



Flight Review and Currency Guidelines

Issue date:

Temora Gliding Club Guidelines:

Currency or recency

- Pilots who have not flown in the preceding 90 days must have a check flight
- Pilots who have not flown a glider in the preceding 6 months must have a check flight
- The CFI can extend the above periods after considering individual circumstances
- The Duty Instructor can assess the daily situation and require a check flight
- *Pilots should always be cognisant of the currency barometer and encouraged to reach out for a check flight if they feel it will lead to safer outcomes for them and others*

Flight reviews

- Nominal frequency of flight reviews determined by the hours and flights in the preceding 12 months
 - Less than 20 hours or 12 flights: 12-month maximum interval
 - Greater than 20 hours and 12 flights: 24-month maximum interval
- Shorter intervals can be set as determined by the reviewer when considering individual circumstances (e.g. age, other recency considerations)

Visiting Pilots

- TGC currency requirements to be met
- Site familiarisation check if not flown at Temora in the previous season
- Check flight before flying a new type for the first time
- Local procedures briefing
- Current flight review sighted
- CFI can vary the requirements after considering individual circumstances

Other considerations:

Tow pilots, instructors and passenger carrying ratings have their own additional set of GFA requirements as summarised below.

Tow pilots

- Minimum six tows in the preceding 12 months or assessment by tow pilot examiner.

Instructor

- In-flight instructing duties during last 30 days or at least 3 glider flights or 2 hours as pilot in command during last 90 days immediately prior to performing instructing duties. Failure to meet these recency requirements requires a flight competency check

Passenger carrying rating

- Minimum 3 glider take in the previous 90 days before flying a passenger

References:

GFA Manual of Standard Procedures, Part 2 - Operations (MOSP 2)

GFA Aerotowing Manual

GFA Operations Advice Notice No 01/20 (Flight Reviews) (OAN)

Context:

MOSP 2 talks about the requirement for a “periodical” Flight Review and the OAN referenced above provides guidance on the frequency and states the maximum period of validity is 24 months.

The OAN also provides guidance on recency or currency requirements. It states that Club Training Panels should set currency and recency requirements and that they may set flight review requirements at more frequent intervals than the maximum 24 months. It also recommends that pilots undergo a check flight if they have not flown within the preceding 90 days.

The OAN also includes the now well-known and accepted *currency barometer*.

Many clubs have used the *currency barometer* to determine the frequency of flight reviews. Some use the mid-point of the scale (17 hours, 21 flights) in the previous 12-month period to determine that those below this point adopt a 12-month flight review interval and above this point, a 24-month interval. A variation on this is to determine whether a pilot is above or below the line on the barometer (25 hours, 12 flights). Of course, other individual circumstances may dictate shorter intervals.

The currency barometer also provides guidance on currency and suggests that if a pilot hasn't flown at least three times in the preceding 90 days they are advised to have a check.