

Greater Toronto Gliding Centre Squadron Familiarization Flying Orders



This publication supersedes GTGC Familiarization Flying Orders dated 01 APR 2013.

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Squadron Familiarization Flying Orders

Greater Toronto Gliding Centre

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FORWARD

1. The Greater Toronto Gliding Centre Squadron Familiarization Flying Orders are issued on the authority of the GTGC GC Comd. These orders are to be referred to for all squadron flying activities conducted at the Greater Toronto Gliding Centre.
2. These orders are published to supplement and amplify the following references:
 - a. A-CR-CCP-242/PT-005
 - b. Central Region Flying Orders
 - c. GTGC Flying Orders
 - d. CATO 13-12
 - e. CATO 23-07



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SECTION 1 – INTRODUCTION

AIMS

1. The aim of this document is to ensure that LHQ Staff (Officers and NCOs) understand the safety orders and guidelines for operations at the Greater Toronto Gliding Center (GTGC) as per the refs. This document is designed to be reviewed before the operation commences and to supplement the safety briefing received by the unit at the beginning of the operation. Familiarization with this document and the refs will aid in providing a safe and beneficial experience to the visiting LHQ staff and cadets.

MISSION STATEMENT

2. The mission of the Greater Toronto Gliding Centre is three-fold:
- a. To provide familiarization flights to local squadron cadets
 - b. To provide the opportunity for GTGC staff members to upgrade their skills and qualifications and pass their knowledge to those wishing to do the same
 - c. To complete the above objectives in the safest and most professional manner possible under the high standards and traditions of the Canadian Forces.

SAFETY

3. Safety is paramount to a successful operation at GTGC. It is the duty and responsibility of all staff and personnel to ensure that appropriate safety plans are in place and followed. Ultimate responsibility for safety falls to the Gliding Center Commander (GC Comd) and his/her staff.

4. In order to ensure proper dissemination, there will be a safety briefing for all LHQ supervisory staff and cadets at the beginning of the operation by a GTGC staff member. If cadets are arriving and departing in shifts, they must be briefed at the beginning of each shift. A GTGC staff member must brief any person who is planning to enter the operations zone prior to entry. It should be noted that the On-Site Commander has the authority to halt GTGC flying operations should there be a serious breach of safety.

SECTION 2 – PLANNING

SQUADRON SCHEDULING RESPONSIBILITIES

1. Squadrons will begin arrangements for their gliding date at least 2 weeks in advance. For some squadrons, this will mean starting arrangements prior to unit start-up in September. The gliding season is a fixed amount of time with a fixed number of days to fly so there is no way around this from our end.
2. Squadrons are expected to bring the number of cadets the schedule indicates.
3. Squadrons should book more than their daily limit and put some cadets on reserve or standby. This will make up for no-shows on game day and maximize your squadron's daily allocation.
4. Squadrons unable to bring the number of cadets as required are to contact the GTGC Admin O at AdmO@gtgc.ca or the GC Comd with as much lead time as possible and not later than the Wednesday prior to the assigned gliding date so that alternate arrangements can be made. GTGC will not normally cancel a squadron outright depending on the situation and, if needed, we will contact other squadrons to see if they can fill the gap.
5. To ensure fairness, squadrons are not to make confirmed arrangements amongst themselves or with the Det to pad their numbers without first contacting GTGC as a priority list is kept based on weather or mechanical cancellations.
6. Squadrons that consistently low-show will have their allocations reduced and the resource will be allocated to another unit. This will be handled in coordination with the RC Air Ops O and the unit's Det.

WEATHER

7. It is the expectation of CIC officers that they practice due diligence in observing the satisfactory state of dress for their cadets. Cadets can expect to be outside and unsheltered for multiple hours in temperatures ranging from freezing to 30° Celsius. Wind is a major factor as the airfield provides little relief from wind-chill. In the event that the weather is not suitable for gliding, all possible arrangements will be made for the cadets to partake in powered familiarization flights using the Scout aircraft. LHQ staff should be mindful operations will only take place in weather deemed safe by the On-Site Commander.

