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Civil Aviation Safety Authority

OFFICIAL

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ASAO administered aircraft acceptable to CASA for the aerotowing of other aircraft

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Acknowledgement of Country

The Civil Aviation Safety Authority (CASA) respectfully acknowledges the Traditional Custodians of the lands on which our offices are located and their continuing connection to land, water and community, and pays respect to Elders past, present and emerging.

Artwork: James Baban.

This Civil Aviation Advisory Publication (CAAP) provides guidance, interpretation and explanation on complying with the Civil Aviation Regulations 1988 (CAR) or a Civil Aviation Order (CAO).

This CAAP provides advisory information to the aviation industry in support of a particular CAR or CAO. Ordinarily, the CAAP will provide additional 'how to' information not found in the source CAR, or elsewhere.

Civil Aviation Advisory Publications should always be read in conjunction with the relevant regulations/orders.

Audience

This Civil Aviation Advisory Publication (CAAP) applies to all pilots, operators and approved self-administering aviation organisations (ASAOs) who conduct aerotowing operations using towing aircraft operated under the oversight of the Gliding Federation of Australia (GFA), Sports Aviation Federation of Australia (SAFA), or Recreational Aviation Australia (RA-Aus).

Purpose

This publication is written to provide guidance on which motor-glider, 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 ASAO aircraft operations and the wide variety of aircraft that the organisations may aerotow.

For further information

For further information or to provide feedback on this CAAP, visit CASA's [contact us](#) page.

Status

This version of the CAAP is approved by the National Manager, Flight Standards Branch.

Note: Changes made in the current version are not annotated. The document should be read in full.

Table 1: Status

Version	Date	Details
v2.0	June 2025	<p>This CAAP is applicable to towing operations conducted under the provisions of specific 95-series CAOs that will remain in force until the commencement of the Part 103 Manual of Standards (MOS). As some CAOs directly reference this CAAP, it remains valid until those CAOs repealed.</p> <p>Some language has been aligned with contemporary legally defined terms to ensure clarity and coherence with legislation.</p>
(0)	October 2012	<p>This is the first CAAP to be written with specified aircraft types acceptable to CASA for aerotowing.</p>

Unless specified otherwise, all subregulations, regulations, Divisions, Subparts and Parts referenced in this CAAP are references to the *Civil Aviation Safety Regulations 1998 (CASR)*.

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1 Reference material

1.1 Acronyms

The acronyms and abbreviations used in this CAAP are listed in the table below.

Table 2: Acronyms

Acronym	Description
ASAO	approved self-administering aviation organisation
CAAP	Civil Aviation Advisory Publication
CAO	Civil Aviation Order
CAR	<i>Civil Aviation Regulations 1988</i>
CASA	Civil Aviation Safety Authority
CASR	<i>Civil Aviation Safety Regulations 1998</i>
GFA	Gliding Federation of Australia (also known as Gliding Australia)
SAFA	Sports Aviation Federation of Australia
RA-Aus	Recreational Aviation Australia

1.2 References

Legislation

Legislation is available on the Federal Register of Legislation website <https://www.legislation.gov.au/>

Table 3: Legislation references

Document	Title
CAO 95.4	Civil Aviation Order 95.4 (Exemptions from CAR and CASR — Sailplanes and Towing Aircraft) Instrument 2024
CAO 95.32	Civil Aviation Order 95.32 (Exemptions from CAR and CASR — Powered Parachutes and Weight-shift-controlled Aeroplanes) Instrument 2024
CAO 95.55	Civil Aviation Order 95.55 (Exemptions from CAR and CASR — Certain Light Sport Aircraft, Lightweight Aeroplanes and Ultralight Aeroplanes) Instrument 2024
Part 103 of CASR	Sport and recreation aircraft
Part 149 of CASR	Approved self-administering aviation organisations

