Visiting Pilot Membership Info Package

Step 1	Join SAFA as a Visiting Pilot Member (VPM)
Step 2	Provide your Overseas licence and ratings (IPPI, APPI, or similar) and Flight Logs / Logbook copies (see Acceptable Examples on last pages)
Step 3	Wait until you receive confirmation from the SAFA Office of membership *You will be able to check your online membership details, and it will display your pilot number and* "Membership expires dd-mm-yyyy" **If you cannot log on – you are not yet a member** (this can take 1-5 days, contact the office for support)
Step 4	Complete the VPM online workbook and exam (Moodle)
Step 5	Ensure you get your Radio Operator's Licence (if required) or provide proof of equivalent*
Step 6	Check the site guide or reach out to a local club and enjoy Australian flying

Remember – once your VPM expires, your authorisation to fly in Australia also expires

Membership

You must be a member of SAFA to fly in Australia.

Click HERE to join.

- If you have a current existing licence in another country, then you should be eligible to apply.
- If you are expired in your country, you are ineligible to apply for a Visiting Pilot Membership.

Considerations

Clubs

Before flying anywhere, reach out to the local club to find out rules and procedures governing the area.

These may include:

Club membership, site rules, no fly areas, no landing zones, specific landowner requests, Airspace issues, closed periods, persons to contact, etc.

A list of local clubs is linked HERE, or can be accessed through the National Site Guide https://siteguide.org.au/ This will also give you a great contact to meet new people and fellow pilots to enjoy your time flying in Australia.

You can also reach out to schools for further support and information HERE.

It is compulsory to wear a helmet in Australia

Airspace

Airspace in Australia is regulated and it is your responsibility to understand your role in maintaining safe airways. The regulating body is the Civil Aviation Safety Authority (CASA).

Visit https://www.airservicesaustralia.com/aip/aip.asp to gain access to the relevant tools to identify airspace in your intended flight areas.

There is also a useful Airspace Check tool HERE

Flight Rules

VFR differences Distances and height variations to Overseas

5km visibility ***(8km > 10,000'AMSL)***
1,000' vertical from cloud **1500m** horizontal from cloud
100' vertical from spectators **25m** horizontal from spectators
1,000' vertical above town or populous area
(unless on landing approach or within safe glide of a landing)

Our VFR aircraft can only fly during daylight hours – that is; between Morning civil twilight and Evening Civil Twilight.

VMC regulations below **10,000' AMSL** 5km visibility
Distance from clouds and populous areas 1,500m or
<3000' **AMSL** remain clear of cloud <1000' **AGL** remain clear of cloud

Must have a working Variometer[1] within clear visual range above 300' AGL

[1]Must be able to be set to QNH

10,000' AMSL is the transition altitude

Above 12,500' AMSL (FL 125)

PG and HG must be equipped with Oxygen and appropriately endorsed.

VFR increases Visibility ≥8km

Oxygen requirements

>10,000' AMSL Aircraft under CAO 95.32 <600kg, CAO 95.10 <300kg must not be flown above 10,000' AMSL without Oxygen equipment and appropriate endorsement.
See 91 MOS 26.43

10,000' AMSL is the Transition Altitude (91 MOS 11.02)

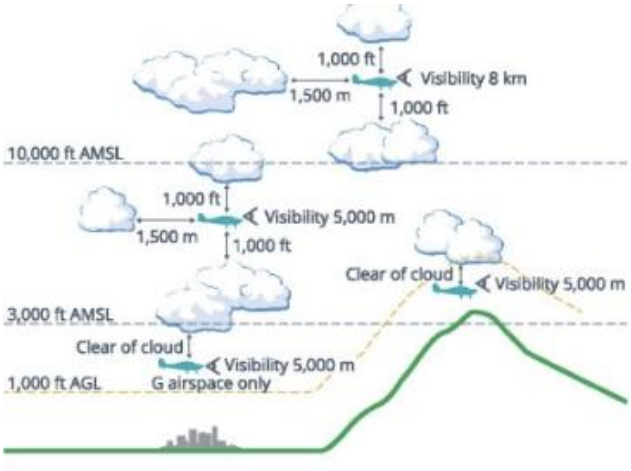
>12,500' PG/HG Max altitude allowable within Airspace (Class E or G)
HG or PG must have O_2 endorsement and carry supplemental O_2 system (91 MOS 26.43)

