

THE GLIDING FEDERATION OF AUSTRALIA

OPS F005

Operational Status Check Form

Version 1

30/03/2010

This document is issued by the Gliding Federation of Australia Inc.

All inquiries reference this document should be directed in the first instance to:

The GFA Secretary:
Level 1/34 Somerton Road,
Somerton, Victoria, 3062
Australia.

PHONE: +61 (0) 3 9303 7805.

FAX. +61 (0) 3 9303 7960.

EMAIL:

Original Document History

	Prepared	Approved	Control
Signed	CTO/O	COP	Version 1
Date	30/03/2010	30/03/2010	

Authorised by	No of pages	Effective date
Operations Panel	8	30/03/2010

Record of amendments

	Prepared	Approved	Control
Signed			
Date			

Précis of changes	
--------------------------	--

Authorised by	No of pages	Effective date

	Prepared	Approved	Control
Signed			
Date			

Précis of changes	
--------------------------	--

Authorised by	No of pages	Effective date

THE GLIDING FEDERATION OF AUSTRALIA

OPERATIONAL STATUS CHECKS

Notes for checking Officers

GFA MOSP, Part 2, Operations – Section 14, 14.1.16 requires that Operational Safety Audits be carried out on each operational Club/Organization, at least biennially. RTO/Operations or delegated Level 3 Instructors conduct audits using the “Operational Status Check List” form, a copy of which can be found in the Appendix

to MOSP, Part 2

At times, checks may be carried out on an opportune basis to take advantage of a suitable person being available in a particular location, at the right time. However, it is not intended that these audits should be surprise visits and Clubs/Organizations should, whenever possible, be given adequate prior notice.

The checking Officer should contact the CFI concerned and inform him/her that the audit is to be conducted and arrange a time suitable for all. The CFI should be informed that the "Operational Status Check List" will be used to conduct the audit and informed where a copy can be obtained.

Operational Status Checks are an important function of the GFA Operations Department and require diligence by the checking Officer to ensure that all relevant operational and safety requirements are covered. Whilst it is possible to conduct a check during a one-day visit, adequate time should be made available for formal, or semi-formal, discussions with Club Instructors and Officials to discuss matters of concern (even if not directly relate to Operations). If doing so requires extending a visit, it should be allowed for.

Clubs/Organizations should be encouraged **not** to put on a special show for the checking Officer, but conduct operations as they normally do. The purpose of the audit is to identify operational/safety deficiencies and assist the Club/Organization to take corrective action where required.

The checking Officer should remember that whilst performing this important function on behalf of GFA Operations, he/she is also a **guest** of the Club/Organization and must show due respect and consideration of this position.

GLIDING FEDERATION OF AUSTRALIA

OPERATIONAL STATUS CHECK LIST *For biennial quality audits on Club operations*

Items on this checklist are to be detailed, quantified, or assessed; as appropriate.

Assessments to be noted as follows:

Sat Satisfactory, needs no attention
Accept Acceptable, needs some attention; specify
Unsat Unsatisfactory, needs immediate attention; specify
N/A Not Assessed

Use "comments" section to specify corrective action

Name of Club	DARLING DOWNS SOARING CLUB	
Site name and location	JONDARYAN McCAFFREY'S FIELD	
Name of CFI	DENNIS LAMBERT	
Officer carrying out check	PETER SUMMERFELDT	Date 16 6 12

GLIDERS

Maintenance release/DI Books	SAT
Placards, speeds (VNE, rough air, manoeuvring, etc.)	SAT
Placards, weight and balance (including front/rear pilot weights for two-seaters)	SAT
Placards, others (weak links, canopy jettison, etc.)	SAT
Glider airworthiness and general condition	SAT
Comments	

AIRFIELD

Type of airfield (e.g. licensed, private)	PRIVATE
Airfield owned by	DDSC
Combined glider/power/parachute operation? Specify	GLIDER/POWER. SAT
Length of strip(s)	1200m
Obstructions	NIL
Protection of the public	SAT
Published procedures, e.g. CTAF/CTAF(R)	SAT
Comments	

