

## **BGA LAWS AND RULES**

### **PART-FCL SAILPLANE PILOTS LICENCE OR LIGHT AIRCRAFT PILOTS LICENCE (SAILPLANES) – BGA GUIDANCE FOR LICENCE HOLDERS**

**Version 9.0** | **Effective date 28 Oct 18**

Please find enclosed your Part-FCL Sailplane Pilot Licence or Light Aircraft Pilot Licence (Sailplanes) issued by the CAA as a result of the licence conversion application submitted by you to the BGA. It should include a CAA-issued card that includes a breakdown of codes used on the licence. As the holder of the licence, it is your responsibility to ensure that you are aware of the associated privileges.

Do not cut the licence – the format & layout are stipulated by EASA regulations.

Please note that leading up to 2021 we will be in a period of transition during which Part-FCL applies to those using licence privileges but the existing BGA requirements continue to be used under exemption from the EASA regulation. BGA requirements will be modified in due course to reflect regulatory developments.

The full detail of the regulation that applies to your licence and medical certificate is contained in the EASA Aircrew Regulation. There is a link to the Aircrew Regulation on the BGA members website.

Please note that the following detail is offered as guidance. The Aircrew Regulation (supported by the UK conversion report) is of course the definitive requirement.

#### **SPL & LAPL(S) – Privileges**

The privileges of the holder of an SPL or LAPL(S) are to act as Pilot in Command (PIC) on sailplanes and powered sailplanes. In order to exercise the privileges on a Touring Motor Glider (TMG), the holder shall have to comply with additional requirements (detail below under 'TMG').

The Aircrew Regulation notes that holders of an SPL or LAPL(S) may only carry passengers having completed, after the issuance of the licence, at least 10 hours of flight time or 30 launches as PIC on sailplanes or powered sailplanes. If you carried passengers at your club prior to converting to an SPL or LAPL(S), you retain that privilege. All passenger carrying at BGA clubs is subject to a BGA Operational Regulation and associated guidance applicable to all pilots with or without licence and is designed to manage risk. See online under 'Laws and Rules, BGA'.

A holder of an SPL, but not the holder of a LAPL(S), may act for remuneration in non-commercial operations (ie a BGA club) once they have:

- a) Attained the age of 18 years
- b) Completed, after the issuance of the licence, 75 hours of flight time or 200 launches as PIC on sailplanes or powered sailplanes

- c) Passed a proficiency check with a Part-FCL examiner

Adding privileges to an SPL or LAPL(S) will require training under a Declared Training Organisation\* that the BGA will roll out with clubs between 2018 and 2021.

\*Not required to remove launch method limitations. See below.

### **LAPL(S) & SPL — Recency** (recency is known more commonly in gliding as currency)



Warning – SPL and LAPL(S) have a rolling recency requirement.

Unlike previous experience of holding a flying licence, for example a PPL or NPPL, the lifetime SPL and LAPL(S) require a conscious effort to consider the amount of flying you have carried out in the 24 months prior to a flight. In other words, the SPL and LAPL(S) have rolling recency requirements. It is important that you understand this fundamental point.

Holders of an SPL or LAPL(S) may only exercise the privileges of their licence on sailplanes or powered sailplanes when they have completed (on sailplanes or powered sailplanes - excluding TMGs) in the last 24 months (ie: 24 months prior to exercising the privileges), at least:

- a) 5 hours of flight time as PIC, including 15 launches; and
- b) 2 training flights with an instructor (includes BGA assistant/full instructor during the conversion period to 2021). BGA suggests that the instructor signs the pilots logbook.

Holders of an SPL or LAPL(S) who do not comply with the recency requirements in a) or b) must before they exercise SPL or LAPL(S) privileges:

- Pass a proficiency check with an examiner in a sailplane;

or

Perform the additional flight time or take-offs and landings, flying dual or solo under the supervision of an instructor, in order to fulfil the requirements in a) or b)

Please note that your club may have additional recency requirements.

### **SPL & LAPL(S) - Launch methods**

The privileges of the SPL and LAPL(S) are limited to the launch methods shown on the licence. As described in FCL.130.S (a), this limitation may be removed when the pilot has completed:

- In the case of winch launch and car launch, a minimum of 10 launches in dual flight instruction, and 5 solo launches under supervision;
- In the case of aero tow, or self-launch, a minimum of 5 launches in dual flight instruction and 5 solo launches under supervision. In the case of self-launch, dual flight instruction may be done in a TMG;

- In the case of bungee launch, a minimum of 3 launches performed in dual flight instruction or solo under supervision.