CAOs 95.8, 95.1, 95.32 are the Civil Aviation Orders (CAO's) that provide exemptions from specific sections of the CARs/CASRs for hang gliding, paragliding, and microlight operations.

Class G airspace may extend to 10,000'.

The East Coast CTA passage has a lower limit of **8,500',** meaning that **class G** is limited to 8,500' in this area.

There are similar instances across Australia where class G height may vary. See https://xcaustralia.org/aircheck/aircheck.php for a quick check.



Class of airspace	Height	Flight visibility	Distance from cloud	Operational requirements
A, B, C, E or G	At or above 10,000 ft AMSL	8,000 m (8 km)	1,500 m horizontal 1,000 ft vertical	
A, B, C, E or G	Below 10,000 ft AMSL	5,000 m (5 km)	1,500 m horizontal 1,000 ft vertical	
G	At or below whichever is the higher of: 3,000 ft AMSL 1,000 ft AGL	5,000 m (5 km)	Clear of cloud	In sight of ground or water Radio must be carried and used on appropriate frequency

Radios

In Australia we generally use UHF radios (frequency range 476.425 MHz to 477.4125 MHz) for pilot-to-pilot chat - also referred to as CBs.

Most clubs elect to use a local frequency, so find out which.

2m radios will work in Australia, but the frequency range of 144-148 MHz is less widely used by pilots. They require appropriate licensing.

Airband[#] radio (frequency range 118.000–136.975 MHz) is regulated and required:

- Above 5,000 feet AMSL in Class G Airspace
- 'in the vicinity' of aerodromes that are certified, military or registered
    - 'in the vicinity' is within 10 nautical miles and a height where your operations could conflict with other traffic
- At or below 3,000 feet AMSL, or 1,000 feet AGL (whichever is higher) in reduced VMC
    - Reduced VMC is visibility less than 5km and clear of cloud in clear sight of ground or water
- If intending to enter or operating in a Mandatory Broadcast Area (MBA)

You must have an Airband operator's licence to use these radios[*]

*Australia recognises Radio Operator authorisations under the Chicago Convention. You must provide proof of authorisation prior to operating or flying in Airspace as per the regulations. See Here for detailed information. *https://www.icao.int/sites/default/files/secretariat/legal/CurrentListofParties/Chicago_EN.pdf*

Once you are a member, you can take the Airband Operator's course online through SAFA.

SAFA has a set of frequencies licensed for members' use

UHF

CHANNEL	FREQUENCY	POWER	BANDWIDTH	CTCSS	BUSY CHANNEL LOCKOUT
SAFA1	472.125 MHz	5 WATTS	12.5 kHz	192.8 Hz	Y*
SAFA2	472.125 MHz	5 WATTS	12.5 kHz	82.5 Hz	Y*
SAFA3	472.125 MHz	5 WATTS	12.5 kHz	110.9 Hz	Y*
SAFA4	472.125 MHz	5 WATTS	12.5 kHz	151.4 Hz	Y*
SAFA 5 OPEN	472.125 MHz	5 WATTS	12.5 kHz	--	--

VHF

SAFA have arranged these frequencies dedicated the SAFA use only Australia wide.
They are unmonitored and used for SAFA pilot to pilot chit chat, schools, and tow operations.

122.175 MHz	122.225 MHz	122.325 MHz
122.625 MHz	122.825 MHz	123.175 MHz

Radio Frequencies for non-controlled airspaces

Pilots flying above 5,000' AMSL must maintain a 'listening watch' of the appropriate frequencies. This is critical for maintaining situational awareness.

