



BGA TRAINING ORGANISATION

SAILPLANE CLOUD FLYING PRIVILEGES TRAINING PROGRAMME

V1.5 16 JULY 2025

CANDIDATE DETAILS (prior to starting the training)

Course Candidate Name	
Gliding Club	
Phone number	
Email	
Confirm SPL held	
PIC hours and launches in sailplanes excluding TMG	
PIC hours and take-offs & landings in aeroplanes excluding TMG	
Details of instrument flying qualifications held	
SPL privileges and certificates held, eg self-launch, FI(S), etc.	

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PART 1 - INTRODUCTION AND GENERAL INFORMATION

The BGA training organisation supports Part-Sailplane Flight Crew Licensing (SFCL) compliant training. The BGA has developed a safety policy according to which all training activities are carried out and which complies with the BGA Safety Management System (SMS) manual.

All Sailplane Cloud Flying training is carried out in accordance with this training programme.

a. Site

The BGA training organisation operates from BGA club airfields which are suitable for the training being carried out as assessed by the CFI.

The training instructor(s) and student(s) must have access to a dry, warm and light briefing and rest facility.

b. Personnel

The BGA Head of Training is responsible for ensuring that the BGA training organisation supplies guidance that is compliant with Part-SFCL and reasonably supports BGA member gliding clubs.

The gliding club CFI is responsible for ensuring that club training is delivered compliant with Part-SFCL and BGA requirements.

Instructors delivering the flight training for this training programme must hold a valid Flight Instructor (Sailplanes) certificate with the relevant aerobatic instructing privileges, launch privileges and BGA instructor membership.

c. Aircraft

All training aircraft used must hold a valid certificate of airworthiness, be suitably instrumented, and hold appropriate insurance.

PART 2 – SAFETY

The BGA office is responsible for publication of the BGA Safety Management System (SMS) manual, which is available on the BGA members website (search Safety Management System).

Clubs are responsible for the safety of all training carried out at and from their site and for compliance with club and BGA incident and accident reporting requirements.

Instructors and student pilots must be directed to published club safety and operating requirements, which should be explained and referred to during training.

The student pilot should be encouraged to openly discuss safety related issues experienced during training in the context of a 'just culture'.

PART 3 - SAILPLANE CLOUD FLYING PRIVILEGES TRAINING PROGRAMME

a. Regulations and Publications

This programme complies with Part SFCL. References in the format 'SFCL.xxx' are from this regulation.

Reference is made to the BGA Safety Management System (available on the BGA member website)

b. Training

The training must include at least two hours of dual instruction with any engine stopped, controlling the aircraft with sole reference to instruments. A maximum of 50% of the dual flight instruction may be completed in TMGs flown with engine power, provided these flights are carried out in VMC. Refer SFCL.215 (b).

c. Experience

The privileges of an SPL shall include sailplane cloud flying privileges if the pilot has completed at least 30 hours PIC after the issue of the SPL and this training course including at least 2 hours of dual flight instruction controlling the aircraft with sole reference to instruments. 50% of the dual instruction may be completed in TMGs under VMC. See also credits for BIR or IR(A) at SFCL.215 (c).

d. Recording and assessing training

The training is recorded in this document which must be retained by the club throughout the course and for 3 years after course completion.

After each training flight, the record of training progress (Appendix 1) should be updated.

On satisfactory completion of each exercise, the student pilot and the FI(S) should certify the training record.

Instructors should continuously assess student progress. Completion standards give guidance for the standards expected. The CFI should maintain a broad overview of student progress and give advice where necessary.

Successful completion of the course shall be entered in the pilot's logbook and signed by the CFI of the club responsible for the training.

e. Course Content

The Sailplane Cloud Flying Privilege course has two sections:

- Theoretical Knowledge (TK) – Part 3a.
- Flying Training – Part 3b.

PART 3A – THEORETICAL KNOWLEDGE TRAINING

The student pilot should be encouraged to self-study with face to face training as needed. Instructors should advise the student so that their TK keeps pace with and supports the flying training.

There are a variety of aids available to help this self-study, both hard copy and online.

