where an approved cross country (XC) operation is being carried out, the supervisor must accompany the pilot either inflight or via close proximity ground observation, in both cases with radio communications.

Paraglider: as is defined in CAO 95.8, "means a glider that has an empty weight less than 70 kilograms and has a wing that is inflated and maintains its profile in flight due to the ram-air pressure of the air through which it moves".

Pilot Certificate: is a pilot or instructor certificate issued by the SAFA.

Pilot in Command: means: the pilot responsible for the operation and safety of the aircraft during flight time.

Student Pilot in Command under Direct Supervision: means as a student in actual control of the aircraft, under the direct supervision of an instructor either; in the aircraft or observing from the ground.

Powered Hang glider: means a framed hang-glider, if it did not have an engine attached.

Powered Paraglider: (PPG or PPC) means an aircraft with a ram air wing of any type, with an engine attached.

QNH Altimeter Setting: (Query Nautical Height) that pressure setting which, when placed on the pressure setting sub-scale of a sensitive altimeter located at a reference point, will cause the altimeter to indicate the vertical displacement of the reference point above mean sea level.

A pressure-type altimeter, calibrated in accordance with the standard atmosphere, may be used to determine altitude or flight levels when set to QNH or Area QNH.



Regular Public Transport Air Service: a service for the purpose of transporting persons or cargo for hire or reward in accordance with fixed schedules to and from fixed terminals over specified routes.

Remote Areas: means: an area designated as such by the SAFA Operations Manager. Areas that may be considered remote include those where:

- (a) no SAFA affiliated club exists; or
- (b) where the current hang gliding . or paragliding populations are sparse; and
- (c) attendance at the nearest approved SAFA Training Facility involves more than 5 hours driving in each direction.

NOTE: Remote Areas for general aviation aircraft include a large area of central Australia, south east alpine regions and western Tasmania.

Specific Delegated Authority (SDA): Authorisation given by the SAFA Operation Manager, to a member, allowing them to carry out training for and the issuance of a specific endorsement or certificate.

Standard Pressure: the pressure of 1013.2 hectopascals which, if set upon the pressure sub-scale of a sensitive altimeter, will cause the altimeter to read zero when at mean sea level in a standard atmosphere.

State or Region: the SAFA membership of each state or region.

Supervision: the periodic surveillance, assessment and correction of pilot training operations and of persons engaged in those operations.

Student Day: means one student for one day. -- A class of 4 students for 1 day equals 4 student days.

Speed Wing: PG operations that involve operating at a wing with a loading over 5KG per square meter (flat area). This loading applies to all wings including freestyle, mini wings, speed wings and acrobatic wings.

Time in Service: the cumulative times from when the aircraft leaves the ground on take-off until when it touches down on landing.

Trike: see weightshift microlight.

Trike Base: the undercarriage, seat, motor and associated components which are suspended beneath the wing of a weightshift microlight or wheel base PPG.

Visual Meteorological Conditions (V.M.C.): denotes the meteorological conditions in which the flight visibility and distances from cloud during a flight are equal to, or greater than, the applicable distances determined by the Authority under CAR1988 and published in the AIP or by NOTAM.

Weightshift microlight (or Trike): any lightweight aeroplane controlled by weight shift as defined in CAO 95.32 or meeting the requirements of CAO 95.10.

Note: Further definitions are contained in the Civil Aviation Regulations Part 1 Regulation 2.

A list of abbreviations (and definitions) used in Aviation and Meteorological publications and charts can also be found in the Aeronautical Information Publication (AIP) - General Section.



2 Responsibility of Pilots, Clubs, Duty Pilots and Safety Officers.

2.1 Responsibilities

2.1.1 Pilots

2.1.1.1 Pilot Responsibilities

The responsibilities of individual SAFA pilots are as follows:

- (a) To perform a pre-flight check on their aircraft and flying equipment prior to every flight;
- (b) The safety of their operations, both in the air and on the ground;
- (c) Where the pilot is the holder of a Supervised HG or PG2 Pilot Certificate, before flying, seek advice from a Duty Pilot, Safety Officer or Instructor as to the suitability of the site and prevailing conditions, also confirming appropriate supervision during operations;
- (d) When new to a site or inexperienced in the prevailing conditions, seek advice from a Duty Pilot, Safety Officer or Instructor; and provide proof of qualifications and SAFA membership; and
- (e) When an accident or incident occurs, the pilot/s involved must report the accident or incident in accordance with section 3.2 of this manual;
- (f) To operate within the regulations as set by CASA or approved by CASA in this manual.
- (g) Obey all directions and instructions given by a Chief Flight Instructor, Flight Instructor, Senior Safety Officer, Safety Officers or Duty Pilot.
- (h) Whilst at or participating in an aviation event, obey all directions and instructions given by the Event Organiser or Director.
- (i) Obey all directions, stipulations and instructions given by the SAFA Operations Manager.
- (j) Obey all directions, stipulations and instructions given by Emergency Services personnel.
- (k) Notify the SAFA Operations Team of any operational breaches and/or non-compliant operational activities.
- (l) Upon request by an Instructor, Safety Officer, Duty Pilot or Operations Manager of the SAFA or the Operations Managers delegate, valid SAFA Membership and pilot flight log books must be produced.

2.1.1.2 Pilot Briefings

Visiting pilots (whether from overseas or other locations in Australia) MUST ensure they are properly briefed on local requirements and conditions. A valid SAFA Membership and pilot flight log book must be produced upon request of an SAFA Instructor, Safety Officer, Duty Pilot or Operations Manager of the SAFA or the Operations Managers delegate.

Safety Officers & Duty Pilots Liability

While Safety Officers and Duty Pilots will give advice when asked, they accept no responsibility or liability in respect of any advice given.

As the role of Safety Officer and Duty Pilot are entirely voluntary, each member of the Federation accepts that they will not hold any Safety Officer or Duty Pilot or liable for any act or omission in the performance of those duties which may cause injury or loss.

2.1.1.3 Log Book Requirements

Each member of the SAFA (other than non-flying members) shall keep a personal logbook. The personal logbook shall contain the following particulars:

- (a) full name, address and date of birth of the member;
- (b) a record of pilot qualifications; and
- (c) a record of the flights of the member.

Flight information shall include:

- (d) date and duration of flight;



- (e) if under instruction, state dual or solo, the nature of the flight training and the specify the name of the Pilot in Command and the name of the instructor providing the training with entries being signed by both instructor and student;
- (f) particulars of the aircraft flown;
- (g) aircraft registration number (if applicable); and
- (h) route flown (departure and destination).
- (i) If a tandem flight, the passengers name.

Note: SAFA log books which allow members to record details that satisfy these requirements are available from the SAFA Office.

Other forms of log book that allow a record of information equivalent in detail to that shown in the SAFA Log book, are acceptable.

2.1.1.4 Insurance Policies and Claims

A major part of membership fees and subscriptions are directed to providing comprehensive member liability, and other related sports management and operational policies.

Copies of policies and certificates of currencies are available in member online services or the SAFA office.

Claims made against any policy, due to the actions, or consequences of the actions or operations of a member, or affiliated entity, whether made by the member, affiliated entity, or a third party, shall result in payment of an insurance excess.

Liability of such payment shall reside solely with the responsible member, or affiliated entity, whose actions or consequences of actions or operations, initiated such claim.

The excess liability payment sum, shall be as detailed in the insurance schedule of the policy against which such claim is initiated.

2.1.2 SAFA State and Regional Associations and Affiliated Clubs

The establishment, control and management of flying sites is the responsibility of SAFA State and Regional Associations and their affiliated clubs.

2.1.2.1 Responsibilities

The responsibilities of an incorporated club or Association are:

- (a) To appoint Safety Officers and Senior Safety Officers;
- (b) Determine when the scale of operations at a site warrant the appointment of a Duty Pilot and arrange for a roster of Duty Pilots or Safety Officers to control operations on the site;
- (c) To formulate and implement emergency management plans for the reduction of hazards to both pilots and members of the public;
- (d) To liaise with landowners to maintain access to sites under control of the club;
- (e) To provide advice to pilots of limited experience regarding sites and the prevailing weather conditions;
- (f) To notify landowners, AirServices Australia, RAAF Briefing Office or other people where operations at a site require such notification;
- (g) To formulate emergency management plans and coordinate with external agencies in the provision of assistance to accident victims at sites and/or operations controlled by the club;
- (h) To assist the club Senior Safety Officer in the compilation and analysis of accident reports;
- (i) To notify the SAFA Operations Manager of incidents which may require SAFA disciplinary action to be taken
- (j) To seek to resolve local member disputes equitably.
- (k) To notify the SAFA Operations Manager of accidents, incidents and such as may attract media scrutiny.

2.1.3 Duty Pilots

2.1.3.1 Requirements for Nomination

A Duty Pilot shall be nominated when:

- (a) The weather conditions, the number of people flying and or the complexity of the launch and landing point are judged to require it.
- (b) Supervised HG or PG2 Pilot Certificate holders are operating;



- (c) There are other forms of aviation as well as hang gliding, paragliding or weightshift microlighting operating at a site or airstrip – known as “mixed operations”.

2.1.3.2 Nomination of a Duty Pilot

A Duty Pilot should be nominated as follows:

- (a) When the weather conditions, the number of people flying and or the complexity of the launch and landing point are judged to require it.
- (b) Where there is no club roster and a Duty Pilot is required, those Safety Officers present should elect a Duty Pilot;
- (c) Where there is no club roster and a Duty Pilot is required and no Safety Officers are present, those experienced pilots present should elect a Duty Pilot.
- (d) Hold an Intermediate HG or PG4 Pilot Certificate of higher with either:
 - (i) a minimum of 80 hours flying experience in hang gliders or paragliders of the type of aircraft being supervised; or
 - (ii) a minimum of 50 hours flying experience in hang gliders or paragliders of the type of aircraft being supervised with previous flying experience at the site used on the day.

2.1.3.3 Responsibilities

A Duty Pilot shall:

- (a) Provide advice to pilots on request;
- (b) Assist Supervised HG or PG2 Pilot Certificate holders on request;
- (c) Make inquiries of pilots as to their qualifications to fly the particular site, and the currency of their membership of the SAFA;
- (d) Notify the club executive or Senior Safety Officer of dangerous activities or incidents where disciplinary action is recommended, as safety has been or is likely to be compromised;
- (e) Where there are mixed operations, work with the Duty Pilots from other organisations sharing the site to ensure safe operating procedures are established.
- (f) Be present whilst operations are being conducted.

2.1.4 Safety Officers

Safety Officer appointments are made as follows:

- (g) Hang Glider Safety Officer
- (h) Paraglider Safety Officer
- (i) Powered Paraglider Safety Officer
- (j) Powered Hang Glider Safety Officer
- (k) Weightshift Microlight Safety Officer

The appointment of Safety Officer is only effective for those sites and operations controlled by the nominating club.

Minimum requirements for appointment and responsibilities, are detailed in Safety Officers, section [5.4.1](#).

2.1.5 Senior Safety Officers

Senior Safety Officer appointments are made as follows:

- (a) Hang Glider Safety Officer
- (b) Paraglider Safety Officer
- (c) Powered Paraglider Safety Officer
- (d) Powered Hang Glider Safety Officer
- (e) Weightshift Microlight Safety Officer

One or more Senior Safety Officers are appointed for each club affiliated with the SAFA to assist in the supervision of operations at sites controlled by the club.

Minimum requirements for appointment and responsibilities, are detailed in Senior Safety Officers, section [5.4.2](#).



2.2 Suspension or Cancellation of Pilot Certificates

2.2.1 Expiry of Membership and Certificates

- (a) Where a member fails to renew his or her membership, or advises the Federation of his or her desire to withdraw from membership of the Federation, his or her membership shall be automatically invalid and certificates suspended;
- (b) Renewal of pilot certificates automatically cancelled due to expiry of membership may be accomplished by:
 - (i) Payment of the prescribed membership fee to SAFA; and
 - (ii) Where membership has been expired for more than ninety days the pilot must complete a flight review with a SAFA Flight Instructor or higher.

2.2.2 Contravention of Rules, Discipline of Members

For information regarding this, please refer to the current SAFA Constitution and associated policy documents.

2.3 Accident and Incident Reporting

Pilots operating aircraft-under CAO 95.8, CAO 95.10 and CAO 95.32 are NOT EXEMPT from any of the Air Navigation regulations including TSI (Act 2003), applicable to accident and incident reporting.

The fundamental objective of the accident reporting requirements is the **prevention of accidents and incidents through shared learning**.

This is done by identification of the causal factors of the accident or incident.

The review of accidents and incidents aims to determine the factors involved and to use this information as the basis for enhancing the level of safety.

NOTE: SAFA members are not to discuss or make comment upon an accident or incident, with the media, nor publish via ANY public media format, information relevant to an accident or incident.

All media personnel and their requests for comment, **must** be referred to SAFA Operations – ops@SAFA.asn.au.

Public representation of any such events are to be managed by the SAFA nominated media and public relations representative.

Why: A statement to the media from a single source, provides a clear consistent message, minimising speculation, and sensationalism, allowing ATSB accident investigators and SAFA Operations operatives to work with 1st-hand information.

NOTE: SAFA members must not discuss insurance issues, claims or coverage with potential claimants, external parties or publish via ANY media format, information relevant to any event, claim or potential claim.

2.3.1 Definition of Accident & Incident

2.3.1.1 Accident

Accident means a matter involving an aircraft where:

- (a) any person dies or suffers *serious injury* as a result of an occurrence associated with the operation of the aircraft;
- (b) the aircraft incurs damage or structural failure that adversely affects the structural strength, performance or flight characteristics of the aircraft that would normally require major repair or replacement of the affected component(s); or
- (c) any third party property is destroyed or seriously damaged as a result of an occurrence associated with the operation of the aircraft.
- (d) the aircraft becomes lost or inaccessible.

NOTE: Serious Injury is defined as any injury, other than fatal which:

- (i) requires hospitalisation for more than 48 hours commencing within 7 days from the date the injuries were received; or
- (ii) results in the fracture of any bone (except simple fractures of fingers, toes or nose); or



- (iii) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or
- (iv) involves injury to any internal organ; or
- (v) involves second or third degree burns, or any burns affecting more than five percent of the body surface.

2.3.1.2 Incident

“**Incident**” in relation to an aircraft means an occurrence other than an accident, associated with the operation of the aircraft including;

- (a) hard landings or other events where there was **potential** for serious injury (including near misses);
- (b) use of rescue equipment or crews to extricate Pilot and or aircraft from landing site.

2.3.2 Notification of Accidents

Where an accident occurs, the pilot in command, and/or the owner, and/or the operator shall each be responsible for ensuring that notification of the accident, is reported to the SAFA Operations Manager immediately and the accident is reported via the SAFA on-line AIRS system within 72 hours of the accident.

<http://www.atsb.gov.au/mandatory/asair.aspx>

If a pilot witnessing an accident or incident is uncertain as to whether or not the accident or incident has been reported, they should report the accident or incident. It is preferable to receive two accident reports of the same accident than none at all.

NOTE: A Flight Instructor (FI) or Chief Flying Instructor (CFI) must notify the Operations Manager of any accident or incident which occurs under their supervision. This is inclusive of all training, coaching or skills development courses/activities.

2.3.3 Notification of Incidents

Within 72 hours of an incident, the pilot in command, the owner, and the operator (whichever) shall each be responsible for ensuring:

- (a) The incident is reported via the SAFA online AIRS system, within 72 hours of the incident; (See [2.3.5](#)).
- (b) The incident is communicated to a Senior Safety Officer or AIRS Manager, of the club controlling the site.
- (c) A Chief Flying Instructor must notify the Operations Manager of any training incident which occurs under their supervision.

<http://www.atsb.gov.au/mandatory/asair.aspx>

2.3.4 Where a Fatality has Occurred

Police must be called as soon as possible and directed to the site of the accident.

Accidents resulting in a fatality **must be**;

- (a) reported immediately and directly to SAFA Operations by phone 0417 644 633, and if the Operations Manager is unavailable, a message must be left with the on-call Operations Operative and the SAFA office, providing notification and contact details (03 9336 7155).
- (b) reported as soon as possible by email to ops@SAFA.asn.au
- (c) reported as soon as possible by lodgement in the SAFA AIRS online database (See [2.3.5](#)).

The Operations Manager will report to and engage with the Australian Transport Safety Bureau (ATSB) and the Civil Aviation Safety Authority (CASA). If the Ops Manager is not available, the ATSB should be notified by the reporting person.

<http://www.atsb.gov.au/mandatory/asair.aspx>

2.3.4.1 Custody and Removal of Aircraft

When an accident involving death occurs, the aircraft immediately comes into the custody of the ATSB, typically via the local Police.



The aircraft **MUST NOT BE REMOVED** or otherwise interfered with except with permission from the ATSB.

Note: *This provision is waived temporarily when it is necessary to extricate persons from the wreckage or to protect the wreckage from further damage, or to remove it if it presents an obstruction or danger to other aircraft, other transport or to the public.*

The aircraft will be released from custody when authorised by the appropriate authority and the SAFA.

2.3.4.2 Investigation and Review of Accidents and Incidents

Investigation of fatal accidents may be conducted by ATSB or other authorities with the assistance of the SAFA Operations Manager.

The SAFA Operations Manager will ensure that a formal review of fatal accidents is also conducted by the SAFA.

The SAFA Safety Management Officer, AIRS Managers and Senior Safety Officers, with the assistance of any Safety Officers, will review accidents and incidents with the **SOLE** intention of preventing a similar occurrence.

SAFA AIRS Managers, Safety Officers and Senior Safety Officers are honorary people putting in extra time to help us all be safer in the air. They are supplied with forms and guidelines to review and report on accidents and incidents. Help them to find the cause of any dangerous occurrences, so that by sharing the **FACTS** all can benefit and operate safely.

In the case of an accident or incident, investigating ATSB and/or Police Officers, shall have access to all relevant areas of the accident site, and all relevant SAFA members shall assist them.

2.3.5 Reporting via the SAFA Accident / Incident Report System (AIRS)

The process for notification and reporting is as follows;

- (a) Log into the the SAFA online database at www.SAFA.asn.au
- (b) Click on the “*AIRS - Submit Accident/Incident Report*” button - You will be prompted to enter in as much information as possible, including:
 - (i) Factual Information
 - (ii) Pilot Details
 - (iii) Aircraft and Equipment Details
 - (iv) Site and Location Details
 - (v) Weather Conditions
 - (vi) Description
 - (vii) File attachments (eg. photo’s)

If a pilot witnessing an accident or incident is uncertain as to whether or not the accident or incident has been reported, he/she should report the accident or incident. Members can view de-identified accident / incident reports online.



3 Control of Operations

3.1 Operations Manager

The Operations Manager is authorised and empowered to:

- (c) be responsible for the overall control and supervision of disciplines governed by the SAFA.
- (d) Implement the procedures of this Operations Manual
- (e) Govern and enforce compliance to this Operations Manual.
- (f) Ensure that these operations satisfy the requirements of the Civil Aviation Safety Regulations, the relevant Civil Aviation Orders, Civil Aviation Regulation 1988 and the Transport Safety Investigation (TSI) Act. 2003
- (g) Approve and issue Student Pilot Certificates or delegate the authority for the issue of Student Pilot Certificates.
- (h) Upon recommendation from a CFI, approve or delegate the authority for the issue of Pilot Certificates.
- (i) Upon recommendation from a CFI or Instructor Examiner, approve or delegate the authority for the issue of Instructor certificates.
- (j) Approve or delegate the authority for the renewal of Instructor certificates.
- (k) Upon receipt of written applications, assess and if approved, provide written exemptions to stipulations contained within this manual.
- (l) When or where necessary impose sanctions, suspensions or impose disciplinary measures, to ensure the safety of SAFA members, other airspace users, members of the public and public property.

3.2 General Requirements

Hang glider and paraglider pilots of any type must only fly aircraft models specifically designed to be flown by pilots **with their level of experience** and for the type of operation being conducted.

Hang gliders and paragliders, including powered versions (PPG & PHG), must be operated in accordance with this Operations Manual and:

- (a) Must be certified where operations involve passengers or training operations,
Note: This includes all primary components, wing, harness, carabiners, suspension loops etc.
- (b) When operating at a height in excess of 300 feet above ground level, carry a serviceable altimeter which meets the standards specified within section [8.4](#), and:
 - (i) is set to area QNH;
 - (ii) is set to indicate height in feet; and
 - (iii) is easily read by the pilot at all times whilst in flight.
- (c) When any ancillary equipment used either in flight, or during the launch or landing phase that directly affects the safety of the pilot, such as support harnesses, helmets, parachutes, suspension loops, release mechanisms, weak links and the like shall be of a type that is designed, manufactured in accordance with standards accepted by the SAFA (See [8.1](#) & [8.4](#) & [8.5](#)), or as specified in the SAFA Towing Procedures Manual (Doc. OTM-05 - See SAFA Documents Register in the online member's area).
- (d) Always carry a reserve parachute, certified for the number of occupants, when taking part in a SAFA recognised contest.
- (e) Always carry a reserve parachute, certified for the number of occupants, when taking part in tandem flights.
- (f) Should, for operations which may conflict with other airspace users, carry and use a servicable VHF radio
- (g) For operations involving VHF radio carry an accurate timepiece.
- (h) For operations beyond 25NM of launch site or airfield carry and utilise a servicable GPS unit or equivalent.

Note: Reserve parachutes must be of appropriate size for the combined weight of the aircraft, harness, pilot and passenger. Additionally, a parachute must be fitted if specified by the manufacturer.

Note: The wearing of a reserve parachute for all operations in excess of 300 feet above ground level, is highly recommended.



3.2.1 Aircraft Maintenance and Pre-Flight Inspections

Hang gliders and paragliders of any type and weightshift microlights must be operated in accordance with this Operations Manual and shall:

- (a) Be subject to a pre-flight inspection (by the prospective pilot in command prior to EACH AND EVERY flight operation) in accordance with the procedures outlined in the aircraft manufacturer's manual, or if not available then as specified in Pre-flight Inspection Standards, section 8.6.1, and
- (b) Be maintained in accordance with the maintenance procedures outlined in the manufacturer's recommendations, or where the manufacturer's manual does not include maintenance standards as specified in section 9.6, "Assembly, Inspection and Maintenance Standards".

3.2.2 Helmets

The wearing of helmets is **mandatory** for **all** SAFA flight and training operations.

A member's helmet must **clearly** display his or her SAFA membership number.

3.2.3 Pilot in Command

No SAFA Member shall act as a pilot-in-command of a hang glider, paraglider of any type, or weightshift microlight unless:

- (a) He or she has obtained the pilot certificate and endorsement(s) required for the flying activity intended to be performed,
- (b) He or she is medically fit to the standard required for the flying activity intended to be performed, and
- (c) Has attained the age of 15 years and where the applicant is under the age of 18 years, written parental consent must be granted.

3.2.4 Health Standard, General

For issue and renewal of all Pilot Certificates, a standard of health equivalent to that required for the issue of an unconditional private motor vehicle driver licence in Australia, is required.

The document "Assessing Fitness to Drive" – <https://austroads.com.au/drivers-and-vehicles/assessing-fitness-to-drive> provides guidance on the standard required to hold a drivers license

Medical factors such as the following, need to be assessed by your medical doctor to determine your fitness to fly and drive.

- blackouts
- cardiovascular disease
- diabetes
- musculoskeletal conditions
- neurological conditions such as epilepsy, dementia and cognitive impairment due to other causes
- psychiatric conditions
- substance misuse/dependency
- sleep disorders
- vision problems.

3.2.5 Health Standard, Specific to Instructional Operations

The pilot or applicant must:

- (a) Hold and provide a current Commercial Vehicle Drivers Medical; or
- (b) Hold and provide a Basic Class 2 or higher, Aviation Medical Certificate from the CASA



3.2.6 Failure to Meet Health Standard

- (a) It is the responsibility of all members holding a pilot certificate to report to the SAFA any change in their health status which would cause them to be below the minimum health standard required for that certificate or endorsement.
- (b) Where the health standard of a member falls below the minimum required, the SAFA Operations Manager may suspend or cancel the members SAFA Pilot Certificate(s), after due consideration to the nature, severity and term of the illness, incapacity or disability.

3.2.7 Alcohol and Drugs

Pilots must not be under the influence of any alcohol, drugs or other intoxicating substances whilst in control of an aircraft, administering, or carrying out any aviation related task or duty. e.g. conducting maintenance on an aircraft or performing the role of a duty pilot etc, in accordance with the SAFA Drug and Alcohol policy.

Pilots must not consume any alcohol, drugs or other intoxicating substance within EIGHT (8) hours immediately prior to flying a hang glider or paraglider. A pilot must never have a blood alcohol content of more than 0.02 or be under the influence of illicit drugs, whilst in control of an aircraft or carrying out other aviation related tasks or duties.

Note: Prescription drugs which do not cause drowsiness or impair judgement in any way are exempted.

3.2.8 Provision of Pilot Instruction

No person shall give either ground or flight instruction unless:

- (a) They are at least 18 years old,
- (b) They are the holder of a current Instructor Certificate issued by the SAFA that is valid for the level of instruction being given and valid for the type of aircraft being used and they conduct the instruction under the supervision of a CFI, or
- (c) They hold a Chief Flight Instructor certificate, or
- (d) They are approved by the Operations Manager.
- (e) They are approved by the Executive Committee of a SAFA Affiliated Club to operate from Club sites.

3.2.9 Carriage of Passengers

SAFA pilots shall not carry passengers in any aircraft under SAFA oversight unless:

- (a) He or she is the holder of a valid Tandem endorsement for the aircraft type issued by SAFA; and
- (b) The aircraft is certified to carry the combined weight of the pilot and passenger and for the type of launch and landing operation being operated;
- (c) The aircraft is certified by an *Engineer* or Type Certified, as defined in Aircraft Design / Construction (Passenger), sections [8.1](#) & [8.3](#);
- (d) The aircraft used has been maintained in accordance with any requirements of this Operations Manual, see Section [8.6](#) "Assembly, Inspection and Maintenance Standards",
- (e) The aircraft used has been maintained in accordance with the requirements of its manufacturer's schedule; and
- (f) Where the passenger is under 18 years of age, written parental / guardian consent is granted.

NOTE: Passengers shall not be carried for hire or reward unless the flight is for bona fide instructional purposes. In this instance the pilot in command must be the holder of an appropriate instructor certificate and the flight conducted by an SAFA approved flight training facility, the passenger must be a current member of the SAFA, have signed a SAFA Waiver and be a minimum of 10 years of age (with parental consent) and if the passenger is under 18 years of age, the Instructor must comply with the SAFA Member Protection Policy and hold a current Working With Children's Check in accordance with the relevant legal requirements for each state where that activity is undertaken.



3.2.10 VHF Radio Operator Endorsement

No SAFA Pilot Certificate holder shall operate aeronautical frequency VHF radio equipment unless he or she has been issued with an appropriate endorsement or is undergoing training under the direct supervision and control of an appropriately qualified person for the purpose of gaining a radio operator endorsement.

3.2.11 Cross Country Operations (HG/PG/PPG/WM)

No pilot certificate holder shall act as pilot in command of a hang glider, paraglider, powered paraglider or weightshift microlight at a distance greater than 25 nautical miles from the point at which the aircraft was initially launched unless:

- (a) They are the holder of a valid Advanced HG or PG5 Pilot Certificate whilst engaged in non-powered flight operations, or
- (b) They are the holder of a valid PPG or WM Cross Country Endorsement whilst engaged in powered flight operations; or
- (c) The flight is conducted within a designated flight training or competition area, and
- (d) The proposed flight is approved in advance by a SAFA FI or CFI.

3.2.12 Air Displays (HG/PG/PPG/WM)

Pilots must hold an Advanced HG or PG5 Pilot Certificate with the relevant endorsements, Powered Paragliding or WM Pilot Certificate and gain the written recommendation of the SAFA Operations Manager before being permitted to fly in public displays.

Air displays require the written approval of the Civil Aviation Safety Authority – Written application for approval must be made not less than twenty-eight days prior to the proposed display.

3.2.13 Parachute Descents

Parachute descents, other than necessary emergency descents shall only be made in a manner approved by the Civil Aviation Safety Authority. CAR 152

Note: The Operational Regulations of the Australian Parachute Federation contain the written specification for sport parachute descents made by APF members.

3.3 Sites

3.3.1 Land Owner Rights and Pilot Responsibilities

Operations on or over private or public property must be conducted with due regard to the rights of the landowner.

Hang Gliding, Paragliding, Powered Paragliding and Weight-shift Microlight operations rely on the good will of landowners.

Please refer to the National Site Guide **and** contact local club officials, for detailed information **before commencing operations**.

3.3.2 Operations within Vicinity of a Non-Controlled Aerodrome.

If operating *within the vicinity* of a non-controlled aerodrome, carriage and use of an airband VHF radio is required in accordance with the established protocols or the aerodromes requirements. Not all non-controlled aerodromes require VHF radio use.

Within the vicinity means:

- (a) airspace, other than controlled airspace, and
- (b) a horizontal distance of 10km from the aerodrome (reference point), and
- (c) a height above the aerodrome (reference point) that could result in conflict with operations at the aerodrome.

For more information, refer to Civil Aviation Regulation (CAR) 166. Visit www.casa.gov.au.



3.3.3 Hang Gliding and Paragliding Sites

A Duty Pilot shall be elected from those Pilot Certificate holders present:

- (a) Where the Operations Manager or SAFA Affiliated Club SSO is of the view that the conditions of a site are such as to require a Duty pilot; or
- (b) When Supervised HG and/or PG2 pilot Certificate holders of any type are operating; or where “mixed operations” are being conducted.

The Duty Pilot will wear a designated badge, armband or t-shirt for easy identification.

The Duty Pilot has the authority to control, direct and coordinate operations to ensure that they are conducted in accordance with Civil Aviation Regulations as amended from time to time, this manual, and in accordance with any conditions set by the owner of the site.

Where aircraft or aeronautical operations other than hang gliding and/or paragliding of any type are being conducted from the flying site then the SAFA Duty Pilot shall co-ordinate with the other duty officers to ensure that all operations are conducted in a safe and orderly manner and:

- (c) Only appropriately certificated or endorsed pilots may fly from the site.
- (d) Pilots shall obey all directions and instructions given by a Duty Pilot or Safety Officer, including grounding of pilots and / or aircraft if directed.
- (e) When operating at a flying site where a Duty Pilot is appointed, that is not their home site, pilots must report to the Duty Pilot prior to undertaking any operations, or further operations, from that site.
- (f) Visiting pilots **MUST** ensure they are properly briefed on local requirements and conditions. Proof of SAFA membership, Log books, (VHF endorsement and radio operations if required) should be produced on request by an Instructor, Safety Officer, or Duty Pilot of the SAFA.
- (g) **If it is intended to fly cross country (XC) it is recommended that;**
 - (i) **you fly with another SAFA pilot (Fly with a Buddy)**
 - (ii) **a detailed flight note be left with a responsible person stating the intended direction of flight, destination and intended time of return.**
 - (iii) **the flight note contains the phone numbers of the RCC and ATSB.**
 - (iv) **that pilots carry a current personal satellite GPS messenger device or a current Emergency Position Indicating Radio Beacon (EPIRB) or a current Personal Location Beacon (PLB).**

Note: The Australian Maritime Safety Authority has developed and maintains guidelines for aviation search and rescue.

For more information, visit www.amsa.gov.au

- (h) Hang glider and paraglider pilots should be aware that when operating at airfields and in joint operations with sailplanes, ultralights and weightshift microlights that additional operating requirements can apply. Consult the Duty Pilot or Safety Officer controlling operations for details.
- (i) All instructors utilising sites administered by an SAFA affiliated Club or SRA, must comply with any protocols or stipulations imposed by that administering club. Failure to do so may incur disciplinary action, including suspension of privileges, pending the outcome of a Disciplinary Tribunal.

3.3.4 Weightshift Microlight Operations

- (a) Where weightshift microlights are operating without radio carriage and are used from a flying field where VHF carriage and use is not mandatory, a Duty Pilot must be elected from those Pilot Certificate holders present.
- (b) The Duty Pilot will have the authority to control and direct operations that are not conducted in accordance with Civil Aviation Orders, Civil Aviation Regulations as amended from time to time, this manual and any conditions set down by the owner of the field.

Note: For further information on the nomination and responsibilities of Duty Pilots, refer to section [2.1.3](#).

- (c) Where aircraft or aeronautical operations other than hang gliding or paragliding of any type, or weightshift microlighting are being conducted from the flying field then the weightshift microlight Duty Pilot shall co-ordinate with the other duty officers to ensure that all operations are conducted in a safe and orderly manner.



- (d) Where aircraft operations are operating from a field that is a training field, the Chief Flying Instructor of the Training Facility will have the authority to control and direct weightshift microlighting operations.
- (e) Flying is to be conducted only during daylight hours and in Visual Meteorological Conditions (VMC).
- (f) Only appropriately registered aircraft are to be operated from the field.
- (g) Only appropriately certificated or licensed pilots may fly aircraft from the field.
- (h) Pilots shall obey all directions and instructions given by a Chief Flight Instructor or Duty Pilot, including grounding of pilots and/or aircraft if directed.
- (i) When operating at a flying field that is not their home field, pilots must report to the Chief Flying Instructor or Duty Pilot prior to undertaking any operations, or further operations, from that field.

Note: Visiting pilots *MUST* ensure they are properly briefed on local requirements and conditions. Proof of SAFA membership, and Log books must be produced by the visiting pilot on request by an Instructor, Safety Officer or Duty Pilot of SAFA.

- (j) Assemble and inspect all aircraft well clear of runways, taxiways and or other areas where aircraft are being moved under their own power.
- (k) All vehicles shall be kept clear of aircraft, particularly those aircraft being refuelled or moving under their own power.
- (l) Engines must NOT be started in any location that could present a danger to any persons or property.
- (m) Before starting the engine, the aircraft must be in an operational area and precaution must be taken to ensure that the propeller blast will not endanger any person or aircraft.
- (n) Prior to starting an engine a visual check and the call "CLEAR PROP" must be made in a loud clear voice.
- (o) Weightshift microlights with engines operating shall not be left unattended at any time and engines must not be started without an appropriately certificated pilot at the controls.
- (p) Pilots must ensure that members of the public and people not directly associated with the operation of a weightshift microlight are advised of the danger and not permitted near the aircraft whilst the engine is running.
- (q) When ground testing and running-up aircraft engines, wheels must be adequately chocked and the aircraft tied down, as required.
- (r) The aircraft should be correctly parked after flight. Ignition off, controls locked, wheels chocked and clear of active areas. Tie down as appropriate.
- (s) Pilots must not consume any alcohol, drugs or other intoxicating substance within EIGHT (8) hours immediately prior to flying a weightshift microlight. The consumption of liquor on the flying site is not permitted.
- (t) A pilot must never have a blood alcohol content of more than 0.02 or be under the influence of illicit drugs, whilst in control of an aircraft or carrying out other aviation related tasks or duties.

Note: Prescription drugs which do not cause drowsiness or impair judgement in any way are exempted.

- (u) NO SMOKING or NAKED FLAMES are permitted within 15 metres of any aircraft or aircraft refuelling point.
- (v) refuelling inside hangars is not permitted.
- (w) Adequate fire fighting equipment must be in an operational area and on hand during all refuelling operations.

3.3.4.1 Taxiing and Taking Off

Aircraft must be taxied slowly. Fast taxi speeds reduce safety response times and can cause ground controllability issues, particularly in gusty conditions. Fast taxi speed also causes excessive wear on airframe components.

When moving in to the "movement area" any aircraft must give way to aircraft which are landing or taking off and shall conform to the rules regarding "right of way" (the same as in the air).

Aircraft should be taxied to the take-off end of the strip and STOP at right angles to the strip so that the pilot can observe all traffic in the circuit.

Immediately before take-off a pilot must conduct a pre-take-off check in accordance with the aircraft manufacturers operator's manual or otherwise appropriate for the aircraft type.

3.3.4.2 Fuel Quantity

It is critical that fuel quantity be checked as being sufficient for the proposed flight, including an adequate safety margin. It is recommended that tank is topped up prior to each flight as changing conditions, eg., an unexpected head-wind may increase the expected consumption.



See: <https://www.casa.gov.au/publications-and-resources/standard-page/fuel-requirements-australian-aircraft>

3.3.4.3 Turning after Take-off

During initial climb-out, the turn onto crosswind should be made appropriate to the performance of the aircraft, but in any case, not less than 500 FT above terrain so as to be at circuit height when turning onto downwind.

