



Operations Advice Notice

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Charity Fund Raising Flying

Under certain circumstances, CASA allows private pilots to carry paying passengers during charity fundraising events. That's a departure from the normal rules: In most situations where passengers are paying for a flight, Civil Aviation Legislation requires the pilot to hold an Air Operator's Certificate. In the case of charity fundraising flights, however, CASA feels that the public benefits justify extending the privilege to private pilots subject to certain rules.

Private passenger flights may only be conducted by persons holding a private passenger endorsement issued by their CFI. A private passenger flight may be conducted as a charitable flight under the auspices of a bona-fide charity. Consequently, a pilot wishing to conduct charity fundraising flights should make enquiries to ensure that the charitable entity is currently endorsed as a 'deductible gift recipient' for the purpose of subsection 30.227(2) of the Income Tax Assessment Act 1997 (Cth) as in force from time to time.

CASA is not concerned with the form of benefit conferred on the charitable entity as a result of a charitable operation. A charitable operation can make a profit where those profits are donated to the charitable entity, and it is acceptable for the operator to recoup their genuine costs and to donate only the profits of the charitable operation.

However, the passenger needs to be well informed of the circumstances and nature of the flight and retaining evidence of such notification would be prudent and actively encouraged. GFA suggests that participants sign an acknowledgement of the risks and an exclusion of liability along similar lines to that included in the forms used for AEFs.

For further information, refer: https://www.casa.gov.au/sites/g/files/net351/f/_assets/main/rules/rulings/ar0303.pdf

Flight safety in charity fund raising flying

When passenger flying, you have the safety of someone else to consider, as well as your own. Nowhere is this more important than in the circuit. What is to you, the pilot a perfectly safe and controlled "running out of height" situation might come across to the other person as an emergency with things getting rapidly out of control. Even more so if you have already told them where you are going to land and then say you won't be able to make it. Although you should always fly safely, the margins should be increased when you have someone else to consider as well.

Prior to flight the passenger must receive a safety briefing, including an instruction not to manipulate or interfere with the controls. You should also ensure that your passenger has no loose objects that could pose a problem in flight. If they have a camera, ensure the passenger holds it in such a

manner so that it cannot foul the control column. Passengers should be advised never place any object on the floor or close to the control column, and should they inadvertently drop something they should immediately tell you. Loose objects such as phones are best left on the ground but if carried they should be stowed securely in the pocket on the cockpit wall. If portable devices have a wrist strap, they should use them.

If you've ever carried first-time flyers, you know how they love to look at things on the ground and take photos. That's fine, but doing it safely means staying on your toes and giving yourself wide margins. Resist entreaties to drop down, tighten up a turn, or kick out the tail to give passengers a better view. If you get into an accelerated stall at low altitude, you've got a serious problem. If it develops into a spin, it's game over. In your mind, apply the same "filter" to every passenger request: Does this add risk?

That brings us to the topic of in-flight distractions. Most of us are accustomed to flying with people who understand basic cockpit etiquette. Unfortunately, the same level of consideration can't always be expected of passengers in a charity flight situation. They may not know, for example, that they should be quiet during take-off and landing. While you may be flying an expensive sailplane and demonstrating an uncommon skill, in the passengers' eyes you're probably just the "driver." So be the driver. Avoid unpleasant surprises by briefing the passengers ahead of time, but don't let down your guard. Whatever happens, your first job is to fly the glider.

If you are conducting charity flights with people who have limited mobility or medical conditions, then there is a higher onus on the pilot monitoring the passenger's mood, comfort and well-being. Enjoying the silence and serenity may be more important to the passenger than high rate manoeuvres. Naturally safety issues must always be paramount and therefore certain disabilities may prove to be incompatible with our sport.

You're the PIC

Hopefully, by now you've have the idea that charity fundraising flights are different from local flying. Even more than usual, it's critical to remember that you are the pilot in command – a term that shouldn't be thrown around lightly. It's your obligation to say "no" if asked to do something that could put the safety of your passengers at risk.

It's also your obligation to know the difference between what you see as an acceptable risk and one your passengers would want you to take (if they knew all the facts). To remove any doubt, we strongly recommend giving yourself extra safety margins. For example, if you're normally willing to fly with 15 knots of crosswind, maybe you knock 30 percent off that number for charity flights. If you'll normally fly when the ceiling and visibility are near VFR minimums, maybe you double or triple those numbers (passengers are more comfortable when there's a distinct horizon). Don't push ahead in marginal weather just to keep things running on schedule.

We know that you're a safe pilot, but participating in charity flying events means accepting greater responsibility. Always bear that in mind. An incident or (worse yet) an accident could land you on the front page of the paper – and make it more difficult for other pilots to fly for charity in the future.



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