The syllabus for theoretical knowledge instruction should cover the explanation of:

- (1) Human factors and body limitations
 - (i) basic aviation physiology as regards cloud flying aspects
 - (ii) basic aviation psychology
 - (iii) spatial disorientation
- (2) Principles of flight
 - (i) stability
 - (ii) control
 - (iii) limitations (load factor and manoeuvres)
- (3) Aircraft instrumentation
 - (i) sensors and instruments
 - (ii) measurement of air data parameters
 - (iii) gyroscopic instruments
- (4) Navigation
 - (i) use of charts
 - (ii) dead reckoning navigation
 - (iii) use of GNSS
 - (iv) air traffic regulations — airspace structure
 - (v) aeronautical information service
 - (vi) regulations regarding cloud flying
- (5) Communications
 - (i) VHF communications
 - (ii) relevant weather information terms
- (6) Hazards and emergency procedures
 - (i) icing
 - (ii) terrain and other obstacles – descending through cloud
 - (iii) cloud escape procedures
 - (iv) anti-collision instruments/avionics
- (7) the responsible use of Sailplane Cloud Flying Privileges
 - (i) limitations of the SCF privileges
 - (ii) pilot in command responsibilities

To assist with monitoring progress, the FI(S) can initial each item on completion.

PART 3B – FLIGHT TRAINING EXERCISES

When using a TMG with engine power for the training exercises with sole reference to instruments, the student should wear an IFR training hood or other suitable vision limiting devices.

1. Straight flight 2. Turning		
Satisfactorily completed:		
FI(S) signature	FI(S) name	Student pilot signature
3. Achieving and maintaining heading		
Satisfactorily completed:		
FI(S) signature	FI(S) name	Student pilot signature
4. Return to straight flight from steeper angle of bank		
Satisfactorily completed:		
FI(S) signature	FI(S) name	Student pilot signature
5. Position fixing using GNSS and aeronautical charts		
Satisfactorily completed:		
FI(S) signature	FI(S) name	Student pilot signature
6. Position estimating using dead reckoning		
Satisfactorily completed:		
FI(S) signature	FI(S) name	Student pilot signature
7. Basic cloud escape manoeuvre/unusual attitude		
Satisfactorily completed:		
FI(S) signature	FI(S) name	Student pilot signature
8. Advanced cloud escape manoeuvre on nominated heading		
Satisfactorily completed:		
FI(S) signature	FI(S) name	Student pilot signature

PART 3C - COMPLETION STANDARDS

Throughout, the student should be able to demonstrate the ability to safely operate the sailplane within its limitations, and

- complete all manoeuvres with smoothness and accuracy, and
- exercise good judgement and airmanship, and
- apply aeronautical knowledge and regulations as currently apply, and
- maintain control at all times in a manner that the successful outcome of a procedure or manoeuvre is never seriously in doubt.

Theoretical knowledge

Sufficient knowledge to support the required flight training and privileges.

Flight training

Satisfactorily complete the flight training exercises within limits **after appropriate allowances**, ie:

Straight flight	Artificial horizon Heading +/- 10 degrees IAS +/- 10kts	Turn & Slip Heading +/- 20 degrees IAS +/- 15kts
Turning a maximum	Angle of bank +/- 15 degrees IAS +/- 10kts	Small deviations in rate of turn with deviation between ½ and full scale IAS +/- 15 kts
Position fix given: GPS displaying range and bearing to a point.	+/- 2 NM	+/- 3 NM

The student pilot:

- has read and understood the specific privileges and recency requirements as detailed in SFCL.215.
- understands that the Sailplane Cloud Flying privileges allow the holder to enter clouds in a sailplane only with any engine stopped whilst taking into account the airspace structure, the required minima in different airspace categories, the relevant Air Traffic Control (ATC) procedures, and other airspace users.
- Understands that it is the pilot in command responsibility to ensure that the sailplane intended to be flown in cloud is certified to do so and suitably equipped
- Understands that it is the pilot in command responsibility to ensure that the conditions, the pilot's familiarity with the aircraft and its equipment, and the pilot's level of recency are suitable for exercising sailplane cloud flying privileges.

Appendix 1 – Record of theoretical knowledge and flight training progress
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Date	Comment and FI(S) name and signature