When departing from the aerodrome circuit area, aircraft should depart by extending one of the standard circuit legs.

However, an aircraft should not execute a turn opposite to the circuit direction unless the aircraft is well outside the circuit area and no traffic conflict exists. This is required to be at least 3 NM and no less than 1,500ft from the departure end of the runway. The distance may be less for aircraft with high climb performance. The distance should be based on pilots being aware of traffic and the ability of the aircraft to climb above and clear of the circuit area.

Note: Pilots of departing aircraft should be aware of traffic intending to join the circuit by the recommended overfly procedure as they can be 2000 FT or higher above aerodrome elevation.

3.3.4.4 Circuits

An increasing number of approvals are being gained for hang gliding and paragliding operations in the vicinity of airports and airfields and therefore more pilots are involved in joint operations with GA aircraft, ultralights and weightshift microlights (known as “mixed” operations). It is therefore important that all pilots understand the circuit procedures used by powered aircraft.

Left Handed Circuits

A standard left-handed circuit is to be observed unless impractical or otherwise specified in ERSA.

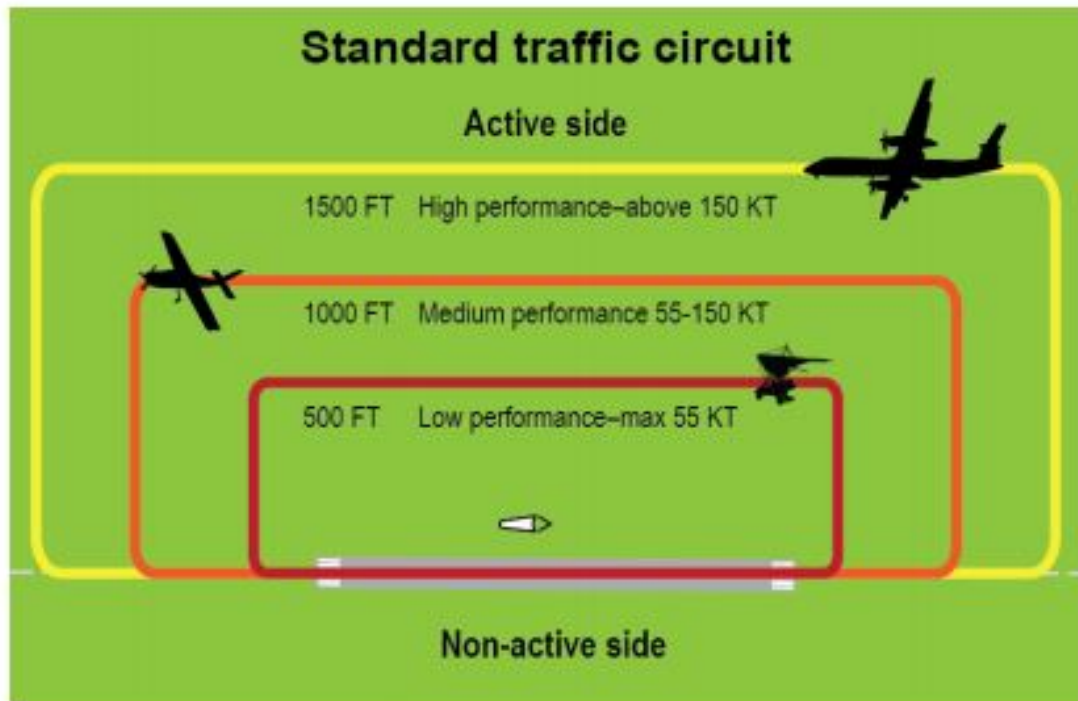
Aircraft may join the circuit pattern upwind, crosswind, downwind or on base leg as the case may be. A straight-in approach may also be carried out in accordance with CAR 166B.

The height at which aircraft join the circuit depends on the type of operations and local operational procedures.

CAAP 166-1 requires aircraft of differing performance to fly at different circuit heights above airfield elevation as per the table below.

Type of aircraft	Standard circuit speed range	Standard circuit height	
High performance (includes jets and many turboprop aircraft)	Above approx. 150Knots	1,500ft above aerodrome elevation	
Medium performance (includes most piston engine aircraft)	Between 55 and 150 knots	1,000 ft above aerodrome elevation	
Low performance.	Approximately maximum	55 knots	500 ft above aerodrome elevation

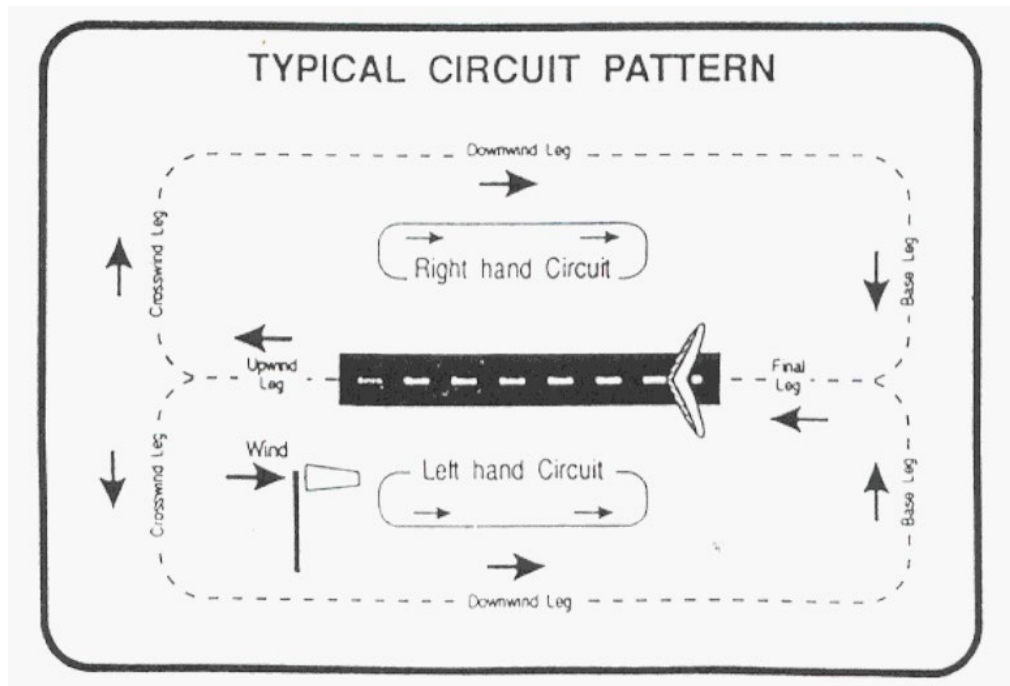
Figure 1: Standard Left Hand Circuits



CAAP 166-1 defines circuit procedures at non-controlled (CTAF) aerodromes, but these circuit procedures are considered standard practice for any landing area.

Weightshift microlights must conform with the standard circuit procedures set down, flying the circuit no lower than 500' AGL.

Special procedures for airports are published in ERSA (Enroute Supplement Australia) or can be determined by telephoning the Aerodrome operator prior to operating at or flying into the airfield.



When mixed operations are being conducted a Duty Pilot should be nominated and specific procedures determined to ensure no conflict between aircraft.



To minimise the likelihood of conflict, it is recommended that hang gliders and paragliders approach the airport above circuit height (at least 2000' AGL), lose altitude on the "dead" side, and fly the "standard" circuit direction below and inside the general aviation circuit. Gliders should then land on the verge of the runway on the circuit side, thus never crossing low over the runway.

NOTE: The "dead" side is the side of the runway which is not being used by powered aircraft in circuit, i.e. the side opposite the circuit area. Powered aircraft may use this side of the runway to lose altitude prior to joining circuit.

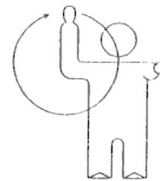
No aircraft may land, unless the runway is clear of other aircraft. After landing move clear of the runway as soon as possible. The "runway" includes the area inside the white gable markers surrounding the runway strip. If a hang glider has to land, it has right of way. However, the intent should be made clear to other aircraft at the aerodrome.

After landing adjacent to the runway, the glider pilot must move the glider from the runway strip as soon as practicable, i.e. outside the boundary formed by the gable markers.

3.3.4.5 Ground Marshalling Directions

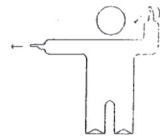
Start Engine

- Left hand pointing to specific aircraft.
- Right hand moving in a circular motion at head level.



Turns

- Arm pointing to the direction of turn.
- Other hand moved up and back.
- Speed of movement shows rate of turn.



Stop

- Arms repeatedly crossed above head.
- The rapidity of the arm movement shows the urgency of stop!



Move Ahead

- Arms a little to one side moved repeatedly upwards and backwards.



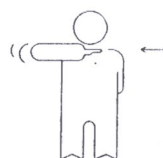
Slow Down

- Arms down close to side moved up and down several times.



Cut Engine

- Hand level with shoulder.
- Hand moved sideways across the throat.





3.3.4.6 Registration of Weightshift Microlights with the SAFA.

SAFA registered Weightshift Microlights must be operated in accordance with this manual and are required to:

- (a) be owned by a person holding and maintaining full SAFA membership; and
- (b) have a current SAFA Registration Certificate (The period of validity is 2 years and is subject to the satisfactory completion of the relevant Airworthiness Inspection, as stipulated in section 9.7.7.1); and
- (c) display SAFA registration markings.

3.3.4.7 Aircraft Registration Markings

Weightshift microlights, PPG or PPC aircraft registered with the SAFA under CAO 95.32 have the prefix 32 followed by a hyphen and the registered number; e.g. 32-2512.

Weightshift microlights, PPG or PPC aircraft registered with the SAFA under CAO 95.10 have the prefix 10 followed by a hyphen and the registered number; e.g. 10-2123.

The registration numbers allocated on the registration certificate shall be displayed as follows:

- (a) Under Wings:
 - (i) Not Required. However, are permissible on the undersurface of the port wing or across the span of both wings with the base of the numerals towards the trailing edge.
- (b) On Vertical Surfaces:
 - (i) On any location on the side of the main structure.
- (c) Characteristics of Numeral Markings Required:
 - (i) The numerals in each group shall be of equal height;
 - (ii) Minimum height 150mm; or
 - (iii) Able to fit on the structure as large as practicable, with a minimum height of 70mm.
 - (iv) Font is SOLID -- "hollow" or "outline" not permitted.
 - (v) Be of a colour contrasting clearly with the background;
 - (vi) Must be clearly visible when standing at 90 degrees to the travel of the aircraft.

3.3.4.8 Instrumentation – Weightshift Microlights

Weightshift microlights shall:

- (a) Carry a serviceable altimeter which complies with the standards specified within AC 21.46 and:
 - (i) is set to area QNH;
 - (ii) is set to indicate height in feet; and
 - (iii) is easily read by the pilot at all times whilst in flight; and
- (b) Be fitted with a serviceable airspeed indicator which can be easily read by the pilot at all times whilst in flight; and
- (c) If the microlight is to be flown on a cross country flight (>50 nautical miles):.
- (d) Be fitted with a compass; and
- (e) The pilot must carry an accurate timepiece;
- (f) If operating under CAO 95.10, carry a current personal satellite GPS messenger device or a current Emergency Position Indicating Radio Beacon (EPIRB) or a current Personal Location Beacon (PLB), or an approved ELT, or an approved portable ELT, as defined in regulation 252A.
- (g) If operating under CAO 95.32, carry an approved ELT, or an approved portable PLB, as defined in CAR 252A.

Notes:

Some weightshift microlights may be required, as part of aircraft type certification, to be fitted with other aircraft instrumentation such as an engine hour meter.



Aircraft flying within the vicinity of certain aerodromes or CTA require an airband radio, instrumentation and the pilot endorsement to use it. In some cases, this instrumentation, including a transponder is required to have checks of those instruments in accordance with CAO 100.5 requirements. For more information, see 5.3.8.5 "Radio Operator Endorsement (WM)"

3.3.5 Identification of Powered Paragliders & Powered Hang Gliders.

The owner of a powered hang glider or powered paraglider is required to prominently display the last 4 numerals of their SAFA number on the underside of the wing, or on a vertical surface on both sides of the harness, frame or wheelbase, as follows:

- (a) If the numerals are displayed on the harness or wheelbase, they must be clearly visible when standing at 90 degrees to the direction of travel.
- (b) Each numeral is to be Western Arabic and have a hi-contrast background that allows for the markings to be clearly visible from a distance of no less than 100 meters.
- (c) If on the wing, each numeral must be a minimum of 150mm in height and 80mm width.
- (d) If on the harness or wheelbase, each numeral must be a minimum of 70mm in height and 30mm width, or where space is not available, the height to be as large as practicable.
- (e) The numbers must be maintained and are to remain legible at all times during flight.
- (f) The seller is required to remove the numbers upon selling the wing, harness or wheelbase.
- (g) The purchaser of a new or 2nd hand wing, harness or wheelbase is required to place the last 4 digits of their SAFA number upon the craft, prior to any use of the craft.

3.3.6 Powered Paragliders/Parachutes over 70 KG (Empty Weight).

All aircraft over the 70KG empty weight, as stipulated in CAO 95.8, must be registered under CAO 95.10 or CAO 95.32.

They will be required to display allocated registration numbers. As such, these aircraft will be exempt from the identification requirements stipulated in 3.3.5



4 SAFA Flight Rules

4.1 General

4.1.1 Acrobatic Flight

An aircraft shall not be flown in acrobatic flight of a particular kind unless the flight manual and the relevant regulation for the aircraft specifies that the aircraft may perform that type of acrobatic flight.

Acrobatic flight is not to be performed over built-up areas. Pilots undertaking acrobatic manoeuvres must maintain adequate clearances from all other airspace or to persons on the ground not associated with the operation of the aircraft.

4.1.2 Dropping of Articles

Nothing may be dropped from a hang glider, paraglider, powered-paraglider or weightshift microlight in flight, except:

- (a) ballast in the form of water or fine sand;
- (b) with the written approval of the Civil Aviation Safety Authority, ropes and cables with the appropriate fittings used in launching; and
- (c) components designed to be jettisoned in flight, such as drag parachutes or jettisonable wheels; or
- (d) other items with the written approval of the Civil Aviation Safety Authority.

4.1.3 Flying over Public Gatherings

Except with the permission, in writing, of the Civil Aviation Safety Authority and in accordance with the conditions specified in the permit, an aircraft shall not be flown over any regatta, race meeting or public gathering unless passing from place to place in the ordinary course of navigation.

4.1.4 Low Flying (Under CAO 95.8)

Aircraft under [CAO 95.8](#) must not be flown:

- (a) “over any closely-settled area — below 1 000 feet above terrain, or the lowest height from which the hang-glider or paraglider could land without power outside the closely-settled area, whichever is the higher, except that during the launching and landing phase of flight only the requirement to be able to land clear of a closely-settled area applies”, or
- (b) “during the launching or landing phase of a flight — unless the aircraft can be launched or landed without endangering the safety of persons unrelated to the launching or landing or damaging unrelated property, and no closer than the distances specified in section [4.1.4.1](#) and [4.1.4.2](#)

Note: Aircraft under CAO 95.10 / 95.32 shall observe the minimum heights established by those CAO's.

4.1.4.1 HG/PG (Non-powered) Heights & Distances / Launching / Landing

A non-powered SAFA aircraft (under CAO 95.8) shall not be flown at a height lower than 100 feet within a horizontal distance of 25 metres from:

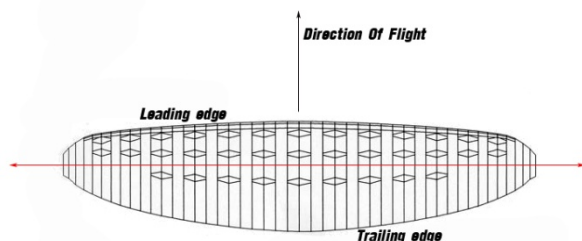
- (a) public roads,
- (b) a dwelling except with the permission of the occupier, and
- (c) persons not directly associated, except during launching / landing phases,

Unless,

- (d) the flying site has been given an exemption to these heights and or distances by the SAFA Operations Manager in writing.

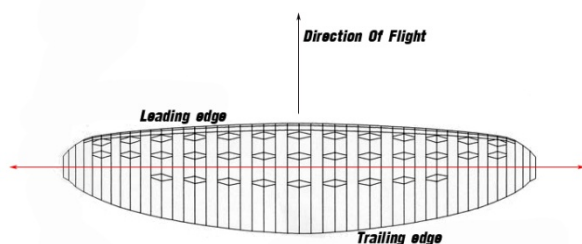
Launch / Landing Phases

Operation closer than a horizontal distance of 25 metres from persons other than those persons directly associated with the operation of hang gliders or paragliders is permitted provided those other persons are behind a line passing through the launch or landing point at right angles to the intended direction of flight.



4.1.4.2 Operations of Powered Paragliders/Parachutes & Powered Hang Gliders (PPG, PPC & PHG)

- (a) PPG or PHG may only be flown at a height of less than 300 feet above ground level, if:
 - (i) the aircraft is in the course of taking off or landing; or
 - (ii) the aircraft is flying over land that is owned by, or under the control of, the pilot; or
 - (iii) the owner or occupier of the land (including the Crown), or an agent or employee of the owner or occupier, has given permission for the flight or flights to take place; or
 - (iv) the pilot of the aircraft is engaged in flight training and the craft is flying over a flight training area, over which the SAFA has been authorised for low flying.
- (b) Subject to 4.1.4.2(a), a PPG or PHG can be flown at a height lower than 300 feet above ground level, but must be at a distance of at least 25 metres horizontally from:
 - (i) a public building (except with the permission, in writing, of the Civil Aviation Safety Authority and in accordance with the conditions specified in the permit,
 - (ii) a dwelling (except with the permission of the occupier),
 - (iii) persons not directly associated, except during launching / landing phases.
- (c) Launch Phases: Operation closer than a horizontal distance of 25 metres from persons other than those persons directly associated with the operation of PPG or PHG is permitted provided those other persons are behind a line passing through the wing, at right angles to the direction of flight or intended direction of flight.



4.1.5 Negligent Operation

Hang gliders and paragliders of any type, powered-paragliders and weightshift microlights shall not be operated:

- (a) in a reckless or negligent manner so as to endanger the life or property of others;
- (b) in such a manner, or in such circumstances as is or likely to cause avoidable danger to any person or property (including animals) on land or water or in the air.
- (c) Without recognition of and compliance to, noise control regulations applicable in the jurisdiction where operations are occurring.



4.1.6 No-Fly Areas

Except with the permission, in writing, of the Civil Aviation Safety Authority and in accordance with the conditions specified in the Pilot's certification, a hang glider, paraglider, powered paraglider or weightshift microlight shall not be flown:

- (a) within controlled airspace.
- (b) within the vicinity of a non-controlled aerodrome without meeting the relevant CAR requirements; for example, CAR166, "Carriage and Use of Aircraft Radio",
- (c) within an area designated by the Civil Aviation Safety Authority or the SAFA Operations Manager as an area where the operation of SAFA aircraft would constitute a hazard to other aircraft,
- (d) within an area that has been designated as a prohibited or restricted area at such times as any such prohibited or restricted area is active,
- (e) Within eight kilometres of a military airfield.

Details of controlled airspace and restricted areas are contained in the En-Route Supplement Australia (ERSA), available from Air Services Australia.

Stay current by visiting www.airservicesaustralia.com

4.1.7 Towing of Articles

Nothing may be towed behind an aircraft in flight except with the written approval of the Civil Aviation Safety Authority including:

- (a) ropes and cables with the appropriate fittings used in launching; and
- (b) other items.

4.1.8 Visual Flight Rules

Hang gliders and paragliders of any type, powered-paragliders and weightshift microlights 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 3,000 feet of the surface; and
- (b) in circumstances where the flight visibility is at least 5,000 metres and the aircraft's distance from cloud is greater than 1,500 metres horizontally and 1,000 feet vertically above or below cloud.

Visual Flight Rules for operation below 3,000 feet AMSL or 1,000 feet above terrain (whichever is the greater) allow for operation clear of cloud PROVIDED a VHF radio for communication on the applicable CTAF or area frequency is both carried and used. If such a radio is not carried, then the limits specified in section 4.1.8 (b) apply.

Visual Flight Rules for operations above 10,000 feet require visibility of at least 8,000 metres forward and 1500 metres left, right and behind, and allow operations no closer vertically than 1,000 feet above or below cloud.

4.1.9 >10,000 Feet Above Mean Sea Level

4.1.9.1 Hang Gliders, Paragliders, Powered Paragliders & Weightshift Microlights

No hang glider, paraglider, powered paraglider or weightshift microlight shall be flown at a height above 10,000 feet above mean sea level except where the pilot:

- (a) Is not limited by controlled airspace; and
- (b) has an Oxygen Endorsement; and
- (c) is carrying and using an approved oxygen supply system, or
- (d) is given written permission by CASA.



4.2 Rules of the Air

4.2.1 Take Off Rules

An aircraft which is about to take off shall not do so until there is no apparent risk of collision with other aircraft. An aircraft taxiing must give way to aircraft established on final.

The same principle applies to taking off from ridge site launches. Aircraft shall not;

- (a) launch into the path of oncoming aircraft, nor
- (b) raise their wing into that airspace, nor
- (c) launch into ridge-soaring airspace which would then become crowded and force other pilots out of the airspace.

4.2.2 Give Way Rules

SAFA aircraft must not pass over or under, or cross in front of other aircraft, unless vertical separation detailed in Section 4.2.3 can be maintained.

Give way to other aircraft on your right. Power driven aircraft are required to give way to gliders, balloons and aircraft that are seen to be towing other aircraft or objects.

4.2.3 Operation in Proximity to other Aircraft

Pilots shall maintain a good lookout at all times.

Avoid abrupt changes in direction and speed when other aircraft are present.

Exercise care where other aircraft are displaying a red streamer indicating that the pilot in command holds a Supervised Pilot Certificate of any type.

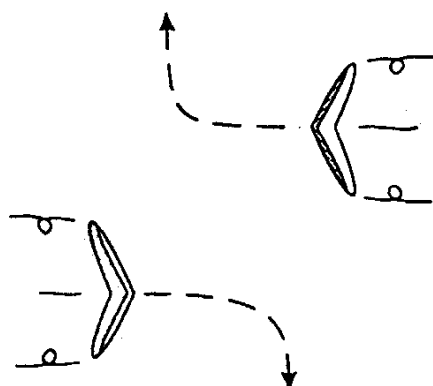
“An aircraft shall not be flown so close to another aircraft as to create a collision hazard.”

The following distances from other aircraft are suggested minimum for separations for SAFA Piloted aircraft where there is no prior arrangement to fly closer.

4.2.3.1 Remain clear of:

- (a) Soaring hang gliders and paragliders of any type by at least 20 metres horizontally and 25 feet vertically;
- (b) powered hang gliders and paragliders by at least 20 metres horizontally and 25 feet vertically;
- (c) weightshift microlights, and tug aeroplanes towing hang gliders by at least 30 metres horizontally and 100 feet vertically;
- (d) sailplanes and from tug aeroplanes towing sailplanes by at least 60 metres horizontally and 200 feet vertically; and
- (e) other aircraft by at least 600 metres horizontally and 500 feet vertically.

4.2.4 Collision Avoidance





When two aircraft approach HEAD ON, or nearly so, both shall alter course to the RIGHT.

4.2.4.1 Ridge Soaring

When approaching head on along a ridge the hang glider, paraglider or sailplane with its right wing towards the ridge shall have right of way. The aircraft that has the ridge to its left shall give way by turning away from the ridge.

Golden rule: “Ridge on the right, has right of way.”

4.2.4.2 Thermalling

When joining a thermal the pilot in command must turn in the same direction as any hang glider, paraglider or sailplane already circling.

When thermalling the pilot in command must give way to the hang gliders and paragliders that are climbing up from **BELOW**.

BE AWARE THAT THE RULES OF THE AIR FOR PILOTS OPERATING SAILPLANES REQUIRES THAT THEY GIVE WAY TO SAILPLANES ABOVE THEM IN THERMALS.

Note: Take extra caution when operating in the same thermal as a sailplane. Remember that the wing restricts the UPWARD vision of a hang glider or paraglider pilot, and that in many sailplanes the wing restricts the DOWNWARD vision of a sailplane pilot.

4.2.5 Overtaking Rule

When overtaking another aircraft, the slower aircraft has right of way.

A hang glider or paraglider engaged in ridge soaring shall overtake by passing between the ridge and the other aircraft. Other than when ridge soaring the OVERTAKING aircraft shall alter course to the RIGHT.

4.2.6 Landing Rule

When two or more aircraft are approaching to land, the one AHEAD has the PRIORITY.

4.2.7 CAR 166 “Operations in the Vicinity of Non-Controlled Aerodromes” – All Aircraft

All Pilots must familiarise themselves with the aerodromes in their flying area and or planned route.

CAR 166 defines the requirements of flying within the *vicinity* of these aerodromes.

If a Pilot enters the *vicinity*, he or she must:

- (a) carry, use and be licensed, certified or endorsed to use an aeronautical frequency VHF radio.
(See “VHF Radio Operator Endorsement” in the SAFA Training Manual)
- (b) Have familiarised themselves with relevant aerodrome information, check ERSA.
- (c) Observe and adopt correct standard traffic circuit procedures.

4.2.7.1 In the Vicinity

In the vicinity [CAR 166]: An aircraft is in the vicinity of a non-controlled aerodrome if it is within:

- (a) airspace other than controlled airspace; and
- (b) a horizontal distance of 10 NM from the aerodrome; and
- (c) a height above the aerodrome that could result in conflict with operations at the aerodrome.



4.2.7.2 Carriage and Use of Aircraft Radio

A radio operated on an aeronautical VHF frequency must be used in accordance with standard aeronautical procedures.

Callsigns - Hang Gliders and Paragliders (including Motorised)

Where a radio is used on a hang glider or paraglider of any type, the call-sign to be used is HG / PG (broadcast as the words "hang glider" or "paraglider") followed by the last four digits of the pilot's SAFA Membership Number.

For example, a hang glider pilot with SAFA membership number 12345 would use the call sign:

"Hang Glider 2345"

Callsigns - Weightshift Microlights

Where a radio is used on a SAFA registered weightshift microlight, the call sign to be used is Microlight followed by the last four digits of the SAFA registration number.

For example, when operating a weightshift microlight with the registration number T2-2512, the call sign would be:

"Microlight 2512"

VHF Airband Radio Usage and GMT

Many radio calls are made with reference to UTC (Coordinated Universal Time) or "Greenwich Mean Time" (GMT).

It is a requirement, when SAFA pilots and operators use Airband VHF radio, that they have access to an accurate timepiece.

Ref: <http://vfrg.casa.gov.au/general/aircraft-equipment/day-vfr-equipment/>



5 Pilot Certificates, Endorsements & Ratings

5.1 Requirements to be a SAFA Pilot

	HG	PG	PPG	WSM
Application Form	Visit www.SAFA.asn.au			
Medical Standards	Make a declaration on the appropriate application form that his or her health complies with this manual, driver’s license health standard or better.			
Age	Have attained the age of 15 years and where the applicant is under the age of 18 years, written parental consent must be granted.			
Current Member of the SAFA	Must be either a Full Member, Visiting Pilot Member or a Trainee Member of the SAFA.			
Holder of a Current Certificate	A Pilot must hold one or more SAFA Pilot certificates.			
Language	Competently able to understand and carry out instructions given in the English language.			

5.2 Issue and Renewal of Certificates - Summary

5.2.1 Hang Gliding

The requirements are summarised in the table below.

Requirement	Student	Supervised	Intermediate	Advanced
Pre-Requisite Qualification	None	Student	Supervised	Intermediate
Medical Standard	See section 3.2.4, “Health Standard, General”			
Flight Skill Test	None	Yes	Yes	Yes
Aeronautical Knowledge Test	None	Yes	Yes	Yes
SAFA Membership	Instructional or Full	Full	Full	Full
Aeronautical Experience	None	Minimum of 6 Days Training	Minimum of 25 hours logged on at least 25 flying days.	Minimum of 80 hours logged and minimum of 12 months since issue of Intermediate Certificate
Validity	Maximum of 12 months or termination of membership (whichever is sooner)			
Annual Renewal Requirements	None	Minimum of 10 hours logged in 12 month period	Minimum of 10 hours logged in a 12 month period	Minimum of 10 hours logged in a 12 month period
Approved by	Instructor	Instructor	Instructor or SDA holder	Instructor or SDA holder.



5.2.2 Paragliding

The requirements are summarised in the table below.

Requirement	(PG1) Student	PG2	PG3	PG4	PG5
Pre-Requisite Qualification	None	PG1 (Student)	PG2	PG3	PG4
Medical Standard	See section 3.2.4, "Health Standard, General"				
Flight Skill Test	None	Yes	Yes	Yes	Yes
Aeronautical Knowledge Test	None	Yes	Yes	Yes	Yes
SAFA Membership	Instructional or Full	Full	Full	Full	Full
Aeronautical Experience	None	Minimum of 6 Days Training	A minimum of 60 successful flights and a total of 15 flying hours. Flights from 5 different sites, of which 3 are inland. Minimum 3 soaring flights and a total of 2 hours of flying in thermic lift. Instructor logbook inspection & check flight required.	Minimum of 30 hours logged on at least 25 flying days.	Minimum of 80 hours logged and minimum of 12 months since issue of issue of Intermediate Certificate
Validity	Maximum of 12 months or termination of membership (whichever is sooner)				
Annual Renewal Requirements	None	Minimum of 10 hours logged in 12 month period	Minimum of 10 hours logged in a 12 month period	Minimum of 10 hours logged in a 12 month period	Minimum of 10 hours logged in a 12 month period
Approved by	Instructor	Instructor	Instructor	Instructor or SDA holder.	Instructor or SDA holder.

5.2.3 Weightshift Microlighting

The requirements are summarised in the table below.

Requirement	Student	Pilot	Tandem	Tugmaster
Pre-Requisite Qualification	None	Student Certificate	Pilot Certificate	Pilot Certificate
Medical Standard	See section 3.2.4, "Health Standard, General"			
Flight Skill Test	None	Yes	Yes	Yes
Aeronautical Knowledge Test	None	Yes	Yes	Yes
SAFA Membership	Instructional or Full	Full		
Aeronautical Experience	None	Minimum of 20 hours logged under instruction	Minimum of 10 hours logged since gaining Pilot Certificate	Minimum of 50 hours logged as Pilot in Command
Validity	Maximum of 2 years or termination of membership (whichever is sooner)		Valid whilst Pilot certificate and Medical declarations are current	
Annual Renewal Requirements	None	Minimum of 10 hours logged in a 12 month period	None	None
Approved by	WM-CFI	WM-CFI	WM-CFI	WM-CFI or HG CFI



5.2.4 Powered Paragliding

The requirements are summarised in the table below.

Requirement	Student	Pilot
Pre-Requisite Qualification	None	Student Pilot Certificate
Medical Standard	See section 3.2.4, "Health Standard, General"	
Flight Skill Test	None	Yes
Aeronautical Knowledge Test	None	Yes
SAFA Membership	Instructional or Full	Full
Aeronautical Experience	None	Completed a minimum of 30 flights of no less than 20 hours in total. A 10km cross country flight, and A minimum of 12 days with flight training in a powered paraglider.
Validity	Maximum of 2 years or termination of membership (whichever is sooner)	Valid whilst Pilot membership is current
Renewal Requirements	None	Minimum of 10 hours logged in the past 12 months.
Approved by	PPG-CFI	PPG -CFI



5.3 Pilot Certificates & Endorsements

5.3.1 Hang Glider Certificates

Certificates issued:

- (a) Student Pilot.
- (b) Supervised Pilot.
- (c) Intermediate Pilot.
- (d) Advanced Pilot.

5.3.1.1 Student Pilot Certificate (HG)

Requirements for Issue

An applicant for the issue of a Student Pilot Certificate shall:

- (a) have attained the age of 14 years and where the applicant is under the age of 18 years, written parental consent must be granted;
- (b) sign a declaration on the application form that his or her health complies with this manual, section [3.2.4](#).

Privileges

A Student Pilot Certificate authorises the holder to act, under the direct supervision of an approved SAFA HG Instructor who is in turn under the supervision of an approved SAFA HG Chief Flight Instructor, as Pilot-In-Command for the purpose of:

- (c) increasing his or her flying skills in order to qualify for the issue of a SAFA Supervised Pilot Certificate; or
- (d) engaging in flying practice in order to requalify for a certificate that is no longer valid.

***Note:** For the purposes of assessing his or her motivation and suitability to undergo continued flight training or as part of a recognised Hang Gliding training program, a person may undergo initial flight training in the form of a Trial Instructional Flight (TIF) for a maximum of 3 hours dual instruction before applying for a Student Pilot Certificate. (See 'Note' under 3.2.9.)*

Limitations

The holder of a Student Pilot Certificate when acting as pilot-in-command, shall attach a Yellow "Student" streamer at least one metre long to the keel or kingpost of the hang glider, when operating with other non-student operated aircraft and is advised to do so by their Instructor.

Authority for Issue

The issue of Student Pilot Certificates may be authorised by the appropriate Instructor directly or as delegated (in writing) by the SAFA Operations Manager.

Period of Validity

Unless cancelled or suspended a Student Pilot Certificate shall remain valid for a period of 12 months or until SAFA membership requires renewal, whichever is the sooner.

5.3.1.2 Supervised Pilot Certificate (HG)

Requirements for Issue

An applicant for the issue of a Supervised Pilot Certificate shall:

- (a) have attained the age of 15 years and where the applicant is under the age of 18 years, written parental consent must be granted;
- (b) sign a declaration on the application form that his or her health complies with SAFA requirements, section [3.2.4](#),
- (c) have successfully passed theory and practical examinations in accordance with the requirements of the SAFA Pilot Training Syllabi. (See the SAFA Training Manual), and



- (d) have demonstrated to an appropriate SAFA CFI that he or she has reached the level of competency required for the issue of a Supervised Pilot Certificate.

Note: that the type of aircraft for which the pilot certificate is being sought determines the requirements for theory, examinations and assessment.

- (e) be a full and current member of the SAFA.

Aeronautical Experience

Prior to undertaking a flight test for the issue of a Supervised Pilot Certificate an applicant shall have completed flight and ground training in accordance with the SAFA Training Manual over a period including the minimum training days on the type of aircraft for which a Supervised pilot certificate is being sought.

Privileges and Limitations

A Supervised pilot certificate authorises the holder to act as Pilot-In-Command of a hang glider subject to:

- (f) the aircraft type for which the Supervised pilot certificate is issued;
- (g) "On-Site Supervision" by an Instructor, Safety Officer or Duty Pilot and under conditions considered by an Instructor, Safety Officer or Duty Pilot to be suitable for Supervised Pilots;
- (h) maintaining a "Supervised Pilot Log Book", including obtaining the names and signatures of the Instructor or Safety Officer or Duty Pilot providing direct supervision of the Supervised Certificate holders operations.
- (i) Any limitations imposed by a Duty Pilot, Safety Officer, or the owner of the site and/or the Safety Committee of the Club that control operations at the site;
- (j) Operations limited to Club or SAFA recognised sites and designated by controlling clubs to be suitable for Supervised Pilots, unless;
- (i) Flying at a Intermediate site whilst under the **on site supervision** of an Instructor or Senior Safety Officer.
- (ii) Flying at a higher rated site whilst under the **direct supervision** of a Flight Instructor (FI) or Chief Flight Instructor (CFI).
- (k) Operations being limited to within 25 nautical miles of the place at which the pilot launched, except where the proposed flight path is approved in advance by a Flight Instructor (FI) or Chief Flight Instructor (CFI) and the flight is carried out under the **on site supervision** of a Advanced HG certified pilot or SAFA Instructor.
- (l) The pilot in command having performed three flights within the preceding 90 days, in an aircraft of the type being used;
- (m) Limitations specified within the SAFA Operations Manual and relevant legislation; and
- (n) When so directed by a Duty Pilot, or Safety Officer, a holder of a Supervised Pilot Certificate when acting as pilot-in-command shall attach a red streamer at least one metre long to the keel or kingpost of the hang glider.
- (o) If for any reason, a Supervised Pilot Certificate holder has been unable to perform three flights, in an aircraft of the type being used within the preceding 90 days, he/she is to undergo a check flight under the direct supervision of an appropriate SAFA Instructor or Senior Safety Officer.