TRANSPORTATION

8. The parking lot at Markham Airport is not able to handle the volume of cars that arrive to bring individual cadets and family members. Additionally, GTGC is unable to provide sufficient shelter for all visiting cadets that does not impede on the public area of the airport. Squadron's will therefore provide a vehicle capable of satisfying both requirements. The vehicle is to remain on site and will serve as shelter from the elements where we cannot provide it.

9. It is preferred that all squadrons utilize a bus or rental van to transport their cadets to satisfy both requirements. Squadron's planning shifting or car pooling must still provide a vehicle capable of providing shelter to all cadets present on each shift. A multi-passenger van would be sufficient to meet the requirement. Individual transport is not authorized as it contributes to the vehicle congestion at the airport.

10. Squadron's utilizing a bus or other mass transport should also consider a secondary vehicle in case of an accident or injury on site.

NUMBER OF CADETS

11. Squadrons are normally booked to fly between the hours of 0930 and 1700. Under ideal conditions, GTGC staff are able to provide approximately 6 glider flights per hour for daily totals as follows:

- a. 40 cadets will each receive 1 flight
- b. 20 cadets will each receive 2 flights
- c. 20 cadets will each receive 1 flight if scheduled for a half day only

12. Wind, weather, and staff constraints may affect the number of flights that are able to be provided. Should the weather not be favourable for glider flying, cadets will be flown in the Tow Aircraft. Under these circumstances, the ability to provide flights is greatly reduced to approximately 4-5 flights per hour.

13. Extra time may be allotted at the discretion of the On-Site Commander under circumstances where the Centre begins operations later than scheduled due to staffing, mechanical or weather issues. Squadrons arriving later than scheduled or arriving without sufficient supervision will not be allotted extra time.

WEIGHT LIMITS

14. Weight of the pilot and passenger are factors in gliding operations. Aircraft are delicately balanced prior to flight in order to ensure operations are conducted within limitations. This factor can be dealt with by modifying the weight of the pilot, the cadet, and/or the ballast. Heavier cadets will be paired with lighter pilots where possible. If cadets are unsure of their weight, a scale will be available on the field. In colder conditions, cadets may be wearing 5-10 pounds of clothing which may exclude them from flying operations. In general, cadets over 210 pounds will not be able to safely participate in airborne gliding operations. Cadets over 250 pounds may not be able to fit in the tow plane.

SUPERVISION

15. As per CATO 13-12, gliding is considered a day activity, therefore, squadrons must provide sufficient supervisory staff in the form of a CIC Officer or paid CI who has completed their PRC/VSS. Supervisors will be supplied by the squadron at a ratio of one (1) CIC Officer or paid CI for every 20 cadets. A screened CV who can present a valid League issued ID card as per CATO 23-07 will also be accepted as a supervisor but must be paired with either a CIC Officer or a paid CI. The CV must not be the primary supervisor. Occasional drivers are not considered supervisors for the purpose of gliding activities unless screened.

16. Additionally, if cadets are to be split into groups (ie one on the flight-line and groups in the parking area and/or the sports area), the squadron will provide at least one supervisor for each group. A properly briefed senior squadron cadet (Flight Sergeant rank or higher) who is familiar with the Familiarization Flying Orders may be assigned supervision duties of a group, however, a CIC Officer, CI or CV is required to be on the flight line. Occasional drivers are not considered supervisors while on site for GTGC activities.

17. GTGC staff members are NOT to be considered as squadron supervisory staff as they are assigned to Gliding Center duties. Squadrons who do not observe the CATOs in terms of supervision are in violation of the safety guidelines issued by DCadets and will be required to arrange for proper supervision before engaging in gliding activities.

18. Supervisors will find a declaration of compliance at Annex C that will serve as confirmation that they have read and understood these Orders and will comply with them. Violation of these orders will be submitted through the appropriate chain of command.