The completion of the additional training launches shall be entered in the logbook and signed by the instructor. If not qualifying for a particular launch method at the time of licence conversion, the additional launch method may be added later by complying with FCL.130.S. During the period of extended conversion, the requirement at FCL.130.S may be complied with by flying with a BGA instructor. NB for self-launch, a BGA instructor must hold a valid UK FI SLMG rating.

### **SPL & LAPL(S) - Launch method recency requirement**



Warning - rolling recency requirement

In order to maintain their privileges in each launch method, pilots shall complete a minimum of 5 launches during the last 24 months, except for bungee launch, in which case pilots shall have completed only 2 launches.

When the pilot does not comply with the requirement, he/she may renew the privileges by performing the additional number of launches flying dual or solo under the supervision of an instructor in order to satisfy the recency requirement. During the period of extended conversion, the requirement at FCL.130.S may be complied with by flying with a BGA instructor. NB for self-launch, a BGA instructor must hold a valid UK FI SLMG rating.

### **Touring Motor Glider (TMG) - Privileges**

Many pilots will have extended their SPL or LAPL(S) licence privileges to include TMG's during the conversion application process.

### **TMG - Recency requirements**



Warning - rolling recency requirement

Holders of an SPL or LAPL(S) shall only exercise the privileges of their SPL or LAPL(S) on a TMG when they have completed (on TMGs) in the last 24 months:

- a) At least 12 hours of flight time as PIC, including 12 take-offs and landings
- b) Refresher training of at least 1 hour total flight time with a Part-FCL instructor

Note: When the holder of the SPL or LAPL(S) also has the privileges to fly aeroplanes (with an EASA aeroplane licence), the requirements may be completed on aeroplanes.

Holders of an SPL or LAPL(S) who do not comply with the recency requirements in a) or b) must before they exercise TMG privileges:

- Pass a proficiency check with an examiner on a TMG;

Or

- Perform the additional flight time or take-offs and landings, flying dual or solo in a TMG under the supervision of an instructor, in order to fulfil the requirements in (a) or (b).

During the period of extended conversion, the requirement for flying with an instructor or examiner may be completed with by a nationally qualified instructor or examiner, in which case, the instructor must hold a valid UK FI SLMG rating.

### **Aerobatic Rating – Privileges**

The privileges of the aerobatic rating are limited to carrying out aerobatics in the aircraft category in which the flight instruction was completed. In other words, an aerobatic rating on an SPL or LAPL(S) does not automatically provide privileges to carry out aerobatics in an aeroplane. There are no recency requirements specific to the aerobatic rating.

### **Sailplane Cloud Flying Rating (SCFR) - Privileges**

The privileges of a Sailplane Cloud Flying Rating are limited to operating a sailplane or a powered sailplane, excluding TMG, within cloud. PLEASE NOTE that by holding an SCFR, you have at some point demonstrated the required skill, knowledge and experience. However, an SCFR can never guarantee that you have the necessary skill or knowledge to safely enter cloud in a sailplane today, or at any other date in the future. That assessment is one you shall have to make for yourself, just as glider pilots have done for many decades.

### **Sailplane Cloud Flying Rating – Recency Requirements**



Warning - rolling recency requirement

Holders of an SCFR shall only exercise their privileges when they have completed in the last 24 months at least 1 hour of flight time, or 5 flights as PIC, exercising the privileges of the cloud flying rating in sailplanes or powered sailplanes, excluding TMGs. Holders of a cloud flying rating who do not comply with the recency requirements shall before they resume the exercise of the SCFR privileges:

1. Undertake a proficiency check with an FE qualified for this purpose;

Or;

2. Perform the additional flight time or flights required with a qualified instructor.

### **Towing Rating on an SPL/LAPL(S) – Privileges**

The privileges of the sailplane towing rating on an SPL or LAPL(S) are limited to towing sailplanes with a TMG. Towing with a TMG can appear as a privilege on an SPL or LAPL(S)

## Towing Rating on an SPL/LAPL(S) – Recency requirements



Warning - rolling recency requirement

In order to exercise the privileges of the sailplane towing rating in a TMG, the holder of the rating shall have completed a minimum of 5 tows in a TMG during the last 24 months.

When the pilot does not comply with the requirement, before resuming the exercise of his/her privileges, the pilot shall complete the missing tows with or under the supervision of a (suitably qualified) Part-FCL instructor.