Period of Validity

Unless cancelled or suspended by SAFA a Supervised Pilot Certificate shall remain valid for a period of 12 months or until SAFA membership requires renewal, whichever is the sooner.

Requirements for Renewal

An applicant for the renewal of a Supervised Pilot Certificate shall:

- (p) have, within the previous 12 months, accumulated a minimum of 10 hours flight time on the type of aircraft for which the Supervised Pilot Certificate was issued;
- (q) where the minimum aeronautical experience has not been attained the Supervised pilot certificate holder will be required to undergo a check flight under the direct supervision of an appropriate SAFA Instructor except where a pilot has undergone the flight tests necessary for the award of a pilot certificate in a similar aircraft type within the previous six months;
- (r) sign a declaration on the application form that his or her health complies with this manual, section [3.2.4.](#); and
- (s) forward a renewal application, medical declaration and appropriate fee to reach the SAFA office at least seven (7) days prior to the expiry date.



Note: Failure to renew a pilots SAFA membership by the due date means that the Pilot Certificate is no longer valid and the pilot may not exercise the privileges of the Certificate until membership is renewed. SAFA membership renewal automatically renews the above certificate, however, it is the responsibility of the pilot to confirm that all renewal conditions have been met. Failure to do so will lead to suspension of the qualification.

Authority for Issue

The issue of a Supervised Pilot Certificate may be authorised by an appropriate SAFA Instructor or as delegated (in writing) by the SAFA Operations Manager.

5.3.1.3 Intermediate Pilot Certificate (HG)

Requirements for Issue

An applicant for the issue of an Intermediate Pilot Certificate shall:

- (a) be a full and current member of the SAFA,
- (b) hold a valid Supervised Pilot Certificate,
- (c) sign a declaration on the application form that his or her health complies with this manual, section [3.2.4.](#),
- (d) have successfully passed theory and practical examinations in accordance with the requirements of the SAFA Pilot Training Syllabus (See the SAFA Training Manual), and
- (e) presented to an appropriate SAFA Instructor or Senior Safety Officer, their “Supervised Pilot Log Book”, with logged flights totalling a minimum of 25 hours, over a minimum of 25 days, including the obtained names and signatures of the Instructors or Safety Officers or Duty Pilots whom provided supervision of the logged flights, and
- (f) demonstrate to an appropriate SAFA Instructor or Senior Safety Officer that he or she has reached the level of competency required for the issue of an Intermediate Pilot Certificate.
- (g) Have undertaken the course of instruction “VHF Radio Operator Syllabus” (See SAFA Training Manual); and
- (h) Have passed an examination for the issue of a SAFA Radio Operator Endorsement, lodged the relevant SAFA endorsement application and been approved in writing by the SAFA Operations Manager; or hold a Radio Operator Endorsement or Certificate from another Recreational Aviation Administration Organisation, approved by the SAFA Operations Manager.

Note: that the type of aircraft for which the pilot certificate is being sought determines the requirements for theory, examinations and assessment.

Aeronautical Experience

Prior to undertaking a flight test for the issue of an Intermediate Pilot Certificate, an applicant shall have completed a minimum of 25 hours flying experience over a minimum of 25 flying days in a Hang Glider and operations of the type for which an Intermediate Pilot Certificate is awarded.

Note: It is recommended that pilots of this level undertake Cross Country (XC) training and Active Piloting Training.

Privileges and Limitations

An Intermediate Pilot Certificate authorises the holder to act as Pilot-In-Command of a hang glider subject to:

- (i) the type of aircraft for which the Intermediate pilot certificate is issued;
- (j) Operations limited to sites, designated by controlling clubs to be suitable for Intermediate Pilots, unless;
 - (i) Flying at an Advanced site whilst under the **on site supervision** of an Instructor or Senior Safety Officer.
 - (ii) Operating at an uncontrolled site, after consultation with a local SSO, Advanced pilot or instructor, who deems the location and conditions suitable for Intermediate operations. **Pilots flight logbook to note who was consulted.**
- (k) Any limitations imposed by a Duty Pilot, Safety Officer, the owner of the site and/or the Safety Committee of the Club that controls operations at the site; and
- (l) Operations being limited to within 25 nautical miles of the place at which the pilot launched except where the proposed flight path is approved in advance by a Safety Officer (or higher) who is the holder of an Advanced Pilot Certificate;
- (m) Limitations specified within the SAFA Operations Manual and relevant legislation; and,
- (n) Limitations as directed by CASA.



Period of Validity

Unless cancelled or suspended by SAFA an Intermediate Pilot Certificate shall remain valid for a period of 12 months or until SAFA membership requires renewal, whichever is the sooner.

Requirements for Renewal

An applicant for the renewal of an Intermediate Pilot Certificate shall:

- (o) have, within the previous 12 months, accumulated a minimum of 10 hours flight time on the type of aircraft for which the Intermediate Pilot Certificate was issued;
- (p) Have attained any endorsements required to hold the Intermediate Certificate
- (q) where the minimum aeronautical experience has not been attained the Intermediate Pilot Certificate holder will be required to undergo a check flight under the direct supervision of an appropriate SAFA Instructor or a Senior Safety Officer (HG), except where a pilot has undergone the flight tests necessary for the award of an Intermediate Pilot Certificate within the previous six months;
- (r) sign a declaration on the renewal application form that his or her health complies with this manual, section [3.2.4.](#); and
- (s) forward the renewal application, medical declaration and appropriate fee to reach the SAFA office at least seven (7) days prior to the expiry date.

Note: Failure to renew a pilots SAFA membership by the due date means that the Pilot Certificate is no longer valid and the pilot may not exercise the privileges of the Certificate until membership is renewed. SAFA membership renewal automatically renews the above certificate, however, it is the responsibility of the pilot to confirm that all renewal conditions have been met. Failure to do so will lead to suspension of the qualification.

Authority for Issue

May only be authorised by a SAFA Flight Instructor or a SAFA pilot who holds an appropriate Specific Delegated Authority (SDA) issued by the SAFA Operations Manager or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.

5.3.1.4 Advanced Pilot Certificate (HG)

Requirements for Issue

An applicant for the issue of an Advanced Pilot Certificate shall:

- (a) be a full and current member of the SAFA;
- (b) hold a valid Intermediate Pilot Certificate for the aircraft type for which the Advance Pilot Certificate is sought for a period of at least twelve months;
- (c) sign a declaration on the application form that his or her health complies with this manual, section [3.2.4.](#);
- (d) have successfully passed theory and practical examinations in accordance with the requirements of the SAFA Pilot Training Syllabus (See the SAFA Training Manual), and
- (e) demonstrate to an SAFA Instructor or Senior Safety Officer (HG) that he or she has reached the level of competency required for the issue of an Advanced Pilot Certificate.
- (f) Have undertaken the course of instruction “VHF Radio Operator Syllabus” (See the SAFA Training Manual); and
- (g) Have passed an examination for the issue of a SAFA Radio Operator Endorsement, lodged the relevant SAFA endorsement application and been approved in writing by the SAFA Operations Manager; or hold a Radio Operator Endorsement or Certificate from another Recreational Aviation Administration Organisation, approved by the SAFA Operations Manager.

Note that the type of aircraft for which the pilot certificate is being sought determines the requirements for theory, examinations and assessment.

Aeronautical Experience

Prior to undertaking a flight test for the issue of an Advanced Pilot Certificate an applicant shall:

- (h) have completed a minimum of 80 hours flying experience in aircraft of the type for which the Advanced Pilot Certificate is sought; and
- (i) where an Advanced Hang Glider Pilot Certificate is sought: have completed a minimum of 100 flights in hang gliders; or



- (j) if having previous flying experience in hang gliders have completed at least 80 hours flying experience (over a period of at least 12 months), of which a minimum of 40 hours flying experience must be gained in an aircraft of the type for which the Advanced Pilot Certificate is sought.

Note: It is recommended that pilots of this level undertake advanced Cross Country (XC) training and Active Piloting Training.

Privileges and Limitations

An Advanced Pilot Certificate authorises the holder to act as Pilot-In-Command of a hang glider subject to:

- (k) the type of aircraft for which the Advanced Pilot Certificate is issued;
- (l) Any limitations imposed by a Duty Pilot, Safety Officer, owner of the site and/or the Safety Committee of the Club that controls the operations at the site being used; and
- (m) Limitations specified within the SAFA Operations Manual and relevant legislation.
- (n) Cross country operations unlimited in distance.

Period of Validity

Unless cancelled or suspended by SAFA an Advanced Pilot Certificate shall remain valid for a period of 12 months or until SAFA membership requires renewal, whichever is the sooner.

Requirements for Renewal

An applicant for the renewal of an Advanced Pilot Certificate shall:

- (o) have, within the previous 12 months, accumulated a minimum of 10 hours flight time on the type of aircraft for which the Advanced Pilot Certificate was issued;
- (p) Have attained any endorsements required to hold the Advanced Certificate
- (q) where the minimum aeronautical experience has not been attained the Advanced Pilot Certificate holder will be required to undergo a check flight under the direct supervision of an appropriate SAFA Instructor or Senior Safety Officer (HG), except where a pilot has undergone the flight tests necessary for the award of another Pilot Certificate or endorsement within the previous six months;
- (r) sign a declaration on the application form that his or her health complies with this manual, section [3.2.4](#); and
- (s) forward a renewal application, medical declaration and appropriate fee to reach the SAFA office at least seven (7) days prior to the expiry date.

Note: Failure to renew a pilots SAFA membership by the due date means that the Pilot Certificate is no longer valid and the pilot may not exercise the privileges of the Certificate until membership is renewed. SAFA membership renewal automatically renews the above certificate, however, it is the responsibility of the pilot to confirm that all renewal conditions have been met. Failure to do so will lead to suspension of the qualification.

Authority for Issue

May only be authorised by a SAFA Flight Instructor or a SAFA pilot who holds an appropriate Specific Delegated Authority (SDA) issued by the SAFA Operations Manager or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.

5.3.2 Hang Glider Pilot Endorsements

5.3.2.1 Aerotow Launch Endorsement (HG)

No person shall pilot a hang glider for the purpose of an aero tow launch unless:

- (a) he or she has been issued with a SAFA Aerotow Endorsement; or
- (b) he or she is undergoing training under the direct supervision and control of an appropriately endorsed SAFA Instructor or SSO for the purpose of gaining an Aerotow Endorsement; and
- (c) all operations comply with all the requirements of the SAFA Towing Procedures Manual.



Requirements for Issue

Applicants for the issue of a Hang Gliding Aerotow endorsement shall meet the following minimum requirements:

- (d) Hold a valid SAFA Supervised, Intermediate or Advanced Hang Gliding Pilot Certificate,
- (e) Have undertaken a course of instruction in accordance with the SAFA Training Manual, "Aerotow Syllabus", conducted by an SAFA Instructor who is aerotow endorsed, and
- (f) Demonstrated that he or she has reached the level of competency required, and
- (g) Have his or her certificate endorsed by a HG Instructor or SSO who is aerotow endorsed.

Privileges and Responsibilities

A SAFA Aerotow Endorsement authorises the holder to undertake aerotow operations carried out in conformity with the guidelines outlined in the SAFA Towing Procedures Manual.

Period of Validity

A SAFA Aerotow Endorsement shall remain valid only while the holder's SAFA Pilot Certificate is valid; unless suspended, cancelled or otherwise varied by the SAFA Operations Manager.

Authority for Issue

May only be authorised by a SAFA Flight Instructor or a SAFA pilot who holds an appropriate Specific Delegated Authority (SDA) issued by the SAFA Operations Manager or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.

5.3.2.2 Tandem Endorsement - (HG)

Carriage of Passengers

SAFA pilots shall not carry passengers in a Hang Glider unless:

- (a) the aircraft used is rated to carry passengers and is certified, refer section [8.1](#) & [8.3](#).
- (b) he or she is the holder of a valid Tandem endorsement for the aircraft type issued by SAFA; and
- (c) The aircraft used has been inspected and maintained in accordance with the requirements of;
 - (i) Assembly, Inspection and Maintenance Standards, section [8.6](#);
 - (ii) The Aircraft Operator's Manual; and
 - (iii) Technical notices / bulletins.
- (d) Where the passenger is under 18 years of age, written parental or guardian consent is required.

NOTE: Passengers shall not be carried for hire or reward unless the flight is for bona fide instructional purposes. In this instance the pilot in command must be the holder of an appropriate instructor certificate and the flight conducted by an SAFA approved flight training facility, the passenger must be a current member of the SAFA, have signed a SAFA Waiver and be a minimum of 10 years of age (with parental consent) and if the passenger is under 18 years of age, the Instructor must comply with the SAFA Member Protection Policy and hold a current Working With Children's Check in accordance with the relevant legal requirements for each state where that activity is undertaken.

Requirements for Issue

An applicant for the issue of a SAFA Tandem Endorsement shall:

- (e) have attained the age of 18 years;
- (f) have held a valid SAFA Advanced HG Pilot Certificate for a minimum 12 months;
- (g) have logged a total of at least 500 flights and a total of 200 hours Pilot in Command (PIC)
- (h) have successfully passed theory and in-flight examinations at an approved flight training facility for operations and in accordance with the requirements of the syllabus defined in the SAFA Training Manual, "Tandem (HG/PG) Syllabus";
- (i) demonstrate to an appropriate SAFA Chief Flight Instructor that he or she has reached the level of competency required for the issue of the endorsement;
- (j) sign a declaration on the application form that his or her health complies with requirements detailed in section [3.2.4](#).



- (k) forward to the SAFA Office a completed Tandem Endorsement application, which is signed and dated by the examining Chief Flight Instructor (HG).

Note: It is recommended that an applicant for a Tandem Endorsement hold a current St Johns Advanced or Senior First Aid Certificate or equivalent.

Aeronautical Experience

Prior to undertaking a flight test for the issue of a Tandem Endorsement an applicant shall:

- (l) have completed a total of at least 500 flights, and a minimum of 200 hours flying experience as pilot in command in aircraft of the type for which the endorsement is sought; and
- (m) have completed, as Pilot In Command under direct supervision of a SAFA Flight Instructor (FI) or Chief Flight Instructor (CFI) who holds the tandem endorsement, a minimum of 30 Tandem flights in aircraft of the type for which the endorsement is sought.

Privileges

A Tandem Endorsement authorises the holder to act as Pilot-In-Command of an airworthy certified aircraft [\(8.1\)](#) carrying a passenger subject to:

- (n) operations limited to aircraft of the type for which the pilot certificate is issued;
- (o) where the passenger is under 18 years of age, written parental or guardian consent is granted;
- (p) the pilot in command having performed three flights, in an aircraft of the type to be used, within the preceding 90 days; and
- (q) the first fifteen Tandem flights after endorsement issue are conducted with a person who holds a SAFA pilot certificate;
- (r) The pilot conducting the operations must have the approval to conduct such operations from the local club which controls those sites from where the operations will be conducted.
- (s) Tandem operations involving Trial Introductory Flights (TIF) or pilot training, subject to:
- (i) the pilot holding an appropriate SAFA instructor rating; and
 - (ii) the pilot (instructor) being appropriately registered with a Flight Training Facility (FTF); and
 - (iii) under the supervision of a Chief Flight Instructor (CFI) from that FTF.
- (t) Passenger names from each tandem flight are to be recorded in the pilot's logbook.

Note: *Non-instructional flights, for which a fee is charged, are strictly prohibited. Any SAFA instructor providing training or carrying out introductory operations must obtain from each passenger a valid SAFA membership and a signed SAFA Release, Assumption of Risk and Warning prior to the operations being commenced.*

Period of Validity

A SAFA Tandem Endorsement (HG) shall remain valid for two (2) years from the date of issue, subject to:

- (u) the holder's SAFA Advanced HG Pilot Certificate is valid; and
- (v) the holder is a current financial member of the SAFA, having signed a declaration on their membership renewal application that his or her health complies with section [3.2.4](#) of this manual;
- (w) suspension, cancellation or other variation by the SAFA Operations Manager.

Authority for Issue

May only be authorised and issued by a SAFA Flight Instructor or a SAFA pilot who holds an appropriate Specific Delegated Authority (SDA) issued by the SAFA Operations Manager or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.



Requirements for Renewal

A SAFA pilot seeking to renew his/her Tandem endorsement must undergo a Biennial Tandem Review (BTR) with an SAFA Flight Instructor or as approved by the SAFA Operations Manager or a SAFA pilot who holds an appropriate Specific Delegated Authority (SDA) issued by the SAFA Operations Manager or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.

- (x) A SAFA Tandem rated pilot seeking to renew his/her Tandem rating will;
 - (i) provide logbook evidence to the assessing CFI verifying that the applicant has conducted at least 30 tandem flights over the past 2 years;
 - (ii) have maintained currency for single pilot operations.
 - (iii) undergo a Tandem operations check flight, where the CFI can assess skills, currency and attitude.
 - (iv) undergo a theory examination regarding Tandem operations

NOTE: Pilots that have previously attained a Tandem rating before the 2018 update should acquaint themselves with the current Tandem Syllabus as this is the criteria that will be used to assess their skills, currency and attitude at renewal.

5.3.2.3 Ground Tow Endorsement (HG)

No person shall pilot a hang glider for the purpose of a ground tow launch unless:

- (a) he or she has been issued with a SAFA Ground Tow Endorsement; or
- (b) he or she is undergoing training under the direct supervision and control of an appropriately endorsed SAFA Instructor for the purpose of gaining a Supervised Pilot Certificate; or
- (c) he or she is undergoing training in accordance with the syllabus in the SAFA Training Manual, under the direct supervision and control of an appropriately endorsed SAFA Instructor or SSO for the purpose of gaining a Ground Tow Endorsement; and
- (d) all operations comply with all the requirements of the SAFA Towing Procedures Manual.

Requirements for Issue

Applicants for the issue of a Ground Tow Endorsement shall meet the following minimum requirements:

- (e) Hold a valid SAFA Supervised, Intermediate or Advanced Pilot Certificate for the type of aircraft for which the endorsement is sought;
- (f) Have undertaken a course of instruction in ground tow operations provided by an appropriate SAFA Instructor, have successfully passed theory and in-flight examinations in accordance with the requirements of the SAFA Training Manual, "Ground Tow" syllabus; and
- (g) demonstrated that he or she has reached the level of competency required, and
- (h) Have his/her endorsement recommended by an appropriately endorsed SAFA Instructor.

Privileges and Responsibilities

A SAFA Ground Tow Endorsement authorises the holder to undertake ground tow operations carried out in conformity with the guidelines outlined in the SAFA Towing Procedures Manual.

Period of Validity

A SAFA Ground Tow Endorsement shall remain valid only while the holder's SAFA Pilot Certificate is valid; unless suspended, cancelled or otherwise varied by the SAFA Operations Manager.

Authority for Issue

May only be authorised and issued by a SAFA Flight Instructor or a SAFA pilot who holds an appropriate Specific Delegated Authority (SDA) issued by the SAFA Operations Manager or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.

5.3.2.4 Powered Endorsement – (HG)

No hang glider pilot shall operate a hang glider fitted with an auxiliary power unit unless:



- (a) he or she has been issued with a SAFA Powered Hang Glider Endorsement; or
- (b) he or she is undergoing training under the direct supervision and control of an endorsed SAFA Instructor (HG).

Requirements for Issue

Applicants for the issue of a Powered Endorsement shall meet the following minimum requirements:

- (c) Hold a valid Intermediate SAFA Pilot Certificate for the type of aircraft for which the endorsement is sought;
- (d) Have undertaken the course of instruction “VHF Radio Operator Syllabus” defined in the SAFA Training Manual; and
- (e) Have passed an examination for the issue of a Radio Operator Endorsement or Certificate approved in writing by the SAFA Operations Manager or from another aviation administration organisation approved by the SAFA Operations Manager.
- (f) have successfully passed theory and in-flight syllabus in accordance with the SAFA Training Manual, “Powered Foot Launched”;
- (g) demonstrated to the appropriate SAFA Instructor that he or she has reached the level of competency required for the issue of the endorsement; and
- (h) Have his / her endorsement recommended by an appropriately endorsed SAFA Instructor.

Aeronautical Experience

Prior to undertaking a flight test for the issue of a Powered Endorsement an applicant shall:

- (i) have completed a minimum of 20 hours flying experience and a minimum of 50 flights as pilot in command in aircraft of the type for which the endorsement is sought; or
- (j) have completed a minimum of 100 hours flying experience in any other type of aircraft, with a minimum of 10 hours flying experience, and a minimum of 50 flights as pilot in command in aircraft of the type for which the endorsement is sought.

Privileges and Responsibilities

A SAFA Powered Endorsement (HG) authorises the holder to act as Pilot-in-Command of a Powered hang glider subject to:

- (k) Operations limited to aircraft of the type for which the Endorsement is issued;
- (l) Operations being limited to within 25 nautical miles of the place at which the pilot launched.
- (m) Any limitations imposed by a Duty Pilot, Safety Officer, owner of the site and / or the Safety Committee of the Club that controls the operations at the site being used, or imposed in writing by the SAFA Operations Manager.
- (n) Limitations specified within the SAFA Operations Manual.

Period of Validity

A SAFA Powered Endorsement shall remain valid only while the holder's SAFA Pilot Certificate is valid; unless suspended, cancelled or otherwise varied by the SAFA Operations Manager.

Authority for Issue

May only be authorised and issued by a SAFA Flight Instructor or a SAFA pilot who holds an appropriate Specific Delegated Authority (SDA) issued by the SAFA Operations Manager or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.

5.3.2.5 Radio Operator Endorsement (HG)

No SAFA Pilot Certificate holder shall operate aeronautical frequency VHF radio equipment unless he or she has been issued with a SAFA Radio Operator Endorsement or is undergoing training under the direct supervision and control of an appropriately endorsed Instructor or SSO for the purpose of gaining a SAFA Radio Operator Endorsement.

Requirements for Issue

Applicants for the issue of a Radio Operator Endorsement must be able to intelligibly speak and understand the English language and shall meet the following minimum requirements:

- (a) Hold a current CASA aeronautical radio operator certificate or licence ; or
- (b) Hold a valid SAFA Pilot Certificate; and



- (i) Have undertaken the course of instruction “VHF Radio Operator Syllabus” (See the SAFA Training Manual); and
- (ii) Have passed an examination for the issue of a Radio Operator Endorsement or Certificate approved in writing by the SAFA Operations Manager or from another aviation administration organisation approved by the SAFA Operations Manager; and
- (c) Have his/her certificate endorsed by SAFA Operations Manager and Flight Instructor or Chief Flight Instructor who hold the endorsement being sought.

Privileges

A SAFA Radio Operator Endorsement authorises the holder to operate on the approved aeronautical VHF radio frequencies when engaged in flying activities.

Note: The holder of a SAFA Radio Operator Endorsement is at all times subject to the requirements of Civil Aviation Regulations and Orders, Aeronautical Information Publications and the Radio Communications Act.

Note: SAFA Student Pilot Certificate holders may operate aeronautical frequency VHF radio equipment for the purpose of gaining a Radio Operator Endorsement providing they are under the direct supervision and control of an Instructor who holds the endorsement.

Period of Validity

A SAFA Radio Operator Endorsement shall remain valid only while the holder's SAFA Pilot Certificate is valid; unless suspended, cancelled or otherwise varied by the SAFA Operations Manager.

Note: Radio Operator Endorsement holders should ensure that the aircraft's or the pilot's call sign is displayed in a prominent and easy to read position to assist them when using aeronautical frequency VHF radio equipment.

Authority for Issue

May only be authorised and issued by a SAFA Flight Instructor or a SAFA pilot who holds an appropriate Specific Delegated Authority (SDA) issued by the SAFA Operations Manager or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.

5.3.2.6 Oxygen Endorsement (HG)

Requirements for Issue

Applicants for the issue of an Oxygen Endorsement shall meet the following minimum requirements:

- (a) Hold a valid SAFA Advanced Hang Gliding Pilot Certificate;
- (b) Have undertaken a course of instruction in the safe use of supplementary oxygen breathing equipment conducted by an oxygen endorsed SAFA CFI or holder of an appropriate SDA;
- (c) Have successfully passed theory examinations in accordance with the requirements of the SAFA Training Manual “Oxygen”, and demonstrated that he or she has reached the level of competency required, and
- (d) Have his/her certificate endorsed by an appropriate SAFA CFI Instructor.

Privileges and Responsibilities

A SAFA Oxygen Endorsement authorises the holder to use supplementary breathing oxygen for flights greater than 10,000 feet above mean sea level.

Note: Aircraft operated under CAO 95.10 and 95.32 are not permitted to be flown above 10 000 FT. Flights over 10,000 ft. without the carriage and use of oxygen equipment is in breach of Civil Aviation Order 95.8, This can lead to cancellation of the endorsement and or disciplinary action.

Period of Validity

A SAFA Oxygen Endorsement shall remain valid only while the holder's SAFA Advanced Pilot Certificate is valid; unless suspended, cancelled or otherwise varied by the SAFA Operations Manager.

Authority for Issue

May only be authorised and issued by a SAFA Flight Instructor or a SAFA pilot who holds an appropriate Specific Delegated Authority (SDA) issued by the SAFA Operations Manager or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.



5.3.3 Paraglider Pilot Certificates

Certificates issued:

- (a) PG1 Student Pilot.
- (b) PG2 Pilot.
- (c) PG3 Pilot
- (d) PG4 Pilot.
- (e) PG5 Pilot.

5.3.3.1 PG1 - Student Pilot Certificate

Requirements for Issue

An applicant for the issue of a PG1 Pilot Certificate shall:

- (a) have attained the age of 14 years and where the applicant is under the age of 18 years, written parental consent must be granted;
- (b) sign a declaration on the application form that his or her health complies with this manual, section [3.2.4](#).

Privileges

A PG1 Pilot Certificate authorises the holder to act, under the direct supervision of an approved SAFA PG Instructor who is under the supervision of an approved SAFA PG Chief Flight Instructor, as Pilot-In-Command for the purpose of:

- (c) increasing his or her flying skills in order to qualify for the issue of a SAFA PG2 Pilot Certificate; or
- (d) engaging in flying practice in order to requalify for a certificate that is no longer valid.

Note: For the purposes of assessing his or her motivation and suitability to undergo continued flight training or as part of a recognised Paragliding training program, a person may undergo initial flight training (TIF) for a maximum of 3 hours dual instruction before applying for a PG1 Student Pilot Certificate. (See 'Note' under 3.2.9.)

Limitations

The holder of a PG1 - Student Pilot Certificate when acting as pilot-in-command, shall attach a Yellow "Student" streamer at least one metre long to the risers or trailing edge of the paraglider, when operating with other non-student operated aircraft and is advised to do so by their Instructor.

Authority for Issue

The issue of PG1 Pilot Certificates may be authorised by the appropriate Instructor directly or as delegated (in writing) by the SAFA Operations Manager.

Period of Validity

Unless cancelled or suspended a PG1 Pilot Certificate shall remain valid for a period of 12 months or until SAFA membership requires renewal, whichever is the sooner.

5.3.3.2 PG2 - Pilot Certificate

Requirements for Issue

An applicant for the issue of a PG2 Pilot Certificate shall:

- (a) have attained the age of 15 years and where the applicant is under the age of 18 years, written parental consent must be granted;
- (b) sign a declaration on the application form that his or her health complies with SAFA requirements, section [3.2.4](#),
- (c) have successfully passed theory and practical examinations in accordance with the requirements of the SAFA Pilot Training Syllabi (See the SAFA Training Manual), and
- (d) have demonstrated to an appropriate SAFA CFI that he or she has reached the level of competency required for the issue of a PG2 Pilot Certificate.
- (e) be a full and current member of the SAFA.



Note: that the type of aircraft for which the pilot certificate is being sought determines the requirements for theory, examinations and assessment.

Aeronautical Experience

Prior to undertaking a flight test for the issue of a PG2 Pilot Certificate an applicant shall have completed flight and ground training in accordance with the SAFA Training Manual over a period including the minimum training days on the type of aircraft for which a PG2 pilot certificate is being sought.

Privileges and Limitations

A PG2 Pilot Certificate authorises the holder to act as Pilot-In-Command of a paraglider subject to:

- (f) "On-Site Supervision" by an Instructor, Safety Officer or Duty Pilot and under conditions considered by an Instructor, Safety Officer or Duty Pilot to be suitable for PG2 Pilots;
- (g) maintaining a "Supervised Pilot Log Book", including obtaining the names and signatures of the Instructor or Safety Officer or Duty Pilot providing direct supervision of the PG2 certificate holders operations.
- (h) Any limitations imposed by a Duty Pilot, Safety Officer, or the owner of the site and/or the Safety Committee of the Club that control operations at the site;
- (i) Operations limited to Club or SAFA recognised sites and designated by controlling clubs to be suitable for PG2 Pilots, unless;
 - (i) Flying at a PG3 site whilst under the **on site supervision** of an Instructor or Senior Safety Officer.
 - (ii) Flying at a higher rated site whilst under the **direct supervision** of a Flight Instructor (FI) or Chief Flight Instructor (CFI).
- (j) Operations being limited to within 25 nautical miles of the place at which the pilot launched, except where the proposed flight path is approved in advance by a Flight Instructor (FI) or Chief Flight Instructor (CFI) and the flight is carried out under the **on site supervision** of a PG5 certified pilot or SAFA Instructor.
- (k) The pilot in command having performed three flights within the preceding 90 days, in an aircraft of the type being used;
- (l) Limitations specified within the SAFA Operations Manual and relevant legislation; and
- (m) When so directed by a Duty Pilot, or Safety Officer, a holder of a PG2 Pilot Certificate when acting as pilot-in-command shall attach a red streamer at least one metre long to the risers or trailing edge of the paraglider.
- (n) If for any reason, a PG2 Pilot Certificate holder has been unable to perform three flights, in an aircraft of the type being used within the preceding 90 days, he/she is to undergo a check flight under the direct supervision of an appropriate SAFA Instructor or Senior Safety Officer.

Period of Validity

Unless cancelled or suspended by SAFA a PG2 Pilot Certificate shall remain valid for a period of 12 months or until SAFA membership requires renewal, whichever is the sooner.

Requirements for Renewal

An applicant for the renewal of a PG2 Pilot Certificate shall:

- (o) have, within the previous 12 months, accumulated a minimum of 10 hours air time on the type of aircraft for which the PG2 Pilot Certificate was issued;
- (p) where the minimum aeronautical experience has not been attained the PG2 pilot certificate holder will be required to undergo a check flight under the direct supervision of an appropriate SAFA Instructor except where a pilot has undergone the flight tests necessary for the award of a pilot certificate in a similar aircraft type within the previous six months;
- (q) sign a declaration on the application form that his or her health complies with this manual, section [3.2.4](#); and
- (r) forward a renewal application, medical declaration and appropriate fee to reach the SAFA office at least seven (7) days prior to the expiry date.

Note: Failure to renew a pilots SAFA membership by the due date means that the Pilot Certificate is no longer valid and the pilot may not exercise the privileges of the Certificate until membership is renewed. SAFA membership renewal automatically renews the above certificate, however, it is the responsibility of the pilot to confirm that all renewal conditions have been met. Failure to do so will lead to suspension of the qualification.

Authority for Issue

The issue of a PG2 Pilot Certificate may be authorised by an appropriate SAFA Instructor or as delegated (in writing) by the SAFA Operations Manager.



5.3.3.3 PG3 - Pilot Certificate

Requirements for Issue

An applicant for the issue of a PG3 Pilot Certificate shall:

- (a) have attained the age of 15 years and where the applicant is under the age of 18 years, written parental consent must be granted;
- (b) sign a declaration on the application form that his or her health complies with SAFA requirements, section [3.2.4](#),
- (c) have successfully completed practical competencies in accordance with the requirements of the SAFA Pilot Training Syllabi (See the SAFA Training Manual), and
- (d) present, to an appropriate SAFA Instructor, their "Supervised Pilot Log Book", with logged flights totalling a minimum of 15 hours & 60 flights, over a minimum of 25 days, including the obtained names and signatures of the Instructors or Safety Officers or Duty Pilots whom provided supervision of the logged flights, and
- (e) their Supervised Pilot Log Book to indicate:
 - (i) flights from 5 different sites of which 3 are inland, and
 - (ii) a minimum of 3 soaring flights, and
 - (iii) a minimum of 2 hours flown in thermic lift, and
- (f) have demonstrated to an appropriate SAFA CFI that he or she has reached the level of competency required for the issue of a PG3 Pilot Certificate.
- (g) be a full and current member of the SAFA.

Aeronautical Experience

Prior to undertaking a flight test for the issue of a PG3 Pilot Certificate an applicant shall have completed flights totalling a minimum of 15 hours & 60 flights, over a minimum of 25 days on the type of aircraft for which a PG3 pilot certificate is being sought.

Note: It is recommended that pilots of this level undertake Cross Country (XC) training and Active Piloting Training.

Privileges and Limitations

A PG3 Pilot Certificate authorises the holder to act as Pilot-In-Command of a paraglider subject to:

- (h) Any limitations imposed by a Duty Pilot, Safety Officer, or the owner of the site and/or the Safety Committee of the Club that control operations at the site;
- (i) Operations limited to Club or SAFA recognised sites and designated by controlling clubs to be suitable for PG3 Pilots, unless;
 - (i) Flying at a PG4 site whilst under the **on site supervision** of an Instructor or Senior Safety Officer.
 - (ii) Flying at a higher rated site whilst under the **direct supervision** of a Flight Instructor (FI) or Chief Flight Instructor (CFI).
 - (iii) Operating at an uncontrolled site, whilst under the **direct supervision** of a Flight Instructor (FI) or Chief Flight Instructor (CFI), who deems the location suitable for PG3 operations.
- (j) Operations being limited to within 25 nautical miles of the place at which the pilot launched, except where the proposed flight path is approved in advance by a Senior Safety Officer, Flight Instructor (FI) or Chief Flight Instructor (CFI) and the flight is carried out under the **on site supervision** of a SSO holding a PG5 pilot certificate or SAFA Instructor.
- (k) The pilot in command having performed three flights within the preceding 90 days, in an aircraft of the type being used;
- (l) Limitations specified within the SAFA Operations Manual and relevant legislation; and
- (m) If for any reason, a PG3 Pilot Certificate holder has been unable to perform three flights, in an aircraft of the type being used within the preceding 90 days, he/she is to undergo a check flight under the direct supervision of an appropriate SAFA Instructor or Senior Safety Officer.

Period of Validity

Unless cancelled or suspended by SAFA a PG3 Pilot Certificate shall remain valid for a period of 12 months or until SAFA membership requires renewal, whichever is the sooner.

Requirements for Renewal

An applicant for the renewal of a PG3 Pilot Certificate shall:



- (n) have, within the previous 12 months, accumulated a minimum of 10 hours air time on the type of aircraft for which the PG3 Pilot Certificate was issued;
- (o) where the minimum aeronautical experience has not been attained the PG3 pilot certificate holder will be required to undergo a check flight under the direct supervision of an appropriate SAFA Instructor except where a pilot has undergone the flight tests necessary for the award of a pilot certificate in a similar aircraft type within the previous six months;
- (p) sign a declaration on the application form that his or her health complies with this manual, section [3.2.4](#); and
- (q) forward a renewal application, medical declaration and appropriate fee to reach the SAFA office at least seven (7) days prior to the expiry date.

Note: Failure to renew a pilots SAFA membership by the due date means that the Pilot Certificate is no longer valid and the pilot may not exercise the privileges of the Certificate until membership is renewed. SAFA membership renewal automatically renews the above certificate, however, it is the responsibility of the pilot to confirm that all renewal conditions have been met. Failure to do so will lead to suspension of the qualification.

Authority for Issue

May only be authorised and issued by a SAFA Flight Instructor or a SAFA pilot who holds an appropriate Specific Delegated Authority (SDA) issued by the SAFA Operations Manager or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.

5.3.3.4 PG4 - Pilot Certificate

Requirements for Issue

An applicant for the issue of a PG4 Pilot Certificate shall:

- (a) be a full and current member of the SAFA,
- (b) hold a valid PG3 Pilot Certificate,
- (c) sign a declaration on the application form that his or her health complies with this manual, section [3.2.4](#),
- (d) have successfully passed theory and practical examinations in accordance with the requirements of the SAFA Pilot Training Syllabi (See the SAFA Training Manual), and
- (e) demonstrate to an appropriate SAFA Instructor or Senior Safety Officer (PG) that he or she has reached the level of competency required for the issue of an PG4 Pilot Certificate.
- (f) Have undertaken the course of instruction “VHF Radio Operator Syllabus” (See the SAFA Training Manual); and
- (g) Have passed an examination for the issue of a SAFA Radio Operator Endorsement, lodged the relevant SAFA endorsement application and been approved in writing by the SAFA Operations Manager; or hold a Radio Operator Endorsement or Certificate from another Recreational Aviation Administration Organisation, approved by the SAFA Operations Manager.

