

List of Changes Incorporated in MOAP Amendment AL 22
Effective 18 October 2014

Amendment	Pages
Change of signature to new President	12
Statement re doping strengthened.	15
Badge application fee amounts deleted in favour of link to web site.	19
New AC 1-05 Emergency Plans added.	30
AC 3-04 change of title.	30, 63
New paragraph 2.8 regarding pilot responsibility for any prohibited substances found.	37
Repagination	57, 58, 59, 60
In addition to regular position reports, cross-country pilots recommended to carry a flight tracking device.	58
Section 15 on prohibited substances added.	60
Reference to OPS 14 form included in Appendix 2-l.	100

Max Stevens
GNZ Executive Officer

The more significant of the changes noted above are shown in the following pages

ORGANISATION OF GNZ

1. Function of GNZ

The Fédération Aéronautique Internationale (FAI) governs air sports internationally. Within the FAI there are a number of air sport commissions – *FAI Gliding* (formerly known as the International Gliding Commission, IGC) provides the infrastructure and rules governing gliding World records, the badge and diploma system and international gliding competitions. Through the Royal New Zealand Aero Club, *FAI Gliding* recognises Gliding New Zealand as the controlling body for gliding in New Zealand.

2. Name

The Association is registered with the Incorporated Societies as GLIDING NEW ZEALAND. This name is used for all official correspondence with the CAA, Sport New Zealand, and other official bodies. Any use of the name the NEW ZEALAND GLIDING ASSOCIATION is deemed to refer to GLIDING NEW ZEALAND. Clubs, Groups and Organisations (otherwise referred to in this manual as “NZGA affiliates”, “GNZ affiliates” or “affiliates”) are affiliated to Gliding New Zealand.

3. Governing Body

The governing body of the Association is the Executive Committee, which consists of the President, the Vice-President, three elected members, the immediate Past President, the Executive Officer and the Treasurer. The Executive Committee meets at regular intervals to deal with the Association’s business. The Executive Officer and the Treasurer have no voting rights.

4. Guiding Principles

4.1 GNZ will ensure, through teamwork and professional attitudes that the gliding operations for which they are responsible are conducted safely and efficiently. GNZ will work within the following Guiding Principles:

- SAFETY: GNZ will not compromise on safety.
- COMPLIANCE: GNZ will comply with all relevant legislation.
- QUALITY: GNZ will continually improve the quality of gliding operations.
- SPORT: GNZ will value and recognise members’ commitment to fun, adventure, camaraderie, and equal opportunity provided by participation in the sport of gliding.
- INTEGRITY: GNZ will maintain the highest possible ethical standards and sportsmanship.
- COMMUNICATION: GNZ will consult with its members and be responsive to their needs.

4.2 GNZ considers that the use of prohibited substances (doping) is fundamentally contrary to the spirit of sport and therefore seeks to comply with the policies of Drug Free Sport NZ. In particular, pilots and support personnel participating in gliding competitions in New Zealand are required to abide by the Sports Anti-Doping Rules made under the Sports Anti-Doping Act 2006.

2. Operational Responsibilities of the Individual Pilot-in-Command (PiC)

- 2.1 Responsibility for the safety of the aircraft and for compliance with NZ Civil Aviation Rules, Regulations and associated orders, Notams etc, rests with the Pilot in Command. The PiC shall be responsible for the aircraft from the time they commence preparation for flight to the time they secure the aircraft after flight.
- 2.2 The PiC shall ensure that, at all times, the aircraft is flown in strict accordance with the established procedures, techniques and rules of GNZ and the affiliate under which the operations are being conducted.
- 2.3 The PiC shall ensure they are appropriately qualified to conduct the operation being undertaken and that they have satisfactorily completed a Biennial Flight Review within the preceding 24 months and had their log book endorsed to this effect.
- 2.4 The PiC shall ensure the aircraft is airworthy prior to flight and that any event that renders it unairworthy for further flight is reported to an appropriate person. Airworthiness documentation including a current Airworthiness Certificate, a valid Tech Log / DI Book, Aircraft Radio Station Approval (Form 2129) and Flight Manual (if required) are to be carried in the aircraft.
- 2.5 The PiC is responsible for the safety and security of an aircraft when operated away from the home base. ie after an out landing in a glider until it is returned to its usual place of storage.
- 2.6 The PiC is responsible for ensuring that all necessary documents, including current maps relevant to the flight to be undertaken, are available in the aircraft.
- 2.7 The PiC shall at all times plan and conduct the flight with safety as the paramount factor and with achievement of sporting goals as a desirable accomplishment.
- 2.8 **The PiC is responsible for any prohibited substance found in their body regardless of how it got there.**