You should:

- When operating in the vicinity of an aerodrome published in the aeronautical charts
    - Use the CTAF frequency (discreet as published) or Multicom 126.7 if no published frequency
- Use the Mandatory Broadcast Area frequency as published if in an MBA
- Where no aerodrome is nearby

It is recommended to use the area Frequency. This may be Multicom 126.7, or advised in the aeronautical charts for the area.

Good broadcasts

1. Check the volume, squelch and frequency are correct
2. Listen before transmitting
3. Pause 1sec before and after pressing the transmission button to avoid 'clipping' the transmission
4. Use standard phraseology
    a. Speak slowly and clearly
    b. Don't use jargon
    c. Don't use abusive or aggressive/inappropriate language
5. Avoid clutter
    a. Only make calls as necessary

Format

1. Location 'traffic' (e.g.: "Lake Keepit traffic")
2. Aircraft type and callsign ("Hang Glider ####")
3. Position/Intention ("one-zero miles north Lake Keepit at 6500 feet") [location] or ("6500 feet at your 12 o' clock") [if alerting other air users of your position relative to them - e.g.; avoiding potential collision]. You can include heading and speed here. [Try to keep the transmission clear and concise]
4. Location ("Lake Keepit")

e.g. "*Lake Keepit traffic, hang glider 1234 10miles North Lake Keepit at 6500 feet, heading Northwest at 16 Knots, Lake Keepit*"

Tandem Flight

Carriage of passengers is allowed only after obtaining written approval from the SAFA Operations Manager. This requires:

1. Presenting appropriate OS licence/authorisation, plus
2. Successful check flight with a SAFA CFI.

No commercial tandem or instructional flights may be undertaken

Competitions

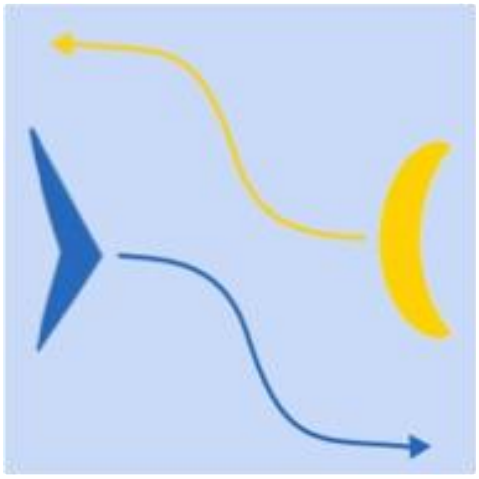
If you are visiting Australia and intend to fly a competition, please contact your Competition Organiser to understand specific requirements/exemptions that may apply.

If you intend to fly before or after, you will still be required to comply with these regulations.

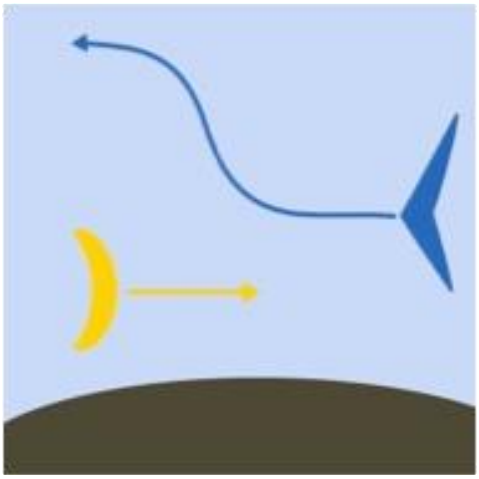
Basic considerations flying in Australia