Note: that the type of aircraft for which the pilot certificate is being sought determines the requirements for theory, examinations and assessment.

Aeronautical Experience

Prior to undertaking a flight test for the issue of a PG4 Pilot Certificate, an applicant shall have completed a minimum of 30 hours flying experience over a minimum of 25 flying days in a Paraglider and operations of the type for which an PG4 Pilot Certificate is awarded, and:

- (h) 2 soaring flights > 500' AGL; and
- (i) a minimum of 5 hours flight in thermic lift ; and
- (j) a minimum of 5 hours flight in ridge lift; and
- (k) flights at 5 different sites.

Note: It is recommended that pilots of this level undertake advanced Cross Country (XC) training and Active Piloting training.



Privileges and Limitations

A PG4 Pilot Certificate authorises the holder to act as Pilot-In-Command of a paraglider subject to:

- (l) Operations limited to Club or SAFA recognised sites, designated by controlling clubs to be suitable for PG4 Pilots, unless;
 - (i) Flying at a PG5 site whilst under the **on site supervision** of an Instructor or Senior Safety Officer.
 - (ii) Operating at an uncontrolled site, after consultation with a local SSO, PG5 pilot or instructor, who deems the location and conditions suitable for PG4 operations. **Pilots flight logbook to note who was consulted.**
- (m) Any limitations imposed by a Duty Pilot, Safety Officer, the owner of the site and/or the Safety Committee of the Club that controls operations at the site; and
- (n) Operations being limited to within 25 nautical miles of the place at which the pilot launched except where the proposed flight path is approved in advance by a Senior Safety Officer, Flight Instructor (FI) or Chief Flight Instructor (CFI).
- (o) Limitations specified within the SAFA Operations Manual and relevant legislation; and,
- (p) Limitations as directed by CASA.

Period of Validity

Unless cancelled or suspended by SAFA a PG4 Pilot Certificate shall remain valid for a period of 12 months or until SAFA membership requires renewal, whichever is the sooner.

Requirements for Renewal

An applicant for the renewal of a PG4 Pilot Certificate shall:

- (q) have, within the previous 12 months, accumulated a minimum of 10 hours air time on the type of aircraft for which the PG4 Pilot Certificate was issued;
- (r) Have attained any endorsements required to hold the PG4 Certificate
- (s) where the minimum aeronautical experience has not been attained the PG4 Pilot Certificate holder will be required to undergo a check flight under the direct supervision of an appropriate SAFA Instructor or Senior Safety Officer (PG), except where a pilot has undergone the flight tests necessary for the award of a PG4 Pilot Certificate within the previous six months;
- (t) sign a declaration on the renewal application form that his or her health complies with this manual, section [3.2.4](#); and
- (u) forward the renewal application, medical declaration and appropriate fee to reach the SAFA office at least seven (7) days prior to the expiry date.

***Note:** Failure to renew a pilots SAFA membership by the due date means that the Pilot Certificate is no longer valid and the pilot may not exercise the privileges of the Certificate until membership is renewed. SAFA membership renewal automatically renews the above certificate, however, it is the responsibility of the pilot to confirm that all renewal conditions have been met. Failure to do so will lead to suspension of the qualification.*

Authority for Issue

May only be authorised and issued by a SAFA Flight Instructor or a SAFA pilot who holds an appropriate Specific Delegated Authority (SDA) issued by the SAFA Operations Manager or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.

5.3.3.5 PG5 - Pilot Certificate (PG)

Requirements for Issue

An applicant for the issue of a PG5 Pilot Certificate shall:

- (a) be a full, current member of the SAFA.
- (b) hold a valid PG4 Pilot Certificate for the aircraft type for which the PG5 Pilot Certificate is sought for a period of at least twelve months;
- (c) sign a declaration on the application form that his or her health complies with this manual, section [3.2.4](#);
- (d) have successfully passed theory and practical examinations in accordance with the requirements of the SAFA Pilot Training Syllabi (See the SAFA Training Manual), and
- (e) demonstrate to an SAFA Instructor or Senior Safety Officer (PG) that he or she has reached the level of competency required for the issue of a PG5 Pilot Certificate.
- (f) Have undertaken the course of instruction “VHF Radio Operator Syllabus” (See the SAFA Training Manual); and



- (g) Have passed an examination for the issue of a SAFA Radio Operator Endorsement, lodged the relevant SAFA endorsement application and been approved in writing by the SAFA Operations Manager; or hold a Radio Operator Endorsement or Certificate from another Recreational Aviation Administration Organisation, approved by the SAFA Operations Manager.

Note: that the type of aircraft for which the pilot certificate is being sought determines the requirements for theory, examinations and assessment.

Aeronautical Experience

Prior to undertaking a flight test for the issue of a PG5 Pilot Certificate, an applicant shall have completed a minimum of 80 hours flying experience in a Paraglider and have completed a minimum of 200 flights; and

- (h) have held a PG4 certificate for a minimum of 12 months; and
(i) Have completed 5 soaring flights with gains in height in excess of 1000 feet; and
(j) Have completed 5 XC flights, each of a minimum 40 Kilometers length, measured from the point of takeoff.

Note: 1/. GPS IGC or GPX files are to be provided with the PG5 application for flight verification.

2/. The SAFA recommend that pilots undertake a SIV course.

Note: It is recommended that pilots of this level undertake advanced Cross Country (XC) training and an SIV course.

Privileges

A PG5 Pilot Certificate authorises the holder to act as Pilot-In-Command of a paraglider subject to:

- (k) Any limitations imposed by a Duty Pilot, Safety Officer, owner of the site and/or the Safety Committee of the Club that controls the operations at the site being used; and
(l) Limitations specified within the SAFA Operations Manual and relevant legislation.
(m) Cross country operations unlimited in distance.

Period of Validity

Unless cancelled or suspended by SAFA a PG5 Pilot Certificate shall remain valid for a period of 12 months or until SAFA membership requires renewal, whichever is the sooner.

Requirements for Renewal

An applicant for the renewal of a PG5 Pilot Certificate shall:

- (n) within the previous 12 months have accumulated a minimum of 10 hours air time on the type of aircraft for which the PG5 Pilot Certificate was issued;
(o) Have attained any endorsements required to hold the PG5 Certificate
(p) where the minimum aeronautical experience has not been attained the PG5 Pilot Certificate holder will be required to undergo a check flight under the direct supervision of an appropriate SAFA Instructor or Senior Safety Officer (PG), except where a pilot has undergone the flight tests necessary for the award of another Pilot Certificate or endorsement within the previous six months;
(q) sign a declaration on the application form that his or her health complies with this manual, section [3.2.4](#); and
(r) forward a renewal application, medical declaration and appropriate fee to reach the SAFA office at least seven (7) days prior to the expiry date.

Note: Failure to renew a pilots SAFA membership by the due date means that the Pilot Certificate is no longer valid and the pilot may not exercise the privileges of the Certificate until membership is renewed. SAFA membership renewal automatically renews the above certificate, however, it is the responsibility of the pilot to confirm that all renewal conditions have been met. Failure to do so will lead to suspension of the qualification.

Authority for Issue

May only be authorised and issued by a SAFA Flight Instructor or a SAFA pilot who holds an appropriate Specific Delegated Authority (SDA) issued by the SAFA Operations Manager or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.



5.3.4 Paraglider Pilot Endorsements

5.3.4.1 Tandem Endorsement (PG)

Carriage of Passengers

SAFA pilots shall not carry passengers in a paraglider unless:

- (a) the aircraft used is rated to carry passengers and is certified, refer section [8.1](#) & [8.3](#).
- (b) he or she is the holder of a valid Tandem endorsement for the aircraft type issued by SAFA; and
- (c) The aircraft used has been inspected and maintained in accordance with the requirements of;
 - (iii) Assembly, Inspection and Maintenance Standards, section [8.6](#);
 - (iv) The Aircraft Operator's Manual; and
 - (v) Technical notices / bulletins.
- (d) Where the Passenger is under 18 years of age, written parental or guardian consent is required.

NOTE: Passengers shall not be carried for hire or reward unless the flight is for bona fide instructional purposes. In this instance the pilot in command must be the holder of an appropriate instructor certificate and the flight conducted by an SAFA approved flight training facility, the passenger must be a current member of the SAFA, have signed a SAFA Waiver and be a minimum of 10 years of age (with parental consent) and if the passenger is under 18 years of age, the Instructor must comply with the SAFA Member Protection Policy and hold a current Working With Children's Check in accordance with the relevant legal requirements for each state where that activity is undertaken.

Requirements for Issue

An applicant for the issue of a SAFA Tandem Endorsement shall:

- (e) have attained the age of 18 years;
- (f) have held a valid SAFA PG5 Pilot Certificate for a minimum 12 months;
- (g) have logged a total of at least 500 flights and a total of 200 hours Pilot in Command (PIC)
- (h) have successfully passed theory and in-flight examinations at an approved flight training facility for operations and in accordance with the requirements of the syllabus defined in the SAFA Training Manual "Tandem (HG/PG) Syllabus";
- (i) demonstrate to an appropriate SAFA Chief Flight Instructor that he or she has reached the level of competency required for the issue of the endorsement;
- (j) sign a declaration on the application form that his or her health complies with requirements detailed in section [3.2.4](#).
- (k) forward to the SAFA Office a completed Tandem Endorsement application, which is signed and dated by the examining Chief Flight Instructor (PG).

Note: It is recommended that an applicant for a Tandem Endorsement hold a current St Johns Advanced or Senior First Aid Certificate or equivalent.

Aeronautical Experience

Prior to undertaking a flight test for the issue of a Tandem Endorsement an applicant shall:

- (l) have completed a total of at least 500 flights, and a minimum of 200 hours flying experience as pilot in command in aircraft of the type for which the endorsement is sought; and
- (m) have completed, as Pilot In Command under direct supervision of a SAFA Flight Instructor (FI) or Chief Flight Instructor (CFI) who holds the tandem endorsement, a minimum of 30 Tandem flights in aircraft of the type for which the endorsement is sought.

Privileges

A Tandem Endorsement authorises the holder to act as Pilot-In-Command of an airworthy certified aircraft ([8.1](#)) carrying a passenger subject to:

- (n) operations limited to aircraft of the type for which the PG5 pilot certificate is issued;
- (o) where the passenger is under 18 years of age, written parental or guardian consent is granted;
- (p) the pilot in command having performed three flights, in an aircraft of the type to be used, within the preceding 90 days; and



- (q) the first fifteen Tandem flights after endorsement issue are conducted with a person who holds a SAFA pilot certificate;
- (r) The pilot conducting the operations must have the approval to conduct such operations from the local club which controls those sites from where the operations will be conducted.
- (s) Tandem operations involving Trial Introductory Flights (TIF) or pilot training, subject to;
 - (iv) the pilot holding an appropriate SAFA instructor rating; and
 - (v) the pilot (instructor) being appropriately registered with a Flight Training Facility (FTF); and
 - (vi) under the supervision of a Chief Flight Instructor (CFI) from that FTF.
- (t) Passenger names from each tandem flight are to be recorded in the pilot's logbook.

Note: Non-instructional flights, for which a fee is charged, are strictly prohibited. Any SAFA instructor providing training or carrying out introductory operations must obtain from each passenger a valid SAFA membership and a signed SAFA Release, Assumption of Risk and Warning prior to the operations being commenced.

Period of Validity

A SAFA Tandem Endorsement (PG) shall remain valid for two (2) years from the date of issue, subject to:

- (u) the holder's SAFA PG5 Pilot Certificate is valid; and
- (v) the holder is a current financial member of the SAFA, having signed a declaration on their membership renewal application that his or her health complies with section [3.2.4.](#) of this manual;
- (w) suspension, cancelation or other variation by the SAFA Operations Manager.

Authority for Issue

May only be authorised and issued by a SAFA Flight Instructor or a SAFA pilot who holds an appropriate Specific Delegated Authority (SDA) issued by the SAFA Operations Manager or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.

Requirements for Renewal

A SAFA pilot seeking to renew his/her Tandem endorsement must undergo a Biennial Tandem Review (BTR) with an SAFA Flight Instructor or as approved by the SAFA Operations Manager or a SAFA pilot who holds an appropriate Specific Delegated Authority (SDA) issued by the SAFA Operations Manager or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.

- (x) A SAFA Tandem rated pilot seeking to renew his/her Tandem rating will;
 - (v) provide logbook evidence to the assessing CFI verifying that the applicant has conducted at least 30 tandem flights over the past 2 years;
 - (vi) have maintained currency for single pilot operations.
 - (vii) undergo a Tandem operations check flight, where the CFI can assess skills, currency and attitude.
 - (viii) undergo a theory examination regarding Tandem operations

NOTE: Pilots that have previously attained a Tandem rating before the 2018 update should acquaint themselves with the current Tandem Syllabus as this is the criteria that will be used to assess their skills, currency and attitude at renewal.

5.3.4.2 Ground Tow Endorsement (PG)

No person shall pilot a paraglider for the purpose of a ground tow launch unless:

- (a) he or she has been issued with a SAFA Ground Tow Endorsement (PG); or
- (b) he or she is undergoing training under the direct supervision and control of an appropriately endorsed SAFA Instructor for the purpose of gaining a PG2 Pilot Certificate; or



- (c) he or she is undergoing training in accordance with the syllabus in the SAFA Training Manual, under the direct supervision and control of an appropriately endorsed SAFA Instructor or SSO for the purpose of gaining a Ground Tow Endorsement; and
- (d) all operations comply with all the requirements of the SAFA Towing Procedures Manual.

Requirements for Issue

Applicants for the issue of a Ground Tow endorsement shall meet the following minimum requirements:

- (e) Hold a valid SAFA Pilot Certificate for the type of aircraft for which the endorsement is sought;
- (f) Have undertaken a course of instruction in ground tow operations provided by an appropriate SAFA Instructor, have successfully passed theory and in-flight examinations in accordance with the requirements of the SAFA Training Manual, "Ground Tow" syllabus; and
- (g) demonstrated that he or she has reached the level of competency required; and
- (h) Have his/her endorsement recommended by an appropriately endorsed SAFA Instructor.

Privileges and Responsibilities

A SAFA Ground Tow Endorsement authorises the holder to undertake ground tow operations carried out in conformity with the guidelines outlined in the SAFA Towing Procedures Manual.

Period of Validity

A SAFA Ground Tow Endorsement shall remain valid only while the holder's SAFA Pilot Certificate is valid; unless suspended, cancelled or otherwise varied by the SAFA Operations Manager.

Authority for Issue

May only be authorised and issued by a SAFA Flight Instructor or a SAFA pilot who holds an appropriate Specific Delegated Authority (SDA) issued by the SAFA Operations Manager or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.

5.3.4.3 Powered Paraglider Certificate – Foot Launched (Previously Motor Endorsement)

No paraglider pilot shall operate a paraglider fitted with an auxiliary power unit unless:

- (a) he or she has been issued with a SAFA Powered Paraglider certificate Foot launched (PG); or
- (b) he or she is the **holder** of a SAFA PG3 or higher SAFA paragliding certificate and is undergoing training under the direct supervision of an SAFA PG Instructor who holds the Powered Paraglider Certificate or a SAFA PPG Instructor.

Requirements for Issue

Applicants for the issue of a Powered Paraglider certificate – Foot Launched (PG), shall meet the following minimum requirements:

- (c) Holds a valid SAFA PG4 Paragliding Pilot Certificate;
- (d) Have undertaken the course of instruction "VHF Radio Operator Syllabus" (See the SAFA Training Manual); and
- (e) Have passed an examination for the issue of a Radio Operator Endorsement or Certificate approved in writing by the SAFA Operations Manager or from another aviation administration organisation approved by the SAFA Operations Manager.
- (f) Have successfully completed the syllabus as specified in the SAFA Training Manual "Powered Foot Launched";
- (g) Have passed the theory examination for the issue of a Powered Paraglider Certificate;
- (h) Have demonstrated to an appropriate SAFA Instructor that he or she has reached the level of competency required for the issue of the certificate; and
- (i) Have his / her endorsement recommended by an appropriately endorsed SAFA Instructor or SSO.

Aeronautical Experience

Prior to undertaking a flight test for the issue of a Powered Paraglider certificate, an applicant shall have completed, whilst under the supervision of an Instructor or authorised SSO:

- (a) a minimum of 15 flights under instruction of no less than 8 hours in total, and



(b) a 10 nautical mile cross country flight.

Privileges and Responsibilities

A Powered Paraglider certificate (Foot Launched) authorises the holder to act as Pilot-in-Command of a Powered paraglider subject to:

- (c) Operations limited to aircraft of the type for which the Endorsement is issued;
- (d) Operations being limited to within 25 nautical miles of the place at which the pilot launched.
- (e) Any limitations imposed by a Duty Pilot, Safety Officer, owner of the site and/or the Safety Committee of the Club that controls the operations at the site being used, or imposed in writing by the SAFA Operations Manager.
- (f) Limitations specified within the SAFA Operations Manual and relevant legislation.

Period of Validity

A Powered Paraglider certificate shall remain valid only while the holder's SAFA Pilot Certificate is valid; unless suspended, cancelled or otherwise varied by the SAFA Operations Manager.

Authority for Issue

A SAFA Powered Paraglider certificate may be authorised in writing by:

- (g) a SAFA PG instructor who has held the Power Paraglider certificate for a minimum 2 years, or
- (h) or a SAFA pilot who holds an appropriate Specific Delegated Authority (SDA) issued by the SAFA Operations Manager or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.

5.3.4.4 Radio Operator Endorsement (PG)

No SAFA Pilot Certificate holder shall operate aeronautical frequency VHF radio equipment unless he or she has been issued with a SAFA endorsement or is undergoing training under the direct supervision and control of an appropriately endorsed Instructor or SSO for the purpose of gaining a SAFA radio operator endorsement.

Requirements for Issue

Applicants for the issue of a Radio Operator Endorsement must be able to intelligibly speak and understand the English language and shall meet the following minimum requirements:

- (a) Hold a current CASA aeronautical radio operator certificate or licence ; or
- (b) Hold a valid SAFA Pilot Certificate; and
 - (vi) Have undertaken the course of instruction "VHF Radio Operator Syllabus" (See the SAFA Training Manual); and
 - (vii) Have passed an examination for the issue of a Radio Operator Endorsement or Certificate approved in writing by the SAFA Operations Manager or from another aviation administration organisation approved by the SAFA Operations Manager; and
- (c) Have his/her certificate endorsed by SAFA Operations Manager and Flight Instructor or Chief Flight Instructor who hold the endorsement being sought.

Privileges

A SAFA Radio Operator Endorsement authorises the holder to operate on the approved aeronautical VHF radio frequencies when engaged in flying activities.

Note: *The holder of a SAFA Radio Operator Endorsement is at all times subject to the requirements of Civil Aviation Regulations and Orders, Aeronautical Information Publications and the Radio Communications Act.*

Note: *SAFA PG1 Pilot Certificate holders may operate aeronautical frequency VHF radio equipment for the purpose of gaining a Radio Operator Endorsement providing they are under the direct supervision and control of an Instructor who holds the endorsement.*

Period of Validity

A SAFA Radio Operator Endorsement shall remain valid only while the holder's SAFA Pilot Certificate is valid; unless suspended, cancelled or otherwise varied by the SAFA Operations Manager.

Note: *Radio Operator Endorsement holders should ensure that the aircraft's or the pilot's call sign is displayed in a prominent and easy to read position to assist them when using aeronautical frequency VHF radio equipment.*



Authority for Issue

May only be authorised and issued by a SAFA Flight Instructor or a SAFA pilot who holds an appropriate Specific Delegated Authority (SDA) issued by the SAFA Operations Manager or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.

5.3.4.5 Oxygen Endorsement (PG)

Requirements for Issue

Applicants for the issue of an Oxygen Endorsement shall meet the following minimum requirements:

- (a) Hold a valid SAFA PG4 Paragliding Pilot Certificate;
- (b) Have undertaken a course of instruction in the safe use of supplementary oxygen breathing equipment conducted by an oxygen endorsed SAFA CFI;
- (c) Have successfully passed theory examinations in accordance with the requirements of the SAFA Training Manual "Oxygen", and demonstrated that he or she has reached the level of competency required, and
- (d) Have his/her certificate endorsed by an appropriate SAFA CFI Instructor.

Privileges and Responsibilities

A SAFA Oxygen Endorsement authorises the holder to use supplementary breathing oxygen for flights greater than 10,000 feet above mean sea level.

Note: Aircraft operated under CAO 95.10 and 95.32 are not permitted to be flown above 10 000 FT. Flights over 10,000 ft. without the carriage and use of oxygen equipment is in breach of Civil Aviation Order 95.8, This can lead to cancellation of the endorsement and or disciplinary action.

Period of Validity

A SAFA Oxygen Endorsement shall remain valid only while the holder's SAFA Pilot Certificate is valid; unless suspended, cancelled or otherwise varied by the SAFA Operations Manager.

Authority for Issue

May only be authorised and issued by a SAFA Flight Instructor or a SAFA pilot who holds an appropriate Specific Delegated Authority (SDA) issued by the SAFA Operations Manager or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.

5.3.4.6 Speed Wing Endorsement (PG)

The Speed Wing endorsement is an endorsement covering PG operations that involve operating at a wing loading over 5KG per square meter (flat area) or is defined by the manufacturer as a freestyle, mini, speed or acrobatic wing. This applies to all wings including freestyle, mini wings, speed wings and acrobatic wings.

Note: This does not apply to tandem operations of wings within EN certification limits.

No paraglider pilot shall operate a Speed Wing as defined above, unless:

- (a) he or she has been issued with a SAFA Speed Wing endorsement (PG); or
- (b) he or she is the **holder** of a SAFA PG3 or higher SAFA paragliding certificate and is undergoing training under the direct supervision of an SAFA PG Instructor, who is authorised to carryout Speed Wing Instruction or the holder of a Specific Delegated Authority (SDA), approving them to carryout Speed Wing training and assessment.

Requirements for Issue

An applicant for the issue of a SAFA Speed Wing endorsement shall:

- (e) have attained the age of 18 years; and



- (f) hold a valid SAFA PG4 Pilot Certificate including any required endorsements; or
- (g) hold a valid SAFA PG3 Pilot certificate and a "C" license with the Australian Parachute Federation (APF), with a minimum 100 logged jumps; and
- (h) have successfully passed theory and in-flight examinations for the Speed Wing endorsement (See the SAFA Training Manual); and
- (i) demonstrate to an appropriate SAFA Instructor (or delegate approved by the Operations Manager) that he or she has reached the level of competency required for the issue of the endorsement; and
- (j) forward to the SAFA Office a completed Speed Wing endorsement application, which is signed and dated by the examining Instructor (PG) together with the appropriate fee.

Aeronautical Experience

Prior to undertaking a flight test for the issue of a Speed Wing endorsement an applicant shall have completed a minimum of 25 flights of a speed wing under the supervision of a SAFA instructor or delegate approved by the Operations Manager.

Privileges

A Speed Wing endorsement authorises the holder to act as Pilot-In-Command of a highly loaded Paraglider (>5KG/M²) subject to all flights being for recreational, record attempts or sporting purposes only;

Period of Validity

A SAFA Speed Wing endorsement (PG) shall remain valid:

- (k) while the holder's SAFA Pilot Certificate is valid; and
- (l) the holder is a current financial member of the SAFA, having signed a declaration on their membership renewal application that his or her health complies with section [3.2.4](#) of this manual;
- (m) unless suspended, cancelled or otherwise varied by the SAFA Operations Manager.

Authority for Issue

May only be authorised and issued by a SAFA Flight Instructor or a SAFA pilot who holds an appropriate Specific Delegated Authority (SDA) issued by the SAFA Operations Manager or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.

Carriage of Passengers

SAFA pilots shall not carry passengers in a Speed Wing configuration.



5.3.5 Powered Paraglider Pilot Certificates

For flying training in order to enable a person to obtain a powered paragliding pilot certificate from the SAFA, all foot launched & wheel-based craft must have been wholly built by a commercial manufacturer. Wings must be certified and operated within the weight range specified by the manufacturer.

Certificates issued:

- (a) Student Pilot.
- (b) Powered Paraglider Pilot.

5.3.5.1 Student Pilot Certificate

Requirements for Issue

An applicant for the issue of a Student Pilot Certificate shall;

- (a) have attained the age of 14 years and where the applicant is under the age of 18 years, written parental consent must be granted;
- (b) sign a declaration on the application form that his or her health complies with this manual, section [3.2.4](#).

Privileges

A Student Pilot Certificate authorises the holder to act, under the direct supervision of an approved SAFA PPG Instructor who is under the supervision of an approved SAFA PPG Chief Flight Instructor, as Pilot-In-Command for the purpose of:

- (c) increasing his or her flying skills in order to qualify for the issue of a SAFA Supervised Pilot Certificate or Powered Paragliding Pilot Certificate; or
- (d) engaging in flying practice in order to requalify for a certificate that is no longer valid.

Note: For the purposes of assessing his or her motivation and suitability to undergo continued flight training or as part of a recognised Powered Paragliding training program, a person may undergo initial flight training (TIF) for a maximum of 3 hours dual instruction before applying for a PPG Student Pilot Certificate. (See 'Note' under 3.2.9.)

Authority for Issue

The issue of Student Pilot Certificates may be authorised by the appropriate Instructor directly or as delegated (in writing) by the SAFA Operations Manager.

Period of Validity

Unless cancelled or suspended a Student Pilot Certificate shall remain valid for a period of 12 months or until SAFA membership requires renewal, whichever is the sooner.

5.3.5.2 Powered Paraglider Pilot Certificate

Requirements for Issue

An applicant for the issue of a Powered Paraglider Pilot Certificate shall:

- (a) sign a declaration on the application form that his or her health complies with this manual, section [3.2.4](#);
- (b) have attained the age of 15 years and where the applicant is under the age of 18 years, written parental consent must be granted;
- (c) have successfully passed theory and in-flight examinations in accordance with the SAFA Training Manual.
- (d) Have undertaken the course of instruction "VHF Radio Operator Syllabus" (See the SAFA Training Manual); and
- (e) Have passed an examination for the issue of a SAFA Radio Operator Endorsement, lodged the relevant SAFA endorsement application and been approved in writing by the SAFA Operations Manager; or hold a Radio Operator Endorsement or Certificate from another Recreational Aviation Administration Organisation, approved by the SAFA Operations Manager; and



- (f) demonstrated to an appropriate SAFA PPG CFI, that he or she has reached the level of competency required for the issue of a Powered Paraglider Pilot Certificate.
- (g) be a full and current member of the SAFA.

Aeronautical Experience

Prior to undertaking a flight test for the issue of a Powered Paraglider Pilot Certificate an applicant shall have completed:

- (h) a minimum of 30 flights under instruction of no less than 20 hours in total,
- (i) a 10 nautical mile cross country flight, and
- (j) a minimum of 12 days flight training in a powered paraglider.

Privileges

A Powered Paraglider Pilot Certificate authorises the holder to act as Pilot-In-Command of a powered paraglider subject to limitations specified within the SAFA Operations Manual.

Pilots shall not undertake cross-country flights further than 25 nautical miles from the point of departure, and within a radius of 25nm, unless he or she holds a PPG Cross Country endorsement.

Period of Validity

Unless cancelled or suspended by SAFA Powered Paraglider Pilot Certificate shall remain valid for a period of 12 months or until SAFA membership requires renewal, whichever is the sooner.

Requirements for Renewal

An applicant for the renewal of a Powered Paraglider Pilot Certificate shall:

- (k) have, within the previous 12 months, accumulated a minimum of 10 hours flight time on a Powered Paraglider;
- (l) Have attained any endorsements required to hold the PPG Certificate
- (m) where the minimum aeronautical experience has not been attained the Powered Paraglider Pilot Certificate holder will be required to undergo a check flight under the direct supervision of a SAFA Instructor (PPG);
- (n) sign a declaration on the application form that his or her health complies with this manual, section [3.2.4](#); and
- (o) forward a renewal application, medical declaration and appropriate fee to reach the SAFA office at least seven (7) days prior to the expiry date.

Note: Failure to renew a pilots SAFA membership by the due date means that the Pilot Certificate is no longer valid and the pilot may not exercise the privileges of the Certificate until membership is renewed. SAFA membership renewal automatically renews the above certificate, however, it is the responsibility of the pilot to confirm that all renewal conditions have been met. Failure to do so will lead to suspension of the qualification.

Authority for Issue

May only be authorised and issued by a SAFA Flight Instructor or a SAFA pilot who holds an appropriate Specific Delegated Authority (SDA) issued by the SAFA Operations Manager or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.

5.3.6 Powered Paraglider Pilot Endorsements

5.3.6.1 Cross Country Endorsement (PPG)

No SAFA pilot certificate holder shall act as pilot in command of a PPG aircraft at a distance greater than 25 nautical miles from the initial point of departure;

- (i) unless he or she is the holder of a valid PPG Cross Country Endorsement; or
- (ii) flight training exercises are being conducted under the supervision and control of a FI or CFI.

Requirements for Issue

Applicants for the issue of a PPG Cross Country Endorsement shall meet the following minimum requirements:

- (p) Have accumulated a minimum of 5 hours cross country navigation, of which at least 4 hours were completed with formal instruction, and 1 hour solo (pilot-in-command) to demonstrate competency;



- (q) Reach the standard required as specified in The SAFA Training Manual, “Cross Country (PPG/WM)” and pass the written examination on the topics nominated in the syllabus of basic aeronautical knowledge as required for this endorsement; or
- (r) hold an Private Pilot Licence (or higher) or an RA-Aus Pilot Certificate with a Cross Country Endorsement; and
- (s) have his or her certificate application endorsed by a PPG Chief Flight Instructor.

Authority for Issue

May only be authorised and issued by a SAFA Flight Instructor or a SAFA pilot who holds an appropriate Specific Delegated Authority (SDA) issued by the SAFA Operations Manager or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.

Period of Validity

A Cross Country Endorsement shall remain valid only while the holder's SAFA PPG Pilot Certificate is valid, unless suspended, cancelled or otherwise varied by the SAFA Operations Manager.

5.3.6.2 Tandem Endorsement - (PPG)

Carriage of Passengers

SAFA pilots shall not carry passengers in a powered paraglider unless:

- (a) he or she is the holder of a valid Tandem endorsement for the aircraft type issued by SAFA; and
- (b) the aircraft used is rated to carry passengers and is certified, see [8.1](#) & [8.3](#).
- (c) The aircraft used has been inspected and maintained in accordance with the requirements of;
 - (i) Assembly, Inspection and Maintenance Standards, see [8.6](#);
 - (ii) The Aircraft Operator's Manual; and
 - (iii) Technical notices / bulletins.
- (d) Where the Passenger is under 18 years of age, written parental or guardian consent is required.
- (e) Passengers shall not be carried for hire or reward unless the flight is for bona fide instructional purposes.

Requirements for Issue

An applicant for the issue of a SAFA Tandem Endorsement shall:

- (f) Hold a valid SAFA Powered Paraglider Pilot Certificate and Cross Country endorsement for the type of aircraft for which the endorsement is sought.
- (g) sign a declaration on the application form that his or her health complies with this manual, section [3.2.4](#);
- (h) Have attained the age of 18 years;
- (i) Have successfully passed theory and in-flight examinations in accordance with the requirements of the PPG Passenger Endorsement_Syllabus (See the SAFA Training Manual), and demonstrate to an appropriate SAFA Chief Flight Instructor that he or she has reached the level of competency required for the issue of the endorsement; and
- (j) Forward to the SAFA Operations Manager a completed Tandem Endorsement application, which is signed and dated by the examining Chief Flight Instructor (PPG) together with the appropriate fee.

Note: It is also recommended that an applicant for a Tandem Endorsement hold a current St Johns Advanced or Senior First Aid Certificate or equivalent.

Aeronautical Experience

Prior to undertaking a flight test for the issue of a Tandem Endorsement:

- (k) Foot Launched Applicants must have completed a minimum of 200 hours flying experience with a minimum of 200 flights as pilot in command in aircraft of the type for which the endorsement is sought.
- (l) Wheelbased launched applicants must have completed a minimum of 80 hours flying experience with a minimum of 150 flights as pilot in command in aircraft of the type for which the endorsement is sought.

Privileges



A PPG Tandem Endorsement authorises the holder to act as Pilot-In-Command of a certified aircraft [\(8.1\)](#) carrying a passenger subject to:

- (m) operations limited to aircraft of the type for which the pilot certificate is issued;
- (n) where the passenger is under 18 years of age, written parental or guardian consent is granted;
- (o) all flights being for recreational, record attempts or sporting purposes only;
- (p) no charge or instruction is applied to the passenger;
- (q) the pilot in command having performed three flights, in an aircraft of the type to be used, within the preceding 90 days; and
- (r) where flights are conducted in a powered paraglider, the first ten Tandem flights after endorsement issue are conducted with a person who holds a Powered Paragliding Pilot Certificate.

The pilot conducting the operations must have the approval to conduct such operations from the local club which controls those sites from where the operations will be conducted.

Note: Non-instructional flights, for which a fee is charged, are strictly prohibited.

Period of Validity

A SAFA Tandem Endorsement (PPG) shall remain valid for two (2) years from the date of issue, subject to:

- (s) the holder's SAFA PPG Pilot Certificate is valid; and
- (t) the holder is a current financial member of the SAFA, having signed a declaration on their membership renewal application that his or her health complies with section [3.2.4.](#) of this manual;
- (u) suspension, cancellation or other variation by the SAFA Operations Manager.

Authority for Issue

May only be authorised and issued by a SAFA Flight Instructor or a SAFA pilot who holds an appropriate Specific Delegated Authority (SDA) issued by the SAFA Operations Manager or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.

Requirements for Renewal

A SAFA pilot seeking to renew his/her Tandem endorsement must undergo a Biennial Tandem Review (BTR) with an SAFA Flight Instructor or as approved by the SAFA Operations Manager or a SAFA pilot who holds an appropriate Specific Delegated Authority (SDA) issued by the SAFA Operations Manager or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.

- (v) A SAFA Tandem rated pilot seeking to renew his/her Tandem rating will;
 - (i) provide logbook evidence to the assessing CFI verifying that the applicant has conducted at least 30 tandem flights over the past 2 years;
 - (ii) have maintained currency for single pilot operations.
 - (iii) undergo a Tandem operations check flight, where the CFI can assess skills, currency and attitude.
 - (iv) undergo a theory examination regarding Tandem operations

NOTE: Pilots that have previously attained a Tandem rating before the 2018 update should acquaint themselves with the current Tandem Syllabus as this is the criteria that will be used to assess their skills, currency and attitude at renewal.

5.3.6.3 Free-Flight Conversion Endorsement (PPG to PG)

No powered paraglider pilot shall operate a paraglider in free flight unless:

- (a) he or she has been issued with a SAFA paragliding certificate; or
- (b) he or she is undergoing training under the direct supervision and control of an appropriately endorsed SAFA Instructor (PG)

Requirements for Issue



Applicants for the issue of a Free Flight Supervised Pilot certificate shall meet the following minimum requirements:

- (c) Hold a valid SAFA Powered Paraglider Pilot Certificate.
- (d) Have undertaken a course of instruction in accordance with the SAFA Training Manual, “Free Flight Endorsement”; and
- (e) have passed PG2 Paraglider Pilot theory and practical examinations in accordance with the requirements of the SAFA Pilot Training Syllabi (See the SAFA Training Manual); and
- (f) demonstrated to an appropriate SAFA CFI that he or she has reached the level of competency required for the issue of the PG2 Paraglider certificate; and
- (g) Have his/her certificate endorsed by an endorsed SAFA CFI (PG).

Aeronautical Experience

Prior to undertaking training for the issue of a PG2 Paragliding certificate, an applicant shall have completed a minimum of 20 hours flying over a minimum of 25 flying days experience, with a minimum of 50 flights as pilot in command of a Powered Paraglider.