NOMINAL ROLL

19. Annex C provides the GTGC gliding operation nominal roll form for squadrons. This is to be completed prior to arriving at the gliding centre and a copy given to the staff member who briefs your unit. The purpose of this document is to aid in proper log keeping and to maintain a record of cadets who are on the flight line. The squadron should keep a copy with the supervising officer and NCOIC as well as providing a copy for the GTGC admin staff.

RATIONS AND WATER

20. Squadrons are responsible for ensuring all cadets remain hydrated. Cadets may be participating in strenuous physical activity on the flight line and will require water during gliding operations all year round. Though often overlooked, it is important for personnel to bring water even during the colder months as cadets will be kept active on the flight line. GTGC has a water cooler in the office for staff use only. It is not to be utilized by the squadron except in a critical situation. If the squadron is not shifting over lunch, they must ensure that cadets are fed. Cadets who have not had a meal in the last 6 hours may not be flown as per flight safety requirements. It is common sense requiring due diligence to ensure all cadets are fed and rested. The effects of altitude on blood glucose and fatigue are well documented and pose a health concerns if not monitored.

21. Depending on a number of factors, GTGC Staff will normally cease operations for approximately 1 hour over the lunch hour. The exact time that this will commence is not fixed and varies depending on the circumstances but is generally between 1230-1330 hrs. All visiting squadron staff and cadets will be returned to the parking area during the course of the lunch break.

GTGC STAFF CADETS

22. The role of GTGC Staff Cadets attending operations on their own squadron's gliding day occasionally becomes an issue. This situation can place Staff Cadets in an awkward position if it is not handled properly. Staff Cadets belong to their home units under the command of their squadron's CO and may only act as a GTGC Staff Cadet when not tasked with squadron duties. Staff Cadets have the following options when attending on their squadron's designated gliding date:

- a. Staff Cadet's belong to their CO for the day, they arrive with their squadron and will be provided 1 flight and then leave with the squadron. They will act as SME's and may liaise with GTGC staff.

OR

- b. Staff Cadet's attend GTGC ops as a GTGC Staff Cadet and work for the GTGC On-Site Commander. Staff Cadets will arrive and depart at the times designated by the GC Comd, conduct DI's, do logs, ground crew, work as directed by the On-Site Commander and fly as qualifications allow.

23. To avoid conflicts, Staff Cadets have been directed to confirm their status with their squadron CO no later than 2 weeks in advance of their squadron's assigned day(s) so they can schedule themselves accordingly.

SECTION 3 – PRE-DEPARTURE CONSIDERATIONS

DRESS

1. It is advised that LHQ Staff check the weather leading up to the operation and provide cadets with suitable dress regulations. Cadets are not to wear combats or uniform parts (with the exception of the LHQ issued 3-season jacket). Dress is to be appropriate, as cadets are on an active flight line and are in the public eye (and thus must follow the regulations pertaining to that environment as per the CRFOs).
2. LHQ staff must ensure proper dress before allowing cadets to depart for the airfield as it can greatly impinge on the safety of the operation. Cadets that check-in at the LHQ prior to departing for GTGC that are not sufficiently dressed for the weather must not be brought to the airfield until sufficient dress is found.

HEALTH CARDS

3. Operations at the gliding centers are sanctioned Air Cadet Events and are subject to the insurance policies and regulations set forth by the Air Cadet League of Canada and the Ontario Provincial Committee. Cadets **MUST** bring and carry their health cards on their person at all times. It is unacceptable to keep health cards in the parking lot as they are liable to theft (the airport is open to the public) and there is the possibility of an off-field landing necessitating immediate Medevac.

MEDICAL

4. A cadet with any medical issues, disability or handicap must be reported to the On-Site Commander immediately on initial arrival and noted on the nominal roll. Often cadets are not aware that a common cold with congestion can lead to a burst eardrum and permanent hearing loss or damage due to altitude effects. Physical and mental limitations of cadets should be identified early in order for the staff to make arrangements to fly those cadets safely or have them participate in an alternate activity. Ultimately, the choice to fly a cadet is the pilot's and they may choose not to take a passenger who, in their best judgement, poses a flight safety risk.
5. If there is any question about a cadet, please don't hesitate to contact the Gliding Centre Commander prior to your visit or the On-Site Commander on arrival.