- Treat landowners well, without their goodwill we can't fly; if they give assistance, potentially offer to pay and definitely give thanks; Be respectful and friendly, don't take them for granted. Provide landowners with signed waivers where required (available from SAFA).
- Do not take dogs or other pets onto landowner property.
- Close gates immediately behind you (If closed).
    - the rule is “Leave it how you found it”!
        - if there is more than one car you close it behind all of them, at the next gate somebody else does it all for you.
- Australia is a highly fire-prone area
    - Do not be the cause of any grass or bush fire.
    - *NO SMOKING* on launch sites or in landing areas. This includes vapes as they look like cigarettes from a distance.
    - Report fire outbreaks to CFA or Emergency Services (‘000’ or ‘112’) via UHF radio, VHF radio or telephone.
- Red streamers *must* be displayed by 'Supervised' rated pilots.
- Do not take vehicles into paddocks, walk in.
- Keep vehicle speeds reasonable and remember to minimise dust.
- Do not land where permission has been denied by the owner or in other prohibited areas.
- Do not climb over fences - use the gates.
- Take your litter home.
- Do not overfly prohibited areas.
- Do not land in stocked or cropped paddocks.
- Be aware of transmission of stock or fauna disease, especially if landing on farms.
    - Many farms are bio-secure – do not enter or traverse if you see these signs.
- Minimise any environmental damage, be particularly careful with inadvertent transplant of seeds.
- Beware power lines - they may be strung between tree lines; they are located near most buildings.
- Limit the number of vehicles using access roads where possible.

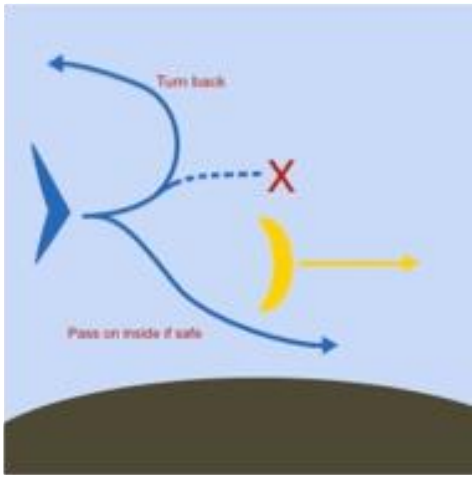
Rules of the Air



When converging head on in clear air
Both gliders shall give way and move to the right



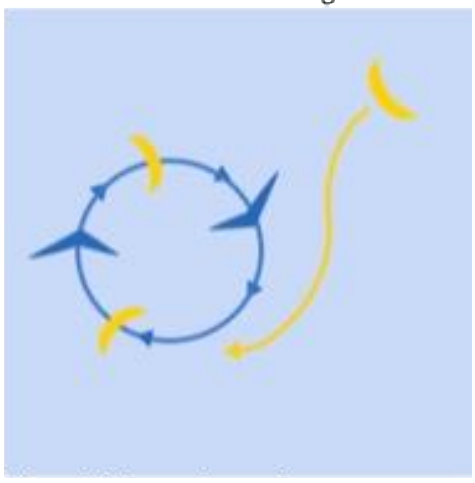
Flying along a ridge
The glider with their RIGHT tip to the ridge has Right of Way



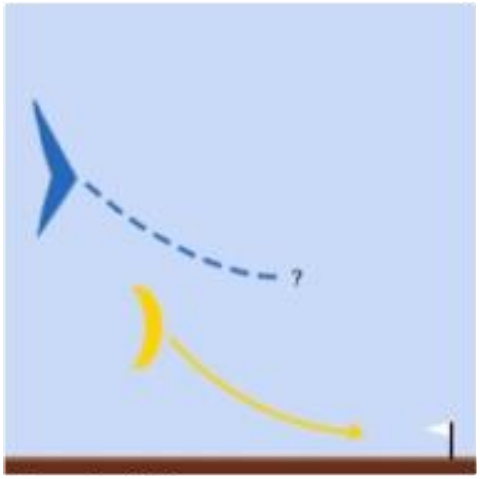
When passing on a ridge
Pass on the inside or turn around (if safe to do so). Do not pass on the outside of the slower wing.