Privileges and Limitations

A PG2 Pilot Certificate authorises the holder to act as Pilot-In-Command of a paraglider subject to:

- (h) the aircraft type for which the PG2 pilot certificate is issued;
- (i) “On-Site Supervision” by an Instructor, Safety Officer or Duty Pilot and under conditions considered by an Instructor, Safety Officer or Duty Pilot to be suitable for Supervised Pilots;
- (j) maintaining a “Supervised Pilot Log Book”, including obtaining the names and signatures of the Instructor or Safety Officer or Duty Pilot providing direct supervision of the Supervised Certificate holders operations.
- (k) Any limitations imposed by a Duty Pilot, Safety Officer, or the owner of the site and/or the Safety Committee of the Club that control operations at the site;
- (l) Operations being limited to within 25 nautical miles of the place at which the pilot launched;
- (m) Limitations specified within the SAFA Operations Manual and relevant legislation; and
- (n) When so directed by a Duty Pilot, or Safety Officer, a holder of a PG2 Pilot Certificate when acting as pilot-in-command shall attach a red streamer at least one metre long to the risers of the paraglider.

Authority for Issue

A SAFA PG2 Pilot certificate may be authorised by a SAFA Flight Instructor who holds a certificate of the kind to be issued or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.

5.3.6.4 Wheel Launch Endorsement (PPG)

No powered paraglider pilot shall operate a paraglider fitted with a wheeled base auxiliary power unit unless:

- (a) he or she has been issued with a SAFA Powered Paraglider Endorsement (PPG Wheel Launch); or
- (b) he or she is undergoing training (PPG Wheel Launch) under the direct supervision and control of an appropriately endorsed SAFA Instructor.

Requirements for Issue

Applicants for the issue of a PPG Wheel Launch Endorsement shall meet the following minimum requirements:

- (c) Hold a valid SAFA Foot launch Powered Paraglider Pilot Certificate; or
- (d) Hold a valid Intermediate Paraglider Pilot certificate including Motor & Radio Operator Endorsements; and
- (e) have successfully passed theory and in-flight syllabus in accordance with the “PPG Wheel based Training Syllabus” (See the SAFA Training Manual); and
- (f) demonstrated to an appropriate SAFA Instructor that he or she has reached the level of competency required for the issue of the endorsement; and
- (g) Have his or her endorsement recommended by an appropriately endorsed SAFA Instructor.

Aeronautical Experience



Prior to undertaking a flight test for the issue of a Wheel Launch Endorsement, an applicant, whilst under instruction, shall have completed a minimum of 2 hours flying experience and a minimum of 8 flights as pilot in command of a wheelbased powered paraglider.

Privileges and Responsibilities

A PPG Wheel Launch Endorsement authorises the holder to act as Pilot-in-Command of a Powered paraglider with a wheel base subject to:

- (h) the aircraft type for which the Endorsement is issued;
- (i) Any limitations imposed by a Duty Pilot, Safety Officer, owner of the site and / or the Safety Committee of the Club that controls the operations at the site being used, or imposed in writing by the SAFA Operations Manager.
- (j) Limitations specified within the SAFA Operations Manual and relevant legislation.

Period of Validity

A SAFA Powered Wheel Launch Endorsement shall remain valid only while the holder's SAFA Pilot Certificate is valid; unless suspended, cancelled or otherwise varied by the SAFA Operations Manager.

Authority for Issue

May only be authorised and issued by a SAFA Flight Instructor or a SAFA pilot who holds an appropriate Specific Delegated Authority (SDA) issued by the SAFA Operations Manager or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.

5.3.6.5 Foot Launch Endorsement (PPG)

No pilot holding a Wheel Launch Powered Paraglider Certificate (6.3.5.2) shall foot launch a powered paraglider unless:

- (a) he or she has been issued with a SAFA PPG Foot Launch Endorsement; or
- (b) he or she is undergoing training (PPG Foot Launch) under the direct supervision and control of an appropriately endorsed SAFA Instructor.

Requirements for Issue

Applicants for the issue of a PPG Foot Launch Endorsement shall meet the following minimum requirements:

- (c) Hold a valid SAFA Wheelbased Powered Paraglider Pilot Certificate;
- (d) have successfully passed theory and in-flight syllabus in accordance with the "PPG Foot Launch Training Syllabus" (See the SAFA Training Manual); and
- (e) demonstrated to an appropriate SAFA Instructor that he or she has reached the level of competency required for the issue of the endorsement; and
- (f) Have his or her endorsement recommended by an appropriately endorsed SAFA Instructor.

Aeronautical Experience

Prior to undertaking a flight test for the issue of a Foot Launch Endorsement, an applicant, whilst under instruction, shall have completed a minimum of 2 hours flying experience and a minimum of 8 flights as pilot in command of a Foot Launch powered paraglider.

Privileges and Responsibilities

A SAFA PPG Foot Launch Endorsement authorises the holder to act as Pilot-in-Command of a foot launched powered paraglider subject to:

- (g) the aircraft type for which the Endorsement is issued;
- (h) Any limitations imposed by a Duty Pilot, Safety Officer, owner of the site and / or the Safety Committee of the Club that controls the operations at the site being used, or imposed in writing by the SAFA Operations Manager.
- (i) Limitations specified within the SAFA Operations.

Period of Validity



A SAFA PPG Foot Launch Endorsement shall remain valid only while the holder's SAFA Pilot Certificate is valid; unless suspended, cancelled or otherwise varied by the SAFA Operations Manager.

Authority for Issue

May only be authorised and issued by a SAFA Flight Instructor or a SAFA pilot who holds an appropriate Specific Delegated Authority (SDA) issued by the SAFA Operations Manager or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.

5.3.6.6 Formation Endorsement (PPG)

Formation Flying

No SAFA pilot certificate holder shall pilot a powered aircraft which is flying closer than 100 feet to another powered or unpowered aircraft unless he or she has been issued with a Formation Endorsement by the SAFA or he or she is undergoing flight training under the direct supervision and control of an appropriately endorsed SAFA (PPG) Instructor.

Formation flight shall not be conducted without a comprehensive ground briefing between all participants.

Requirements for Issue

Applicants for the issue of a Formation Flying Endorsement shall meet the following minimum requirements:

- (a) Hold a valid SAFA PPG Pilot Certificate; and
- (b) Have accumulated a minimum of 50 hours as Pilot-In-Command of a PPG aircraft; and
- (c) Have attained the age of 18 years; and
- (d) Have passed the Formation Flying syllabus (See the SAFA Training Manual);
- (e) Have accumulated a minimum of 5 hours formation flying (under supervision), to demonstrate competency; and
- (f) Have his or her certificate application endorsed by a Chief Flight Instructor who holds a Formation Endorsement, and
- (g) forward the completed application form together with medical declaration and the appropriate fee to the SAFA Office.

Period of Validity

A SAFA PPG Formation Endorsement shall remain valid only while the holder's SAFA PPG Pilot Certificate is valid, unless suspended, cancelled or otherwise varied by the SAFA Operations Manager.

Authority for Issue

May only be authorised and issued by a SAFA Flight Instructor or a SAFA pilot who holds an appropriate Specific Delegated Authority (SDA) issued by the SAFA Operations Manager or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.

5.3.6.7 Radio Operator Endorsement

No SAFA Pilot Certificate holder shall operate aeronautical frequency VHF radio equipment unless he or she has been issued with a SAFA Radio Operator Endorsement or is undergoing training under the direct supervision and control of an appropriately endorsed Instructor or SSO for the purpose of gaining a SAFA radio operator endorsement.

Requirements for Issue

Applicants for the issue of a Radio Operator Endorsement must be able to intelligibly speak and understand the English language and shall meet the following minimum requirements:

- (a) Hold a current CASA aeronautical radio operator certificate or licence ; or
- (b) Hold a valid SAFA Pilot Certificate; and
 - (iv) Have undertaken the course of instruction "VHF Radio Operator Syllabus" (See the SAFA Training Manual); and
 - (v) Have passed an examination for the issue of a Radio Operator Endorsement or Certificate approved in writing by the SAFA Operations Manager or from another aviation administration organisation approved by the SAFA Operations Manager; and
- (c) Have his/her certificate endorsed by SAFA Operations Manager and Flight Instructor or Chief Flight Instructor who hold the endorsement being sought.



Privileges

A SAFA Radio Operator Endorsement authorises the holder to operate on the approved aeronautical VHF radio frequencies when engaged in flying activities.

Note: *The holder of a SAFA Radio Operator Endorsement is at all times subject to the requirements of Civil Aviation Regulations and Orders, Aeronautical Information Publications and the Radio Communications Act.*

Note: *SAFA Student Pilot Certificate holders may operate aeronautical frequency VHF radio equipment for the purpose of gaining a Radio Operator Endorsement providing they are under the direct supervision and control of an Instructor who holds the endorsement.*

Period of Validity

A SAFA Radio Operator Endorsement shall remain valid only while the holder's SAFA Pilot Certificate is valid; unless suspended, cancelled or otherwise varied by the SAFA Operations Manager.

Note: *Radio Operator Endorsement holders should ensure that the aircraft's or the pilot's call sign is displayed in a prominent and easy to read position to assist them when using aeronautical frequency VHF radio equipment.*

Authority for Issue

May only be authorised and issued by a SAFA Flight Instructor or a SAFA pilot who holds an appropriate Specific Delegated Authority (SDA) issued by the SAFA Operations Manager or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.

5.3.6.8 Oxygen Endorsement

Requirements for Issue

Applicants for the issue of an Oxygen Endorsement shall meet the following minimum requirements:

- (a) Hold a valid SAFA Advanced Hang Gliding or Paragliding Pilot Certificate;
- (b) Have undertaken a course of instruction in the safe use of supplementary oxygen breathing equipment conducted by an oxygen endorsed SAFA CFI or holder of a SDA;
- (c) Have successfully passed theory examinations in accordance with the requirements of the SAFA Training Manual, "Oxygen", and demonstrated that he or she has reached the level of competency required, and
- (d) Have his/her certificate endorsed by an appropriate SAFA CFI Instructor.

Privileges and Responsibilities

A SAFA Oxygen Endorsement authorises the holder to use supplementary breathing oxygen for flights greater than 10,000 feet above mean sea level.

Note: *Aircraft operated under CAO 95.10 and 95.32 are not permitted to be flown above 10 000 FT. Flights over 10,000 ft. without the carriage and use of oxygen equipment is in breach of Civil Aviation Order 95.8, This can lead to cancellation of the endorsement and or disciplinary action.*

Period of Validity

A SAFA Oxygen Endorsement shall remain valid only while the holder's SAFA Advanced Pilot Certificate is valid; unless suspended, cancelled or otherwise varied by the SAFA Operations Manager.

Authority for Issue

May only be authorised and issued by a SAFA Flight Instructor or a SAFA pilot who holds an appropriate Specific Delegated Authority (SDA) issued by the SAFA Operations Manager or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.



5.3.7 Weightshift Microlight

Certificates issued:

- (a) Student Pilot.
- (b) Weightshift Microlight Pilot.

5.3.7.1 Student Pilot (WM)

Requirements for Issue

An applicant for the issue of a Student Pilot Certificate shall:

- (c) have attained the age of 14 years and where the applicant is under the age of 18 years, written parental consent must be granted;
- (d) sign a declaration on the application form that his or her health complies with this manual, section [3.2.4](#).

Privileges

A Student Pilot Certificate authorises the holder to act, under the direct supervision of an approved SAFA WM Instructor who is under the supervision of an approved SAFA WM Chief Flight Instructor, as Pilot-In-Command for the purpose of:

- (e) Weightshift microlighting Pilot Certificate; or
- (f) engaging in flying practice in order to requalify for a certificate that is no longer valid.

Note: For the purposes of assessing his or her motivation and suitability to undergo continued flight training or as part of a recognised Weightshift Microlight Instruction Program, a person may undergo initial flight training for a maximum of 3 hours dual instruction before applying for a Student Pilot Certificate. (See 'Note' under 3.2.9.)

Authority for Issue

The issue of Student Pilot Certificates may be authorised by the appropriate Instructor directly or as delegated (in writing) by the SAFA Operations Manager.

Period of Validity

Unless cancelled or suspended a Student Pilot Certificate shall remain valid for a period of 12 months or until SAFA membership requires renewal, whichever is the sooner.

5.3.7.2 Pilot Certificate (WM)

Requirements for Issue

An applicant for the issue of a Weightshift Microlight Pilot Certificate shall:

- (a) hold a valid Weightshift Microlight Student Pilot Certificate;
- (b) have attained the age of 15 years and where the applicant is under the age of 18 years, written parental consent must be granted;
- (c) sign a declaration on the application form that his or her health complies with this manual, section [3.2.4](#);
- (d) have undergone theory and practical flight training in accordance with the syllabus as defined in the *Memorandum Of Understanding* between the SAFA and RAA. SAFA Doc: MoU-01
- (e) demonstrated to an appropriate SAFA CFI, that he or she has reached the level of competency required for the issue of a Weightshift microlighting Pilot Certificate; and
- (f) be a full and current member of the SAFA.

Aeronautical Experience

Prior to undertaking a flight test for the issue of a Weightshift Microlight Pilot Certificate an applicant shall:

- (g) have completed a minimum of 20 hours flying experience as student pilot in command in a weightshift microlight which, does not include the number of hours dual training required prior to flying solo, however, must include a minimum of 5 hours solo flying experience under the direct supervision of a Chief Flight Instructor(WM); or



- (h) if having previous flying experience in hang gliders, gliders, aeroplanes or ultralights other than weightshift microlights, have completed at least 20 hours flying experience, of which a minimum of 10 hours flying experience must be gained in weightshift microlights, and have undertaken a minimum of 5 hours dual training and a minimum of 2 hours solo flying experience in a weightshift microlight under the direct supervision of a Chief Flight Instructor (WM).

Note: When examining pilots with previous aeronautical experience in aircraft other than weightshift microlights, the Chief Flight Instructor shall ensure that the applicant is instructed in the main handling differences between weightshift microlights and other aircraft.

Particular attention shall be given to:

- (i) the level of understanding of the principles and limitations of weight shift controlled aircraft on the ground, in flight and during take-off and landing;
- (j) the mechanics and dynamics of weight shift control;
- (k) onset, occurrence and recovery from stalls;
- (l) avoidance of “tumbling”;
- (m) limitations of the flying envelope;
- (n) behaviour of the aircraft in power off, and sudden loss of engine power; and
- (o) the low inertia of aircraft.

Privileges

A Weightshift Microlight Pilot Certificate authorises the holder to act as Pilot-In-Command of a weightshift microlight, subject to:

- (p) operations being limited to a distance not greater than 25 nautical miles from the training airfield; or
- (q) operations being limited to a distance not greater than 25 nautical miles from an airfield other than the training airfield where approval has been obtained from a WM CFI and training has been provided regarding the airspace within 25 nautical miles surrounding the proposed airfield; and
- (r) any additional operations for which the pilot holds a valid endorsement, other than when undergoing training for the purpose of gaining an endorsement under the supervision of an authorised SAFA WM Instructor.

Note: The holder of a SAFA Microlight Pilot Certificate may pilot a weightshift microlight from the front seat only: unless otherwise specified in the aeroplane's POH, or unless the holder is a qualified SAFA Weightshift microlight Apprentice Instructor, Flight Instructor or Chief Flight Instructor, or is undergoing training to gain an Apprentice Instructor Certificate under the direct supervision of a SAFA Chief Flight Instructor (WM).

Period of Validity

Unless cancelled or suspended by the SAFA Operations Manager, a Weightshift Microlight Pilot Certificate shall remain valid for a period of 2 years from the date of issue or renewal; or until SAFA membership requires renewal, whichever is the sooner.

Requirements for Renewal

An applicant for the renewal of a Weightshift Microlight Pilot Certificate shall:

- (s) have flown as pilot in command of a weightshift microlight on a regular basis, with a minimum of 10 hours flying as pilot in command of a weightshift microlight during the 12 months prior to the renewal date of the certificate;
- (t) have successfully complete a Biennial Flight Review (BFR), prior to renewal, with either a SAFA Instructor Examiner, or a Chief Flight Instructor or a Flight Instructor delegated (in writing) by the SAFA Operations Manager; or have gained exemption from this requirement as specified under the heading “Biennial Flight Review” below;
- (u) sign a declaration on the application form that his or her health complies with this manual, section [3.2.4](#); and,
- (v) forward the renewal application, medical declaration, check flight form and appropriate fee to reach the SAFA office at least seven (7) days prior to the expiry date.

NOTE: Failure to renew a Pilot Certificate by the due date means that the Certificate is no longer valid and the pilot may not exercise the privileges of the Certificate until it is renewed.

Biennial Flight Review

The Biennial Flight Review (BFR) is a safety check designed to bring pilot and instructor together periodically for ongoing assessment of aircraft handling, current regulations and airmanship. It is however recognised that there are situations where this requirement is difficult to meet. Therefore an exemption from the requirement can be made available, where there is justified reason to provide it. Exemption from the requirement for a Biennial Flight Check will generally only be provided in situations



where there are extenuating circumstances restricting a pilot from access to an appropriate SAFA WM instructor or RA-Aus WM Instructor.

In most circumstances an application for the extension of time to arrange the BFR is all that is required and will be considered by the SAFA Operations Manager so long as commitment to set a date for the BFR is demonstrated and that date is not outside a 6 month period, starting from the initial date due.

An outright written exemption from the requirement for the BFR may otherwise be provided to such pilots upon written application to the SAFA Operations Manager where the pilot fulfils the following criteria:

- (i) can provide a justified reason in writing as to why it is impractical to the pilot to meet the requirement for the BFR; and
- (ii) has completed at least one successful BFR flight since gaining a WM Pilot Certificate; and
- (iii) can provide evidence (copy of logged hours) of having maintained flying currency; or
- (iv) has completed a weightshift microlight pilot certificate or endorsement within the last two years.

Authority for Issue

The issue of a Weightshift microlight Pilot Certificate may only be authorised by a SAFA WM Chief Flight Instructor or as delegated by the SAFA Operations Manager

5.3.8 Weighshift Microlight Pilot Endorsements

5.3.8.1 Cross Country Endorsement (WM)

No SAFA pilot certificate holder shall act as pilot in command of a WM aircraft at a distance greater than 25 nautical miles from the first airfield of departure;

- (i) unless he or she is the holder of a valid WM Cross Country Endorsement; or
- (ii) flight training exercises are being conducted under the supervision and control of a FI or CFI.

Requirements for Issue

Applicants for the issue of a WM Cross Country Endorsement shall meet the following minimum requirements:

- (a) Have accumulated a minimum of 10 hours cross country navigation, of which at least 4 hours was completed with formal instruction, and 1 hour solo (pilot-in-command) to demonstrate competency;
- (b) Reach the standard required as specified in “ WM Pilot Training Syllabus” (See the SAFA Training Manual) and pass the written examination on the topics nominated in the syllabus, of basic aeronautical knowledge as required for this endorsement; or
- (c) hold an RA-Aus Cross Country Endorsement; and
- (d) have his or her certificate application endorsed by a SAFA WM Chief Flight Instructor.

Authority for Issue

A SAFA WM Cross Country Endorsement may be authorised in writing by a SAFA Chief Flight Instructor who holds a certificate of the kind to be issued.

Period of Validity

A SAFA WM/ Cross Country Endorsement shall remain valid only while the holder's SAFA WM/ Pilot Certificate is valid, unless suspended, cancelled or otherwise varied by the SAFA Operations Manager.

5.3.8.2 Tandem Endorsement - (WM)

Requirements for Issue

Applicants for the issue of a WM Tandem endorsement shall meet the following minimum requirements:

- (a) Hold a valid SAFA WM Pilot Certificate;
- (b) Have accumulated a minimum of 10 hours as Pilot-In-Command of a WM aircraft;
- (c) Undertake a Flight Test with a SAFA Chief Flight Instructor to demonstrate competency in passenger safety and comfort as specified in the Tandem (WM) syllabus, (See the SAFA Training Manual); and



- (d) Have his or her certificate application endorsed by a Chief Flight Instructor (WM).
- (e) sign a declaration on the application form that his or her health complies with this manual, section [3.2.4](#); and
- (f) forward a completed application form and the appropriate fee to the SAFA Office.

Period of Validity

A WM Tandem Endorsement shall remain valid:

- (g) while the holder's WM Pilot Certificate is valid; and
- (h) while the holder's health standard complies with section [3.2.4](#) of this manual; or
- (i) unless suspended, cancelled or otherwise varied by the SAFA Operations Manager.

Currency Requirements

Prior to the conduct of Tandem operations, a Tandem Endorsement holder shall have completed not less than three take-offs and three landings in a WM aircraft in the last 90 day period.

Privileges

A WM Tandem Endorsement authorises the holder to act as Pilot-In-Command of a suitable certified WM aircraft [\(8.1\)](#) carrying a passenger subject to:

- (j) no charge or instruction is applied to the passenger; and
- (k) where the passenger is under 18 years of age, parental or guardian consent is granted.

Authority for Issue

The issue of a WM Tandem Endorsement may be authorised by the SAFA Operations Manager or delegated in writing.

Carriage of Passengers

SAFA pilots shall not carry passengers in a SAFA registered weightshift microlight unless:

- (l) the aircraft used is rated to carry passengers and is certified, refer to section [8.1](#) & [8.3](#).
- (m) he or she is the holder of a valid Tandem endorsement for the aircraft type issued by SAFA;

Note: *The aircraft must be rated to carry the combined weight of the Pilot, Passenger / Student and any Motor options for the type of launch and landing operation being operated;*

- (n) The aircraft used has been inspected and maintained in accordance with the requirements of;
 - (i) Assembly, Inspection and Maintenance Standards, see [8.6](#);
 - (ii) The Aircraft Operator's Manual; and
 - (iii) Technical notices / bulletins.
- (o) Where the Passenger is under 18 years of age, written parental or guardian consent is required.
- (p) Passengers shall not be carried for hire or reward unless the flight is for bona fide instructional purposes.

5.3.8.3 Aerotow Launch - Tugmaster (WM)

No person shall pilot a weightshift microlight for the purpose of an aerotow launch unless:

- (a) he or she has been issued with a SAFA Tugmaster Endorsement; or
- (b) he or she is undergoing training under the direct supervision and control of an appropriately endorsed SAFA Instructor for the purpose of gaining a Tugmaster Endorsement; and
- (c) all operations comply with all the requirements of the SAFA Towing Procedures Manual.

Requirements for Issue

Applicants for the issue of a Tugmaster endorsement shall meet the following minimum requirements:

- (d) hold a valid SAFA WM / RA-Aus Group B Pilot Certificate;
- (e) have accumulated a minimum of 50 hours as pilot in command of a weightshift microlight; and
- (f) have undertaken a course of instruction in aerotow operations (See the SAFA Training Manual) & demonstrated to an appropriately endorsed SAFA Instructor, his or her ability to perform safe and smooth aerotowing operations in a variety of conditions; and



- (g) have attained the age of 18 years; and
- (h) have his or her endorsement recommendation by an appropriately endorsed SAFA Instructor.

Privileges and Responsibilities

A Tugmaster endorsed pilot will undertake to carry out aerotow operations subject to the following conditions:

- (i) The aircraft is registered and airworthy, is approved for the aerotowing of hang gliders and has an approved and tested tow release system installed;
- (j) The hang glider pilot is a current SAFA member and holds a valid SAFA Pilot Certificate with an Aerotow Endorsement (or is undergoing training to gain an Aerotow Endorsement under the supervision of an appropriately endorsed SAFA Instructor);
- (k) The aerotow operations are carried out in accordance with the SAFA Towing Procedures Manual; and
- (l) All operations are carried out to ensure the safety of the aircraft; and to minimise hazard to persons, and/ or property.

Period of Validity

A SAFA Tugmaster Endorsement shall remain valid only while the holder's SAFA WM Pilot Certificate is valid, unless suspended, cancelled or otherwise varied by the SAFA Operations Manager.

Currency Requirements

Prior to the conduct of aero towing operations, a Tugmaster Endorsement holder shall have completed not less than three take-offs and three landings in the aircraft to be used in the last 90 day period.

Authority for Issue

A SAFA Tugmaster Endorsement may only be authorised by a SAFA Chief Flight Instructor (WM) who holds a Tugmaster Endorsement or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.

5.3.8.4 Formation Endorsement (WM)

Formation Flying

No SAFA pilot certificate holder shall pilot a powered aircraft which is flying closer than 100 feet to another powered or unpowered aircraft unless he or she has been issued with a Formation Endorsement by the SAFA or he or she is undergoing flight training under the direct supervision and control of a WM Chief Flight Instructor for the purpose of gaining a Formation Endorsement.

Formation flight shall not be conducted without a comprehensive ground briefing between all participants.

Requirements for Issue

Applicants for the issue of a Formation Flying Endorsement shall meet the following minimum requirements:

- (a) Hold a valid SAFA WM Pilot Certificate; and
- (b) Have accumulated a minimum of 75 hours as Pilot-In-Command of a WM aircraft; and
- (c) Have attained the age of 18 years; and
- (d) Have undergone and passed the Formation Flying syllabus (See the SAFA Training Manual);
- (e) Have accumulated a minimum of 5 hours formation flying (under supervision), of which at least 4 hours was completed with formal instruction, and 1 hour solo (pilot-in-command) to demonstrate competency; and
- (f) Have his or her certificate application endorsed by a WM Chief Flight Instructor who holds a Formation Endorsement, and
- (g) forward the completed application form together with medical declaration and the appropriate fee to the SAFA Office.

Period of Validity

A SAFA WM Formation Endorsement shall remain valid only while the holder's SAFA WM Pilot Certificate is valid, unless suspended, cancelled or otherwise varied by the SAFA Operations Manager.

Authority for Issue



A SAFA Formation Endorsement may be authorised in writing by a SAFA Flight Instructor who holds a current Formation endorsement for WM

5.3.8.5 Radio Operator Endorsement

No SAFA Pilot Certificate holder shall operate aeronautical frequency VHF radio equipment unless he or she has been issued with a SAFA Radio Operator Endorsement or is undergoing training under the direct supervision and control of an appropriately endorsed Instructor or SSO for the purpose of gaining a SAFA radio operator endorsement.

Requirements for Issue

Applicants for the issue of a Radio Operator Endorsement must be able to intelligibly speak and understand the English language and shall meet the following minimum requirements:

- (h) Hold a current CASA aeronautical radio operator certificate or licence ; or
- (i) Hold a valid SAFA Pilot Certificate; and
- (j) Have undertaken the course of instruction “VHF Radio Operator Syllabus” (See the SAFA Training Manual); and
- (k) Have passed an examination for the issue of a Radio Operator Endorsement or Certificate approved in writing by the SAFA Operations Manager or from another aviation administration organisation approved by the SAFA Operations Manager; and
- (l) Have his/her certificate endorsed by SAFA Operations Manager and Flight Instructor or Chief Flight Instructor who hold the endorsement being sought.

Privileges

A SAFA Radio Operator Endorsement authorises the holder to operate on the approved aeronautical VHF radio frequencies when engaged in flying activities.

Note: The holder of a SAFA Radio Operator Endorsement is at all times subject to the requirements of Civil Aviation Regulations and Orders, Aeronautical Information Publications and the Radio Communications Act.

Note: SAFA Student Pilot Certificate holders may operate aeronautical frequency VHF radio equipment for the purpose of gaining a Radio Operator Endorsement providing they are under the direct supervision and control of an Instructor who holds the endorsement.

Period of Validity

A SAFA Radio Operator Endorsement shall remain valid only while the holder's SAFA Pilot Certificate is valid; unless suspended, cancelled or otherwise varied by the SAFA Operations Manager.

Note: Radio Operator Endorsement holders should ensure that the aircraft's or the pilot's call sign is displayed in a prominent and easy to read position to assist them when using aeronautical frequency VHF radio equipment.

Authority for Issue

The SAFA Radio Operators Endorsement may only be authorised by a SAFA Flight Instructor who holds a Radio Operators Endorsement or the SAFA Operations Manager or delegate authorised in writing by the Operation Manager.

5.3.8.6 Oxygen Endorsement

Requirements for Issue

Applicants for the issue of an Oxygen Endorsement shall meet the following minimum requirements:

- (m) Hold a valid SAFA Weightshift Microlight pilot certificate;
- (n) Have undertaken a course of instruction in the safe use of supplementary oxygen breathing equipment conducted by an oxygen endorsed SAFA CFI or holder of a SDA;
- (o) Have successfully passed theory examinations in accordance with the requirements of the SAFA Training Manual, “Oxygen”, and demonstrated that he or she has reached the level of competency required, and
- (p) Have his/her certificate endorsed by an appropriate SAFA CFI.

Privileges and Responsibilities



A SAFA Oxygen Endorsement authorises the holder to use supplementary breathing oxygen for flights greater than 10,000 feet above mean sea level.

Note: Aircraft operated under CAO 95.10 and 95.32 are not permitted to be flown above 10 000 FT. Flights over 10,000 ft. without the carriage and use of oxygen equipment is in breach of Civil Aviation Order 95.8. This can lead to cancellation of the endorsement and or disciplinary action.

Period of Validity

A SAFA Oxygen Endorsement shall remain valid only while the holder's SAFA Weightshift Microlight Pilot Certificate is valid; unless suspended, cancelled or otherwise varied by the SAFA Operations Manager.

Authority for Issue

The SAFA Oxygen Endorsement may only be authorised by a SAFA Flight Instructor who holds an Oxygen Endorsement.

5.3.8.7 Waterborne Endorsement (WM)

No SAFA pilot certificate holder shall act as pilot in command of a Waterborne (Float/Hull) WM aircraft;

- (i) unless he or she is the holder of a valid WM Waterborne Endorsement; or
- (ii) flight training exercises are being conducted under the supervision of a FI or CFI.

Requirements for Issue

Applicants for the issue of a WM waterborne Endorsement shall meet the following minimum requirements:

- (a) Have accumulated a minimum of 8 hours waterborne operations, of which at least 2 hours was completed with formal instruction, and 1 hour solo (pilot-in-command) to demonstrate competency; and
- (b) Have carried out a minimum of 30 Waterborne Launches and Landings; and
- (c) Undertake a Flight Test with a SAFA Chief Flight Instructor to demonstrate competency in waterborne operations and safety of such operations, as specified in the Waterborne (WM) syllabus (See the SAFA Training Manual) and Waterborne Manual; and
- (d) Have his or her certificate application endorsed by a Chief Flight Instructor (WM).

Authority for Issue

A SAFA WM Waterborne Endorsement may be authorised in writing by a SAFA Chief Flight Instructor or Instructor Examiner, who holds a certificate of the kind to be issued.

Period of Validity

A SAFA WM/ Waterborne Endorsement shall remain valid only while the holder's SAFA WM/ Pilot Certificate is valid, unless suspended, cancelled or otherwise varied by the SAFA Operations Manager.



5.4 Ratings

5.4.1 Safety Officers

Safety Officer Appointments are made as follows:

- (a) Hang Glider Safety Officer
- (b) Paraglider Safety Officer
- (c) Powered Paraglider Safety Officer
- (d) Powered Hang Glider Safety Officer
- (e) Weightshift Microlight Safety Officer

Note: The appointment of Safety Officers is only effective for those sites and operations controlled by the nominating club.

Requirements for Appointment

An applicant for appointment as a Safety Officer shall:

- (f) Hold a valid SAFA Intermediate HG, Advanced HG, PG4, PG5, WM or PPG Pilot Certificate with an appropriate Tow or Cross Country endorsement, for supervision of these operations, if/where required;
- (g) Have a genuine regard for safety and a demonstrated attitude of willing helpfulness;
- (h) Have substantial operating experience and local knowledge of operations at the sites for which the appointment is sought;
- (i) have had a minimum of two years of active operating experience as a pilot in command of the craft for which rating is sought;
- (j) Have attended an approved SAFA or Club workshop for Safety Officers within the last 12 months, or
- (k) Attended an approved SAFA or Club workshop for Safety Officers within the 2 months of Safety Officer application approval.
- (l) Have attained the age of 18 years;
- (m) Submit a completed application form to the SAFA affiliated club.

Safety Officer Responsibilities

Safety Officers should:

- (n) act as Duty Pilot on request or as required; and
- (o) assist a Duty Pilot where necessary
- (p) Undergo training to attain a Workplace Level 2 First Aid Certificate, Senior First Aid Certificate or SAFA recognised equivalent.
- (q) adhere to the requirements stipulated in the Safety Management Systems (Doc. SMS-05). (See SAFA Documents Register in the online member's area).
- (r) immediately report accidents/incidents as stipulated in section [2.3](#).

Note: Failure to report accidents / incidents is a breach of the TSI Act 2003. A breach can give cause for disciplinary action, including suspension of ratings.

Authority

A Safety Officer has full authority for any reasonable action necessary to discharge their responsibilities subject to any:

- (s) statutory limitations;
- (t) limitations imposed by the constitution of SAFA;
- (u) limitations imposed in his/her notification of appointment; and
- (v) specific limitations imposed by a Duty Pilot.

Period of Validity

Unless cancelled or suspended by the issuing club the appointment of Safety Officer shall remain valid for a period of 4 years from the date of issue or renewal providing all required qualifications are maintained current and valid.

Requirements for Renewal



An applicant for the renewal of a Safety Officer appointment shall:

- (w) Have attended an approved Safety Officer workshop within the two year period prior to the application for renewal;
- (x) Hold a current Workplace Level 2 First Aid Certificate, Senior First Aid Certificate or SAFA recognised equivalent.
- (y) Apply to the appropriate club for renewal of the appointment; and
- (z) Have displayed and actively undertaken the responsibilities of a Safety Officer.

Authority for Appointment

The appointment of a Safety Officer may only be authorised by a Club or Association affiliated with the SAFA.

5.4.2 Senior Safety Officers

Safety Officer Appointments are made as follows:

- (a) Hang Glider Safety Officer
- (b) Paraglider Safety Officer
- (c) Powered Paraglider Safety Officer
- (d) Powered Hang Glider Safety Officer
- (e) Weightshift Microlight Safety Officer

One or more Senior Safety Officers are appointed for each club affiliated with the SAFA to assist in the supervision of operations at sites controlled by the club.

Requirements for Appointment

An applicant for appointment as a Senior Safety Officer shall:

- (f) Hold a valid SAFA Intermediate HG, Advanced HG, PG4, PG5, WM or PPG Pilot Certificate with an appropriate Tow or Cross Country endorsement for supervision of these operations, if/where required;
- (g) have a genuine regard for safety and a demonstrated attitude of willing helpfulness;
- (h) have had a minimum of four years of active operating experience as a Safety Officer;
- (i) have participated in the conduct of an approved SAFA or Club workshop for Safety Officers, within the last 24 months;
- (j) have attained the age of 21 years;
- (k) be recommended for the appointment by their club thorough submission of a completed application form to the SAFA Operations Manager; and
- (l) Hold a current Workplace Level 2 First Aid Certificate, Senior First Aid Certificate or SAFA recognised equivalent.

Responsibilities

Senior Safety Officers will undertake to carry out the following duties, for which they are responsible to the SAFA Operations Manager:

- (m) Assist the club to prepare a roster of Duty Pilots if necessary for operations at sites under the control of the club;
- (n) Assist the club to formulate recommendations to the SAFA Operations Manager for the improvement of SAFA documentation, standards or procedures as is considered necessary to improve safety;
- (o) adhere to the requirements stipulated in the Safety Management Systems (Doc. SMS-05). (See SAFA Documents Register in the online member's area).
- (p) Immediately report accidents/incidents as stipulated in section [2.3](#).

Note: Failure to report accidents / incidents is a breach of the TSI Act 2003. A breach can give cause for disciplinary action, including suspension of ratings.



Authority

A Senior Safety Officer has full authority for any reasonable action necessary to discharge their responsibilities subject to any:

- (q) statutory limitations;
- (r) limitations imposed by the constitution of SAFA; and
- (s) limitations imposed in his/her notification of appointment.

Period of Validity

Unless cancelled or suspended by the SAFA Operations Manager the appointment of Senior Safety Officer shall remain valid for a period of four years from the date of issue or renewal providing all required qualifications are maintained current and valid.

Requirements for Renewal

An applicant for the renewal of a Senior Safety Officer appointment shall:

- (t) have participated in the conduct of an approved Safety Officer workshop within the two year period prior to the application for renewal;
- (u) be recommended by the appropriate club for renewal of the appointment; and
- (v) have displayed the qualities, and actively undertaken the responsibilities of a Senior Safety Officer.
- (w) hold a current Workplace Level 2 First Aid Certificate, Senior First Aid Certificate or SAFA recognised equivalent.

