



CARRIAGE OF PASSENGERS

	Private Passenger	Charter Flight	Air Experience Flight
Regulations	<ul style="list-style-type: none"> • Civil Aviation Safety Regulation 91.155, 91.565 (1) (a) • Part 91 MOS, Sections 20.02, 20.06, 26.43 • GFA Operational Regulations 4.1.5 & 4.1.6 • Manual of Standard Procedures, Part 2, paragraph 10.5 	<ul style="list-style-type: none"> • Civil Aviation (Carriers' Liability) Act • Civil Aviation Order 95.4.1 • GFA Operational Regulation 4.2 • Manual of Standard Procedures, Part 2, paragraph 10.7 	<ul style="list-style-type: none"> • Civil Aviation Order 95.4, paragraph 8.1(b) • GFA Operational Regulation 4.1.5 • Manual of Standard Procedures, Part 2, paragraph 11.1
Responsibility	Undertaken on behalf of the pilot alone. The pilot's Club is not a party to the arrangement.	The Club or Operator must hold an Air Operators Certificate (AOC) issued by CASA.	Air Experience Flights can only be undertaken under the auspices of a Training Club. Non-training clubs and individuals operating without the support of a Training Club cannot conduct Air Experience Flights.
Authorisation	The pilot must hold a valid Private Passenger Endorsement and meet Flight Review requirements.	The pilot must hold a valid Charter Pilot Endorsement, meet Recent Experience and Flight Review requirements, and hold a valid medical certificate.	The pilot must hold a valid Instructor rating, meet recency and flight review requirements, and hold a valid medical certificate.
GFA Membership	The passenger does not need to be a financial member of the GFA.	The passenger does not need to be a financial member of the GFA.	The student must be a financial member of the GFA.
Civil Liability	The pilot should consider warning the passenger that gliding is a 'Dangerous Recreational Activity' . A court may limit the damages awarded if it is satisfied that the passenger knowingly undertook a dangerous activity.	Liability in respect of charter flights is governed by the Civil Aviation (Carriers' Liability) Act.	The student must sign a membership application, including a 'Terms & Conditions and Exclusion of Liability' document. [Refer also to the Competition and Consumer Act 2010 (Cth) and various State and Territory Acts.]
Liability Insurance (Refer GFA Insurance Summary for full details)	The pilot has the protection of the GFA Broad Based Liability Insurance (BBL) and any further liability insurance cover on the glider, up to the \$ limit of each policy, for liability claims for injury or property damages to a third party (including the passenger). Pilots should satisfy themselves that they have adequate liability cover and consider topping up beyond that.	The Club or Operator must hold Carriers Liability Insurance. Liability is capped under the Civil Aviation (Carriers' Liability) Act. [Note: this type of cover is not provided under the GFA Insurances]	If the Club or Instructor are liable for injury or property damages to a third party sustained from the flight (including to the student), they have the protection of the GFA Broad Based Liability Insurance (BBL) plus any further liability insurance on the glider, up to the \$ limit of the highest value policy. Clubs should satisfy themselves that they have adequate liability insurance cover on their two-seater training gliders, over and above the BBL excess value.
Conditions of flight	<ul style="list-style-type: none"> • No payment is made for the services of the operating crew. • The passenger may share in the costs of the flight up to a maximum 50%. • No other payment is required for a passenger on the flight other than a cost share as above. • The passenger shall receive a safety briefing prior to the flight, including an instruction not to manipulate or interfere with the controls. • The pilot must not engage in any of the following types of flying: practice of emergency procedures in the aircraft; low flying practice; or testing an aircraft or its components, power plant or equipment. 	<ul style="list-style-type: none"> • The passenger can be charged the full cost of the flight and any additional agreed amount. • The passenger shall receive a safety briefing prior to the flight, including an instruction not to manipulate or interfere with the controls. • The pilot must not engage in any of the following types of flying: practice of emergency procedures in the aircraft; low flying practice; testing an aircraft or its components, power plant or equipment. • The pilot shall not plan to fly in circumstances where an outlanding is likely to occur. • Where the aircraft is a powered sailplane or power-assisted sailplane it shall remain within gliding distance of the aerodrome whilst the engine is inoperative and shall not plan to land except at the aerodrome of departure. 	<ul style="list-style-type: none"> • An Air Experience Flight is conducted for the purpose of introducing a person who is a member of the GFA to recreational flying. • An AEF must have an element of training and the participant is a student pilot. • The student must fly with an appropriately rated Instructor. • The instructor may only provide in-flight instruction within the limitations of their rating. • The student may manipulate the controls as instructed, but this is not mandatory. • Payment for the flight is made to the Training Club.
Advertising	<ul style="list-style-type: none"> • Civil Aviation Safety Regulation 117.010 makes it an offence for a person (or organisation) to make representations that they are willing to conduct an activity using an aircraft when they are not the holder of a civil aviation authorisation that is required for the conduct of the activity. For example, a person conducting air experience flights in a sailplane cannot represent such flights as joy flights or scenic flights because such flights are not conducted for the purposes of introductory flying training. 		