SQUADRONS WITH GLIDER STAFF / FLYING SCHOLARSHIP CANDIDATES

6. Squadrons who have the advantage of cadets with pilot's licenses are advised to utilise them on gliding weekends. They are considered SME's and can contribute to the experience of the cadets greatly. These cadets can be used to pre-brief the squadron on the bus or at the squadron, enhancing the level of basic knowledge that the cadets arrive with. This allows GTGC instructors to provide more advanced flight training in the air.

7. Candidates for glider and power scholarships should be identified on the nominal roll (see Annex C). Staff availabilities may allow for these cadets to be more thoroughly trained on ground crew positions and may allow for pairing with a qualified instructor for an instructional flight.

WEATHER HOLD / CANCELLATION POLICY

8. Operations will be considered to be going ahead unless the GTGC On-Site Commander specifies otherwise. The On-Site Commander will assess the weather starting the night before. On occasion, there may be weather forecast that will limit or preclude gliding operations. As most squadrons drive some distance to attend, a protocol has been established to deal with these events as follows:

- a. The On-Site Commander shall assess the weather and make a decision on operations by 2100 hrs the night before. If operations are likely to be curtailed in any way, the On-Site Commander will contact the Squadron Gliding Contact or CO to indicate any changes to normal operations. The On-Site Commander shall specify when the next update will be issued from them and how that information will be relayed. Operations will not normally be cancelled the night before.
- b. The On-Site Commander shall assess the weather with the issuance of the new TAF at approximately 0745 hrs the morning of operations. If a delayed start-up, Scout ops only or full operational cancellation is prudent, the Squadron Gliding Contact shall be contacted and the plan relayed. A full cancellation is considered a rare event and will not be used lightly.
- c. The On-Site Commander shall make any updates as the day progresses. If operations can not be started by 1300 hrs, a full cancellation will be made for that day. On-Site Commanders will plan to give the Squadron at least 1.5 hours for arrival at the field.

SECTION 4 – GTGC OPERATIONS

COMMAND STRUCTURE

1. The gliding center is designed to operate under a system of positions into which any qualified staff member may rotate. As such it is possible for an Officer Cadet to be in operational command of Majors and Captains. This may seem strange to visiting staff but the position must be respected. Some critical positions in the chain of command which directly relate to gliding operations are as follows:

- a. On-Site Commander (OSC). This person is the final authority and the command presence for the day. They have the final say on all aspects of the operation.
- b. Launch Control Officer (LCO). This person is in immediate command of flight operations and is responsible for the safety of all persons on the flight line and aircraft in the air.
- c. Emergency Response Officer (ERO). This person is the on-duty response person. In the unlikely event of a crash or other emergency, they take the response vehicle and secure the site, ensuring that personnel are moved to safety ASAP.

2. Additionally, all other GTGC staff including GTGC Staff Cadets may be tasked with escort and other duties as assigned by the individuals listed above. As such, they have operational authorities granted to them and may be considered as acting on the orders of the On-Site Commander. Any direction they provide must be observed.

SQUADRON ARRIVAL AT THE AIRPORT

3. On arrival at the Markham Airport, squadron supervisory staff should look into the GTGC office for a GTGC staff member. Should a staff member not be present, squadron staff are to phone the GTGC On-Site Commander's Cell Phone (647-229-0360) and announce their arrival. Squadron personnel **MUST NOT** cross the fence line without a GTGC escort for any reason at any point during their visit.

BOUNDARIES AND TRANSIT

4. The Greater Toronto Gliding Center staff and visiting squadrons are guests of the Markham airport. Staff and squadron personnel are expected to respect and maintain our good rapport with the airport personnel and users. Safety and logistics have been arranged with the airport operator to determine boundaries and guidelines for cadet operations. These boundaries are legal boundaries, governed by federal laws and are set for your protection. They are not meant to limit squadrons from enjoying their activities, but are important for the safe operations of the gliding center, private flying, and the flight school.