Authority for Appointment

The appointment of a Senior Safety Officer may only be authorised by the SAFA Operations Manager or the SAFA Safety Management Officer.

5.4.3 AIRS Manager

AIRS Manager Appointments are recommended by a Club or SRA, affiliated with the SAFA, to assist in the review of Accidents and Incidents and management of operations at sites controlled by a club or SRA.

Requirements for Appointment

An applicant for appointment as an AIRS Manager shall:

- (a) Hold a valid SAFA Intermediate or Advanced HG, PG4, PG5, WM or PPG Pilot Certificate; and
- (b) have a genuine regard for safety and a demonstrated attitude of willing helpfulness; and
- (c) have participated in the conduct of a Club or SRA workshop for Safety Officers, within the last 24 months; and
- (d) be recommended for the appointment by their Club or SRA thorough submission of a completed application form to the SAFA Operations Manager; and
- (e) Hold qualifications relevant to the investigation of accidents/incidents or are willing to undergo training to attain these qualifications, within 12 months of appointment, on a course approved by the Operations Manager.

NOTE: Exemptions to any of the above requirements may be granted by the Operations Manager, subject to an appropriate explanation within the Club or SRA's application for appointment.

Responsibilities

The AIRS Manager will undertake to carry out the following duties, for which they are responsible to the SAFA Operations Manager:

- (f) Immediately report accidents/incidents as stipulated in section [2.2](#).
- (g) with the assistance of Senior Safety Officers and/or Safety Officers, review accidents and incidents with the intention of identifying all possible causes and contributing factors.
- (h) In the case of an accident or incident under their jurisdiction, investigating ATSB officials and/or Police Officers are to be assisted by the AIRS Manager, assisting with access to all relevant areas of the accident site and relevant SAFA members involved in the event.



- (i) Update AIRS accident/Incident reports, as investigations proceed and maintain copies of any relevant documentation, to be included with the AIRS report.
- (j) Assist with the dissemination of safety education material, which may include findings and recommendations pertaining to an accident/incident.
- (k) Adhere to and actively promote the use of the SAFA Safety Management Systems (Doc. SMS-05). (See SAFA Documents Register in the online member's area).
- (l) Assist a club to formulate recommendations to SAFA Management for the improvement of SAFA documentation, standards or procedures considered in the interests of efficiency and/or to enhance safety;

SAFA AIRS Managers are honorary members donating their time for the betterment of the organisation and the enhancement of air safety. Members are encouraged to assist AIRS Managers to identify the cause of dangerous occurrences, in the interests of preventing a similar occurrence.

Authority

An AIRS Manager has authority to undertake any reasonable safety-related action necessary to discharge their responsibilities, subject to any:

- (m) statutory limitations;
- (n) limitations imposed by the constitution of SAFA; and
- (o) limitations imposed and stipulated by the Operations Manager, on the approved application/notification of appointment form.

Period of Validity

Unless cancelled or suspended by the SAFA Operations Manager, the appointment of AIRS Manager shall remain valid for a period of four years from the date of issue or renewal providing SAFA membership and all required qualifications are maintained current and valid.

Requirements for Renewal

An applicant for the renewal of an AIRS Manager appointment shall:

- (p) have participated in the conduct of an approved Safety Officer workshop within a two year period prior to the application for renewal;
- (q) be recommended by the appropriate club for renewal of the appointment; and
- (r) have displayed the qualities and actively undertaken the responsibilities of an AIRS Manager.

Authority for Appointment

The appointment of an AIRS Manager may only be authorised by the SAFA Operations Manager or SAFA Safety Management Officer or a delegate authorised in writing by the Operation Manager.

5.4.4 SPECIFIC DELEGATED AUTHORITY (SDA)

A Specific Delegated Authority (SDA) is authorisation to carry out specified tasks, as stipulated within the authorisation.

Requirements for Approval

An applicant for a SDA shall:

- (a) have a genuine regard for safety and a demonstrated attitude of willing helpfulness; and
- (b) be recommended for the SDA by their Club or SRA; and
- (c) Hold qualifications and/or experience relevant to the specific task or tasks.

Submit to the SAFA Operations Manager a completed SAFA application for a SDA.

NOTE: Exemptions to any of the above requirements may be granted by the Operations Manager, subject to an appropriate written explanation by the applicant, Club or SRA.



Requirements for Renewal

An applicant for the renewal of a SDA;

- (a) shall submit an application for renewal of the SDA, including a renewed recommendation by the appropriate club or SRA.
- (b) will have adequately answered any concerns raised during the prior period of authorisation.

Authority for Approval:

The approval of an SDA may only be authorised by the SAFA Operations Manager.

5.4.5 L1 – Maintenance Endorsement. (WM, PPG, PPC)

Requirements for Issue

An applicant for the issue of SAFA L1 Maintenance accreditation shall:

- (a) have attained the age of 18 years; and
- (b) hold a current SAFA membership; and
- (c) have completed an L1 maintenance course as specified and/or approved by the SAFA; or
- (d) hold equivalent or higher qualifications from another aviation administration organisation approved by the SAFA Operations Manager; and
- (e) have demonstrated to the SAFA Technical Officer or his/her authorised delegate or the Operation Manager or his/her authorised delegate, that he/she has reached the level of competency required for the issue of the endorsement;

Privileges

L1 Maintenance accreditation authorises the holder to perform maintenance activities on their own aircraft, which are not used for hire and/or flying training, and are registered with SAFA under CAO 95.10 or CAO 95.32

Period of Validity

SAFA L1 Maintenance accreditation shall remain valid for the period of the holder's membership.

Authority for Issue

The issue of this accreditation may be recommended by a SAFA Technical Officer, the SAFA Safety Management Officer, the SAFA Operations Manager or his/her authorised delegate.

5.4.6 L2 – Maintenance Endorsement. (WM, PPG, PPC)

Requirements for Issue

An applicant for the issue of SAFA L21 Maintenance accreditation shall:

- (a) have attained the age of 18 years; and
- (b) hold a current SAFA membership; and
- (c) have completed an L2 maintenance course as specified and/or approved by the SAFA; or
- (d) hold equivalent or higher qualifications from another aviation administration organisation approved by the SAFA Operations Manager; and
- (e) have demonstrated to the SAFA Technical Officer or his/her authorised delegate or the Operation Manager or his/her authorised delegate, that he/she has reached the level of competency required for the issue of the endorsement;



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L2 – Maintenance Endorsement. (WM, PPG, PPC)

Privileges

L2 Maintenance accreditation authorises the holder to perform maintenance activities on privately owned and operated SAFA registered aircraft and SAFA registered aircraft used for hire and/or flight training.

Period of Validity

SAFA L2 Maintenance accreditation shall remain valid for the period of the holder's membership.

Authority for Issue

The issue of this accreditation may be recommended by a SAFA Technical Officer, the SAFA Safety Management Officer, the SAFA Operations Manager or his/her authorised delegate.



6 Instructor Certificates

6.1 Types and Requirements

Hang Gliding and Paragliding

Hang Glider and Paraglider Instructor certificates are issued on five levels as follows:

- (a) Flight Experience Instructor (least experienced),
- (b) Apprentice Instructor Certificate,
- (c) Flight Instructor Certificate,
- (d) Chief Flight Instructor Certificate, and
- (e) Instructor Examiner Certificate (most experienced).

Weightshift Microlighting & Powered Paragliding

Weightshift microlight and Powered Paragliding Instructor certificates are issued on five levels as follows:

- (a) Flight Experience Instructor (least experienced),
- (b) Apprentice Instructor Certificate,
- (c) Flight Instructor Certificate,
- (d) Chief Flight Instructor Certificate, and
- (e) Instructor Examiner Certificate (most experienced).

6.1.1 Flight Experience Instructor Certificate (HG/PG)

Certificates Issued:

- (a) Hang Gliding Flight Experience Instructor
- (b) Paragliding Flight Experience Instructor

Requirements for Issue

An applicant for the issue of a Flight Experience Instructor Certificate shall:

- (c) hold a valid SAFA Advanced HG or PG5 Paraglider Pilot Certificate for the type of aircraft the certificate is being sought;
- (d) hold a valid Safety Officer or Senior Safety Officer appointment;
- (e) have undergone and successfully completed an approved SAFA Tandem Endorsement training course in accordance with the SAFA Training Manual, for the type of aircraft for which the certificate is being sought; and
- (f) Hold a current Workplace Level 2 First Aid Certificate, Senior First Aid Certificate or SAFA recognised equivalent.;
- (g) have undergone a Flight Experience Instructor Training Course recognised by SAFA;
- (h) Sign a SAFA Instructor Code of Conduct form; and
- (i) forward a medical statement indicating that his or her health complies with this manual, section [3.2.5](#); and
- (j) forward a completed application form, signed Instructor Code of Conduct form, a copy their First Aid Certificate and the appropriate fee to the SAFA Office.

Aeronautical Experience

Prior to applying for the issue of a Flight Experience Instructor Certificate an applicant shall:

- (k) Hold an Advanced HG Pilot or PG5 Paraglider Pilot Certificate for the type of aircraft for which the Flight Experience Instructor certificate is sought; and
- (l) Minimum of 200 hours; or 100 hours and 500 landings as pilot in command over a period of at least 12 months



Privileges

A Flight Experience Instructor Certificate authorises the holder to carry out the following duties, under the supervision of a Chief Flight Instructor at an approved SAFA Flight Training Facility:

- (m) Carry out Trial Introductory Flights (TIFs) with persons who are SAFA Student or Trainee members; and
- (n) Demonstrate the aircraft's controls to the prospective pilot and may hand over aircraft's control to that person on the condition that the Flight Experience Instructor must carry out all launches, circuits, approaches and landings.

Responsibilities

Flight Experience Instructors will undertake to carry out the following duties, for which they are responsible to the Chief Flight Instructor:

- (o) Conduct Introductory training flights in accordance with the standards, procedures and regulations set out in this Operations Manual,
- (p) Each morning of operation, discusses with their supervising CFI the operational plans and the requirements, skills or expected achievements of the participants and;
- (q) After operations have been completed for the day, discusses with their supervising CFI the outcomes of the days operations and the performance of the participants.
- (r) Ensure that all aircraft used for operations are in an airworthy state and that all aircraft and associated equipment meet or exceed the SAFA airworthiness standards appropriate to the Operations for which they are used.
- (s) Ensure that accurate and complete logs are maintained of all flying operations and training aircraft.
- (t) Conduct the operational and administrative aspects of his or her assigned duties in such a manner so as not to bring the SAFA, its Officers, Members, affiliates or Associations into disrepute.
- (u) On request, furnish all the logs, training documentation and information necessary to satisfy the Operations Manager that all operations are being conducted in accordance with the requirements of this Operations Manual.
- (v) Ensure that he or she undertakes regular solo flights so as to maintain a high personal level of pilot competency and currency.
- (w) Flight Experience Instructors must immediately report any accidents / incidents to their CFI and/or the Operations Manager, and report the accident / incident via the SAFA online AIRS database or SAFA forms: SM-01 and SMS-02 (See SAFA Documents Register in the online member's area).

Note: Failure to report accidents / incidents during training for certificates or endorsements is considered a breach of duty by instructors and also is a breach of the TSI Act 2003. A breach can give cause for disciplinary action including suspension of instructor ratings pending a disciplinary tribunal.

Note: Failure to supply supporting documentation upon request from the Operations Manager as proof of training and standards compliance is considered a breach of duty by instructors and can give cause for disciplinary action including suspension of instructor ratings pending a disciplinary tribunal.

Period of Validity

Unless cancelled or suspended by the SAFA Operations Manager, a Flight Experience Instructor Certificate shall remain valid for a period of 2 years from the date of issue or renewal.

Requirements for Renewal

An applicant for the renewal of a Flight Experience Instructor Certificate shall satisfy all the requirements for the initial issue of the certificate; and,

- (x) have conducted a minimum of ten flights as pilot in command of an aircraft of the type for which renewal of the Flight Experience Instructor Certificate is sought in the six month period prior to Certificate renewal; and
- (y) within the 90 days prior to the expiry date of his or her certificate submit to a check flight with a SAFA CFI certified in the specific discipline for renewal (HG/PG) and demonstrate his or her competency and ability to conduct Training Introductory Flights; and
- (z) have accumulated, in each of the two years prior to the application for renewal, a minimum of 25 hours as pilot in command of an aircraft of the type for which renewal of the Flight Experience Instructor Certificate is sought.



(aa) forward a completed renewal application, copy of First Aid Certificate, copy of their Medical Statement, copy of training flight logs and aircraft maintenance logs and appropriate fee to reach the SAFA office **at least twenty eight (28) days prior to the Certificate expiry date.**

Note

- **Failure to renew any flight instructor certificate, or any of the required qualifications, by the due date means that the Certificate is no longer valid and the pilot may not exercise the privileges of the Certificate until it is renewed.**
- *Flight Instructors may be required to submit to regular in-flight checks in accordance with the requirements of their CFI or the SAFA Operations Manager.*
- *Where the minimum aeronautical experience requirements have not been met prior to renewal, the SAFA Operations Manager may consider renewal as a special case; provided there is sufficient supporting recommendation from a SAFA Chief Flight Instructor.*

Authority for Issue

The issue of a Flight Experience Instructor Certificate may only be authorised in writing by the SAFA Operations Manager or their delegate.

6.1.2 Flight Experience Instructor Certificate (WM/PPG)

Certificate Issued:

- (a) Weight shift Microlight Flight Experience Instructor.
- (b) Powered Paraglider Flight Experience Instructor.

Requirements for Issue

An applicant for the issue of a Weightshift Microlight or Powered Paraglider, Flight Experience Instructor Certificate shall:

- (c) hold a valid SAFA Weightshift microlight or Powered Paraglider Pilot Certificate;
- (d) have undergone and successfully completed an approved SAFA Tandem Endorsement (Instructional) training course in accordance with the SAFA Training Manual, for the type of aircraft for which the certificate is being sought; and
- (e) have undergone the appropriate Flight Experience Instructor Training Course which is recognised by SAFA; and
- (f) Hold a current Workplace Level 2 First Aid Certificate, Senior First Aid Certificate or SAFA recognised equivalent.
- (g) forward a medical statement indicating that his or her health complies with this manual, section [3.2.5](#);
- (h) forward a completed application form, signed Instructor Code of Conduct form, a copy their First Aid Certificate and the appropriate fee to the SAFA Office.

Aeronautical Experience

Prior to commencing a SAFA Flight Experience Instructor training course and undergoing assessment for the issue of a Flight Instructor Certificate, an applicant shall:

- (i) have completed a minimum of 200 hours flying experience as pilot in command in Weightshift Microlights or Powered Paraglider over a period of at least twelve months from WM/PPG Pilot Certificate issue; or
- (j) have completed a minimum of 100 hours flying experience with a minimum of 500 landings as pilot in command in weightshift microlight or powered paraglider over a period of at least twelve months from WM/PPG Pilot Certificate issue.

Privileges

A WM/PPG Flight Experience Instructor Certificate authorises the holder to carry out the following duties under the supervision of a WM/PPG Chief Flight Instructor at an approved SAFA Flight Training Facility:

- (k) Carry out Trial Introductory Flights (TIFs) with persons who are SAFA Student or Trainee members; and
- (l) Demonstrate the aircraft's controls to the prospective pilot and may hand over aircraft control to that person on the condition that the Flight Experience Instructor must carry out all take-offs, circuits, approaches and landings.
- (m) Not exercise the privileges of his or her certificate unless within the preceding 90 days he or she has carried out a minimum of 5 hours in-flight experience as a Flight Experience Instructor in a weightshift microlight or powered paraglider (whichever is appropriate); or within the preceding 90 days he or she has passed a satisfactory flight check with a Chief Flight Instructor.



Responsibilities

Flight Experience Instructors will undertake to carry out the following duties, for which they are responsible to the Chief Flight Instructor:

- (n) Conduct Introductory training flights in accordance with the standards, procedures and regulations set out in this Operations Manual
- (o) Each morning of operation, discuss with their supervising CFI the operational plans and the requirements, skills or expected achievements of the participants and;
- (p) After operations have been completed for the day, discuss with their supervising CFI the outcomes of the days operations and the performance of the participants.
- (q) Ensure that all aircraft used for training operations are in an airworthy state and that all aircraft and associated equipment meet or exceed the SAFA airworthiness standards appropriate to the operations for which they are used.
- (r) Ensure that accurate and complete logs are maintained of all flying operations and training aircraft.
- (s) Conduct the operational and administrative aspects of his or her assigned duties in such a manner so as not to bring the SAFA, its Officers, Members, Affiliates or Associations into disrepute.
- (t) On request, furnish all the logs and information necessary to satisfy the Operations Manager that all training operations are being conducted in accordance with the requirements of this Operations Manual.
- (u) Ensure that he or she undertakes regular solo flights so as to maintain a high personal level of pilot competency and currency.
- (v) Flight Experience Instructors must immediately report any accidents / incidents to their CFI and/or the Operations Manager, and report the accident / incident via the SAFA online AIRS database or SAFA forms: SM-01 and SMS-02 (See SAFA Documents Register in the online member's area).

Note: Failure to report accidents / incidents during training for certificates or endorsements is considered a breach of duty by instructors and also is a breach of the TSI Act 2003. A breach can give cause for disciplinary action including suspension of instructor ratings pending a disciplinary tribunal.

Note: Failure to supply supporting documentation upon request from the Operations Manager as proof of training and standards compliance is considered a breach of duty by instructors and can give cause for disciplinary action including suspension of instructor ratings pending a disciplinary tribunal.

Period of Validity

Unless cancelled or suspended by the SAFA Operations Manager, a Flight Experience Instructor Certificate shall remain valid for a period of 2 years from the date of issue or renewal.

Requirements for Renewal

An applicant for the renewal of a Flight Experience Instructor Certificate shall satisfy all the requirements for the initial issue of the certificate; and,

- (w) have conducted a minimum of ten Tandem flights in a weightshift microlight or powered paraglider (whichever is appropriate) in the six month period prior to Certificate renewal; and
- (x) within the 90 days prior to the expiry date of his or her certificate, submit to a check flight with a SAFA CFI certified in the specific discipline for renewal (WM/PPG) and demonstrate his or her competency and ability to conduct Training Introductory Flights; and
- (y) have accumulated, in each of the two years prior to the application for renewal, a minimum of 25 hours as pilot in command of a weightshift microlight or powered paraglider (whichever is appropriate).
- (z) forward a completed renewal application, copy of First Aid Certificate, copy of their Medical Statement, copy of training flight logs and aircraft maintenance logs and appropriate fee to reach the SAFA office **at least twenty eight (28) days prior to the Certificate expiry date.**

Note

- **Failure to renew any flight instructor certificate, or any of the required qualifications, by the due date means that the Certificate is no longer valid and the pilot may not exercise the privileges of the Certificate until it is renewed.**



- *Flight Instructors may be required to submit to regular in-flight checks in accordance with the requirements of their CFI or the SAFA Operations Manager.*
- *Where the minimum aeronautical experience requirements have not been met prior to renewal, the SAFA Operations Manager may consider renewal as a special case; provided there is sufficient supporting recommendation from a SAFA Chief Flight Instructor.*

Authority for Issue

The issue of a Flight Experience Instructor Certificate (WM/PPG) may only be authorised by the SAFA Operations Manager in writing.

6.1.3 Apprentice Instructor Certificate (HG/PG)

Certificates Issued

- (a) Apprentice Hang Glider Instructor.
- (b) Apprentice Paraglider Instructor.

Requirements for Issue

An applicant for the issue of an Apprentice Instructor Certificate shall:

- (c) hold a valid SAFA Advanced HG Pilot or PG5 Paraglider Pilot Certificate;
- (d) hold a valid Safety Officer appointment;
- (e) have passed all Pilot Certificate Aeronautical Knowledge Examinations within the preceding 2 months;
- (f) Hold a current Workplace Level 2 First Aid Certificate, Senior First Aid Certificate or SAFA recognised equivalent;
- (g) have attained the age of 18 years;
- (h) sign a SAFA Instructor Code of Conduct form; and
- (i) forward a medical statement indicating that his or her health complies with this manual, section [3.2.5](#); and
- (j) forward a completed application form, signed Instructor Code of Conduct form and the appropriate fee to the SAFA Office.

Aeronautical Experience

Prior to applying for the issue of an Apprentice Instructor Certificate an applicant shall:

- (k) Hold an Advanced HG Pilot or PG5 Paraglider Pilot Certificate for the type of aircraft for which the Apprentice certificate is sought; and
- (l) Have completed a minimum of 200 hours; or 100 hours and 500 landings over at least the last 18 months, as pilot in command of the type of aircraft for which the Apprentice certificate is sought.

Privileges

An Apprentice Instructor Certificate authorises the holder to give assistance in the provision of ground and flight instruction. The holder of an Apprentice Instructor Certificate may;

- (m) Provide assistance in ground and flight instruction only under the direct supervision of a Chief Flight Instructor; and
- (n) If also the holder of a Tandem Instructional endorsement, carry out Trial Introductory Flights (TIFs) with persons who are SAFA Student or Trainee members; and
- (o) not exercise the privileges of his or her certificate unless within the preceding 90 days he or she has carried out a minimum of two flights in the actual glider being used by the student.

Note: There are two intended purposes in this requirement:

- i. *To ensure that the “actual glider” to be flown by the Student is airworthy and its flight characteristics are known to be appropriate for instruction.*
- ii. *That the Apprentice Instructor is current in that glider type and class.*

An exception may arise when for example, the Student weighs 50Kg and the Instructor weighs 150Kg. Therefore the “actual glider” may not be appropriately rated. To satisfy (a), the “actual glider” must be flown by an advanced Pilot or another instructor twice within the preceding 90 days and its suitability for training determined.



Responsibilities

Apprentice Instructors will undertake the following duties, for which they are responsible to their approved CFI:

- (p) Under the instruction and supervision of a Chief Flight Instructor, assist in the conduct of training of SAFA Student Pilots in accordance with the standards, procedures and regulations set out in this Operations Manual, the SAFA Training Syllabus and Guidelines and the relevant legislation.
- (q) Conduct the operational and administrative aspects of his or her assigned duties in such a manner so as not to bring the SAFA, its Officers, Members, Affiliates or Associations into disrepute.
- (r) Maintain an accurate and complete apprentice training log, that is endorsed on a daily basis by the Chief Flight Instructor providing direct supervision.
- (s) Ensure that all aircraft used for flight training are in an airworthy state and that all aircraft and associated equipment meet or exceed the SAFA airworthiness standards appropriate to the operations for which they are used.
- (t) Report to his or her CFI, without delay, any faults, or defects, appearing in training aircraft that render the aircraft un-airworthy or otherwise unsuitable for training. Ensure that the fault or defect has been repaired prior to conducting further training flights in that aircraft.
- (u) Ensure that sufficient and regular solo in-flight practice is carried out, so as to maintain a high personal level of pilot competency and currency.
- (v) Apprentice Instructors must immediately report any accidents / incidents to their CFI and/or the Operations Manager, and report the accident / incident via the SAFA online AIRS database or SAFA forms: SM-01 and SMS-02 (See SAFA Documents Register in the online member's area).

Note: *Failure to report accidents / incidents during training for certificates or endorsements is considered a breach of duty by instructors and also is a breach of the TSI Act 2003. A breach can give cause for disciplinary action including suspension of instructor ratings pending a disciplinary tribunal.*

Note: *Failure to supply supporting documentation upon request from the Operations Manager as proof of training and standards compliance is considered a breach of duty by instructors and can give cause for disciplinary action including suspension of instructor ratings pending a disciplinary tribunal.*

Period of Validity

Unless cancelled or suspended by the SAFA Operations Manager, an Apprentice Instructor Certificate shall remain valid for a period of 2 years from the date of issue or renewal.

Requirements for Renewal

An applicant for the renewal of an Apprentice Instructor Certificate shall satisfy all the requirements for the initial issue of the certificate; and,

- (w) have accumulated a minimum of 30 hours of instructional duties in the two year period prior to renewal;
- (x) within the 90 days prior to the expiry date of his or her certificate submit to a check flight with a SAFA CFI and successfully demonstrated his or her competency and instructional ability.
- (y) forward a completed renewal application, copy of First Aid Certificate, copy of their Medical Statement, copy of training flight logs and aircraft maintenance logs and appropriate fee to reach the SAFA office **at least twenty eight (28) days prior to the Certificate expiry date.**

Note

- ***Failure to renew any flight instructor certificate, or any of the required qualifications, by the due date means that the Certificate is no longer valid and the pilot may not exercise the privileges of the Certificate until it is renewed.***
- *Flight Instructors may be required to submit to regular in-flight checks in accordance with the requirements of their CFI or the SAFA Operations Manager.*
- *Where the minimum aeronautical experience requirements have not been met prior to renewal, the SAFA Operations Manager may consider renewal as a special case; provided there is sufficient supporting recommendation from a SAFA Chief Flight Instructor.*



Authority for Issue

The issue of an Apprentice Instructor Certificate may only be authorised by the SAFA Operations Manager.

6.1.4 Apprentice Instructor Certificate (WM/PPG)

Certificate Issued:

- (a) Weight Shift Microlight Apprentice Instructor.
- (b) Powered Paragliding Apprentice Instructor.

Requirements for Issue

An applicant for the issue of a WM/PPG Apprentice Instructor Certificate shall:

- (c) hold a valid SAFA Pilot Certificate;
- (d) have attained the age of 18 years;
- (e) hold a current Workplace Level 2 First Aid Certificate, Senior First Aid Certificate or SAFA recognised equivalent.
- (f) sign a SAFA Instructor Code of Conduct form; and
- (g) forward to the SAFA office a medical statement indicating that his or her health complies with this manual, section [3.2.5](#);
and
- (h) forward a completed application form, signed Instructor Code of Conduct form and the appropriate fee to the SAFA Office.

Aeronautical Experience

Prior to commencing a SAFA approved instructor training course and undergoing an in-flight examination for the issue of an Apprentice Instructor Certificate an applicant shall:

- (i) have not less than 75 hours flying experience as a Pilot-In-Command of a weightshift microlight / powered paraglider gained over a period of at least twelve months from WM/PPG Pilot Certificate issue, of which a minimum of 5 hours must be as Pilot-in-Command from the rear seat / position, in a variety of weather conditions under the direct supervision of a SAFA Chief Flight Instructor; or
- (j) if having previous flying experience in hang gliders, gliders, aeroplanes or ultralights other than weightshift microlights / powered paraglider have completed at least 100 hours aeronautical experience, of which a minimum of 50 hours flying experience must be as a Pilot-In-Command of a weightshift microlight gained over a period of six months, of which a minimum of 5 hours must be as Pilot-in-Command from the rear seat / position, in a variety of weather conditions under the direct supervision of a SAFA Chief Flight Instructor.

Note: Where previous experience is gained as Pilot In Command of a hang glider, written approval may be granted by the SAFA Operations Manager to reduce the minimum number of hours experience required as pilot in command of a weightshift microlight prior to Apprentice Certificate issue.

Privileges

An Apprentice Instructor Certificate authorises the holder to give ground and in-flight instruction in WM/PPG, where the holder is in the employ and under the direct supervision of an approved WM/PPG Chief Flight Instructor.

The holder of an Apprentice Instructor Certificate may;

- (k) Conduct ground and in-flight instruction only under the direct supervision of a Chief Flight Instructor or appropriately qualified Flight Instructor that has been recommended by a Chief Flight Instructor and approved in writing by the SAFA Operations Manager;
- (l) If also the holder of a Tandem Instructional endorsement, carry out Trial Introductory Flights (TIFs) with persons who are SAFA Student or Trainee members;
- (m) not authorise the undertaking of a First Solo, or subsequent solo flights by a Student Pilot;
- (n) not exercise the privileges of his or her certificate unless within the preceding 90 days he or she has carried out a minimum of 5 hours in-flight experience as a flight instructor in a WM/PPG; or within the preceding 90 days he or she has passed a satisfactory flight check with a Chief Flight Instructor.

Note: A SAFA Apprentice Instructor Certificate holder may give in flight instruction in a weightshift microlight under the direct supervision of a relevant (WM/PPG) Chief Flight Instructor (or under a (WM/PPG) instructor which has been approved in writing by the SAFA Operations Manager)

SAFA Operations Manual

Instructor Certificates - Types and Requirements

Apprentice Instructor Certificate (WM/PPG)



at a SAFA Approved Facility. Any such instruction must be conducted as part of a bona fide training course and follow a SAFA approved flight training syllabus.

Responsibilities

Apprentice Instructors will undertake the following duties, for which they are responsible to the Chief Flight Instructor:

- (o) Under the instruction and supervision of a Chief Flight Instructor, conduct ab initio training of SAFA Student Pilots in accordance with the standards, procedures and regulations set out in this Operations manual, the SAFA Training Syllabus and Guidelines and the relevant legislation.
- (p) Conduct the operational and administrative aspects of his or her assigned duties in such a manner so as not to bring the SAFA, its Officers, Members, Affiliates or Associations into disrepute.
- (q) Ensure that all aircraft used in his or her flight training are in a clean and airworthy state and also satisfy himself or herself that those aircraft are properly maintained and registered with the SAFA, and where available, have public liability insurance.
- (r) Report to his or her Chief Flight Instructor without delay, any faults, or defects, appearing in training aircraft that render the aircraft un-airworthy or otherwise unsuitable for training. Ensure that the fault or defect has been repaired prior to conducting further training flights in that aircraft

Note: *If an aircraft is found to have faults or defects, then ensure that the aircraft is not mistakenly used by others. Pack and tag.*

- (s) Ensure that sufficient and regular solo in-flight practice is carried out, so as to maintain a high personal level of pilot competency and currency.
- (t) Apprentice Instructors must immediately report any accidents / incidents to their CFI and/or the Operations Manager, and report the accident / incident via the SAFA online AIRS database or SAFA forms: SM-01 and SMS-02 (See SAFA Documents Register in the online member's area).

Note: *Failure to report accidents / incidents during training for certificates or endorsements is considered a breach of duty by instructors and also is a breach of the TSI Act 2003. A breach can give cause for disciplinary action including suspension of instructor ratings pending a disciplinary tribunal.*

Note: *Failure to supply supporting documentation upon request from the Operations Manager as proof of training and standards compliance is considered a breach of duty by instructors and can give cause for disciplinary action including suspension of instructor ratings pending a disciplinary tribunal.*

Period of Validity

Unless cancelled or suspended by the SAFA Operations Manager an Apprentice Instructor Certificate shall remain valid for a period of 2 years from the date of issue or renewal providing all required qualifications are maintained current and valid.

Requirements for Renewal

An applicant for the renewal of an Apprentice Instructor Certificate shall satisfy all the requirements for the initial issue of the certificate; and,

- (u) have accumulated a minimum of 30 hours of instructional duties in the two year period prior to renewal;
- (v) within the 90 days prior to the expiry date of his or her certificate submit to a check flight with a SAFA CFI and successfully demonstrated his or her competency and instructional ability.
- (w) forward a completed renewal application, copy of First Aid Certificate, copy of their Medical Statement, copy of training flight logs and aircraft maintenance logs and appropriate fee to reach the SAFA office **at least twenty eight (28) days prior to the Certificate expiry date.**

Note

- **Failure to renew any flight instructor certificate, or any of the required qualifications, by the due date means that the Certificate is no longer valid and the pilot may not exercise the privileges of the Certificate until it is renewed.**
- *Flight Instructors may be required to submit to regular in-flight checks in accordance with the requirements of their CFI or the SAFA Operations Manager.*



- *Where the minimum aeronautical experience requirements have not been met prior to renewal, the SAFA Operations Manager may consider renewal as a special case; provided there is sufficient supporting recommendation from a SAFA Chief Flight Instructor.*

Authority for Issue

The issue of an Apprentice Instructor Certificate may only be authorised by the SAFA Operations Manager on recommendation from a SAFA CFI.

6.1.5 Flight Instructor Certificate (HG/PG)

Certificates Issued:

- (a) Hang Gliding Flight Instructor
- (b) Paragliding Flight Instructor

Requirements for Issue

An applicant for the issue of a Flight Instructor Certificate shall:

- (c) hold a valid SAFA Advanced HG Pilot or PG5 Paraglider Pilot Certificate;
- (d) hold a valid Apprentice Instructor Certificate of the same aircraft type for which the Flight Instructor Certificate is sought;
- (e) Hold a current Workplace Level 2 First Aid Certificate, Senior First Aid Certificate or SAFA recognised equivalent.;
- (f) have successfully passed the SAFA Flight Instructor Theory Examination to the standard specified in the SAFA Flight Instructor Training Program;
- (g) have undergone and successfully completed one of the following qualifications : -
 - (i) hold a tertiary qualification in teaching or
 - (ii) hold a certificate IV in training and assessment or
 - (iii) complete an approved course of training in Principles and Methods of Instruction (including PIRC exam) .
- (h) have attained the age of 18 years;
- (i) have observed and assisted (as an approved Apprentice Instructor) in the provision of flight instruction in at least two (2) SAFA Approved Training Facilities for a minimum of twelve (12) days in total, which includes a minimum of 30 hours theory instructional duties; or
- (j) have observed and assisted in the provision of flight instruction at an SAFA Approved Training Facilities for a minimum of twelve (12) days in total which includes a minimum of 30 hours theory instructional duties; and
- (k) currently holds an equivalent international Flight Instructor rating, recognised by the SAFA and approved by the Operations Manager. (Evidence to be provided, along with referrals from the administering organisation in the country of origin.)
- (l) forward a medical statement indicating that his or her health complies with this manual, section [3.2.5](#); and
- (m) forward a copy of appropriately endorsed Apprentice Instructor Training logs, completed application form and the appropriate fee to the SAFA Office; and
- (n) demonstrate to his or her Chief Flight Instructor the ability to give instruction to persons undergoing training; and
- (o) The level of competency required is:
 - (i) to be able to give flight instruction, including pre-flight and post flight briefing, in flight assistance, as well as demonstrations of skills and techniques for all parts of the Pilot Training Syllabus, with a first attempt accuracy of 90 percent; and
 - (ii) to be able to accurately explain all aspects of the Pilot training and Aeronautical Knowledge syllabus (as it relates to student-novice pilots), with explanations adjusted to suit the individual, and demonstrate an ability to assess a Student's understanding of syllabus subjects.

Aeronautical Experience

Minimum of 50 hours in-flight instructional duties and a minimum of 30 hours theory training experience.

Privileges

A Flight Instructor Certificate authorises the holder to give flight and theory instruction where the holder;

- (p) is in the employ and under the supervision of an approved SAFA Chief Flight Instructor, or
- (q) is a member of a SAFA affiliated and Incorporated Club and is under the supervision of an approved SAFA Chief Flight Instructor who is also a member of that club, or



- (r) is engaged in training operations with written approvals from the SAFA Operations Manager and
 - (i) his or her employing CFI, or
 - (ii) club or clubs who may have responsibility for the region or area, or
 - (iii) under the supervision of a CFI of the responsible club in accordance with (ii).
- (s) if also the holder of a Tandem Instructional endorsement, may carry out Trial Introductory Flights (TIFs) with persons who are SAFA Student or Trainee members.

Responsibilities

Flight Instructors will undertake the following duties, for which they are responsible to their approved supervisor:

- (t) Conduct theory and flight instruction on aircraft of the type for which the Flight Instructor Certificate is issued;
- (u) under the directions of his or her supervisor, conduct ab initio to basic soaring skills training, of SAFA Students, Supervised HG Pilots and PG2 Paraglider pilots in accordance with the standards, procedures and regulations set out in this Operations Manual, the SAFA Training Syllabus and Guidelines and the relevant legislation.
- (v) Conduct the operational and administrative aspects of his or her assigned duties in such a manner so as not to bring the SAFA, its Officers, Members, Affiliates or Associations into disrepute.
- (w) Assess the readiness for, and authorise, Student Pilots to undertake first solo flight but only after being authorised to do so by his or her supervisor.
- (x) When authorised by the Chief Flight Instructor and approved by the Operations Manager, take control of an approved SAFA Training Facility at such times when the Chief Flight Instructor is absent or on leave due to illness.
- (y) Take control of a remote Training Facility when requested to do so by his or her supervisor, and report the activities of the remote facility to his or her Chief Flight Instructor, at the close of each days flying.
- (z) Maintain accurate and complete records and logs of all training activities, including individual student records, instruction log and lesson plans as well as aircraft logs where appropriate.
- (aa) Ensure that all aircraft used by his or her flight training facility are in an airworthy state and that all aircraft and associated equipment meet or exceed the SAFA airworthiness standards appropriate to the operations for which they are used.
- (bb) Report to his or her supervisor, without delay, any faults, or defects, appearing in training aircraft that render the aircraft un-airworthy or otherwise unsuitable for training. Ensure that the fault or defect has been repaired prior to conducting further training flights on the aircraft.
- (cc) Ensure that he or she undertakes regular solo flights so as to maintain a high personal level of pilot competency and currency.
- (dd) not exercise the privileges of his or her certificate unless within the preceding 90 days he or she has carried out a minimum of three flights in an aircraft similar to the aircraft being used by the student.
- (ee) Flight Instructors must immediately report any accidents / incidents to their CFI and/or the Operations Manager, and report the accident / incident via the SAFA online AIRS database or SAFA forms: SM-01 and SMS-02 (See SAFA Documents Register in the online member's area).

