

Gliding Australia Training Manual

Trainer Guide



Unit 43

Independent Operator Responsibilities

Unit 43 - Independent Operator Responsibilities

AIM

To advise the pilot when operating independently on:

- their rights and responsibilities.
- areas to consider when planning flights.

PRE-REQUISITE UNITS

- GPC Units 1 to 42

COMPLEMENTARY UNITS

There are no complementary units to this training.

COMPETENCY ELEMENTS AND PERFORMANCE STANDARDS

ELEMENT	PERFORMANCE STANDARDS
1. Assessment of conditions and factors for safe operations.	<ul style="list-style-type: none"> • Describe <ul style="list-style-type: none"> ○ The environmental factors that would be taken into consideration when operating independently. ○ The human factors that would be taken into consideration when operating independently.
2. Knowledge of SAR processes.	<ul style="list-style-type: none"> • Describe <ul style="list-style-type: none"> ○ The entities that can be used for monitoring SAR time. ○ The process the PIC can use to cancel SAR.
3. Knowledge of the accident reporting process.	<ul style="list-style-type: none"> • Describe <ul style="list-style-type: none"> ○ The types of aviation occurrences that must be reported. ○ The timeframes required to lodge reports on occurrences. ○ The mechanisms that are used for reporting aviation occurrences. ○ The information that needs to be included in an occurrence report.
4. Knowledge of rating and site limitations.	<ul style="list-style-type: none"> • Describe <ul style="list-style-type: none"> ○ The limitations and responsibilities of a pilot operating independently. ○ The processes and limitations associated with the site used by the pilot.

KEY MESSAGES

- A pilot operating independently has greater freedom but is also solely responsible for their flying operation.
- An independent operation is not any less safe than a supervised Club operation, however the pilot must ensure that they have conducted an effective threat and error assessment.
- Use of SAR reporting times using Flight Note for the planned operation left with a third party are a prudent means of ensuring that action can be taken if a flight is overdue or an accident occurs.

LESSON PLANNING AND CONDUCT

Briefing

Assessment of Conditions and Factors Affecting Safety

Many of these factors have been considered in GPC Units 24, 36 and 38,

To demonstrate competency in this unit the student should review these other units and explain the conditions of weather or human factors that should be considered when deciding to operate.

The bottom line is “it’s better to be on the ground wishing you were in the sky than in the sky wishing you were on the ground”.

Knowledge of SAR Processes

SAR processes are covered in GPC Unit 36 and OPS 0005 Airways & Radio Procedures for Glider Pilots.

To demonstrate competency in this unit the student should review this unit 36 and OPS0005 and explain how to prepare and use a Flight Note, how to brief the holder of the note with regard to their SAR responsibilities and how & when to cancel the SAR process.

Knowledge of the Accident/Incident Reporting Process

Aviation accidents & incidents are notified in accordance with the Transport Security Investigation Act.

There are two types of occurrences:

- Immediately Reportable Matters – must be reported to the ATSB & the GFA EMO as soon as reasonably practical by telephone.
- Routine Reportable Matters – must be reported to EMO within 72 hours.

All gliding accidents & incidents are reported via the SOAR system and reporters tick the ‘report to ATSB’ box to satisfy this requirement.

The SOAR system provides a detailed list of fields that must be used to enter information regarding the occurrence.

Pilots must explain how to access the SOAR report system, available in the menu of JustGo (GoMembership).

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Knowledge of Independent Operator Rating and Site Limitations

The rating is only valid if the pilot has:

- Completed their GPC and
- Successfully completed their flight review.

An independent operator must also have a current copy of relevant charts & NOTAMs applicable to their operation.

Multiple independent operators can fly at the same site simultaneously, however each pilot is responsible for the conduct of their own operation.

Where an independent operator has additional ratings then they can be utilised as follows:

- A pilot who also holds a Private Passenger rating may carry private passengers independently.
- A pilot who also holds a Charter or AEI rating may carry out independent Charter or AEF flights on behalf of their Club.
- A pilot who also holds a Level 1 Instructor rating may, with CFI authorisation, carry out independent instructing flights within the limitations of the Level 1 rating.

When operating at a site with a resident gliding club, Independent Operators must comply with any site-specific requirements set by the resident club.

Flight Exercises

There are no flight exercises associated with this unit.

COMMON PROBLEMS

Problem	Probable Cause
<ul style="list-style-type: none"> • Unable to access SOAR. 	Pilot may not have current URL or telephone numbers for reporting points within GFA (EM/Ops, RM/Ops etc.).

THREAT AND ERROR MANAGEMENT

- Ensure pilot has sufficient experience to adequately judge ability to fly and resist undue influences.
- Consider the capacity needed to withstand pressures to operate in marginal conditions.

TRAINING MATERIALS AND REFERENCES

- MOSP 2, Section 13.
- GFA Unit 43 Pilot Guide.
- GFA OPS 0005 Airways & Radio Procedures for Glider Pilots.
- En-Route Supplement Australia
- NAIPS
- Windy and other on-line meteorological forecast tools.
- National Search & Rescue Manual