Squadron Familiarization Flying Orders

5. The following summary of boundaries and transit procedures shall be considered a direct order from the GC Comd. Violations of these boundaries constitutes a breach of safety guidelines, orders and laws and will have severe repercussions.

a. Boundaries

There are 3 principle areas which have been deemed safe zones for cadets during the operation:

- (1) Cadets and staff are to remain within the parking lot next to the GTGC office when not on the flight line. Cadets and LHQ Staff are not to use the office or the flying club ready room without permission unless there is severe weather.
- (2) When on the flight line, cadets and staff are to remain within the designated area assigned by the On-Site Commander or his/her delegate. This area has been created to protect LHQ staff and cadets from most common airfield hazards. LHQ staff and cadets are encouraged to maintain situational awareness at all times.
- (3) On days deemed safe by the airport operator and On-Site Commander, cadets may utilize the grassy area directly north of the flying club on the live side of the fence line. This area is safe for games and other activities from the fence line north for approximately 50'. Any personnel in this area must be properly briefed and constantly supervised by squadron staff as per the quotas put forth in CATO 13-24.

b. Transit Orders

No squadron Staff member or cadet is to leave the designated area without the escort of a GTGC staff member. The only exclusion to this rule is a transit from the sports area to the parking lot. This rule is for the safety and security of the airfield and the cadets. The perimeter fence is clearly marked as a restricted area and no person should enter the active flight line without GTGC escort. This order applies regardless of rank or qualification. For example, being a pilot and/or a CF officer will not grant someone access to the Pearson flight line and the same safety rules apply at Markham.

GARBAGE AND DEBRIS

6. The gliding center can be a dangerous place if proper vigilance is not maintained. Aircraft operations must be approached with the utmost safety. FOD (Foreign Objects and Debris) are a hazard to operations while damaging the environment. Senior NCOs should be instructed to watch for littering as loose paper and other objects pose a serious hazard to aircraft engines.

7. Objects that look like garbage bins are not necessarily garbage bins and may be designated for specific items only. Proper receptacles for garbage are available on the flight line. All garbage generated by visiting squadron's is to be contained by the squadron. A dumpster is available in the parking lot and may be used once unlocked by the On-Site Commander or their delegate. Otherwise, squadron's are expected to leave with everything that they arrived with including any waste generated. This policy applies especially to food items in order to control animals intruding on airport property and swarms of insects.

8. Squadron supervisors will be briefed on appropriate garbage disposal procedures on arrival.

PORTABLE ELECTRONIC DEVICES

9. Cell phones, pagers and PDA's should remain away from the flight line unless absolutely required or unless they can be secured in such a way that there is no chance of falling out of pockets or being dropped on the ground. Cadets will be engaged in providing ground crew while on the flight line which entails light running and walking across an active runway. These items can quickly become FOD and result in aircraft damage or personal injury if they should fall on the ground and not be noticed. Use of these devices also results in distraction and loss of situational awareness and compromises safety. Supervisors should collect or prevent these items from being brought to the flight line and restrict their use to the parking area.

10. Persons possessing portable electronic devices with wireless transmitting functions will disable the transmitting/receiving function prior to boarding any GTGC aircraft to prevent interference with the aircraft's radio equipment.

CLASSROOM FACILITIES AND SPORTS EQUIPMENT

11. The classroom at GTGC is equipped with a PowerPoint Projector and screen. Squadron's can request to use this equipment to provide concurrent activity for their cadets. A source is required (laptop, DVD player etc) and it can be connected with VGA and 1/8" audio or HDMI cables. All A/V equipment and the classroom is expected to be taken care of and handled appropriately.

12. Various sports equipment is also available for use by visiting squadron's which can be requested on arrival.

GROUND CREW

13. Cadets will be expected to participate as ground crew at the gliding center. This has a number of positive benefits for the cadets:

- a. Provides an opportunity for physical activity
- b. Allows GTGC staff to more effectively brief cadets leading to more meaningful flights
- c. A more efficient operation means that there is more opportunity for flying to be done (i.e. extra flights)

14. Cadets will be properly briefed by a staff member upon arrival in order to properly participate in safe aircraft marshalling operations. Cadets who cannot participate in ground crew should be identified early to staff.