LAUNCHING

Aerotowing

Type of tug(s)	PAWNEE
Tug condition	SAT
Flight manual towing supplement in aircraft?	SAT
Rope length	50-60 SAT
Weak links	SAT
Towing and descent patterns	SAT
Pilot standards and airmanship	SAT
Comments	

Winch/auto launching

Serviceability of winches/launching vehicles
--

Driver protection
Type of cable or rope in use
General condition of cable/rope (No of knots, etc)
Weak links (appropriate for gliders in service)
Drogue to rings trace lengths (minimum 5 metres)
Rings (Type, condition)
Emergency equipment (cable-cutting devices, etc)
Separation of cables at launch point
Anchoring of dead cable at launch point
Signalling (state method in use)
Standard of winch/towcar driving
Standard of winch/towcar driver training
Comments

Self-Launching

Types of powered sailplanes in use	ASG31 AND VENTUS
Powered sailplane training	SAT
Powered sailplane conversions	SAT
Powered sailplane pilot logbook entries	
Independent powered sailplane operations	
Comments	GOOD SENSIBLE OUTLOOK AND ATTITUDE WITH RESPECT TO THE COMBINED OPERATION AND AIRCRAFT MIX.

OPERATIONAL SAFETY

Launch-point discipline	SAT
Cockpit checks	SAT
Airmanship	SAT
Take-offs and transition to full climb (winch/auto)	SAT
Aerotow technique and accuracy	SAT
Circuits, approach and landing	SAT
Cross-country flying	SAT
Emergencies	SAT

Integration with power operations	SAT
Integration with other operations (e.g. parachutes, etc)	N/A
Knowledge of radio requirements	SAT
Radio discipline (glider and other frequencies, e.g. CTAF, CTAF(R) and Multi Com procedures)	SAT
Comments	

FLYING INSTRUCTION

Lookout training	SAT
Airmanship training	SAT
Briefings and debriefings	SAT
Quality of demonstrations	SAT
Handover/takeover discipline	SAT
Conformity of training to Instructor Handbook	SAT
Stalling	SAT
Incipient and full spinning	SAT
Circuit training (including running out of height)	SAT
Soaring competence	SAT
Standardisation of instruction	SAT
Post-solo training and checking	SAT
Flying without instruments	SAT
Instructor rating validity and currency	SAT
Instructor single-seater currency	SAT
Instructor training	SAT
Instructor panel meeting frequency	SAT
Comments	

PASSENGER FLYING

Compliance with GFA Passenger carrying requirements - SAT

Charter flying

Air Operator Certificate (AOC) current and on display
GFA Op Regs readily available for perusal
First aid kit available at launch point
Charter Pilot Rating validity and currency
Appropriate aircraft in use for charter (as per AOC)
Comments

Air Experience Flights

AEI rating validity and currency SAT
Knowledge of AEI section of Instructor Handbook SAT
Comments

Private Passenger Flights

Knowledge of private passenger privileges and limitations SAT
Supervision of private passenger operations SAT
Comments

INDEPENDENT OPERATIONS

Instructor's knowledge of Independent Operator requirements SAT
Ind. Ops. Taking place? (define in "comments") SAT
Ind. Passenger carrying ops (refer GFA Ops manual) N/A
Ind. Operator annual revalidation SAT
Comments

FOREIGN PILOTS

GFA membership of pilots SAT
Provision of written briefing material SAT
Quality and content of above material SAT
Provision of site checks SAT
Provision of competency checks SAT
Method of checking cross-country and outlanding competency SAT

Understanding of English Language SAT

Comments DDSC WOULD BE A GREAT LOCATION FOR VISITING PILOTS.

OVERALL COMMENTS

WHAT A GREAT GLIDING CLUB.

WELL ORGANISED.

GOOD EQUIPMENT.

WONDERFUL LOCATION.



PETER SUMMERFELDT

16/6/12

Request for Corrective Action

Club/Organisation:

An Operational Status Check Audit conducted on (date) has revealed the following operational deficiency:

Corrective action as follows is requested:

Due date for compliance:

Audit Officer:

Date:

RTO/O Certification of Corrective Action Compliance:

RTO/O:

Date: