

# ***THE GLIDING FEDERATION OF AUSTRALIA INC***

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**AIRW-M15 – Permissible Unserviceabilities**  
**MOSP Part 3 - Airworthiness - *Mandatory***  
**Department: Airworthiness**  
**UNCONTROLLED WHEN PRINTED**  
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# 1 **GFA SYSTEM OF MINIMUM EQUIPMENT LISTS AND CONFIGURATION DEVIATIONS**

- 1.1.1 The following is repeated from MOSP 3 Section 2.9 to introduce the concept of Minimum Equipment Lists (MELs) and Configuration Deviation Lists (CDLs). MOSP 3 authorizes the use of this Schedule of MELs and CDLs. The requirements are mandatory.
- 1.1.2 From time to time, certain aircraft unserviceabilities are encountered that do not alter the safety or operation of the aircraft. Should the unserviceabilities remain, the safety and operation of the sailplane must not be compromised.
- 1.1.3 GFA has exemptions to CAR 37 which rules on Permissible Unserviceabilities (PUs). Therefore GFA has developed their own system of MELs and CDLs which is intended to suit gliding, be much simpler, but provide the same intended function; to allow sailplanes to take off with unserviceable or missing equipment.
- 1.1.4 In the past GFA has operated with a system allowing flight with minor defects which are recorded in the maintenance release and do not affect safe flight. This is still in effect and allows flight with minor defects considered safe by the Daily Inspector - refer MOSP 3. The MELs and CDLs are an extension of this system allowing certain equipment that is not required for safe execution of the planned flight to be inoperative, deactivated or removed.
- 1.1.5 This document is to legally enable operation with unserviceable or removed equipment that do not compromise safety.
- 1.1.6 This Handbook provides a schedule of MELs and CDLs permitted in GFA sailplanes and powered sailplanes at the time of take-off for the expected flight conditions. The list also specifies whether the equipment is allowed to remain functional.
- 1.1.7 'Functional' in this document means it is operating correctly as far as the Pilot can determine but it is only considered 'Serviceable' if it is currently calibrated, tested, or swung as per Airworthiness requirements.
- 1.1.8 Only defects listed in the Schedule of Minimum Equipment Lists or Configuration Deviation Lists are allowed to remain when a new MR is issued. All other defects must be repaired.
- 1.1.9 For sailplanes all optional equipment, correctly installed as per the MOSP, such as a flight computer, may be unserviceable. These do not require a PUs entered in the MR.
- 1.1.10 Required MELs or CDLs must be listed in the MR Minor Defects and it is the Pilot's responsibility and decision whether to operate as such and to remain within the limits of the MEL Clause.
- 1.1.11 Only the CAD or DCAD may modify the Permissible Unserviceability List to allow other conditions.

## 2 GENERAL

### 2.1 MINIMUM EQUIPMENT

- 2.1.1 The minimum equipment specified by GFA MOSP 3 v7 Chapter 8. SAILPLANE MINIMUM EQUIPMENT AND PLACARDING and the Type Certificate Master Minimum Equipment List are always required unless one of the following MELs or CDLs can be applied to the sailplane.

### 2.2 USING A MINIMUM EQUIPMENT LIST

- 2.2.1 A certification under Minor Defects in the MR is to be made stating;

- a. MEL System and sequence number ie 3.9.1
- b. The equipment state.
- c. The Operational Procedures requirements.

It may remain open until rectified.

- 2.2.2 If a Maintenance Procedure is required invoke the MEL, then these are to be accomplished at the time the MEL is applied. The Maintenance Procedure can be applied by the pilot unless otherwise stated in the MEL.

- 2.2.3 Examples:

- a. "The compass is not swung. MEL under Clause 3.34.1" would be permissible in a sailplane or powered sailplane soaring within sight of an airfield.
- b. "The engine is inoperable. MEL under Clause 3.71.1 for planned un-powered flights."

### 2.3 "USING A CONFIGURATION DEVIATION LIST.

- 2.3.1 A certification under Minor Defects in the MR is to be made stating;

- a) CDL System and sequence number ie 4.9.1

It may remain open until rectified.