PHOTOGRAPHY

15. All persons attending operations at GTGC are encouraged to take video and photos when appropriate. Any personal imagery taken by staff or cadets shall be of a proper and appropriate nature, shall be in good taste, and shall not reflect negatively on DND or the Air Cadet League. Common sense and good judgment shall be exercised when distributing personal imagery, including transmitting electronic images or posting to social media or other websites.

16. Use of a still or video cameras in-flight is prohibited unless permission is granted from the pilot, which is not usually withheld. The pilot will inform the passenger of appropriate times when cameras may be used in-flight.

17. Supervisory staff are reminded that during transit to or from safe zones on the airport, they are not to wander away from the group or stop on any runways, taxiways or the apron to take photos unless approval is given from the GTGC staff escort. In the unlikely event of an incident or accident, all cameras may legally be seized for the purpose of collecting forensic evidence relating to the incident or accident. Cameras will be returned once images are processed.

LOST ITEMS

18. Any item lost while on the flight line or suspected of being lost on the flight line must be reported to the On-Site Commander immediately on discovery that the item is lost. A search for the item will be conducted as directed by GTGC staff to ensure the item is not in the active portion of the airfield.

Squadron Familiarization Flying Orders

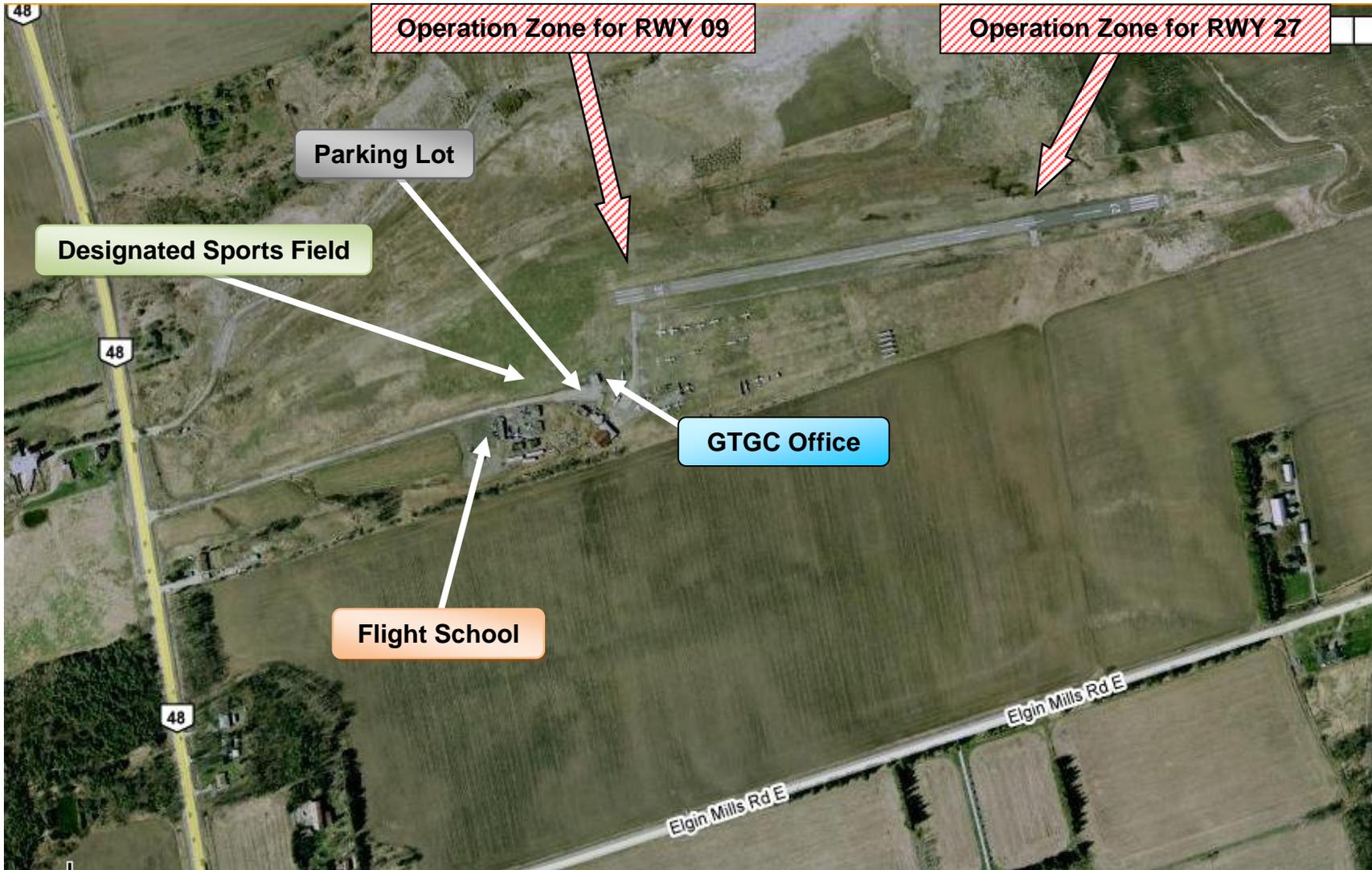
ANNEXES

Annex A - GTGC Location Map

Annex B - Route Card to Markham Stouffville Hospital

Annex C - Squadron Nominal Roll

Annex A
GTGC Location Map



CALL GTGC CELL ON ARRIVAL - 647-229-0360. DO NOT CROSS FENCE LINE WITHOUT GTGC STAFF ESCORT.

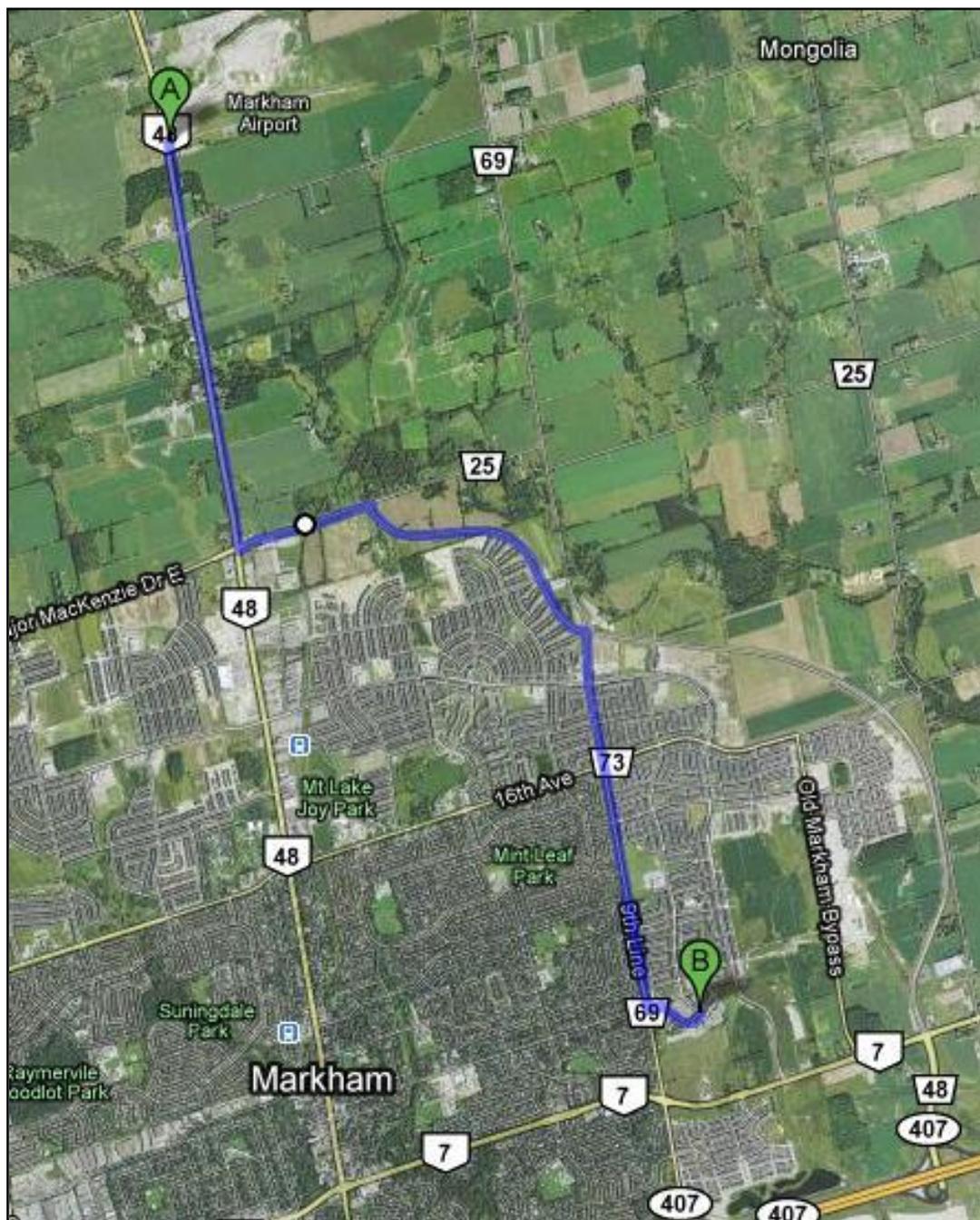
Annex B
Route Card to Markham Stouffville Hospital

