

BGA LAWS AND RULES

SFCL SAILPLANE PILOTS LICENCE – BGA GUIDANCE FOR LICENCE HOLDERS (INCLUDING THOSE WHO HOLD A LAPL(S) ISSUED PRIOR TO APRIL 2020)

Version 1.1 | **Effective date 8th April 20**

In the UK, a Sailplane Flight Crew Licensing (SFCL) compliant Sailplane Pilot Licence is issued by the CAA. When a licence is issued, 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 April 2021 the UK will be in a period of transition during which SFCL 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 SFCL rules on the BGA members website.

Please note that the following detail is offered as guidance.
Part-SFCL is of course the definitive requirement.

SPL – Privileges

The privileges of the holder of an SPL are to act as Pilot in Command (PIC) on either sailplanes and powered sailplanes or Touring Motor Gliders (TMGs) or both. Those privileges must be specified on the licence.

SFCL notes that holders of an SPL 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 (which includes 'pure sailplanes', powered sailplanes and TMGs). If you carried passengers at your club prior to converting to an SPL, you can 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 which is designed to manage risk and includes a BGA Introductory Flight Pilot qualification.

A holder of an SPL, 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 Sailplane examiner

Adding privileges to an SPL will in most cases require training under a Declared Training Organisation that the BGA will roll out with clubs by April 2021.

SPL — Recency (recency is known more commonly in gliding as currency)

Warning – the SPL has a rolling recency requirement.

Unlike previous experience of holding a flying licence, for example a PPL or NPPL, the lifetime SPL requires 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 has rolling recency requirements. It is important that you understand this fundamental point.

Sailplanes (excluding TMGs)

Holders of an SPL 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 or flying dual or solo under the supervision of an instructor, including 15 launches; and
 - b) 2 training flights with an instructor (includes BGA assistant/full instructor during the conversion period to 2021). The instructor should sign the pilot's logbook.
- or
- c) Passed a proficiency check with an examiner in a sailplane (not a TMG)

TMG's

Holders of an SPL may only exercise the privileges of their licence on TMG's when they have completed (in TMGs) in the last 24 months (ie: 24 months prior to exercising the privileges), at least:

- a) 12 hours of flight time as PIC or flying dual or solo under the supervision of an instructor, including on TMGs at least;
 - i. six hours flight time, and
 - ii. 12 take-offs and landings, and
 - iii. a training flight with an instructor of 1 hour. The instructor should sign the pilot's logbook.
- or
- b) Passed a proficiency check with an examiner in a TMG

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.

SPL - Launch methods

The privileges of the SPL are limited to the launch methods shown on the licence. As described in SFCL, 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 the SFCL requirement. During the period of extended conversion, the requirement 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 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.

Aerobatic Privileges

Aerobatic privileges are limited to carrying out aerobatics in the aircraft category in which the flight instruction was completed. In other words, SPL aerobatic privileges do not automatically provide privileges to carry out aerobatics in an aeroplane.

Pilots who hold an SPL or LAPL(S) issued prior to 8 April 2020 that includes aerobatics privileges are deemed to hold 'advanced' aerobatics privileges.

Pilots who hold an SPL issued after 8th April 2020 that includes aerobatic privileges will have either 'advanced' or 'basic' privileges. SFCL.200 details the important differences in privileges.

There are no recency requirements specific to the aerobatic rating.

Sailplane Cloud Flying Privileges

Sailplane Cloud Flying privileges are limited to operating a sailplane or a powered sailplane, excluding TMG, within cloud. PLEASE NOTE that by holding sailplane cloud flying privileges, you have at some point demonstrated the required skill, knowledge and experience. However, the privileges 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 Privileges – Recency Requirements

Warning - rolling recency requirement

SPL holders with sailplane cloud flying privileges shall only exercise their privileges when they have completed in the last two years before the planned cloud flight they have completed at least 1 hour of flight time, or 5 flights, as PIC exercising cloud flying privileges in sailplanes or powered sailplanes. SPL holder with cloud flying privileges who do not comply with the recency requirements shall before they exercise the privileges

- a) pass a proficiency check with an FE(S)
- or
- b) Perform the additional flight time or flights required with an FI(S)

Towing Rating on an SPL – Privileges

The privileges of the sailplane towing rating on an SPL is limited to towing sailplanes with a TMG.

Towing Rating on an SPL – 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 an instructor.

Flight Instructor (Sailplanes) – Privileges

The FI (Sailplanes) privileges are, subject to requirements detailed at SFCL.315, to conduct flight instruction for:

- An SPL
- Launch methods
- Additional TMG privileges
- Sailplane towing rating
- Sailplane cloud flying privileges
- Basic and advanced aerobatics privileges
- An FI(S) certificate

An FI(S) who has SPL TMG privileges can utilise his or her FI(S) privileges for sailplane (not TMG) training in a TMG. TMG instructor privileges are required to carry out TMG training.

FI(S) – Recency Requirements

Warning - rolling recency requirement.

An FI(S) shall only exercise the privileges of his or her FI(S) certificate if he or she has;

1. within the last three years completed;
 - i. instructor refresher training at a DTO relevant to sailplane instructors
and
 - ii. when providing flight instruction as an FI(S) at least;
 - A. 30 hours, **or**
 - B. 60 launches or take-offs and landingsand
2. within the last nine years either demonstrated the ability to instruct on sailplanes to an FI(S) who has been approved for the purpose by a DTO **or** has within the last nine years and prior to 8 April 2021 completed a BGA instructor standardisation check (known as '3 year' or '5 year').

Where the FI(S) has been unable to satisfactorily meet the requirements of 1 or 2, he or she may not exercise FI(S) privileges until completion of an assessment of competence with a FE(S).

Where an FI(S) certificate includes an expiry date (ie it was issued prior to 8 April 2020), the FI(S) may continue to exercise instructor privileges of the FI(S) certificate after expiry only when they comply with the recency requirements above. No further entry is required in the FI(S) certificate.

Hours and launches flown as an FE(S) may be credited towards FI(S) recency requirements.

Please note:

Until the end of the conversion period, all gliding instructors at BGA clubs – whether or not they have converted to an SPL – must hold a valid BGA instructor rating eg as revalidated 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.

Flight Examiner (Sailplanes) - Privileges

The privileges of a Flight Examiner (Sailplanes) are to carry out tests of pilots and instructors as detailed SFCL.415 (a), (b) and (c). Examiners are urged to read the detail very carefully.

Flight Examiner (Sailplanes) – Recency Requirements

FE(S) certificates are valid for 5 years.

An FE(S) certificate shall be revalidated if its holder has:

- a) During the validity period of the FE(S) completed an examiner refresher course relevant to sailplane examiners at a DTO and
- b) In the last 24 months preceeding the validity period of the FE(S) certificate demonstrated their ability to conduct tests to a Senior Examiner (sailplanes) authorised to do so.

If an FE(S) certificate has expired, its holder shall complete a refresher seminar (see a) above) and complete a FE(S) full assessment of competence with a Senior Examiner (sailplanes).

What to do if you discover an error on your SPL or FI(S) or FE(S) certificate.

If you identify an error, 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.

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.

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.

End.