- 2.3.2 CDLs can only be applied by a Form 2 Inspector



## SCHEDULE OF MINIMUM EQUIPMENT LIST

SYSTEM & SEQUENCE NUMBERS	REMARKS OR EXCEPTIONS
<b>9 Towing</b>	
3.9.1 Belly Release	<p>May be inoperative or not maintained provided;</p> <ul style="list-style-type: none"> <li>a) No launch is undertaken using the Belly Release until the release is made serviceable.</li> <li>b) The belly release is disconnected from the release system</li> <li>b) A placard is installed to the cockpit and adjacent to the release mechanism indicating the release is inoperative.</li> </ul> <p><b>OPERATIONAL PROCEDURES</b></p> <p>No launch is undertaken using the Belly Release until the release is made serviceable.</p> <p><b>MAINTENANCE PROCEDURES</b></p> <ul style="list-style-type: none"> <li>a) A Form 2 inspector is to disconnect the belly release and safely stow the activation cable.</li> <li>b) Install a placard stating "Belly Release Unserviceable" in close proximity to the belly release and in the cockpit.</li> </ul> <p>Note: The form 2 inspector is to determine if any interaction takes place between the belly and the nose release and to ensure the implementation of any actions required to ensure the nose release remains in a serviceable condition.</p>
<b>23 Communication</b>	
3.23.1 Radio	<p>May be inoperative provided;</p> <ul style="list-style-type: none"> <li>a) Planned Soaring is outside controlled Airspace, only in Class G Airspace</li> <li>b) The radio is placarded as inoperative</li> <li>c) No operation is carried out in the vicinity of a certified, military, registered or designated non-controlled aerodrome unless operating in accordance with CAR 166E.</li> </ul> <p><b>OPERATIONAL PROCEDURES</b></p> <p>The pilot is to ensure that all flights while the MEL is applied are planned and operated outside controlled airspace.</p> <p>NOTE: It is strongly recommended in the interests of Alerted See and Avoid that the radio is repaired as soon as possible. Consideration should be made for the carriage of a portable hand held radio until repairs can be made.</p> <p><b>MAINTENANCE PROCEDURES</b></p> <p>Install a placard stating "Radio Inoperative" in close proximity to the radio. Note placard maybe installed by the pilot.</p>

<p>3.23.2 Transponder</p>	<p>May be inoperative provided;</p> <p><b>OPERATIONAL PROCEDURES</b></p> <p>Nil</p> <p><b>MAINTENANCE PROCEDURES</b></p> <p>Install a placard stating "Transponder Inoperative" in close proximity to the Transponder. Note placard maybe installed by the pilot.</p> <p>NOTE: Gliders have exemptions from the use and carriage of Operational transponders and ADSB.</p>
<p>3.23.3 Transponder</p>	<p>Transponder does not have current test certification according to CAO 100.5.</p> <p><b>OPERATIONAL PROCEDURES</b></p> <p>a) Any Soaring undertaken Transponder is to be switched off</p> <p>NOTE: Gliders have exemptions from the use and carriage of operational transponders and ADSB.</p> <p><b>MAINTENANCE PROCEDURES</b></p> <p>Install a placard stating "Transponder Out of Calibration, Not to be Operated" in close proximity to the Transponder. Note placard maybe installed by the pilot.</p>
<p><b>34 Navigation</b></p> <p>3.34.1 Compass</p>	<p>For touring motor gliders (TMG), the compass need not be swung provided;</p> <p>a) Planned flight is within sight of the airfield b) Planned flight is non-powered</p> <p><b>OPERATIONAL PROCEDURES</b></p> <p>a) Planned soaring is undertaken within sight of an airfield or b) Planned soaring is undertaken non-powered</p> <p><b>MAINTENANCE PROCEDURES</b></p>

<p>3.34.2 Altimeter</p>	<p>Nil</p> <p>The altimeter maybe un-calibrated IAW CAO 100.5 and BSE provided;</p> <p>The altimeter must be functional and settable to airfield elevation (QNH)</p> <p><b>OPERATIONAL PROCEDURES</b></p> <ul style="list-style-type: none"> <li>a) Soaring undertaken must remain 500 feet below controlled airspace</li> <li>b) Soaring must remain outside controlled airspace (OCTA)</li> </ul> <p><b>MAINTENANCE PROCEDURES</b></p> <p>Install a placard per the BSE in close proximity to the Altimeter.</p>
<p><b>41 Water Ballast</b></p> <p>3.41.1 Water Ballast</p>	<p>May be inoperative provided;</p> <p>Nil water ballast is carried</p> <p><b>OPERATIONAL PROCEDURES</b></p> <p>Nil water ballast to be carried</p> <p><b>MAINTENANCE PROCEDURES</b></p> <ul style="list-style-type: none"> <li>a) Install a placard stating “No Water Ballast” in close proximity to the Water ballast dump lever. Note placard maybe installed by the pilot.</li> </ul>
<p><b>71 Power Plant</b></p> <p>3.71.1 Engine</p>	<p>For a powered sailplane may be unserviceable if the sailplane can be launched as a conventional glider provided;</p> <ul style="list-style-type: none"> <li>a) All equipment to do with the engine is to be remain installed unless removed in accordance with the manufacturers manual or engineering order.</li> </ul> <p><b>OPERATIONAL PROCEDURES</b></p> <p>All fuel and engine electrical systems to be switched off</p> <p><b>MAINTENANCE PROCEDURES</b></p> <p>Nil</p>





### 3 SCHEDULE OF CONFIGURATION DEVIATIONS LIST (CDL)

SYSTEM & SEQUENCE NUMBERS	REMARKS OR EXCEPTIONS
<b>9 Towing</b>	
4.9.1 Belly Release	Maybe missing or removed under the condition that the application of this CDL requires approval from a Form 2 inspector. The Form 2 inspector is to determine if any interaction takes place between the belly and the nose release and to ensure the implementation of any actions required to ensure the nose release remains in a serviceable condition.
<b>34 Navigation</b>	
4.34.1 Turn and Slip Indicator	Maybe missing or removed under the condition that a slip indication string is attached to the canopy visible to the pilot.
<b>41 Water Ballast</b>	
4.41.1 Water Ballast	Any part of the water ballast system can be missing or removed provided MEL 3.41.1 is applied.