Departing Markham Airport (CNU8):

- Turn Left at end of driveway and head South on HWY-48 toward Major Mackenzie Drive (2.6Km)
- Turn Left and head East on Major Mackenzie Drive East (0.9Km)
- Turn Right and head South at Donald Cousens Pkwy (1.8Km)
- Turn Right and head South at 9th Line (2.4Km)
- Turn Left and head East at Church Street (0.2Km)
- Turn Right into the Hospital Entrance (0.1Km)

Total Distance: 7.9Km

Total Time: 9 minutes



**GREATER TORONTO GLIDING CENTRE
SQUADRON NOMINAL ROLE**

SQUADRON NUMBER AND NAME:

OPERATION DATE ARRIVAL TIME: : HRS DEPARTURE TIME: : HRS

PART A - CADET INFORMATION

* To be listed alphabetically by rank

	<u>Rank</u>	<u>Last Name</u>	<u>First and Middle Initials</u>	<u>GPS Candidate</u>	<u>Health Card</u> ✓			<u>Rank</u>	<u>Last Name</u>	<u>First and Middle Initials</u>	<u>GPS Candidate</u>	<u>Health Card</u> ✓
1.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	21.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	
2.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	22.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	
3.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	23.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	
4.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	24.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	
5.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	25.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	
6.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	26.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	
7.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	27.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	
8.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	28.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	
9.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	29.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	
10.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	30.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	
11.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	31.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	
12.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	32.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	
13.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	33.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	
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15.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	35.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	
16.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	36.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	
17.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	37.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	
18.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	38.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	
19.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	39.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	
20.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	40.	_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>	

PART B - SUPERVISORY OFFICER'S DECLARATION (to be completed by all CIC, CI and CV supervisors)

	<u>Service Number</u>	<u>Rank</u>	<u>Last Name</u>	<u>First and Middle Initials</u>	Sign to indicate you have read the GTGC Familiarization Flying Orders and agree to enforce and comply with the orders contained therein.	<u>Civ. Volunteer League ID Checked and Present</u>
1.	_____	_____	_____	_____	_____	<input type="checkbox"/>
2.	_____	_____	_____	_____	_____	<input type="checkbox"/>
3.	_____	_____	_____	_____	_____	<input type="checkbox"/>
4.	_____	_____	_____	_____	_____	<input type="checkbox"/>
5.	_____	_____	_____	_____	_____	<input type="checkbox"/>