

Nya SFCL



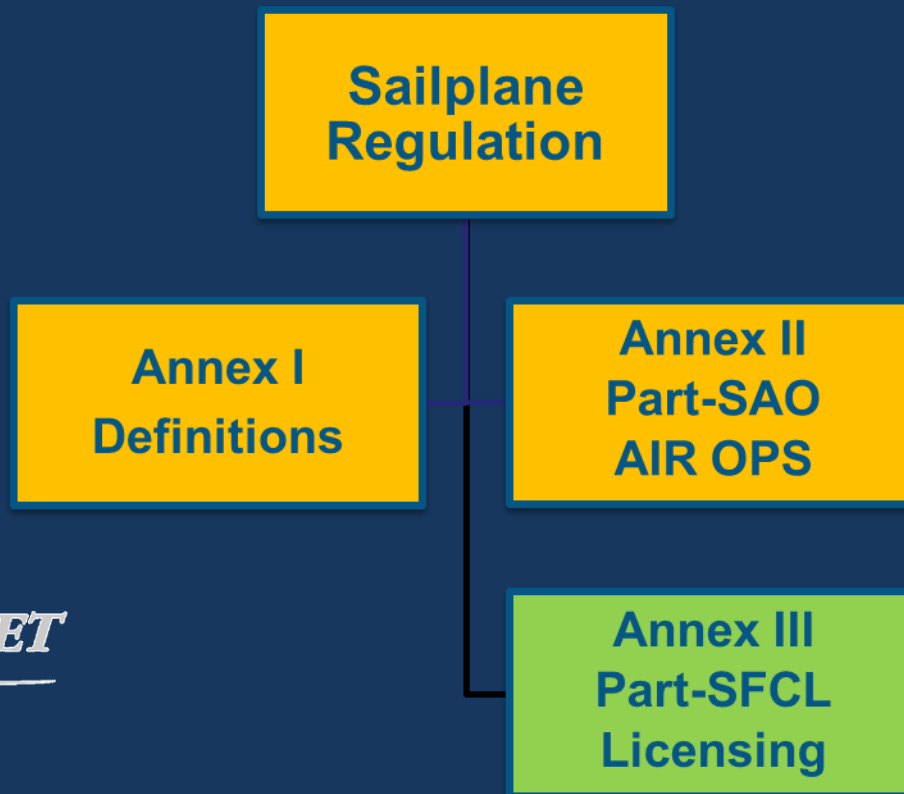
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Baseras på Opinion No 01/2019 (A) & (B)

Easier access for GA pilots to IFR flying & Revision of the balloon and **sailplane licensing requirements**



Brussels, XXX
[...](2019)
XXXdraft

COMMISSION IMPLEMENTING REGULATION (EU) .../...

of XXX

amending Commission Implementing Regulation (EU)
2018/1976 as regards sailplane pilot licences



(2) In light of the specific nature of flight crew licensing for sailplanes, dedicated licensing requirements laid down in stand-alone regulations are necessary. Those requirements should be based on the general rules for flight crew licensing that are laid down in Commission Regulation (EU) No 1178/2011. However, they should be restructured and simplified, in order to ensure that they are proportionate and founded on a risk-based approach, whilst ensuring that sailplane pilots are and continue to be competent to carry out their activities and discharge their responsibilities. Corresponding editorial update should also be made to the sailplane operations rules to take account of the shift of licensing rules from Regulation (EU) No 1178/2011 to Regulation (EU) No 2018/1976.



(3) Pursuant to Article 12(2a)(3) of Regulation (EU) No 1178/2011, Member States may continue to apply national licensing rules that provide access to basic pilot privileges until 8 April 2020. Some Member States have reported to the Commission and the European Union Aviation Safety Agency ('EASA') that, in that context, continuation of those national licencing rules, whereby **student pilots are allowed to exercise limited privileges without supervision and obtain basic privileges on a step-by-step basis, supports the promotion of aerial sports and recreational activities due to easy and more affordable access to flying. Promoting and enabling such easier access to general aviation is in line with objectives of EASA's General Aviation Road Map that aims to create a more proportional, flexible and proactive regulatory system.** For those reasons, Member States should be given the discretion to continue with those national licensing rules in accordance with the principles introduced in Regulation (EU) 2019/430, for the purpose of issuing sailplane pilot licences ('SPL'). However, Member States should inform the Commission and the EASA whenever they make use of such authorisations. The Member States should also monitor the use of such authorisations in order to maintain an acceptable level of aviation safety.



to authorise student pilots who follow a LAPL training course to exercise limited privileges without supervision on completion of certain training modules, taking into account the extent of training necessary for the intended level of pilot competence to be achieved, before they meet all the requirements necessary for the issuance of a LAPL for aeroplanes, helicopters, sailplanes or balloons.

