



Training Organisation News

Issue 2/2014 19th August 2014

Introduction

This is the second of what we anticipate will eventually become a six monthly BGA Training Organisation News that aims to keep everyone at clubs involved with glider pilot training informed about topical issues and developments. You may have spotted that this edition has appeared only a month after the previous one! We hope it helps answer some questions. Thanks for your patience as we all work together to get through this fluid period of change forced by politicians and regulators.

EASA Update

Following EASA's announcement in April 2014 that they wanted to take a 'New Approach to General Aviation' and deliver 'Simpler, Lighter, Better Rules for General Aviation' there has been significant work going on at EASA and the European Commission to deliver on this commitment. Following a workshop held in Cologne in May, the EASA Committee, including the UK delegation, met on Wednesday 9th July 2014, to consider a proposal to amend Commission Regulation (EU) No 1178/2011 (Aircrew) and Commission Regulation No 965/2012 (Air Operations). The proposal, which will be further amended and presented for a vote in October 2014, has a number of aspects to it affecting gliding.

Please note that these proposed changes will not be binding unless there is a positive vote in October and will be subject to any implementation dates applied. Key elements of the proposal that will be voted on in October 2014 are:

- A deferment to allow pilot training without ATO approval from 8th April 2015 to 8th April 2018 to permit time to do detailed work on alternative options for private pilot training outside of ATOs. The discussions on the alternative options have not yet started so we do not know what private training outside of ATOs may look like and what restrictions and conditions, if any, may be applied. Balloon and gliding organisations would be permitted to operate under current national arrangements as they are now until April 2018
- Deferring the requirement to hold a LAPL, BPL or SPL and associated ratings until 8th April 2018. (Currently, those who fly EASA gliders need to have converted to a Part-FCL licence and associated medical certificate before 8th April 2015).

We must stress that these proposals will only happen when and if they receive a positive vote in October. As you would expect, we will continue to stay closely engaged with the issues, working with CAA and our air sport partner organisations. We will keep you advised of any significant developments. Once the outcome of the October vote has been formally announced, we will advise clubs and pilots in detail, including updated advice about pilot licence conversion.

In the meantime, we should all continue to operate under current agreed and published arrangements, including a number of CAA exemptions that will be redrafted in the event of an extended period of transition to 2018.

Flight Instructor Coaches

Mike Fox, Training Standards Manager, is currently putting together a one day seminar for existing club FICs which is intended to roll out in November. More information will be available in due course.

Motor Gliders

Some of our pilots and instructors are confused about motor gliders and associated licensing requirements.

An SLMG is a Self-Launching Motor Glider. This is a UK term that describes any aircraft with the characteristics of a sailplane that can take off under its own power. Under UK rules, these can be flown by an SLMG class rating holder.

'SLMG' doesn't exist under EASA licensing requirements. These aircraft are separately categorised under EASA requirements as either TMGs or self-launching sailplanes.

- A TMG is a Touring Motor Glider. These are powered aircraft that have the characteristics of a sailplane and have a fixed power plant/propeller. Examples include Grob 109, Dimona, Falke, etc. Under UK rules, these can be flown by an SLMG class rating holder. Under EASA licensing rules, these can only be flown by the holder of a TMG class rating or TMG extension.
- A self-launching sailplane is a sailplane with retractable power plant/propeller. Examples include DG400, Ventus CM, ASH26e, etc. Under UK rules, these can be flown by an SLMG class rating holder. Under EASA licensing rules, these can only be flown by the holder of a LAPL(S) or SPL with self-launching privileges.

TMG Extension to an existing SPL or LAPL(S)

The opportunity to add TMG extensions is a welcome aspect of the SPL and LAPL(S). The current period of change, however, can easily lead to misunderstanding. Potential motor glider pilots may find it helpful to note that the TMG extension will require the same flying & theoretical knowledge standards as currently needed for an NPPL SLMG, even though the specified minimum flight time is reduced. The requirements for TMG extension introduces a qualifying cross country.

Important note: the 'self-launch' privilege on an SPL or LAPL(S) does not apply to flying a TMG. The dual training required to satisfy the 'self-launch' privilege requirements described in FCL.130.S can be carried out in a TMG.

New BGA Senior Regional Examiner (North East)

Derek 'Grinner' Smith of Yorkshire GC is the recently appointed BGA Senior Regional Examiner for the North East Region. Contact detail for SREs is at <http://www.gliding.co.uk/bgainfo/instructors/contacts.htm>

New BGA Motor Glider Training Manager

Paul Whitehead of Yorkshire GC is the recently appointed BGA Motor Glider Training Manager.

SPL/LAPL(S) Conversion Total to mid-August 2014

761 glider pilots have been issued with an SPL or LAPL(S). Unsurprisingly, the rate of applications has slowed since the announcement of the proposed extension of the transition period.

BGA guidance supplied to licence holders in a hard copy document is available at <http://www.gliding.co.uk/bgainfo/Conversion/Licenceguidanceissuedwithlicence.pdf>

Instructor Revalidation, Recognition of FI(S) Certificate, and Insurance

You'll be aware that we intend to use the BGA gliding certificate, ratings and training system until that is no longer appropriate or possible under EASA regulation. A number of our BGA instructors also now hold a Part-FCL licence with Flight Instructor (Sailplane) certificate. The BGA recognises a valid Part-FCL Flight Instructor (Sailplanes) certificate as being equivalent to a BGA instructor rating. We expect to modify both BGA Laws and Rules as well as the CFI e-Services tool to reflect that just as soon as any proposed revised end date for licence transition has been decided upon (we will know more after October 2014).

Where a club instructor is due for revalidation *within the BGA system* (as notified by email and shown on the CFI's e-Services web tool), please note that a valid FI(S) certificate is the accepted alternative to the revalidation requirements specified in BGA Laws and Rules. So either complying with the BGA revalidation requirements for a BGA instructor rating or holding a valid FI(S) certificate will allow a CFI to tick the boxes on the e-Services tool to ensure the instructor can *carry on instructing within the BGA system and be part of the wider insured entity*. So if you are an instructor and receive a helpful reminder email from the BGA or are otherwise concerned, it's in your interest to make sure your CFI takes action.

Experience Requirements to Revalidate an FI(S) Certificate or to Renew an FE(S) or FIE(S) Authorisation

The CAA has advised us that during the transition period, instructing experience within the BGA system may be counted towards the FI(S) revalidation requirement, and skill tests and proficiency checks carried out within the BGA system may count towards FE(S) and FIE(S) renewal experience requirements.

Licensed Pilots Privileges

Licences contain privileges. An SPL or LAPL(S) document lists the applicable privileges and separately any restrictions (often stating 'none'). Of course a pilot is responsible for ensuring he or she complies with the licencing requirements, including recency and medical requirements, etc. Only the CAA can remove privileges, which is how it should be. This has possibly led some to wrongly assume that licence holders can operate regardless of any rules put in place by the club to manage risk and maintain flying standards. Just as licence holding tug pilots and SLMG pilots as a condition of club membership have always had to comply with their club flying and other rules if they wish to operate from the club site, glider pilots who hold licences are in the same position.

As recently noted by one club, it makes sense for CFIs to periodically reflect on any published club flying rules to make sure that they are appropriate and up to date.