3. Operational Responsibilities and Functions of GNZ Affiliates

- 3.1 Each affiliate shall appoint a Chief Flying Instructor (CFI). The affiliate is responsible for advising any change of CFI to the Regional Operations Officer (ROO).
- 3.2 The CFI is responsible to the President of the affiliate for the conduct and supervision of all gliding operations conducted under the auspices of the affiliate.
- 3.3 All of the active GNZ gliding instructors in the affiliate should be members of an Instructors' Panel chaired by the CFI. Members of the panel are responsible to the CFI for the provision of instruction and supervision of gliding operations conducted under the auspices of the affiliate.
- 3.4 In cases where more than one affiliate is involved in a joint flying “camp” away from base, the relevant Regional Operations Officer (ROO) should be informed and clear lines of responsibility established for all flying operations.
- 3.5 Air Training Corps gliding courses are a special case requiring liaison between the relevant Regional Operations Officer (ROO) and the NZ Cadet Forces National Aviation Officer. Typically, these courses are concentrated over several days and involve instructors, tow-pilots and aircraft from more than one affiliate. A common understanding of responsibilities for course flying needs to be established – GNZ Advisory Circular AC-12, Air Training Corps Gliding Courses, provides guidance in this respect.

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- 10.4 Unless cleared for independent cross-country operations a qualified GNZ instructor must brief a pilot before each proposed cross-country flight. The instructor will satisfy himself that the pilot can navigate sufficiently well to avoid Control Zones, etc, is familiar with airspace restrictions in the area to be crossed, and is familiar with cross- country gliding and out-landing techniques.
- 10.5 A current map, or maps, covering all areas over which the glider will be flown, and depicting all controlled airspace is to be carried aboard the glider.
- 10.6 Pilots are to make regular position reports, **and are recommended to carry a GPS flight tracking device (such as a SPOT messenger).**
- 10.7 Base radio operators must log position reports.
- 10.8 In all gliding operations more than 10nm from the aerodrome from which the glider took off, the glider must have an automatic 406MHz ELT installed or the pilot must be equipped with a 406MHz ELT(S) or PLB. [Reference CAR Part 91.529(e).]

11. Mountain Flying

As much of the South Island is mountainous, CFI's should ensure that pilots have received adequate training in mountain flying techniques before approving independent operations there, particularly during competitions. Experience has shown that pilots with limited mountain flying experience tend to be prone to loss of awareness and/or significant errors of judgement when flying in the Southern Alps. It is therefore highly recommended that such pilots undertake a mountain flying course and/or arrange mentoring by more experienced pilots before flying in the Southern Alps. GNZ Advisory Circular AC 2-13 Mountain & Ridge Soaring Safety Principles provides further guidance.