In clear Air
The faster glider gives way to slower – passing on either side

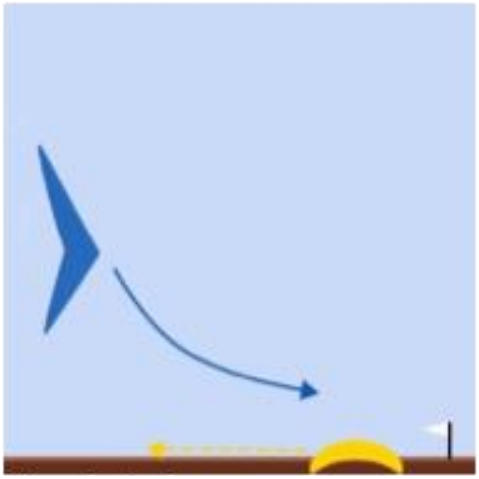
When converging in clear air
The glider on the RIGHT has Right of Way.



When joining a thermal
Join in the same direction and find a space – Lower glider has Right of Way. Do NOT cut in.



When landing
The higher glider gives way to the lower.



When landed
GIVE WAY to approaching gliders and move out of the way.

Absolute Rule

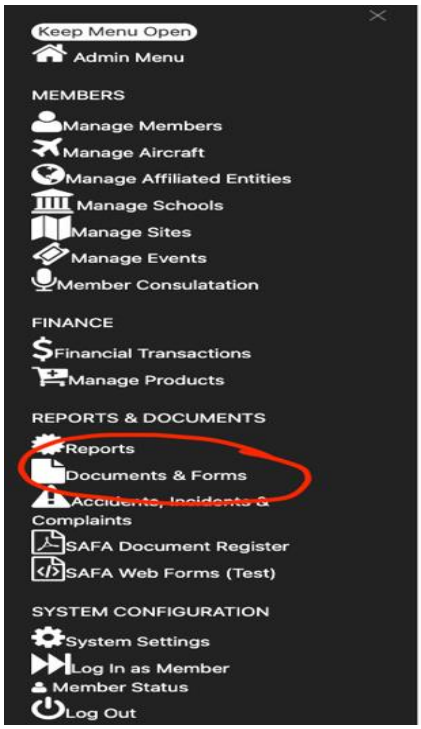
AVOID A COLLISION AT ALL COSTS

Do not assume Right of Way

Further Information

For links to CASA regulations and frameworks – see https://www.casa.gov.au/rules/regulatory-framework/casr/part-149-casr-approved-self-administering-organisations#Rulestatus

All SAFA Manuals (Part 149) located in the members login section under Documents&Forms



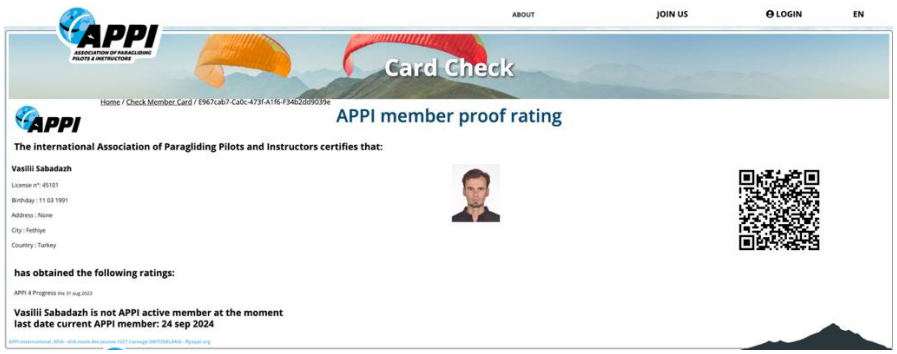
IPPI/APPI Card examples

IPPI cards have been in use since 1992. When a pilot travels abroad, this card (along with their national rating card) will identify pilot skills and provides an easy way to verify pilot experience and ability prior to approval for flight operations.

