

7.3.2. Flight instruction.

- (m) Self Launching Sailplane Controlled Airspace Endorsement Syllabus in in Appendix 12
- (n) Departure Procedures
- (o) Circuit Operations
- (p) Arrival Procedures
- (q) Transit Procedures

8 LOW-LEVEL FINISH TRAINING

- 8.1. The aim of the Low-level finish training is to qualify GPC holders to perform the manoeuvre specified in MOSP 2 paragraph 8.9.

8.2. Theoretical knowledge

The syllabus for the theoretical knowledge instruction should cover at least all of the following:

- (a) human factors
 - (i) workload Management;
 - (ii) cognitive tunnelling;
- (b) technical subjects
 - (i) energy management; and
 - (ii) general airframe and engine limitations (if applicable).

8.3. Flying training

Applicants for a GPC shall demonstrate to an instructor through the completion of a skill test the ability to perform, as PIC on sailplanes, the relevant procedures and manoeuvre with competency.

- 8.4. The completion of the training as specified in paragraph 8.3 shall be entered in the logbook of the pilot and signed by the head of training of the ATO or the instructor that is responsible for the training, as applicable.

9 CHARTER PILOT TRAINING

- 9.1. Training for the charter authorisation shall be carried out at an ATO and the pilot must demonstrate competence in the following flight sequences to a Level 3 Instructor:

- (a) a normal launch and release or, in the case of a powered sailplane, normal take-off;
- (b) recognising, and recovering from stalls and spins induced by the Level 3 Instructor;
- (c) the practical application of flight rules and procedures;
- (d) flying a normal circuit without reference to both an altimeter and an airspeed indicator;
- (e) emergency procedures during launch or take-off, and in flight.

- 9.2. When carrying out the sequences required under paragraph 9, the pilot may be required to sit in either seat of the sailplane and must complete all sequences without fault in lookout or handling technique, or harsh use of the controls.