

Civil Aviation Advisory Publication

October 2012

This publication is only advisory but it gives a CASA preferred method for complying with the *Civil Aviation Regulations 1988*.

It is not the only method, but experience has shown that if you follow this method you will comply with the Civil Aviation Regulations.

Read this advice in conjunction with the appropriate regulations.

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RAAO registered aircraft acceptable to CASA for the aerotowing of other aircraft

The relevant regulations and other references

- Civil Aviation Order (CAO) 95.4
- CAO 95.32
- CAO 95.55
- Regulation 149 of the *Civil Aviation Regulations 1988* (CAR 1988)

This CAAP will be of interest to

This Civil Aviation Advisory Publication (CAAP) applies to all pilots, operators and Recreational Aviation Administration Organisations (RAAO) who conduct aerotowing operations using tow aircraft operated under the Gliding Federation of Australia (GFA), Hang Gliding Federation of Australia (HGFA), or Recreational Aviation Australia (RA-Aus).

Why this publication was written

This publication is written to provide guidance on which motorglider, ultralight and microlight aircraft are acceptable to the Civil Aviation Safety Authority (CASA) for aerotow operations in Australia. Particular focus is directed towards the requirements of RAAO aircraft operations and the wide variety of aircraft that the organisations may aerotow.

Status of this CAAP

This is the first CAAP to be written with specified aircraft types acceptable to CASA for aerotowing.

For further information

CASA Self Administering Sport Aviation Organisations Section 131 757.

1. Acronyms

CAO	Civil Aviation Order

- **CAR** Civil Aviation Regulations 1988
- CASA Civil Aviation Safety Authority
- CASR Civil Aviation Safety Regulations 1998
- GFA Gliding Federation of Australia
- HGFA Hang Gliding Federation of Australia
- **RA-Aus** Recreational Aviation Australia

RAAO Recreational Aviation Administration Organisation

2. Introduction

2.1 Why this CAAP is issued

2.1.1 The changes in aircraft technology, efficiency and successful overseas operation of minimum aircraft in the capacity of aerotow vehicles has encouraged the operation of RAAO registered aircraft to supplement the traditional aerotow aircraft in Australia.

2.1.2 Regulation 262APA of CAR 1998 *Light sport aircraft — operating limitations* specifically permits glider towing. Many light sport aircraft are operated under RAAOs.

2.1.3 The safe use of these aircraft has been demonstrated worldwide in the sport and recreational sector.

2.1.4 CASA is responsible for the regulation of sport and recreational aviation in Australia and has previously oversighted these operations by an established deed of agreement with RAAOs. These deeds will be replaced after the introduction of Part 103 and Part 149 of the *Civil Aviation Safety Regulations 1998* (CASR 1998) which will allow the establishment of RAAOs as a CASA approved self administering sport/recreational organisation.

2.1.5 CASA has previously provided oversight of non-traditional aircraft operations used in aerotowing operations in Australia by the use of a legal instrument and oversight by industry sector RAAOs.

2.1.6 In April 2011 the early implementation of some consulted elements of the proposed Part 103 of CASR 1998 were introduced by amendment of the CAO 95 series orders pertaining to sport and recreational aviation in Australia.

2.1.7 As part of the early introduction of the proposed Part 103 of CASR 1998 CASA has prepared a list of aircraft acceptable for the purposes of aerotowing. The list pertains to the aerotowing of gliders by other aircraft administered by RAAOs. Publication of this CAAP makes the list accessible to the RAAOs and the general public (refer to Paragraph 6 of this CAAP).

2.2 What is the intent of this CAAP?

2.2.1 The intent of this CAAP is to provide a definitive list of RAAO operated aircraft acceptable to CASA for the use of aerotowing operations in Australia. Such aircraft are themselves aircraft operated under the administration of a self administering body rather than directly under CASA.

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3. What are aerotowing operations?

3.1 Aerotowing is the term given to an operation where an engine driven aircraft, accepted as suitable for the use of towing a sailplane, conducts a towing operation for the purpose of releasing a glider (sailplane or hang glider) at altitude for gliding operations.

4. Who may aerotow an aircraft?

4.1 To aerotow a sailplane in an RAAO aircraft, the pilot must be appropriately qualified by that RAAO for aerotow operations.

4.2 The pilot must also be current (including RAAO membership), competent in the towing operation and be conversant with the requirements of the RAAO aircraft flight manual and the RAAO towing manual.

5. CASA acceptance for inclusion to the list

5.1 For the aircraft to be included in the list of RAAO aircraft acceptable for aerotow operations, a formal request in writing is to be forwarded to the CASA Self Administering Sport Aviation Organisations Section from the relevant RAAO.

5.2 This request needs to provide the following information for the aircraft type to be considered for inclusion in the CASA acceptable list in this CAAP:

- the manufacturers approval or certification of the aircraft as suitable for aerotow operations;
- a recommendation from the RAAO responsible for the operation of the towing aircraft; and
- acceptance by the RAAO of the gliders (including any limitations) the aircraft is proposed to tow.

6. List of RAAO aircraft acceptable for towing

6.1 List of RAAO self administered aircraft presently acceptable for towing as at October 2011.

- 6.2 RA-Aus aeroplanes presently acceptable for towing of GFA sailplanes:
 - Jabiru J230-C;
 - Jabiru J230-D;
 - EuroFox 2K/Eurofox 3K; and
 - Evektor SportStar.
- 6.3 RA-Aus aeroplanes presently acceptable for towing of HGFA hang gliders:
 - Moyes Dragonfly/Liteflite Dragonfly.

6.4 HGFA and RA-Aus weight-shift aeroplanes presently acceptable for towing of HGFA hang gliders:

- Airborne XT-912 Outback;
- Airborne XT-912 Tundra;
- Airborne XT-582 Outback;
- Airborne XT-582 Tundra;
- Airborne X-Series Outback;
- Airborne X-Series Classic; and
- Airborne X-Series Redback.
- 6.5 GFA motor gliders presently acceptable for towing of GFA sailplanes:
 - Diamond HK 36 TC;
 - Diamond HK 36 R; and
 - Schiebe SF-25C.

Executive Manager Standards Division

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