



## APPLICATION FOR COMPETITION TOWING ENDORSEMENT

Pilot's Name:		
Licence Type:	CASA ARN/RA-Aus No:	GFA No:
Gliding Club:		
Fixed Wing Aeroplane Hours (including RA-Aus):		
Total Towing Hours:	No. Tows	Total Gliding Hours:

**C** **Competent** in all aspects of the competency to be demonstrated

**NYC** **Not yet competent.** Requires more training

**NOTE:** A Competition Endorsement must not be issued until the candidate has demonstrated competency in all elements listed below

### COMPETITION TOWING ELEMENTS OF COMPETENCY

GFA Operational Regulations, the Manual of Standard Procedures and the Aerotowing Manual, Civil Aviation Legislation.	
Human factors for tow plane pilots	
Situational Awareness for tow plane pilots	
Threat and Error Management for tow plane pilots	
GFA Safety Management System	
Knowledge of CAR 92 and CAAP 92-1 with respect to operations at non-controlled airfields and the safe use of a simultaneous multiple runway environments for both gliders and tow planes.	
Demonstrated knowledge of the use of the AFM or POH, including "P" Charts for the towing of multiple glider types and weights (with & without ballast) in a competition environment given the many and varied types and weights of gliders that might be launched that will significantly impact on the tug/glider combination's climb performance	
Fuel management - understanding of the effect on fuel consumption and engine parameters of a high intensity operating environment.	
Discuss in detail the execution of safe take-off, airfield and airspace management in a high workload and busy competition launch environment as more aircraft become active.	
Demonstrate a high standard of situation awareness particularly competition launch requirements, airfield and launch traffic patterns and high risk environments in the local airspace and the circuit. Able to discuss the critical elements of lookout and targeted scanning in areas of known and potential hazard.	
Demonstrate an understanding of the term 'tunnel vision', in particular 'cognitive tunnelling', which occurs when a pilot is overly focused on one object and not on the whole airspace environment (e.g. loss of situational awareness).	

**DECLARATION BY GLIDER TOW PILOT EXAMINER**

The applicant has been trained and assessed as competent to act as PIC of a glider tow plane during competition glider towing operations in accordance with the GFA Aerotowing Manual. I have examined the applicant's logbooks and certify that he/she has logged the aeronautical experience recorded above.

I am satisfied that the applicant is **COMPETENT / NOT YET COMPETENT** (*delete as appropriate*) to act as PIC as a glider tow pilot for the purpose of towing a glider in gliding competitions and has the required understanding of gliding competition rules and guidelines, normal and abnormal procedures and limitations, human factors, situational awareness and threat and error management for competition glider-towing operations in accordance with the GFA Operational Regulations, the Manual of Standard Procedures, the GFA Aerotowing Manual, GFA Competition Handbook, and Civil Aviation Legislation..

Examiner's Signature: ..... Date: .....

Name: .....

Pilot Licence: Type: ..... ARN: ..... GFA No: .....

**PILOT ACKNOWLEDGEMENT**

I have been debriefed on the assessment of my competency for the issue of a Competition Endorsement.

Pilot's Signature: ..... Date: .....

This assessment form should now be uploaded to a new 'Competition Towing' credential in the GFA Membership system at <https://gfa.justgo.com>. A copy must also be kept by the Glider Tow Pilot Examiner.