An IPPI card is valid ONLY with a CURRENT national licence or rating card.

APPI is a similar system, based in Switzerland, that provides a way of aligning proficiency and certification based on an agreed set of standards. This standard is recognised across many countries and has similar alignment with proficiency although weighting and individual elements required may slightly differ from IPPI.

The APPI licence can be directly printed from their web portal and looks like this:



Logbook Examples

Logbook entries should contain: Date/Site/Location/Aircraft/Duration

When providing logbook copies to support your application, the following examples are acceptable:

1. Online logbook except

SAFA# (CLICK TO EDIT ENTRY)	SITE	AIRCRAFT	DISCIPLINE	DURATION / FLIGHTS	LAUNCH	FLIGHT DATE (CLICK TO VIEW DETAILS & TRACKLOG)
2207806	tow paddock	Sample Paraglider	PG	358 / 1	Tow paddock	24-12-2025
2207806	Site 7	Sample Tandem Paraglider	PG	12 / 1	Tow Strip A	15-12-2025
2207806	Site 7	Sample Tandem Paraglider	PG	214 / 1	Tow Strip A	14-12-2025
2207806	Bald Hill - Stanwell Park	Sample Paraglider	PG	72 / 4	Bald Hill	04-12-2025
2207806	Bald Hill - Stanwell Park	Sample Paraglider	PG	143 / 1	Bald Hill	02-12-2025
2207806	Site 4	Sample Paraglider	PG	258 / 1	Airport Tow Site	24-11-2025
2207806	Site 2	Sample Tandem Paraglider	PG	108 / 3	Beach Site	19-11-2025
2207806	Site 4	Sample Aircraft	PG	212 / 12	Beach Site	10-11-2025
2207806	Kronplatz	Sample Hang Glider	HG	210 / 1	Kronplatz - Italy	03-11-2025
2207806	Site 2	Sample Aircraft	HG	102 / 1	Site 2	15-10-2025
2207806	Site 1	Sample Paraglider	PG	142 / 1	Site 1	01-10-2025

2. Spreadsheet excerpt

SITE	AIRCRAFT	TYPE	DURATION (Min)	LAUNCH	FLIGHTS	DATE	SOLO/DUAL	ROUTE	DISTANCE	LANDING	REGO	NOTES
tow paddock	Sample Paraglider	PG	358	Tow paddock	1	12/24/2025	Solo	SMPLE Route Description. Take off - Landing via...	287	Cricket Field		PB
Site 7	Sample Tandem Paraglider	PG	12	Tow Strip A	1	12/15/2025	Dual			Tow Strip A		Bombout :(
Site 7	Sample Tandem Paraglider	PG	214	Tow Strip A	1	12/14/2025	Dual			Country ALA		
Bald Hill - Stanwell Park	Sample Paraglider	PG	72	Bald Hill	4	12/4/2025	Solo			Top Landing		
Bald Hill - Stanwell Park	Sample Paraglider	PG	143	Bald Hill	1	12/2/2025	Solo			Beach		
Site 4	Sample Paraglider	PG	258	Airport Tow Site	1	11/24/2025	Solo	180 Triangle	180	Launch Airfield		
Site 2	Sample Tandem Paraglider	PG	108	Beach Site	3	11/19/2025	Dual					
Site 4	Sample Aircraft	PG	212	Beach Site	12	11/10/2025	Solo					Extra Notes
Kronplatz	Sample Hang Glider	HG	210	Kronplatz - Italy	1	11/3/2025	Solo		87	Tre Cime		Incredible Flight for Winter
Site 2	Sample Aircraft	HG	102	Site 2	1	10/15/2025			76	Back at Designated LZ		Extra Notes regarding a Great Flight
Site 1	Sample Paraglider	PG	142	Site 1	1	10/1/2025			99.9	Goal		Sample Notes