## Flight Instructor (Sailplanes) – Privileges

The FI (Sailplanes) privileges are to conduct flight instruction for the issue, revalidation or renewal of:

- An SPL or LAPL(S)
- Class extensions for sailplanes eg TMG (where specified on the licence as an instructing privilege – see \* below)
- A towing or aerobatic rating or sailplane cloud flying rating (where specified on the licence as an instructing privilege)

\*If an FI(S) previously held a CAA SLMG FI rating and on conversion applied for TMG FI privileges, the licence will include TMG instructing privileges, ie TMG and/or sailplane instruction in a TMG. However, if an FI(S) previously held a BGA MGIR and on conversion applied for TMG FI privileges, the licence will include a specific TMG instructing privilege ie restricted to sailplane instruction only in a TMG.

## Flight Instructor (Sailplanes) – Revalidation and Renewal

Part-FCL instructor certificates are valid for 3 years. Until the end of the conversion period, all gliding instructors at BGA clubs – whether or not they have converted to a Part-FCL licence – must operate as any other BGA instructor and be revalidated for BGA purposes under the existing BGA instructor requirements using the existing process ie by their CFI using the online tool. *Please note that holding a valid FI(S) certificate satisfies the published BGA instructor revalidation requirement.*

The BGA will continue to send email notifications of BGA instructor revalidation due dates

To revalidate an FI(S) certificate the holder shall fulfil two of the following three requirements:

1. At least 30 hours or 60 take-offs of flight instruction in sailplanes or TMG as FI or as examiner during the period of validity of the FI(S) certificate
2. Attend an FI(S) refresher seminar during the period of validity of the FI(S) certificate

3. Pass an assessment of competence within the 12 months preceding the expiry date of the FI(S) certificate. The assessment of competence is defined in the regulation and is carried out by a Part-FCL Flight Instructor Examiner (Sailplanes).

Although it will be some years ahead for all FI(S)'s, the regulation requires that every third revalidation requires an assessment of competence. The assessment of competence is defined in the regulation and is carried out by a Part-FCL Flight Instructor Examiner (Sailplanes).

To renew an FI(S) certificate that has lapsed, the applicant shall (within the 12 months before renewal)

1. Attend an FI(S) refresher seminar
2. Pass an assessment of competence. The assessment of competence is defined in the regulation and is carried out by a Part-FCL Flight Instructor Examiner (Sailplanes).

### **Flight Examiner/Flight Instructor Examiner/Senior Examiner**

Examiner authorisations and privileges are described on the examiner authorisation certificate.

Examiner authorisations are valid for 3 years. The revalidation requirements (FCL.1025 refers) are that an examiner certificate shall be revalidated when the holder has, during the validity period of the certificate:

1. Conducted at least 2 skill tests or proficiency checks or Assessments of Competence (refer to FCL.010 Definitions) every year
2. Attended an examiner refresher seminar provided by the competent authority (CAA) or provided by an ATO approved by the competent authority during the last year of the period of validity
3. One of the skill tests or proficiency checks in the last year of validity shall have been assessed by an inspector from the competent authority or by a Senior Examiner specially authorised by the competent authority responsible for the examiners certificate
4. When the applicant for the revalidation holds more than one category of examiner, combined revalidation of all examiner privileges may be achieved when the applicant complies with 1 and 2 above and an examiner Assessment of Competence.

### **SPL & LAPL(S) - Medical certificate validity**

LAPL medical certificates shall be valid for a period of:

- I. 60 months until the licence holder reaches the age of 40. A medical certificate issued prior to reaching the age of 40 shall cease to be valid after the licence holder reaches the age of 42;
- II. 24 months after the age of 40.

Class 1 medical certificates shall be valid for a period of 12 months. The period of validity of Class 1 medical certificates shall be reduced to 6 months for licence holders who:

- I. Are engaged in single-pilot commercial air transport operations carrying passengers and have reached the age of 40;
- II. Have reached the age of 60.

Class 2 medical certificates shall be valid for a period of:

- I. 60 months until the licence holder reaches the age of 40. A medical certificate issued prior to reaching the age of 40 shall cease to be valid after the licence holder reaches the age of 42;
- II. 24 months between the age of 40 and 50. A medical certificate issued prior to reaching the age of 50 shall cease to be valid after the licence holder reaches the age of 51; and
- III. 12 months after the age of 50.

The validity period of a medical certificate, including any associated examination or special investigation, shall be:

- Determined by the age of the applicant at the date when the medical examination takes place; and
- Calculated from the date of the medical examination in the case of initial issue and renewal, and from the expiry date of the previous medical certificate in the case of revalidation.

### **SPL & LAPL(S) - Medical revalidation**

Examinations and/or assessments for the revalidation of a medical certificate may be undertaken up to 45 days prior to the expiry date of the medical certificate.

### **What to do if you discover an error on your SPL or LAPL(S)**

If you identify an error on your licence, you should contact the BGA as soon as practical. Please include your CAA licence number, full name & address and a clear description of the error.

End.