Note: Failure to report accidents / incidents during training for certificates or endorsements is considered a breach of duty by instructors and also is a breach of the TSI Act 2003. A breach can give cause for disciplinary action including suspension of instructor ratings pending a disciplinary tribunal.

Note: Failure to supply supporting documentation upon request from the Operations Manager as proof of training and standards compliance is considered a breach of duty by instructors and can give cause for disciplinary action including suspension of instructor ratings pending a disciplinary tribunal.

Period of Validity

Unless cancelled or suspended by the SAFA Operations Manager a Flight Instructor Certificate shall remain valid for a period of 2 years from the date of issue or renewal providing all required qualifications are maintained current and valid.

Requirements for Renewal

An applicant for the renewal of a Flight Instructor Certificate shall:

- (ff) have accumulated a minimum of 30 hours of instructional duties in the two year period prior to renewal;

Note: One student day means one student for one day, e.g. a class of 4 students for 1 day equals 4 student days.

One training day means one pilot for one day, e.g. a class of 4 pilots for 1 day equals 4 training days.



- (gg) have accumulated, in the two year period prior to the application for renewal, a minimum of 25 hours as pilot in command of an aircraft of the type for which renewal of the Flight Instructor Certificate is sought;
- (hh) attend an approved SAFA Flight Instructor refresher program or SAFA National Coaching Conference in the three year period prior to the application;
- (ii) forward a medical statement indicating that his or her health complies with this manual, section [3.2.5](#); and
- (jj) forward an annual renewal application, copy of the current First Aid Certificate, copies of suitably endorsed training logs and the appropriate fee to reach the SAFA office **at least twenty eight (28) days prior to the expiry date.**

Notes:

- **Failure to renew any flight instructor certificate, or any of the required qualifications, by the due date means that the Certificate is no longer valid and the pilot may not exercise the privileges of the Certificate until it is renewed.**
- *Flight Instructors may be required to submit to regular in-flight checks in accordance with the requirements of their CFI or the SAFA Operations Manager.*
- *Where the minimum aeronautical experience requirement, minimum instructional requirements or flight instructor refresher program requirements have not been met prior to renewal, the SAFA Operations Manager may consider renewal as a special case, provided there is sufficient supporting recommendation or reason, and that any renewal on this basis is provided in writing to the members concerned with a specific period of extension nominated by the Operations Manager or his or her delegate and the details of the extension remain held on record.*

Authority for Issue

The issue of a Flight Instructor Certificate may only be authorised by the SAFA Operations Manager (or delegate).

6.1.6 Flight Instructor Certificate (WM/PPG)

Certificate Issued:

- (a) Weightshift Microlight Flight Instructor Certificate.
- (b) Powered Paraglider Flight Instructor Certificate.

Requirements for Issue

An applicant for the issue of a Flight Instructor (WM/PPG) Certificate shall:

- (c) hold a valid SAFA Apprentice Instructor Certificate of the same aircraft type for which the Flight Instructor Certificate is sought;
- (d) forward a medical statement indicating that his or her health complies with this manual, section [3.2.5](#); together with a completed application form and the appropriate fee to the SAFA Office;
- (e) Hold a current Workplace Level 2 First Aid Certificate, Senior First Aid Certificate or SAFA recognised equivalent.
- (f) have undergone and successfully completed one of the following qualifications : -
 - (i) hold a tertiary qualification in teaching or
 - (ii) hold a certificate IV in training and assessment or
 - (iii) complete an approved course of training in Principles and Methods of Instruction (including PIRC exam) .
- (g) have completed a minimum of 30 hours theory instructional duties related to the aircraft for which the certificate is sought, as an Apprentice Instructor (evidence sighted by a CFI and signed on the application form);
- (h) have completed a minimum of 50 hours in-flight instructional duties as an Apprentice Instructor in WM/PPG aircraft which includes training a minimum of three students upto first solo standard;
- (i) satisfy his or her Chief Flight Instructor, that he or she is capable of carrying out the duties of a Flight Instructor;
- (j) demonstrate to his or her Chief Flight Instructor the ability to correctly assess a student's readiness to undertake a first solo flight on at least three separate occasions;
- (k) demonstrate to his or her Chief Flight Instructor the ability to give ground instruction to persons undergoing training in a weightshift controlled aeroplane; and
 - (i) The level of competency required is to be able to give ground lessons, pre flight and post flight briefings on any or all parts of the WM/PPG Pilot Training Syllabus, with a first attempt accuracy of 90 percent. To be able to accurately explain all aspects of the syllabus, with explanations adjusted to suit the individual, and demonstrate an ability to assess a Student's understanding of syllabus subjects.



- (l) demonstrate to a SAFA Instructor Examiner his or her ability to give in-flight instruction in a PPG aircraft or a two place WM aircraft; and
 - (i) The level of competency required is to be able to give in-flight instruction on all flying sequences listed in the Pilot Training Syllabus. The applicant must be able to accurately and safely fly each sequence, to the satisfaction of the CFI or Instructor Examiner.

Aeronautical Experience

Prior to undertaking an assessment for upgrading his or her Apprentice Instructor Certificate to a Flight Instructor Certificate a candidate shall have not less than 100 hours flying experience in WM/PPG, of which a minimum of 50 hours must have been accumulated in-flight instructional duties in WM/PPG.

Privileges

A Flight Instructor Certificate authorises the holder to give flight and theory instruction where the holder;

- (m) is in the employ and under the supervision of an approved SAFA Chief Flight Instructor, or
- (n) is a member of a SAFA affiliated and Incorporated Club and is under the supervision of an approved SAFA Chief Flight Instructor who is also a member of that club, or
- (o) is engaged in training operations with written approvals from the SAFA Operations Manager and;
 - (i) his or her employing CFI, or
 - (ii) club or clubs who may have responsibility for the region or area, or
 - (iii) under the supervision of a CFI of the responsible club in accordance with (ii).
- (p) if also the holder of a Tandem Instructional endorsement, may carry out Trial Introductory Flights (TIFs) with persons who are SAFA Student or Trainee members.

Responsibilities

Flight Instructors will undertake to carry out the following duties, for which they are responsible to the Chief Flight Instructor:

- (q) Give ground and in-flight instruction to SAFA Student Pilots; Under the supervision of a Chief Flight Instructor, conduct ab initio training of SAFA Student Pilots in accordance with the standards, procedures and regulations set out in this Operations Manual, the SAFA Training Syllabus and Guidelines and relevant legislation
- (r) Conduct the operational and administrative aspects of his or her assigned duties in such a manner so as not to bring the SAFA, its Officers, Members, Affiliates or Associations into disrepute.
- (s) Assess the readiness for and authorise Student Pilots to undertake first solo and subsequent solo flights, but only after being authorised to do so by his or her Chief Flight Instructor.
- (t) When authorised by the Chief Flight Instructor and approved in writing by the Operations Manager, take control of a Flight Training Facility at such times when the Chief Flight Instructor is absent.
- (u) Take control of a remote Flight Training Facility when requested to do so by his or her Chief Flight Instructor, and report the activities of the remote facility to his or her Chief Flight Instructor, at regular and frequent intervals.
- (v) Ensure that all aircraft used by his or her flight training facility are in a clean and airworthy state and also satisfy himself or herself that those aircraft are properly registered and maintained with the SAFA and where available, have public liability insurance.
- (w) Report to his or her Chief Flight Instructor, without delay, any faults, or defects, appearing in training aircraft that render the aircraft un-airworthy or otherwise unsuitable for training. Ensure that the fault or defect has been repaired prior to conducting further training flights in that aircraft.
- (x) Ensure that sufficient and regular solo in-flight practice is carried out, so as to maintain a high personal level of pilot competency and currency.
- (y) Flight Instructors must immediately report any accidents / incidents to their CFI and/or the Operations Manager, and report the accident / incident via the SAFA online AIRS database or SAFA forms: SM-01 and SMS-02 (See SAFA Documents Register in the online member's area).



Note: Failure to report accidents / incidents during training for certificates or endorsements is considered a breach of duty by instructors and also is a breach of the TSI Act 2003. A breach can give cause for disciplinary action including suspension of instructor ratings pending a disciplinary tribunal.

Note: Failure to supply supporting documentation upon request from the Operations Manager as proof of training and standards compliance is considered a breach of duty by instructors and can give cause for disciplinary action including suspension of instructor ratings pending a disciplinary tribunal.

Period of Validity

Unless cancelled or suspended by the SAFA Operations Manager a Flight Instructor Certificate shall remain valid for a period of 2 years from the date of issue or renewal providing all required qualifications are maintained current and valid.

Requirements for Renewal

An applicant for the renewal of a Flight Instructor Certificate shall:

- (z) have accumulated a minimum of 30 hours of instructional duties in the two year period prior to renewal;
- (aa) within the 90 days prior to the expiry date of his or her certificate submit to a check flight with a SAFA CFI and successfully demonstrate his or her competency and instructional ability;
- (bb) attend an approved SAFA Instructor refresher program or SAFA National Coaching Conference in the four year period prior to the application; and
- (cc) Hold a current Workplace Level 2 First Aid Certificate, Senior First Aid Certificate or SAFA recognised equivalent.
- (dd) forward a medical statement indicating that his or her health complies with this manual, section [3.2.5](#); and
- (ee) forward a renewal application, medical declaration, Pilot Certificate Booklet, copy of the current First Aid Certificate and the appropriate fee to reach the SAFA office **at least twenty eight (28) days prior to the expiry date.**

Notes:

- **Failure to renew any flight instructor certificate, or any of the required qualifications, by the due Date means that the Certificate is no longer valid and the pilot may not exercise the privileges of the Certificate until it is renewed.**
- *Flight Instructors may be required to submit to regular in-flight checks in accordance with the requirements of their CFI or the SAFA Operations Manager.*
- *Where the minimum aeronautical experience requirement, minimum instructional requirements or flight instructor refresher program requirements have not been met prior to renewal, the SAFA Operations Manager may consider renewal as a special case, provided there is sufficient supporting recommendation or reason, and that any renewal on this basis is provided in writing to the members concerned with a specific period of extension nominated by the Operations Manager or his or her delegate and the details of the extension remain held on record.*

Authority for Issue

The issue of a Flight Instructor Certificate may only be authorised in writing by the SAFA Operations Manager on recommendation from a SAFA CFI.

6.1.7 Chief Flight Instructor Certificate (HG/PG)

Certificates Issued

- (a) Hang Gliding Chief Flight Instructor.
- (b) Paragliding Chief Flight Instructor.

Requirements for Issue

A person shall not act in the capacity of a SAFA Chief Flight Instructor unless recommended in writing by a SAFA Instructor Examiner or the SAFA Operations Manager, and approved to do so, in writing by the SAFA Operations Manager.

An applicant for the issue of a Chief Flight Instructor Certificate shall:

- (c) hold a valid SAFA Flight Instructor Certificate of the type for which the certification is sought;
- (d) Hold a current Workplace Level 2 First Aid Certificate, Senior First Aid Certificate or SAFA recognised equivalent.
- (e) have undergone and successfully completed one of the following qualifications : -



- (i) hold a tertiary qualification in teaching or
 - (ii) hold a certificate IV in training and assessment or
 - (iii) complete an approved course of training in Principles and Methods of Instruction (including PIRC exam) .
- (f) forward a medical statement indicating that his or her health complies with this manual, section [3.2.5](#); and
- (g) forward a copy of appropriately endorsed Instructor Training logs, a copy of their First Aid Certificate, completed application form and the appropriate fee to the SAFA Office; and
- (h) demonstrate to the SAFA Operations Manager (or his delegate) his or her ability to give instruction to persons undergoing training from ab initio through to advanced soaring and cross country skills.

The level of competency required is to be able to:

- (i) give flight instruction, including pre-flight and post flight briefing, in flight assistance, as well as skill, techniques and complete flight sequence demonstrations , for all levels of Pilot Certificate and appropriate endorsements; and
- (j) accurately explain all aspects of the Pilot Training and Aeronautical Knowledge syllabus (as it relates to pilots of all levels), with explanations adjusted to suit the individual, and demonstrate an ability to assess a Student's understanding of syllabus subjects.

Aeronautical and Instructional Experience

Prior to making application for the issue of a Chief Flight Instructor Certificate an applicant shall:

- (k) not have less than 200 logged student days training experience as a Flight Instructor (where a student day means one student for one day, e.g. a class of 4 students for 1 day equals 4 student days); or
- (l) If having previous experience as a flying instructor or Chief Flying Instructor in gliders, aeroplanes, ultralights or weightshift microlights, have completed at least 200 hours of in-flight experience as a flight instructor and a minimum of 50 student days logged experience as a SAFA Flight Instructor, for the aircraft type for which the endorsement is sought.

Privileges

A Chief Flight Instructor Certificate authorises the holder to:

- (m) Operate and control an approved SAFA Flight Training Facility and any approved satellite SAFA Flight Training Facility
 - (n) authorise the undertaking of solo flights by SAFA student pilots.
 - (o) personally give flight and theory instruction in powered and non-powered hang gliders and/or paragliders subject to flight training operations being limited:
 - (i) to those types of aircraft for which the Chief Flight Instructor holds a current and valid Advanced Pilot Certificate, and
 - (ii) to those types of operation for which the Chief Flight Instructor holds the appropriate endorsements.
- The holder of a Chief Flight Instructor Certificate shall not exercise the privileges of his or her certificate unless within the preceding 90 days he or she has carried out a minimum of three flights in similar configuration aircraft being used by the student.
- (p) if also the holder of a Tandem Instructional endorsement, carry out Trial Introductory Flights (TIFs) with persons who are SAFA Student or Trainee members.

Responsibilities

Chief Flight Instructors will undertake to carry out the following duties, for which they are responsible to the Operations Manager:

- (q) Conduct all training in accordance with the standards, procedures and regulations set out in this Operations Manual, the relevant SAFA Training Syllabi and Guidelines and relevant legislation. Ensure that accurate and complete records and logs of all training activities are maintained, including individual student records, instruction log and lesson plans as well as aircraft logs where appropriate.
- (r) Conduct the operational and administrative aspects of his or her assigned duties in such a manner so as not to bring the SAFA, its Officers, Members, Affiliates or Associations into disrepute.
- (s) Conduct flight and theory examinations for Supervised, Intermediate and Advanced Hang Glider Pilot Certificate applicants or PG1, PG2, PG3, PG4 and PG5 Paragliding Certificate applicants and make recommendations to the SAFA Operations Manager concerning the issue, renewal or otherwise of the Pilot Certificates.



- (t) Conduct flight and theory examinations for flight or skills endorsements and issue on behalf of SAFA such endorsements, (but only for those flying activities for which the Chief Flight Instructor holds the appropriate endorsement).
- (u) Ensure that Apprentice or Flight Instructors under his or her control or Apprentice or Flight Instructors as requested by the SAFA Operations Manager maintain the highest level of competency and currency, and to maintain assessment of their continued suitability to conduct flight or ground training.
- (v) Provide reasonable ground and flight training opportunities for Apprentice Instructors as requested by the SAFA Operations Manager.
- (w) Furnish all the information necessary to satisfy the Operations Manager that the Flight Training Facility for which he or she is responsible has:
 - (i) An adequate number of accredited Flight Instructors;
 - (ii) Documentation, sites, facilities and other equipment necessary to ensure proper and adequate training.
- (x) Ensure that all aircraft used for flight training are in an airworthy state and that all aircraft and associated equipment meet or exceed the SAFA airworthiness standards (see "Assembly, Inspection and Maintenance Standards", [8.6](#)) appropriate to the Operations for which they are used and that any aircraft are appropriately registered with the SAFA.
- (y) Ensure that all other equipment, especially tow systems, winches, simulators, harnesses, helmets and communication systems are fully operational; and meet applicable international or Australian Standards.
- (z) Ensure that all Instructors, Apprentice Instructors, and student pilots are members of SAFA.
- (aa) Upon reasonable request from the SAFA Operations Manager conduct training and refresher courses for all levels of Instructors and actively participate in the conduct of National Coaching Conferences.
- (bb) Ensure that he or she undertakes regular solo flights so as to maintain a high personal level of pilot competency and currency.
- (cc) Chief Flight Instructors must either ensure that all accidents / incidents reported to them by Instructors under their control have been reported via the SAFA AIRS online reporting system, or that they themselves report the accident / incident via the SAFA AIRS online reporting system or SAFA forms: SM-01 and SMS-02 (See SAFA Documents Register in the online member's area).

Note: Failure to report accidents / incidents during training for certificates or endorsements is considered a breach of duty by instructors and also is a breach of the TSI Act 2003. A breach can give cause for disciplinary action including suspension of instructor ratings pending a disciplinary tribunal.

Note: Failure to supply supporting documentation upon request from the Operations Manager as proof of training and standards compliance is considered a breach of duty by instructors and can give cause for disciplinary action including suspension of instructor ratings pending a disciplinary tribunal.

Period of Validity

Unless cancelled or suspended by the SAFA Operations Manager a Chief Flight Instructor Certificate shall remain valid for a period of 2 year from the date of issue or renewal providing all required qualifications are maintained current and valid.

Requirements for Renewal

An applicant for the renewal of a Chief Flight Instructor Certificate shall:

- (dd) Have accumulated (and logged) a minimum of 24 student days of instructing and including at least 3 pilots achieving the issue of a Supervised HG or PG2 Pilot Certificate in the two year period prior to the application for renewal; or
- (ee) Completed a minimum of 72 training days of pilot advanced skills instruction in the last 2 years, leading to endorsement sign-off or awarded skills proficiency certificate.

The above clause (ee) may only be utilised for 2 consecutive renewals. Upon application for a 3rd consecutive renewal, either of the following must have been achieved by the applicant;

- (i) The training of at least 5 student pilots achieving the Supervised HG or PG2 Pilot certificate in the 6 year period prior to renewal; or
- (ii) Have attended an alternate FTF and carried out and logged a minimum of 24 student days of instruction, including at least 3 pilots achieving the issue of a Supervised or PG2 Pilot Certificate. The CFI of the alternate FTF, assessing all ab initio training skills and approving the renewal of the instructor certificate being applied for.



Note: One student day means one student for one day, e.g. a class of 4 students for 1 day equals 4 student days.

One training day means one pilot for one day, e.g. a class of 4 pilots for 1 day equals 4 training days.

- (ff) have accumulated in the two year period prior to the application for renewal a minimum of 25 hours as pilot in command of either a hang glider or paraglider.
- (gg) Hold a current Workplace Level 2 First Aid Certificate, Senior First Aid Certificate or SAFA recognised equivalent.
- (hh) participate in an approved SAFA Instructor refresher program or SAFA National Coaching Conference in the four year period prior to the application;
- (ii) forward a medical statement indicating that his or her health complies with this manual, section [3.2.5](#); and
- (jj) forward the annual renewal application, current First Aid Certificate, copy of copies of suitably endorsed training logs and the appropriate fee to reach the SAFA office **at least twenty eight (28) days prior to the expiry date.**

Note:

- **Failure to renew any flight instructor certificate, or any of the required qualifications, by the due Date means that the Certificate is no longer valid and the pilot may not exercise the privileges of the Certificate until it is renewed.**
- *Flight Instructors may be required to submit to regular in-flight checks in accordance with the requirements of the SAFA Operations Manager.*
- *Where the minimum aeronautical experience requirement, minimum instructional requirements or flight instructor refresher program requirements have not been met prior to renewal, the SAFA Operations Manager may consider renewal as a special case, provided there is sufficient supporting recommendation or reason, and that any renewal on this basis is provided in writing to the members concerned with a specific period of extension nominated by the Operations Manager or his or her delegate and the details of the extension remain held on record.*

Authority for Issue

The issue of a Chief Flight Instructor Certificate may only be authorised by the SAFA Operations Manager.

6.1.8 Chief Flight Instructor Certificate (WM/PPG)

Certificate Issued

- (a) Weightshift Microlight Chief Flight Instructor.
- (b) Powered Paraglider Chief Flight Instructor.

Requirements for Issue

A person shall not act in the capacity of a SAFA Chief Flight Instructor unless recommended in writing by a SAFA Instructor Examiner or the SAFA Operations Manager, and approved to do so, in writing by the SAFA Operations Manager.

A person seeking approval to act as a Chief Flight Instructor shall:

- (c) hold a valid SAFA Flight Instructor Certificate of the type for which the certification is sought;
- (d) have passed examinations, with a 90% pass mark, considered by the SAFA Operations Manager to be at least equivalent to Australian private pilot licence examinations;
- (e) hold a current Workplace Level 2 First Aid Certificate, Senior First Aid Certificate or SAFA recognised equivalent;
- (f) have undergone and successfully completed one of the following qualifications : -
 - (i) hold a tertiary qualification in teaching or
 - (ii) hold a certificate IV in training and assessment or
 - (iii) complete an approved course of training in Principles and Methods of Instruction (including PIRC exam) .
- (g) undertake, in writing, to conduct all ground and flight training in accordance with the standards, procedures and regulations as specified in this manual, relevant legislation;
- (h) provide all the information necessary to satisfy the SAFA Operations Manager that the Flight Training Facility for which he or she is to be responsible has a properly certified two place WM/PPG aircraft, an adequate number of SAFA Flight Instructors, documentation, facilities and other equipment, necessary to ensure the proper and adequate training of WM/PPG student pilots.

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Chief Flight Instructor Certificate (WM/PPG)



- (i) forward a medical statement indicating that his or her health complies with this manual, section [3.2.5](#)
- (j) forward a copy of appropriately endorsed Instructor Training logs, completed application form, a copy of their First Aid certificate and the appropriate fee to the SAFA Office;

Aeronautical Experience

Prior to making application for the issue of a Chief Flight Instructor Certificate an applicant shall:

- (k) have not less than 200 hours in-flight experience as an instructor in WM/PPG; or
- (l) if having previous experience as a Flight Instructor or Chief Flying Instructor in gliders, aeroplanes or ultralights, have completed at least 300 hours of in-flight experience as a Flight Instructor and a minimum of 50 hours of in-flight experience as a Flight Instructor in WM/PPG.

Privileges

A Chief Flight Instructor Certificate authorises the holder to:

- (m) operate and control a Flight Training Facility and any Satellite Flight Training Facilities as approved in writing by the SAFA Operations Manager;
- (n) give ground and in-flight instruction on WM/PPG aircraft;
- (o) authorise the undertaking of solo flights by SAFA Student Pilots or higher certificate holders;
- (p) recommend the issue of SAFA (WM/PPG) Pilot Certificates; and
- (q) recommend the issue of Endorsements to (WM/PPG) Pilot Certificates.
- (r) if also the holder of a Tandem Instructional endorsement, carry out Trial Introductory Flights (TIFs) with persons who are SAFA Student or Trainee members.

Note: *The Chief Flight Instructor must him/herself hold the endorsement being authorised.*

Responsibilities

Chief Flight Instructor will undertake to carry out the following duties, for which they are responsible to the Operations Manager. Conduct ab-initio and advanced ground and flight training of SAFA Student Pilots in accordance with the standards, procedures and regulations set out in this Operations Manual,

- (s) Conduct the operation and administration of the Flight Training Facility for which he or she is responsible in such a manner so as not to bring the SAFA, its Officers, Members, Affiliates or Associates into disrepute.
- (t) Make recommendations to the SAFA Operations Manager concerning the issue or renewal of Pilot Certificates.
- (u) If approved by the SAFA Operations Manager conduct ground and flight training for Apprentice Instructor Certificate candidates and make recommendation to an Instructor Examiner as to the candidate's readiness to undergo examination for the issue of an Apprentice Instructor Certificate.
- (v) Issue SAFA endorsements, but only for those flying activities for which the Chief Flight Instructor, holds the appropriate endorsement.
- (w) Ensure that Apprentice or Flight Instructors under his or her control or Apprentice or Flight Instructors as requested by the SAFA Operations Manager, maintain the highest level of competency and currency, and to maintain assessment of their continued suitability to conduct flight or ground training.
- (x) Ensure that all aircraft used by his or her flight training facility are kept in a clean and airworthy state and also that those aircraft are properly registered and maintained with the SAFA and where available, have public liability insurance.
- (y) Be responsible to SAFA for the maintenance of a continued high level of training and general flying practices of WM/PPG pilots operating aircraft attached to his or her Flight Training Facility.
- (z) Chief Flight Instructors must either ensure that all accidents / incidents reported to them by Instructors under their control have been reported via the SAFA AIRS online reporting system, or that they themselves report the accident / incident via the SAFA AIRS online reporting system or SAFA forms: SM-01 and SMS-02 (See SAFA Documents Register in the online member's area).

Note: *Failure to report accidents / incidents during training for certificates or endorsements is considered a breach of duty by instructors and also is a breach of the TSI Act 2003. A breach can give cause for disciplinary action including suspension of instructor ratings pending a disciplinary tribunal.*

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Chief Flight Instructor Certificate (WM/PPG)



Note: Failure to supply supporting documentation upon request from the Operations Manager as proof of training and standards compliance is considered a breach of duty by instructors and can give cause for disciplinary action including suspension of instructor ratings pending a disciplinary tribunal.

Period of Validity

Unless cancelled or suspended by the SAFA Operations Manager a Chief Flight Instructor Certificate shall remain valid for a period of 2 years from the date of issue or renewal providing all required qualifications are maintained current and valid.

Requirements for Renewal

An applicant for the renewal of a Chief Flight Instructor Certificate shall:

- (aa) Have accumulated (and logged) a minimum of 24 student days of instructing and including at least 3 pilots achieving the issue of a WM or PPG Pilot Certificate in the two year period prior to the application for renewal; or
- (bb) Completed a minimum of 72 training days of pilot advanced skills instruction in the last 2 years, leading to endorsement sign-off or awarded skills proficiency certificate.

The above clause (bb) may only be utilised for 2 consecutive renewals. Upon application for a 3rd consecutive renewal, either of the following must have been achieved by the applicant;

- (i) The training of at least 5 student pilots achieving the WM or PPG Pilot certificate in the 6 year period prior to renewal; or
- (ii) Have attended an alternate FTF and carried out and logged a minimum of 24 student days of instruction, including at least 3 pilots achieving the issue of a WM or PPG Pilot Certificate. The CFI of the alternate FTF, assessing all ab initio training skills and approving the renewal of the instructor certificate being applied for.

Note: One student day means one student for one day, e.g. a class of 4 students for 1 day equals 4 student days.
One training day means one pilot for one day, e.g. a class of 4 pilots for 1 day equals 4 training days.

- (cc) within the 90 days prior to the expiry date of his or her certificate submit to a check flight with a SAFA Instructor Examiner and successfully demonstrated his or her competency;
- (dd) Hold a current Workplace Level 2 First Aid Certificate, Senior First Aid Certificate or SAFA recognised equivalent.
- (ee) attend an approved SAFA Instructor refresher program or SAFA National Coaching Conference in the four year period prior to the application; and
- (ff) forward a medical statement indicating that his or her health complies with this manual, section [3.2.5](#); and
- (gg) forward the annual renewal application, current First Aid Certificate, copy of copies of suitably endorsed training logs and the appropriate fee to reach the SAFA office **at least twenty eight (28) days prior to the expiry date.**

Note:

- **Failure to renew any flight instructor certificate, or any of the required qualifications, by the due Date means that the Certificate is no longer valid and the pilot may not exercise the privileges of the Certificate until it is renewed.**
- *Flight Instructors may be required to submit to regular in-flight checks in accordance with the requirements of the SAFA Operations Manager.*
- *Where the minimum aeronautical experience requirement, minimum instructional requirements or flight instructor refresher program requirements have not been met prior to renewal, the SAFA Operations Manager may consider renewal as a special case, provided there is sufficient supporting recommendation or reason, and that any renewal on this basis is provided in writing to the members concerned with a specific period of extension nominated by the Operations Manager or his or her delegate and the details of the extension remain held on record.*

Authority for Issue

The issue of a Chief Flight Instructor Certificate may only be authorised by the SAFA Operations Manager.



6.1.9 Instructor Examiner Certificate (HG/PG)

Certificates Issued:

- (a) Hang Gliding Instructor Examiner.
- (b) Paragliding instructor Examiner.

Requirements for Issue

An applicant for the issue of an Instructor Examiner Certificate shall:

- (c) hold a valid SAFA Chief Flight Instructor Certificate of the type for which the certification is sought;
- (d) Have attained the age of 21 years;
- (e) hold a current Workplace Level 2 First Aid Certificate, Senior First Aid Certificate or SAFA recognised equivalent;
- (f) Have experience in the conduct of instructor training sessions at a SAFA Instructor Conference or Instructor Training Clinic; and
- (g) Be recommended for the qualification by 2 SAFA CFI's.
- (h) Demonstrate, to the satisfaction of the SAFA Operations Manager, his or her ability to correctly assess the capabilities and performance of SAFA Instructors, and to take appropriate remedial action in cases where their performance standard is below standard.
- (i) forward a medical statement indicating that his or her health complies with this manual, section [3.2.5](#); and
- (j) forward a copy of the completed application form, a copy of their First Aid certificate and the appropriate fee to the SAFA Office;

Instructional Experience

Prior to making an application for the issue of an Instructor Examiner Certificate an applicant shall have trained and provide evidence of a minimum of 80 student pilots to Supervised Pilot Certificate; and have trained a minimum of 4 Apprentice Flight Instructors to Flight Instructor Certificate standard as a Chief Flight Instructor.

Responsibilities

Instructor Examiners will undertake to carry out the following duties, for which they are responsible to the Operations Manager;

- (k) Conduct ground and flight examination of SAFA Instructor Certificate candidates and make recommendations to the SAFA Operations Manager as to the issue, or otherwise, of the appropriate certificates.
- (l) Conduct ground and flight examination of SAFA Instructor Certificate holders requesting renewal of their respective certificates, and make recommendations in writing to the SAFA Operations Manager as to the renewal or otherwise, of the certificates.
- (m) Upon request from the SAFA Operations Manager conduct ground and/or flight training courses for Apprentice Instructor Certificate candidates.
- (n) Upon request from the SAFA Operations Manager conduct training and refresher courses for Flight Instructors, Chief Flight Instructors and candidates for those approvals and certificates.
- (o) Upon request from the SAFA Operations Manager monitor the training standards and practices of specified Flight Training Facilities and report his or her findings, in writing, to the SAFA Operations Manager.
- (p) Upon request from the SAFA Operations Manager, investigate complaints that a SAFA pilot has contravened the standards, procedures or regulations set out in this manual or the relevant legislation. The findings of any such investigation will be reported in writing to the SAFA Operations Manager. Included in this report will be recommendations to the SAFA Disciplinary Tribunal as to the suitability, or otherwise, of the offending pilot to continue to hold any, or all, SAFA Pilot Certificates or endorsements.
- (q) Instructor Examiners must either ensure that all accidents / incidents reported to them by Instructors under their control have been reported via the SAFA AIRS online reporting system, or that they themselves report the accident / incident via the SAFA AIRS online reporting system or SAFA forms: SM-01 and SMS-02 (See SAFA Documents Register in the online member's area).

Note: Failure to report accidents / incidents during training for certificates or endorsements is considered a breach of duty by instructors and also is a breach of the TSI Act 2003. A breach can give cause for disciplinary action including suspension of instructor ratings pending a disciplinary tribunal.

SAFA Operations Manual

Instructor Certificates - Types and Requirements

Instructor Examiner Certificate (WM/PPG)



Note: Failure to supply supporting documentation upon request from the Operations Manager as proof of training and standards compliance is considered a breach of duty by instructors and can give cause for disciplinary action including suspension of instructor ratings pending a disciplinary tribunal.

Period of Validity

Unless cancelled or suspended by the SAFA Operations Manager, an Instructor Examiner Certificate shall remain valid for a period of 4 years from the date of issue or renewal providing all required qualifications are maintained current and valid.

Requirements for Renewal

An applicant for the renewal of an Instructor Examiner Certificate shall:

- (r) within the 90 days prior to the expiry date of his or her certificate submit to a check flight with a SAFA Instructor Examiner nominated by the SAFA Operations Manager and successfully demonstrate his or her competency; and
- (s) forward a medical statement indicating that his or her health complies with this manual, section [3.2.5](#); and
- (t) forward a renewal application, a copy of their First Aid Certificate and the appropriate fee to reach the SAFA office **at least twenty eight (28) days prior to the expiry date.**

Note:

- **Failure to renew any flight instructor certificate, or any of the required qualifications, by the due Date means that the Certificate is no longer valid and the pilot may not exercise the privileges of the Certificate until it is renewed.**

Authority for Issue

The issue of an Instructor Examiner Certificate may only be authorised by the SAFA Operations Manager.

6.1.10 Instructor Examiner Certificate (WM/PPG)

Certificate Issued:

- (a) Weightshift Microlight Instructor Examiner.
- (b) Powered Paragliding Instructor Examiner.

Requirements for Issue

An applicant for the issue of an Instructor Examiner Certificate shall:

- (c) hold a valid SAFA Chief Flight Instructor Certificate of the type for which the certification is sought;
- (d) have attained the age of 21 years;
- (e) hold a current Workplace Level 2 First Aid Certificate, Senior First Aid Certificate or SAFA recognised equivalent;
- (f) Have experience in the conduct of instructor training sessions at a SAFA Instructor Conference or Instructor Training Clinic; and
- (g) Be recommended for the qualification by 2 SAFA CFI's.
- (h) Demonstrate, to the satisfaction of the SAFA Operations Manager his or her ability to correctly assess the capabilities and performance of SAFA Instructors, and to take appropriate remedial action in cases where their performance standard is below standard.
- (i) forward a medical statement indicating that his or her health complies with this manual, section [3.2.5](#); and
- (j) forward a copy of the completed application form, a copy of their First Aid certificate and the appropriate fee to the SAFA Office;

Instructional Experience

Prior to making application for the issue of an Instructor Examiner Certificate an applicant shall:

- (k) have not less than 500 hours of in-flight experience as an Instructor in weightshift microlights or powered paragliders; and have trained a minimum of 4 Apprentice Flight Instructors to Flight Instructor Certificate standard as a Chief Flight Instructor; or
- (l) if having previous experience as a Flight Instructor or Chief Flying Instructor in gliders, aeroplanes or ultralights, have completed at least 500 hours of in-flight experience as a Flight Instructor and a minimum of 200 hours of in-flight experience



as a Flight Instructor in WM/PPG; and have trained a minimum of 4 Apprentice Flight Instructors to Flight Instructor Certificate standard as a Chief Flight Instructor.

Responsibilities

Instructor Examiners will undertake to carry out the following duties, for which they are responsible to the Sports Aviation Federation of Australia:

- (m) Conduct ground and flight examination of Flight Instructor and Apprentice Instructor Certificate candidates and make recommendations to the SAFA Operations Manager as to the issue, or otherwise, of the appropriate certificates.
- (n) Conduct ground and flight examination of Flight Instructor and Apprentice Instructor Certificate holders requesting renewal of their respective certificates, and make recommendations to the SAFA Operations Manager as to the issue, or otherwise, of the certificates.
- (o) Upon request from the SAFA Operations Manager conduct ground and or flight training courses for Apprentice Instructor Certificate candidates.
- (p) Upon request from the SAFA conduct ground and flight assessments for the issue or renewal of Flight Instructor Certificates and/or Chief Flight Instructor Certificates, and make recommendations in writing as to the issue or renewal, or otherwise, of the certificates.
- (q) Upon request from the SAFA Operations Manager conduct training and refresher courses for Flight Instructors and / or Chief Flight Instructors and candidates for those approvals and certificates.
- (r) Upon request from the SAFA Operations Manager monitor the training standards and practices of specified WM/PPG Flight Training Facilities and report his or her findings, in writing, to the SAFA Operations Manager.
- (s) Upon request from the SAFA Operations Manager, investigate complaints that a WM/PPG pilot has contravened the standards, procedures or regulations set out in this manual or relevant legislation. The findings of any such investigation will be reported in writing to the SAFA Operations Manager. Included in this report will be recommendations to the SAFA Disciplinary Tribunal as to the suitability, or otherwise, of the offending pilot to continue to hold any, or all, SAFA Pilot Certificates or endorsements.
- (t) Instructor Examiners must either ensure that all accidents / incidents reported to them by Instructors under their control have been reported via the SAFA AIRS online reporting system, or that they themselves report the accident / incident via the SAFA AIRS online reporting system or SAFA forms: SM-01 and SMS-02 (See SAFA Documents Register in the online member's area).

