

**RURAL AND REGIONAL AFFAIRS AND TRANSPORT LEGISLATION COMMITTEE  
Oversight of Civil Aviation Safety Authority**

**Information related to aspects of the Hearing Program  
conducted on Monday, 19 November 2018 in  
Senate Committee Room 2S1. Parliament House, Canberra**

Notes to Senators from Peter Cesco, President of the Gliding Federation of Australia.

Thank you for hearing my dissertation regarding the statistics of medically related accidents in aviation and the gliding community.

I am, however, frankly concerned that out of this review that both, my organization, and RAAus will end up with more stringent medical standards as a result of some poorly thought out justification by CASA to 'harmonise' sport and general aviation sector medical requirements. It is very clear there are no issue in this area, at least in gliding, where we have a 69 year history to prove this.

There is a second part of the senate hearing that fills me with concern. It is in an area that was touched upon, and is poorly understood by most. It is the area of controlled airspace and the GFA ability to fly there. I have been advised that Mr Carmody stated in conversation recently that he was pleased that this was brought up, and that he did not know that gliders could fly in controlled airspace. Simply put, there is no problem

with gliders flying in controlled airspace, or Mr Carmody would have know about it.

I refer Senators to the following CASA document issued on the 11<sup>th</sup> July 2018 and titled **CASA EX86/18 — Use of Class A Airspace by Gliders Exemption 2018**

Basically Senators, Glider pilots have specific training to fly in these areas, and the aircraft are VH registered aircraft, which ensures they are certified and maintained to international standards through EASA Certification Specification (CS) 22 ‘Sailplanes and Powered Sailplanes’.

The training is conducted using the controlled airspace syllabus of training approved by CASA that can be found at Appendix 6 of the GFA operational Regulations.

This syllabus is a component of the ‘Powered Sailplane Training And Endorsement’ process because powered sailplanes are the more likely to seek entry to Class D and above airspace. However, the syllabus is also completed by any glider pilot who wants a controlled airspace endorsement to their Glider Pilot Certificate (GPC), this GPC syllabus, Section 36 ‘Navigation and Airspace’, also requires an understanding of controlled airspace.

Separate from VFR flight in Class E airspace, which was introduced around 2003, Gliders have been safely accessing ATC controlled airspace for decades.

We have operations out of Class D aerodromes at Parafield SA and Camden NSW, There are a number of motor glider operators along the Gold Coast and north of Brisbane who regularly access Class C airspace, and we also have CASA approval to operate in Class A airspace in

accordance with a Letters of Agreement from Airservices at three locations nationally (Bunyan ACT, Grampians Vic and Stirling Ranges WA).

In addition to this, the Bacchus Marsh clubs have an LOA with Airservices for access to Class C airspace, the Darling Downs Soaring Club has an LOA with Airservices to operate in controlled airspace on a release basis, and the Lake Keepit Soaring Club has arrangements with Tamworth ATC for access to Class D and C airspace.

This is my second area of concern, I am concerned that CASA, will attempt to remove these approvals and exemptions on a basis of unproven concern for the safety of air travelers. Clearly Gliders can fly safely in controlled airspace and have been doing so for many years. We have suitable quality training, certified and well maintained aircraft and a proven history of safe operation in these areas.

But most of all, Senators, the vast majority of glider pilots do not want to fly in controlled airspace, most of our clubs are based around country towns where airspace restrictions are minimized.

Thank you for the opportunity to submit this report.

Peter Cesco

President

Gliding Federation of Australia.

9<sup>th</sup> December 2018