'Article 3a

Pilot licences and medical certification

1. Without ... shall comply with the technical requirements and administrative procedures laid down in **Annex III (Part-SFCL)** to this Regulation and in Annex IV (Part-MED) to Commission Regulation (EU) No 1178/2011



Article 3b

Existing pilot licences and national medical certificates

1. **Part-FCL licences for sailplanes** ... issued by a Member State before the date of application of this Regulation shall be deemed to have been issued in accordance with this Regulation...

Member States shall replace those licences with licences that comply with the format laid down in Annex VI (Part-ARA) to Regulation (EU) No 1178/2011 **when they reissue licences for administrative reasons or upon a request of licence holders.**



Article 3b

2. When a Member State reissues licences and associated privileges, ratings and certificates in accordance with paragraph 1, the Member State shall, as applicable:

- (a) transfer all privileges endorsed so far in Part-FCL licences to the new licence format;
- (b) convert aerobic ratings issued in accordance with point FCL.800 of Annex I (Part-FCL) to Regulation (EU) No 1178/2011 into advanced aerobic privileges in accordance with point SFCL.200(c) of Annex III (Part-SFCL) to this Regulation;
- (c) endorse the expiry date of a flight instructor certificate associated with a Part-FCL licence into the pilot's logbook or issue an equivalent document. After that expiry date, pilots shall exercise instructor privileges only when they comply with point SFCL.360 of Annex III (Part-SFCL) to this Regulation.



Article 3b

3. Holders of national licences for sailplanes issued by a Member State before the date of application of Annex III (Part-SFCL) to this Regulation shall be allowed to continue to exercise the privileges of their licences until 8 April 2021.

By that date, Member States shall convert those licences into Part-SFCL licences and associated ratings, privileges and certificates in accordance with the elements laid down in a conversion report that complies with the requirements of Article 4(4) and (5) of Regulation (EU) No 1178/2011.



Article 3c

Credit for training that commenced prior to the date of application of this Regulation

1. In respect of issuing Part-SFCL licences ... **training that commenced prior to the date of application of this Regulation in accordance with Annex I (Part-FCL) to Regulation (EU) No 1178/2011 shall be deemed to comply** with the requirements of this Regulation.
2. Training that commenced prior to ... in accordance with Annex 1 to the Chicago Convention, **shall be credited for the purposes of issuing Part-SFCL licences on the basis of a credit report** established by the Member State in consultation with the EASA.
3. The credit report referred ... **shall describe the scope of the training**, indicate for which requirements of Part-SFCL credit is given and, if applicable, which requirements applicants need to comply with in order to be issued with...



Training organisations

1. Training organisations for obtaining the pilot licences referred to in Article 1(1) of this Regulation shall comply with the requirements of Article 10a of Regulation (EU) No 1178/2011.
2. Training organisations referred to in paragraph 1 which hold an approval issued in accordance with Annex VII (Part-ORA) to Regulation (EU) No 1178/2011 or have submitted a declaration in accordance with Annex VIII (Part-DTO) to Regulation (EU) No 1178/2011 before the date of application of this Regulation **shall adapt their training programmes, where necessary, by 8 April 2021 at the latest.**”;



Article 2

This Regulation shall enter into ...It shall apply from **8 April 2020**. This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels,

For the Commission
The President[...]



ANNEX I

Annex I 'Definitions' (Part-DEF) to Regulation (EU) 2018/1976 is amended as follows:

“13. ‘**night**’ means the period between the end of evening civil twilight and the beginning of morning civil twilight. Civil twilight ends in the evening when the centre of the sun’s disc is six degrees below the horizon and begins in the morning when the centre of the sun’s disc is six degrees below the horizon;”;

“14. ‘**skill test**’ means the demonstration of skill for the purpose of issuing a licence or rating, or extension of a privilege, including oral examinations as may be required;

15. ‘**assessment of competence**’ means the demonstration of skill, knowledge and attitude for the initial issue, revalidation or renewal of an instructor or examiner certificate;



16. 'flight time' means:

- (a) for self-launch sailplanes and touring motor gliders, the total time from the moment an aircraft first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight;
- (b) for sailplanes, the total time from the moment the sailplane commences the ground run in the process of taking off until the moment the sailplane finally comes to a rest at the end of flight;



17. ‘**proficiency check**’ means the demonstration of skill for the purpose of complying with the recency requirements as established in this Regulation, and including oral examinations as may be required;
18. ‘**solo flight**’ means a flight during which a student pilot is the sole occupant of an aircraft;
19. ‘**cross-country flight**’ means a flight outside the line of sight or distance defined by the competent authority from the field of departure using standard navigation procedures.”.



