

THE GLIDING FEDERATION OF AUSTRALIA

OPERATIONS DIRECTIVE 1/03 – LOOKOUT

Background

Mid-air collisions are an ever-present flight hazard that all pilots must be aware of. The mid-air collision accident rate involving gliders has been of concern for many years and indicates that glider pilots should guard against this hazard with particular vigilance.

GFA Safety Workshops

Although pilot training and operational procedures have been improved in the past to reduce the likelihood of these accidents occurring, it was also decided to undertake a fundamental review of aspects relating to this hazard. As a result, during the previous twelve months two Workshops were held to bring together pilots with a wide range of experience in gliding activities. It was concluded by this group that effective pilot “Lookout” is the primary defence against this hazard and more information should be provided to pilots.

The two documents attached to this Operations Directive “Lookout for Glider Pilots” and “Lookout Scan” have been produced by the Workshops group in conjunction with the GFA Operations Panel and are now issued as approved Operational Documents to introduce changes designed to improve the effectiveness of glider pilot lookout procedures.

Required action

Gliding Clubs/Organisations and their Instructors are to ensure that all pilots have access to these documents and understand the principles contained in them.

The application of Cruise, Full and Targeted scans, as defined in the documents, is to be introduced into pilot training, at all levels, immediately.

As part of annual pilot checks, all pilots are required to demonstrate their ability to apply these procedures. Failure to do so properly should be regarded as a demonstration of a serious lack of airmanship.

CFIs should be aware that long-standing habits are difficult to change and “experienced” pilots might need extra encouragement to bring into effect these changed pilot procedures.

Future development

Training notes will be issued to assist Instructors to introduce these changed requirements into pilot training. Also, where necessary, amendments will be made to Manuals as required.

Kevin Olerhead,
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