2 Introduction

2.1 Why this CAAP is issued?

- 2.1.1 The changes in aircraft technology, efficiency and successful overseas operation of ultralight and light sport aircraft in glider-towing has encouraged the use of ASAO administered ultralight and light sport aircraft as a supplement to the aerotowing of gliders by type certificated aircraft in Australia.
- 2.1.2 Many sport and recreation aircraft are operated under ASAO administration, some of which are used to tow sailplanes, hang gliders or paragliders. Regulation 91.210 of CASR prohibits towing unless otherwise permitted under the regulations. Permission to conduct towing operations is presently included in CAOs 95.4, 95.8, 95.32 and 95.55 in conjunction with an exemption to regulation 91.210.¹
- 2.1.3 Only a glider that is a sailplane or hang glider may be towed by another aircraft.
- 2.1.4 Only aeroplanes (including weight-shift-controlled aeroplanes) may be used in towing operations to tow a hang glider.
- 2.1.5 An aeroplane or a powered sailplane may be used in towing operations to tow a sailplane.
- 2.1.6 An aeroplane or powered sailplane used for towing must be:
- type certificated as suitable for towing of a sailplane or hang glider
or
 - listed in this Civil Aviation Advisory Publication as acceptable to CASA for towing a sailplane or hang glider
or
 - approved by CASA, in writing, as suitable for towing; a sailplane or hang glider
or
 - approved by the manufacturer as suitable for towing a sailplane or hang glider and the aircraft flight manual instructions for the aeroplane must provide for the towing of an aircraft that is a sailplane or hang glider.

2.2 What is the intent of this CAAP?

- 2.2.1 The intent of this CAAP is to provide a list of sport and recreation aeroplanes acceptable to CASA for use in the towing of sailplanes and hang gliders in Australia.

¹ Part 103 of CASR also contains provisions that allow for the towing of Part 103 aircraft by Part 103 aircraft and aircraft that are not Part 103 aircraft. These provisions are currently inactive because the Part 103 MOS has not been finalised and published.

3 What are aerotowing operations?

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

4 Who may aerotow an aircraft?

To aerotow a hang glider using an ASAO administered aeroplane, the pilot of the towing aeroplane must be the current holder of:

- a. a pilot certificate issued by the ASAO that administers the operation of the towing aeroplane
- b. a pilot authorisation issued by the ASAO that administers the aeroplane that authorises the pilot to operate an aeroplane for towing a hang glider.

To aerotow a sailplane using an ASAO administered aeroplane or ASAO-administered powered sailplane, the pilot of the towing aircraft must be the current holder of:

- a. a pilot certificate issued by the ASAO that administers the operation of the towing aircraft
- b. if the towing aircraft is an aeroplane:
 - i. a pilot authorisation issued by the ASAO that administers the towing aeroplane that authorises the pilot to operate an aeroplane for towing a sailplane
 - ii. an authorisation issued by the ASAO that administers the sailplane that authorises the pilot to tow a sailplane administered by the ASAO
- c. if the towing aircraft is a powered sailplane - a pilot authorisation issued by the ASAO that administers the towing sailplane that authorises the pilot to operate a powered sailplane for towing a sailplane.

To aerotow a sailplane using an aeroplane registered on the Australian Civil Aircraft register, the pilot of the towing aeroplane must:

- a. be authorised to pilot the aeroplane under Part 61 of CASR
- b. hold an authorisation issued by the ASAO that administers the sailplane that authorises the pilot to tow a sailplane administered by the ASAO.

5 CASA acceptance for inclusion to the list

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

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 ASAO responsible for the operation of the towing aircraft
- acceptance by the ASAO of the gliders (including any limitations) the aircraft is proposed to tow.

6 Aircraft acceptable for towing

Make and model of ASAO administered CAO 95.55 aeroplanes acceptable for towing sailplanes:

- Jabiru J230
- Jabiru J230-D
- EuroFox 2K
- Eurofox 3K
- Evektor SportStar.

Make and model of ASAO administered CAO 95.55 aeroplanes presently acceptable for towing hang gliders:

- Moyes/Bailey-Moyes/Liteflite Dragonfly

ASAO-administered CAO 95.32 weight-shift-controlled aeroplanes acceptable for towing of 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.

Airborne X-Series Redback.VH-registered touring motor gliders acceptable for towing of sailplanes:

- Diamond HK 36 TC
- Diamond HK 36 R
- Scheibe SF-25C.