Note: Failure to report accidents / incidents during training for certificates or endorsements is considered a breach of duty by instructors and also is a breach of the TSI Act 2003. A breach can give cause for disciplinary action including suspension of instructor ratings pending a disciplinary tribunal.

Note: Failure to supply supporting documentation upon request from the Operations Manager as proof of training and standards compliance is considered a breach of duty by instructors and can give cause for disciplinary action including suspension of instructor ratings pending a disciplinary tribunal.

Period of Validity

Unless cancelled or suspended by SAFA, an Instructor Examiner Certificate shall remain valid for a period of 4 years from the date of issue or renewal providing all required qualifications are maintained current and valid.

Requirements for Renewal

An applicant for the renewal of an Instructor Examiner Certificate shall:

- (u) within the 90 days prior to the expiry date of his or her certificate submit to a check flight with a SAFA Instructor Examiner nominated by the SAFA Operations Manager and successfully demonstrate his or her competency; and
- (v) forward a medical statement indicating that his or her health complies with this manual, section [3.2.5](#); and
- (w) forward a renewal application, a copy of their First Aid Certificate and the appropriate fee to reach the SAFA office **at least twenty eight (28) days prior to the expiry date.**

Note:

- **Failure to renew any flight instructor certificate, or any of the required qualifications, by the due Date means that the Certificate is no longer valid and the pilot may not exercise the privileges of the Certificate until it is renewed.**

Authority for Issue

The issue of an Instructor Examiner Certificate may only be authorised by the SAFA Operations Manager.



6.2 Issue and Renewal of Instructor Certificates

6.2.1 Instructor Certificates (HG/PG)

The requirements are summarised in the table below.

Requirements	Flight Experience Instructor	Apprentice Instructor	Flight Instructor	Chief Flying Instructor	Instructor Examiner
Prerequisite Qualifications	Advanced HG or PG5 Paragliding Pilot Certificate	Advanced HG or PG5 Paragliding Pilot Certificate	Apprentice Instructor Certificate	Flight Instructor Certificate	Chief Flight Instructor Certificate
Medical Standard	Medical health complies with this manual, section 3.2.5 ;				
Theory Examination	Advanced HG or PG5 Paragliding Pilot Certificate Examination	All Pilot Certificate Examinations	Flight Instructor Theory Exam	No	No
Flight Skills Test	Yes	Yes	Yes	Yes	No
Flight Training Ability Test	Yes - Introductory Training Flight Only	Yes - All phases of SAFA Pilot Training Syllabus	Yes - All phases of SAFA Pilot Training Syllabus	Yes - All phases of SAFA Pilot Training Syllabus	No
Ground Training Ability Test	Yes - Introductory Training Flight Only	Yes - All phases of SAFA Pilot Training Syllabus	Yes - All phases of SAFA Pilot Training Syllabus	Yes - All phases of SAFA Pilot Training Syllabus	No
Aeronautical and Instructional Experience	Minimum of 200 hours and 25 flights	Advanced HG or PG5 Paragliding Pilot Certificate Standard	Advanced HG or PG5 Paragliding Pilot Certificate Standard and minimum 12 day apprenticeship including a minimum of 30 hours theory training experience	Advanced HG or PG5 Paragliding Pilot Certificate Standard and minimum 200 days instructional experience	CFI with: >80 ab initio Students to Supervised Pilots Trained 4 or more apprentice instructors to FI standard.
Current Pilot Certificate and Tandem Endorsement (Instructional)	Yes	No	No	No	No
Validity	2 years				4 years
Approved by	Operations Manager				



6.2.2 Instructor Certificates (WM)

The requirements are summarised in the table below.

Requirements	Flight Experience Instructor	Apprentice Instructor	Flight Instructor	Chief Flight Instructor	Instructor Examiner
Prerequisite Qualifications	Pilot Certificate and attend SAFA course	Pilot Certificate and attend SAFA course	Apprentice Instructor Certificate and theory required for unrestricted Private Pilot License	Flight Instructor Certificate	Chief Flight Instructor Certificate
Medical Standard	Medical health complies with this manual, section 3.2.5 ;				
Flight Skills Test	Yes	Yes	No	No	No
Flight Training Ability Test	Yes - introductory flight only	Yes	Yes	Yes	No
Ground Training Ability Test	Yes - introductory flight only	Yes	Yes	Yes	No
Aeronautical and Instructional Experience	Minimum of 200 hours; or 100 hours and 500 landings as pilot in command.	Minimum of 75 hours as pilot in command over a minimum of 12 months – 5 hours as pilot in command from the rear seat	Minimum of 50 hours flight instruction duties and minimum of 30 hours theory training experience	Minimum of 200 hours flight instruction duties	Minimum of 500 hours flight instruction duties
Renewal Requirements / Training Experience	Minimum 10 Tandem flights in previous six months	Minimum of 30 hours flight training per year	Minimum of 30 hours flight training per year	Minimum of 30 hours flight training per year and 3 pilots to solo	Delivery of Flight Instructor Workshops/ Seminars
Current Pilot Certificate and Tandem Endorsement (Instructional)	Yes	Yes	Yes	Yes	Yes
Demonstrate Training Ability	Yes	Yes	Yes	Yes	Yes
Validity	2 years				4 years
Approved by	Operations Manager				



6.2.3 Instructor Certificates – (PPG) (Foot / Wheel)

The requirements are summarised in the table below.

Requirements	Flight Experience Instructor	Apprentice Instructor	Flight Instructor	Chief Flight Instructor	Instructor Examiner
Prerequisite Qualifications	Pilot Certificate and attend SAFA course	Pilot Certificate and attend SAFA course	Apprentice Instructor Certificate and theory required for unrestricted Private Pilot License	Flight Instructor Certificate	Chief Flight Instructor Certificate
Medical Standard	Medical health complies with this manual, section 3.2.5 ;				
Flight Skills Test	Yes	Yes	No	No	No
Flight Training Ability Test	Yes - introductory flight only	Yes	Yes	Yes	No
Ground Training Ability Test	Yes - introductory flight only	Yes	Yes	Yes	No
Aeronautical and Instructional Experience	Minimum of 200 hours; or 100 hours and 500 landings as pilot in command.	Minimum of 75 hours as pilot in command over a minimum of 12 months – 5 hours as pilot in command from the rear seat	Minimum of 50 hours flight instruction duties and minimum of 30 hours theory training experience	Minimum of 200 hours flight instruction duties	Minimum of 500 hours flight instruction duties
Renewal Requirements / Training Experience	Minimum 10 Tandem flights in previous six months	Minimum of 30 hours flight training per year	Minimum of 30 hours flight training per year	Minimum of 30 hours flight training per year and 3 pilots to solo	Delivery of Flight Instructor Workshops / Seminars
Current Pilot Certificate and Tandem Endorsement (Instructional)	Yes	No	No	No	No
Demonstrate Training Ability	Yes	Yes	Yes	Yes	Yes
Validity	2 years				4 years
Approved by	Operations Manager				



7 Pilot Flight Training & Training Facilities

7.1 Pilot Training

All SAFA Training will be conducted to an approved SAFA training syllabus, as amended from time to time.

7.1.1.1 Pilots Piloting CAO 95.8 Aircraft

Prior to a Student Pilot undertaking solo flight, he or she is required to reach the levels of competency as indicated in the Syllabus of:

- (a) Basic Aeronautical Knowledge, and
- (b) Practical Flight Training.

7.1.1.2 Pilots Piloting CAO 95.10 & 95.32 Aircraft

Prior to a Student Pilot attempting solo flight in a weightshift microlight or powered paraglider, he or she is required to reach the levels of competency as indicated in the Syllabus of;

- (a) Basic Aeronautical Knowledge, and
- (b) (WM) Practical Flight Training, or
- (c) PPG Training Workbook – Foot & Wheel

7.1.1.3 Flight Tests

Prior to the student being issued with any SAFA Pilot Certificate he or she will be required to undergo a flight test conducted by a Flight Instructor or Chief Flight Instructor. The student pilot will be required to demonstrate his / her aircraft control and judgement skills to the standard required by the appropriate Flight Training Syllabus and to the satisfaction of the Instructor.

7.1.1.4 Flight Tests, Instructors

Instructors will be required to demonstrate to the SAFA Operations Manager or his/her delegate, his or her ability to conduct flight instruction for given skill sequences as well as an ability to perform all basic skill manoeuvres to the highest standard and the satisfaction of the SAFA Operations Manager (or delegate).

7.1.1.5 SAFA Radio Operators Certificate

Carriage and use of VHF radio is mandatory for all SAFA aircraft operations in the vicinity of Registered, Certified and Military aerodromes as defined in CAR166.

Use of aeronautical VHF aeronautical frequencies is illegal unless the pilot is appropriately licensed or certified.

A SAFA Radio Operator Endorsement complies with the relevant CAO requirements for use of aeronautical band radios.

7.2 Training Facilities (HG/PG/PPG/WM)

7.2.1 Establishment and Renewal of Approval For Flight Training Facilities

SAFA student pilots and other certificate holders may only be given flight training at approved Flight Training Facilities (FTF).

Prior to the commencement of flight training, the flight training facility must be given written approval to operate by the SAFA Operations Manager. This approval must be renewed each year. Failure to meet renewal requirements will mean approval will not be granted and training operations to cease until renewal requirements are achieved.

7.2.1.1 Training Facility Approval

An application for approval of a flight training facility must include:

- (a) A signed application declaration on the appropriate form;



- (b) Payment of an inspection fee as determined by the SAFA Operations; and
- (c) Particulars of the training facility, including:
 - (i) description of classroom and contents;
 - (ii) details of training aircraft;
 - (iii) site names and location addresses; and
 - (iv) written site usage approval from the managing SAFA club (of appropriate discipline), including agreements and conditions of operation.

Where a training facility utilises weightshift microlights, the following details must also be provided:

- (d) details of runway/s (including dimensions and a description of surrounding terrain and hazards);
- (e) map of training area/s;
- (f) written approval/s for use from the landholders, runway owner/s; and
- (g) procedures to be implemented to ensure appropriate crowd control and public safety.

7.2.1.2 Training Facility Approval Renewal

Each year, training facility operators must apply for renewed approval of their flight training facility. To achieve this the operator of the facility must:

- (h) Submit a FTF Renewal/Self Inspection Report, lodge it with the SAFA office by the 31st of May each year.. (Form **FAC-03** or **FAC-10** - See SAFA Documents Register in the online member's area)
- (i) Supply renewed written site usage approval from the managing SAFA club (of appropriate discipline), including agreements and conditions of operation.
- (j) Have answered all concerns, queries and any notices issued by SAFA Operations.
- (k) Have provided all necessary information, documentation, statements and assistance pertaining to the review of accidents, incidents or complaints that have occurred during training operations over the prior 12 months
- (l) Have maintained and regularly updated information regarding their facility within the SAFA database.
- (m) Have submitted the facility to an inspection as specified in sections 7.2.3 and 7.2.4
- (n) Maintained and abided by any requirements stipulated by persons or bodies that manage the lands upon which they operate.
- (o) Have ensured that the overseeing CFI and other instructors utilised during the provision of services, have maintained their qualifications as stipulated within this manual.

7.2.1.3 Equipment and Documentation (HG/PG/PPG)

Prior to the inspection of the flight training facility by the SAFA Operations Manager (or delegate) the proposed Flight Training Facility must have the following equipment in place:

- (a) Classroom facilities of sufficient size and comfort to enable the proper instruction of trainee pilots.
- (b) These classroom facilities may be permanent or mobile and must contain:
- (c) sufficient tables and chairs to accommodate at least four trainees, plus instructional staff;
- (d) A blackboard or whiteboard or Data projector with screen or individual student personal computers/tablets;
- (e) Lockable filing cabinets in which training records can be stored safely or a suitable computer based record keeping system with backup regime, and
- (f) A comprehensive First Aid Kit must be located wherever students are undergoing training.

Note: 1/. Facility owners should contact a reputable first aid organisation such as St John's Ambulance Service for advice on what is appropriate to include in their First Aid Kit.

2/. The above list of equipment and document storage, is to be maintained in good working order and up to date at all times, for SAFA approval of the Flight Training Facilities to be maintained. Failure to do so may lead to suspension of an FTF's approval to operate.

3/. Permission/approval for an FTF to operate at a club site must be maintained. Failure to meet operational protocols imposed by the club may lead to the revoking of approval to operate from SAFA club sites and suspension of the FTF's approval to operate.



7.2.1.4 Equipment and Documentation (WM)

Prior to the inspection of the flight training facility by the SAFA Operations Manager (or delegate) the proposed Flight Training Facility must have the following equipment in place:

- (a) Classroom facilities of sufficient size and comfort to enable the proper instruction of trainee pilots.
- (b) These classroom facilities may be permanent or mobile and must contain:
- (c) Sufficient tables and chairs to accommodate at least four (4) trainees, plus instructional staff;
- (d) A blackboard or whiteboard or Data projector with screen or individual student personal computers/tablets;
- (e) Wall Maps defining the training area and local area procedures; and
- (f) Lockable filing cabinets in which training records can be stored safely or a suitable computer based record keeping system with backup regime, and
- (g) A comprehensive First Aid Kit must be located wherever students are undergoing training.

Note: 1/. Facility owners should contact a reputable first aid organisation such as St John's Ambulance Service for advice on what is appropriate to include in their First Aid Kit.

2/. The above list of equipment and document storage, is to be maintained in good working order and up to date at all times, for SAFA approval of the Flight Training Facilities to be maintained. Failure to do so may lead to suspension of an FTF's approval to operate.

7.2.1.5 Satellite Flight Training Facilities

Permanent Satellite Flight Training Facilities must be set up in the same manner as the parent Flight Training Facility.

Temporary Satellite Flight Training Facilities may be established without all of the onsite equipment and documentation requirements as specified in sections [7.2.1.2](#) or [7.2.1.3](#).

Operations from any one Temporary Satellite Flight Training Facility shall not exceed one period of 14 continuous days in any one calendar month, unless approved by the SAFA Operations Manager.

7.2.1.6 Operations

Satellite Flight Training Facilities:

- (a) may only be controlled by a nominated Flight Instructor acting under the instructions of his or her Chief Flight Instructor approved by the SAFA Operations Manager in writing
- (b) may only engage a Flight Experience, Apprentice or other Flight Instructors with written approval for the SAFA Operations Manager
- (c) Flight Instructors must report by phone or in writing to the Chief Flight Instructor at the commencement of each day's activities, or during the day as appropriate.
- (d) Flight Instructors must report by phone or in writing to the Chief Flight Instructor at the completion of each day's activities.

7.2.1.7 Approval

Prior to the commencement of flight training operations at a permanent Satellite Flight Training Facility written approval for operations must be obtained from the SAFA Operations Manager.

7.2.2 Training Facilities (WM)

Weightshift Microlight flight training facilities will be established and operated in accordance with the SAFA / RA-Aus Memorandum of Understanding (MOU-01 -- See SAFA Documents Register in the online member's area).

7.2.2.1 Site Control

At training facilities:

- (a) where aircraft operations are operating from a training field, the Chief Flight Instructor (CFI) of the Training Facility will have the authority to control and direct SAFA weightshift microlight operations and where the CFI is not the designated Duty Pilot the CFI will ensure a Duty Pilot is appointed.



- (b) the Duty Pilot will have the authority to control and direct operations that are conducted in accordance with CAOs and relevant legislation, this manual and any conditions set down by the owner of the airfield or aerodrome.
- (c) where other aircraft or other aeronautical operations other than those under SAFA oversight are being conducted from the flying field then the weightshift microlight Duty Pilot shall co-ordinate with these other operators, or their nominated Duty Pilot, to ensure that all operations are conducted in a safe and orderly manner.
- (d) where required as a result of mixed operations from a flying field, a Duty Pilot shall be elected from those Pilot Certificate holders present.

7.2.3 Facility Inspections (HG/PG/PPG)

- (a) All SAFA approved flight training facilities must be operated in accordance with SAFA requirements and this manual.
- (b) Flight Training Facilities will undergo a site audit every 2 years at a minimum, unless an exemption is granted by the Operations Manager.
- (c) Audits will be conducted by the Operations Manager or an approved delegate.
- (d) All documentation and equipment must be made available for inspection and audit by the SAFA Operations Manager or his / her delegate on request.
- (e) Copies of aircraft, student and flight records, training documentation and proof of standards compliance must be provided upon request by the Operations Manager, his or her delegate or a CASA representative.
- (f) The Training Facility will also supply what ever supporting documents are deemed necessary by the SAFA administration to clarify or support proof of standards and training requirements have been met.
- (g) Equipment and document storage, is to be maintained in good working order and up to date, for SAFA approval of the Flight Training Facilities to be maintained
- (h) Supply supporting documentation upon request from the Operations Manager or SAFA Administration as proof of training and standards compliance. Failure to supply is considered a breach of operational standards by the Training Facility and can give cause for withdrawal of the Training Facility approval to operate by the Operations Manager.

7.2.4 Facility Inspections (WM)

- (a) All SAFA approved flight training facilities must be operated in accordance with SAFA requirements and this manual.
- (b) Flight Training Facilities will undergo a site audit every 2 years at a minimum, unless an exemption is granted by the Operations Manager.
- (c) Audits will be conducted by the Operations Manager or an approved delegate.
- (d) All documentation and equipment must be made available for inspection and audit by the SAFA Operations Manager or his / her delegate on request.
- (e) Copies of aircraft, student and flight records, training documentation and proof of standards compliance must be provided upon request by the Operations Manager, his or her delegate or a CASA representative.
- (f) The Training Facility will also supply what ever supporting documents are deemed necessary by the SAFA administration to clarify or support proof of standards and training requirements have been met.
- (g) Equipment and document storage, is to be maintained in good working order and up to date, for SAFA approval of the Flight Training Facilities to be maintained
- (h) Supply supporting documentation upon request from the Operations Manager or SAFA Administration as proof of training and standards compliance. Failure to supply is considered a breach of operational standards by the Training Facility and can give cause for withdrawal of the Training Facility approval to operate by the Operations Manager.

7.3 Flight Training Syllabus

For syllabus information please refer to the “SAFA Training Manual”, available in the Documents Register in the online member’s area.



8 Aircraft & Equipment Standards

The continued safe operations of aircraft are dependent on four principal factors:

- (a) design of the aircraft;
- (b) manufacture of the aircraft;
- (c) standard of maintenance applied to the aircraft; and
- (d) operations to which the aircraft is subject to.

8.1 Certification Specifications and Standards:

The SAFA recognises the following specification and certification standards:

- (a) Hang Glider Manufacturers Association of the USA (HGMA)
- (b) Gutesiegel of Germany (DHV / LTF)
- (c) Deutschen Ultraleichtflugverbandes (DULV)
- (d) Dirección General de Aeronáutica Civil (DGAC)
- (e) European Standards – EN (CEN)
- (f) German Paramotoring Association (DMSV)
- (g) European Academy of Parachute Rigging (EAPR)
- (h) Paraglider Manufacturers Association (PMA)
- (i) Light Sport Aircraft (LSA)

8.2 Aircraft Design / Construction (Solo)

8.2.1 Minimum Standards for Hang Gliders, Paragliders & PPG/PHG <70kg (CAO 95.8)

There are no specified certification requirements for pilot only aircraft.

Note: The SAFA's Competitions Committee may stipulate minimum design certification requirements in the interest of Pilot safety, during competitive events.

8.2.2 Standards for Weightshift Microlights and PPG/PPC >70kg (CAOs 95.10, 95.32)

CASA may from time to time change the applicability criteria of CAO's 95.10 and 95.32.

Pilots of these aircraft shall maintain a working knowledge of the current CAO's.

Failure to comply with these Civil Aviation Orders and relevant legislation is unlawful and can attract significant penalties.

Stay current by visiting www.casa.gov.au

8.3 Aircraft Design / Construction (Passenger Carrying)

8.3.1 Minimum Standards for Hang Gliders, Paragliders and PPG/PHG <70kg (CAO 95.8)

Under CAO 95.8 there are no specified certification requirements for aircraft under 70Kg. However, for any SAFA aircraft to carry a passenger, either for enjoyment or instruction, the wing and attachment method must be certified [\(8.1\)](#) to safely and reliably carry the total load of the aircraft, occupants and equipment.

Note: The SAFA's Competitions Committee may stipulate minimum design certification requirements in the interest of Pilot safety, during competitive events.



8.3.2 Standards for Weightshift Microlights and PPG/PPC >70kg (CAOs 95.10, 95.32)

CASA may from time to time change the applicability criteria of CAO's 95.10 and 95.32.

Pilots of these aircraft shall maintain a working knowledge of the current CAO's.

Failure to comply with these Civil Aviation Orders and relevant legislation is unlawful and can attract significant penalties.

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8.4 Ancillary Equipment

8.4.1.1 Standards for Altimeters (WM Aircraft)

Aircraft that are legally permitted to fly in Controlled Airspace (CTA) as detailed in provisions of CAO 95.10, 95.32, must have their instruments maintained in accordance with the provisions of CAO 100.5. The checks are only available through a LAME with specialised calibrated equipment and appropriate licence ratings.

Note: A specification issued by the competent authority in a contracting state (this means the relevant Civil Aviation Authority in other countries), or a manufacturer's proprietary specification may, upon application to the CASA be designated as an alternative design standard.

8.4.1.2 Standards for Altimeters (Operation outside CTA)

It is highly recommended that all altimeters, utilised by pilots of other SAFA aircraft, be checked biennially for accuracy. (e.g. a water manometer and scale, or GPS) and must not deviate by more than +/- 100 feet, up to the maximum normally expected operating altitude of the aircraft.

8.5 Emergency Equipment

8.5.1 Standards for Helmets

The wearing of helmets is **mandatory** for all SAFA flight and training operations.

The helmets used shall conform to the following specifications:

- (a) preferably have a hard outer shell for penetration resistance;
- (b) not restrict the movement or vision of the pilot and preferably leave the pilots ears exposed;
- (c) be free from holes or other items that can catch on obstructions during impact;
- (d) be able to be adjusted for the correct fit; and
- (e) at a minimum, be manufactured in accordance with the Australia/New Zealand standard as detailed within AS/NZS 2063.

8.5.2 Standards for Emergency Parachutes

It is the owner's and/or operator's responsibility to ensure their emergency parachute, used for hang gliding, paragliding or weightshift microlights, shall be of a type specifically designed and constructed for use with the specific aircraft type.

It is the owner's and/or operator's responsibility to ensure their emergency parachute is load rated to cover the operation being embarked upon.

The SAFA recommends that emergency parachutes be certified to EN, LTF or an equivalent recognised standard, by a reputable rating body such as DHV, DULV, DGAC or similar.

Emergency parachutes shall be maintained in accordance with the recommendations of the parachute manufacturer.

Notwithstanding a manufacturer's recommendation, the SAFA recommends the period between repacking an emergency parachute not exceed six months.



8.5.3 Emergency Beacons

It is **HIGHLY** recommended all pilots carry a current personal satellite GPS messenger device or a current Emergency Position Indicating Radio Beacon (EPIRB) or a current Personal Location Beacon (PLB), especially for all tandem flights, cross country flights and for any operations around or over water.

Pilots operating under CAO 95.32 and travelling more than 50NM with a passenger, must comply with CAR 252A.

8.6 Assembly, Inspection and Maintenance Standards

All equipment must be assembled as detailed in the manufacturer's assembly instructions.

It is the pilot's responsibility to carry out a pre-flight inspection prior to every flight operation. This must be done as per the Manufacturer's Aircraft Operation Manual. If the Operation Manual was not received with the aircraft, every effort must be made to obtain a copy, either from the manufacturer or through the SAFA.

8.6.1 Pre-flight Inspection Standards

Inspection by the pilot in command prior to each flight and in accordance with the Manufacturer Operation Manual(s) is required, and must at least include:

Aircraft Equipment:

- (a) Equipment assembled correctly; and
- (b) Daily Inspection Completed, (See [8.6.2](#) or [8.6.3](#) or [8.6.4](#) or [8.6.5](#) as applicable)

Pilot's Equipment:

- (c) Pilot's certificates and endorsements valid.
- (d) Emergency parachute checked and repacked.
- (e) Suitable Footwear without lace hooks which may snag lines.
- (f) Radio and instrument batteries and calibration.
- (g) Altimeter adjusted.
- (h) Helmet on and adjusted correctly
- (i) Harness and all straps fastened and adjusted correctly and attached to glider (HANG CHECK!)

Conditions:

- (j) Observe the intended landing area and any emergency landing areas taking careful notice of any hazards.
- (k) Observe the weather for the landing and take-off areas and the intended flight course. Endeavour to forecast possible changes.
- (l) Observe the take-off area planning the intended take off run and possible abort area.
- (m) Wind acceptable. Ask for assistance if wind is strong. Ensure that any take-off assistants are correctly briefed.
- (n) Check for approaching air traffic.

8.6.2 Daily Inspection (HG/WM Wing)

Inspection of the following items, after complete rigging of the glider and prior to operations each day, is required:

- (a) Check for no unacceptable bends, dents, scratches, in all tubes.
- (b) Check wire ends for bolt and/or other fastener security.
- (c) Check wires for twisted or jammed thimbles.
- (d) Check wires are free of kinks, frays, abrasions, broken strands etc.
- (e) Nose plate connections fastened.
- (f) Sprogs secure.
- (g) Tips secure.
- (h) Battens and batten ties installed and fastened.
- (i) A-frame connections at the top and base both sides properly fastened.



- (j) Variable Geometry operation as expected (full and free movement) and set for launch.
- (k) Rear keel connections secure, and rigging cords safely stowed.
- (l) Cross-bar tension wire and safety stops secured for launch.
- (m) Cross-bar operation (free floating).
- (n) King post connections fastened.
- (o) Dive strings attached and tension correct.
- (p) Instruments set and operational.
- (q) Sail condition suitable.
- (r) Harness straps and webbing secure height adjustment correct.
- (s) Emergency parachute secure, correctly mounted and attached, operating handle accessible.

8.6.3 Daily Inspection (WM Base Unit)

Check security of the following:

- (a) Structural tubes and wires.
- (b) Seat attachment and belt(s).
- (c) Hang bolt and safety strap.
- (d) Landing gear:
 - (i) Tubes and attachment points.
 - (ii) Wheels and tyres.
- (e) Foot brake clear and working.
- (f) Engine:
 - (i) Pull starter.
 - (ii) Ignition off.
 - (iii) No loose bolts.
 - (iv) No loose electrical connections.
 - (v) No loose spark plug caps.
 - (vi) No loose or damaged parts.
 - (vii) Throttle and choke cables operate without restriction.
 - (viii) Top of carburettor tight.
 - (ix) Fuel leaks.
 - (x) Sediment in fuel filter.
 - (xi) Oil leaks.
 - (xii) Oil and coolant levels.
 - (xiii) Reduction gearbox secure -no oil leaks.
 - (xiv) Reduction (V-belt) drive check for wear, proper tracking and correct tension
 - (xv) Exhaust springs intact and secured.
 - (xvi) All safety wire secure.
- (g) Propeller:
 - (i) No cracks, chips or nicks.
 - (ii) Propeller, bolts tight
 - (iii) Safety wire secure..
- (h) Fuel:
 - (i) Fuel safety cut-off valve – on and operates freely.
 - (ii) Fuel line for damage, contamination and secure clamps.
 - (iii) Check security and integrity of tanks.
 - (iv) Check fuel level - should be sufficient for flight.
 - (v) Water check – before first flight of the day and after refuelling.
 - (vi) Fuel drain – no leaks.
- (i) Registration Current
- (j) Controls: Sitting in seat with harness secured, can the throttle, brake, pedals, base bar, fuel safety cut-off valve and ignition switches be comfortably reached and operated fully.
- (k) Tow Gear:
 - (i) Secure.
 - (ii) Release checks.



8.6.4 Daily Inspection (PG/PPG Wing)

Inspection of the following items prior to operations each day is required:

- (a) Canopy:
 - (i) Check for absence of tears on all surfaces including the ribs.
 - (ii) Check stitching, especially at the line connection points.
 - (iii) Check for no foreign objects in the canopy.
 - (iv) Check that the paraglider weight range and certification standards (sometimes printed onto the canopy) are appropriate.
- (b) Lines:
 - (i) Knots and stitching secure.
 - (ii) No fraying from within the braiding, or the internal core breaking which may be felt as a change in the diameter along its length.
 - (iii) All lines must be clear of tangles.
 - (iv) Ensure the suspension lines and the brake lines pass directly from the canopy to the appropriate riser to avoid any twists.
 - (v) Brake line knots on the steering controls should be secure and not able to jam in their keepers. The steering control handles must not be able to pass through their keepers.
- (c) Harness:
 - (i) Connector links firm but not over tightened.
 - (ii) Check risers for wear under the connector links and karabiners.
 - (iii) The risers or keepers must be low enough to ensure the steering controls are within reach after being let go during flight.
 - (iv) All buckles should be of a type where the security can be visibly checked after fastening.
 - (v) All hardware should show no signs of wear and should be replaced if corroding, cracking, bending, or thread stripping is evident.
 - (vi) All stitching should be secure, paying close attention to points where stress may be placed on individual stitches.
 - (vii) Reserve parachute attachment points correct for strength and correct reserve bridle routing.

8.6.5 Daily Inspection (PPG Motor / Wheeled Base Unit)

Check security of the following:

- (a) Structural tubes / frame.
- (b) Seat attachment and belt(s).
- (c) Landing gear (wheeled):
 - (i) Tubes and attachment points.
 - (ii) Wheels and tyres
- (d) Foot brake clear and working.
- (e) Engine:
 - (i) Pull starter.
 - (ii) Ignition off.
 - (iii) No loose bolts.
 - (iv) No loose electrical connections.
 - (v) No loose spark plug caps.
 - (vi) No loose or damaged parts.
 - (vii) Throttle and choke cables operate without restriction.
 - (viii) Top of carburettor tight.
 - (ix) Fuel leaks.
 - (x) Sediment in fuel filter.
 - (xi) Oil leaks.
 - (xii) Oil and coolant levels.
 - (xiii) Reduction gearbox secure -no oil leaks.
 - (xiv) Reduction (V-belt) drive check for wear, proper tracking and correct tension
 - (xv) Exhaust springs intact and secured.
 - (xvi) All safety wire secure.
- (f) Propeller:
 - (i) No cracks, chips or nicks.
 - (ii) Propeller, bolts tight
 - (iii) Safety wire cage secure..
- (g) Fuel:
 - (i) Fuel safety cut-off valve – on and operates freely.
 - (ii) Fuel line for damage, contamination and secure clamps.



- (iii) Check security and integrity of tanks.
- (iv) Check fuel level - should be sufficient for flight.
- (v) Water check – before first flight of the day and after refuelling.
- (vi) Fuel drain – no leaks.
- (h) Registration Current (if under CAOs 95.10 or 95.32)
- (i) Controls: Sitting in seat with harness or seat belts secured; can the throttle, brake, pedals, fuel safety cut-off valve and ignition switches be comfortably reached and operated fully.

8.7 Maintenance

For Hang Glider, Paraglider, Powered Paraglider and Weightshift Microlight maintenance standards, please refer to the SAFA Maintenance Manual, available in the Documents Register in the online member's area.

8.7.1 Airworthiness Inspections (WM)

All SAFA registered weightshift microlights must undergo an airworthiness inspection, after each two years of service.

This Biennial Airworthiness Inspection (BAI) is to be conducted by a holder of an L1 or higher, aircraft maintenance rating and is a prerequisite for the renewal of WM registration.

Inspections carried out by RAAus holders of an L1 or higher maintenance rating relevant to WM operations, are acceptable, as long as their RAAus membership is current and qualifications are up to date.

Requests for an inspection to be carried out by a person with alternate qualifications will be assessed by the Operations Manager on a case by case basis. The alternate qualifications must be put forward in writing to the Operation Manager, for consideration. Acceptance of an alternate inspector by the Operations Manager, will be provided in writing and will only be applicable to that application.

Regular Bettsometer testing for sail strength and UV degradation is advised, particularly when purchasing a 2nd hand glider.

Final responsibility & liability for a microlight's airworthiness always remains with the owner.

8.7.2 Aircraft Log Books

It is recommended that a log book be kept for Hang Gliding & Paragliding aircraft.

Where an aircraft is used for training operations or the aircraft is a weightshift microlight or a >70Kg PPG/PPC, **separate** log books **must be kept for the aircrafts base, engine and wing (or wings)**, and the following information entered:

- (a) Date and hours flown;
- (b) Maintenance carried out;
- (c) Name of the person who conducted the maintenance, their signature and SAFA number, if applicable.
- (d) Modifications;
- (e) Components changed; and
- (f) Special inspections.
- (g) Maintenance conducted by:

If a weightshift microlight or >70Kg PPG/PPC, engine or wing is sold the relevant log book must be handed to the new owner. No lien can be held against the log book.

The log book must be produced on the request of the SAFA Operations Manager or a person authorised in writing by the SAFA Operations Manager to carry out Log Book inspections.

Aircraft Log books may be downloaded from the SAFA website (www.SAFA.asn.au)



8.7.3 Defects, Repairs and Modifications (HG/PG/PPG/WM)

8.7.3.1 Defect Reports

Details of any defect which develops in service and which if kept uncorrected would compromise the continued safe operation of the hang glider, paraglider or weightshift microlight shall be reported as soon as practicable to SAFA Operations Manager.

The Operations Manager shall initially investigate the defect and report the facts of the matter to the Safety and Operations Committee who will be responsible for determining any corrective action that is required, including the notification of owners of similar aircraft.

Defect Report forms are available online on the SAFA Website

8.7.3.2 Airworthiness Directives

Airworthiness Directives requiring mandatory compliance may be issued by the aircraft manufacturer, Operations Manager as faults or defects become evident.

8.7.3.3 Repairs -Weightshift Microlights

NOTE: For any LSA aircraft, all repairs and modifications including who can conduct those repairs and modifications, must be approved by the LSA manufacturer.

ANY MAJOR REPAIR - AIRCRAFT must be carried out in accordance with the manufacturer's specifications and recommended procedures.

Where a weightshift microlight is used for training operations, any major repair must be conducted by the aircraft manufacturer or authorised agent.

ANY MAJOR REPAIR -ENGINES must be carried out in accordance with the manufacturer's specifications and recommended procedures. In the absence of the manufacturer's specifications then the major repair shall be carried out by, or under the supervision of, a specialist in that type of engine.

ALL OTHER REPAIRS may be carried out by the owner in accordance with the manufacturer's specifications.

Details of all repairs must be entered into the appropriate logbook.

8.7.3.4 Modifications

Details of all modifications must be entered into the appropriate logbook, and must be conspicuously available to all operators of the aircraft and include all:

- (a) MAJOR MODIFICATIONS must be approved in writing by the manufacturer or in some instances, by a CASR 21M engineer. The approval must subsequently be kept with the relevant logbook.
- (b) MINOR MODIFICATIONS may be made by the owner.

8.7.3.5 AIRCRAFT OWNED BY MORE THAN ONE PERSON

Where an aircraft is owned by more than one person, or by a company, then the person it is registered to (the Principal Registered Owner) will be responsible for ensuring that all maintenance, repairs and modifications are properly carried out and recorded into the appropriate logbook.

8.7.3.6 Inspection after an Unusual Occurrence

Hard landing, high load in-flight, roll-over, etc. are considered unusual occurrences and the following applies:

- (a) As with hang gliders, it will be necessary to do a detailed inspection for any unusual stressing of the microlight.
- (b) A full inspection of bolts, wire bolt holes, sail and trike carried out before the microlight is flown.
- (c) The inspection shall be noted in the log book, and any replacement to be recorded.
- (d) Inspections should be carried out in line with the manufacturers recommendations.

[End of the SAFA Operations Manual]