12. Flight in IMC by Gliders

- 12.1 No pilot may act as pilot-in-command of a glider or powered glider in IMC unless they are a Qualified Glider Pilot and have completed the syllabus of training contained in Appendix 2-C commencing on page 76. Note. A pilot is operating in IMC if the VMC requirements as detailed in section 2-6 para 1 (page 51) of this manual cannot be met.
- 12.2 During the first five hours of instrument flight following initial qualification, authority shall be obtained from an appropriately qualified instructor prior to each flight in IMC.
- 12.3 Passengers are not be carried on flights in IMC unless the pilot-in-command has at least five hours instrument flight time and has a valid authority to undertake flight in IMC.
- 12.4 No person may give instrument flight instruction in gliders or powered gliders unless they:
- Hold the appropriate gliding instructor rating and are approved to fly in IMC;
 - Meet the minimum requirements for the carriage of passengers in IMC;
 - Have been certified as competent by another appropriately qualified instructor on their ability to give instrument flight instruction.
- 12.5 Flight in IMC in gliders and powered gliders shall be conducted in accordance with the following requirements:
- The flight is conducted in an area designated for cloud flying or in Class G airspace in accordance with section 2-6 para 2 (page 51) of this manual.
 - The Airworthiness Certificate shall permit flight in IMC. In this context flight in IMC shall have the same meaning as cloud flying.

- 14.3 **Reporting requirements for accidents and incidents are set out in the table below.**
- 14.4 In the case of a fatal accident involving a glider or a towing aircraft, the GNZ President and the National Publicity Coordinator should also be advised as soon as possible in order to facilitate their response to any media inquiry.
- 14.5 Further information, including the CAR Part 12.101 requirements regarding access to aircraft involved in an accident can be found in GNZ Advisory Circular AC 2-08 Accidents & Incidents.

REPORTING REQUIREMENTS FOR ACCIDENTS & INCIDENTS

Occurrence Type	Reporter	Reporting Requirements
Aircraft accident	Pilot in command ¹	1. Immediate notification by telephone to: a) CAA ² and b) The relevant CFI ³ . 2. Submit form CA005 to CAA within 10 days, along with flight crew statements.
	CFI or Contest Director	Report initial notification to the relevant ROO or NOO as soon as practicable by telephone.
Incident	Pilot in command or other relevant person	1. Notification as soon as practicable to the relevant CFI ³ . 2. Submit GNZ form OPS 10 to the relevant ROO within 14 days ⁴ .
	CFI or Contest Director	Report initial notification to the relevant ROO or NOO as soon as possible by telephone.

15. Prohibited Substances

- 15.1 **Prohibited substance** means a substance so described in the Prohibited List published by Drug Free Sport NZ (DFNZ) from time to time on its web site www.drugfreesport.org.nz
- 15.2 For sanctioned gliding competitions the Sports Anti-Doping Rules made by DFNZ from time to time are applicable – reference GNZ Advisory Circular AC 1-03 Anti-Doping Policy.
- 15.3 If at any time a CFI or Contest Director suspects that a pilot is affected by the use of a prohibited substance or there is evidence of such use, they may demand that the pilot be tested in accordance with DFNZ procedures. If such a test proves positive, its cost will be at the pilot's expense and they will face an appropriate sanction, such as disqualification of the pilot's results if the violation occurs during a gliding competition. Repeat offenders may face escalating sanctions culminating in a life ban from participating in the sport.

¹ Or, if the pilot has been killed or incapacitated, the aircraft operator must notify instead.

² 24-hour number **0508 ACCIDENT** (0508 222 433)

³ If the relevant CFI is not available, report to the ROO or NOO. For occurrences during gliding competitions, report to the Contest Director instead.

⁴ If full information is not available within 14 days, a preliminary report should be submitted, and the remaining information supplied as soon as it is available.

BASIC TOW RATING (Continued)

Wing Down Take-off		
Glider Release or Rope Break at Low Level		
Engine Failure at Low Level		
Tow Upsets		
Non-urgent Situation at Altitude		
Glider Airbrakes Deployed		
Glider Unable to Release		
Glider and Towplane Unable to Release		
Straight & Level/Descent on Tow		
Towing Speeds for Light/Heavy Gliders		
Daily Routine (Before/After Flying Day)		
Weather Minima		
Official Observer Requirements for Task Flights		
Human Factors		
Tow Pilot Responsibilities to Safety of any Tow		

Administration

Instructor certify logbook as required by CAR 61.603(a)		
Complete GNZ Form OPS 14 and forward to relevant ROO		

COMMENTS:

INSTRUCTOR SIGNATURE _____

DATE _____