'ANNEX III

REQUIREMENTS FOR SAILPLANE FLIGHT CREW LICENSING

[PART-SFCL]

SUBPART GEN
GENERAL REQUIREMENTS



SFCL.001 Scope

This Annex establishes the requirements for the issue of a **sailplane pilot licence (SPL)** and associated privileges, ratings and certificates, and the conditions for their validity and use.

SFCL.015 Application for and issue, revalidation and renewal of an SPL as well as associated privileges, ratings and certificates

- (i) the **issue of an SPL** and associated ratings;
- (ii) the **extension of the privileges of an SPL**, except for the privileges specified in points SFCL.115(a)(2) and (a)(3), SFCL.155, SFCL.200 and SFCL.215;
- (iii) the **issue of a sailplane flight instructor ('FI(S)')** certificate;
- (iv) the **issue, revalidation and renewal of a sailplane flight examiner ('FE(S)')** certificate;
- (v) any amendments to the SPL and associated privileges, ratings and certificates, except for the privileges referred to in point (ii)



SFCL.030 Practical skill test

An applicant for a skill test shall be recommended for the test by the ATO or the DTO that is responsible for the training, once the training is completed. The training records shall be made available to the examiner



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SFCL.035 Crediting of flight time

An applicant for an SPL or an associated privilege, rating or certificate shall be credited in full with all solo, dual instruction or PIC flight time on sailplanes towards the total flight time required for the licence, privilege, rating or certificate.



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SFCL.045 Obligation to carry and present documents

(a) When exercising the privileges of his or her licence, **the SPL holder shall carry:**

- (1) a valid SPL;
- (2) a valid medical certificate;
- (3) a personal identification document containing his or her photo; and
- (4) sufficient logbook data to demonstrate compliance with the requirements of this Annex

(b) A student pilot shall carry on all solo cross-country flights:

- (1) the documents as specified in paragraphs(a)(2) and (a)(3); and
- (2) evidence of the authorisation required ...



...

(d) By way of derogation from paragraphs(a) and (b),the documents specified there in may **be retained at the aerodrome or operating site** for flights that remain:

(1)within the **sight of the aerodrome or operating site**; or

(2)within a distance from the aerodrome or operating site determined by the competent authority.

SFCL.050 Recording of flight time

A sailplane pilot **shall keep a reliable record** of the details of all **flights** flown in a form and manner established by the competent authority.



SFCL.065 Curtailment of privileges of SPL holders aged 70 years or older in commercial passenger sailplane operations

An SPL holder who has attained the age of 70 years shall not act as pilot of a sailplane that is engaged in commercial passenger sailplane operations.



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SUBPART SPL
SAILPLANE PILOT LICENCE (SPL)

SFCL.115 SPL —Privileges and conditions

(a) Subject to compliance with point SFCL.150, the privileges of an SPL holder are to act as **PIC in sailplanes**:

(1) **without remuneration in non-commercial operations**;

(2) **including the carriage of passengers only when he or she**:

(i) **Complies with point SFCL.160(e); and**

(ii) **either:**

(A) **has completed, after the issue of the SPL, at least 10 hours of flight time or 30 launches or take-offs and landings as PIC on sailplanes, including 1 training flight during which holders shall demonstrate to an FI(S) the competence required for the carriage of passengers; or**



(B) Holds an **FI(S) certificate** in accordance with Subpart FI; and

(3) in **operations other than those** specified in paragraph(a)(1), only when he or she has:

(i) **attained the age of 18 years;**

(ii) completed, after the issue of the licence, **75 hours** of flight time or **200 launches or** take-offs and landings as PIC on sailplanes.

(b) By way of derogation from paragraph(a), the SPL holder who has **instructor or examiner privileges may receive remuneration** for:

(1) the provision of **flight instruction** for the SPL;

(2) the conduct of **skill tests and proficiency checks** for the SPL; and

(3) the training, testing and checking for the privileges, ratings and certificates attached to an SPL.



(c) The exercise of the privileges granted by an SPL shall be dependent upon the **compliance of the licence holder** with the applicable **recency requirements** and upon the **validity of the medical certificate** appropriate to the privileges exercised.

(d) The **completion of the training flight** as specified in paragraph(a)(2)(ii)(A) **shall be entered in the logbook** of the pilot and signed by the instructor who is responsible for the training flight.



SFCL.120 SPL —Minimum age

An applicant for an SPL shall be at least **16 years of age**.

SFCL.125 SPL —Student pilot

- (a) A **student pilot** shall not fly **solo** unless **authorised** to do so and supervised by a flight instructor for sailplanes (FI(S)).
- (b) Before his or her **first solo flight**, the student pilot shall be at **least 14 years of age**.

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SFCL.130 SPL — Training course and experience requirements

- (a) An applicant for an SPL shall complete a training course at an ATO or a DTO. The course shall be tailored to the privileges sought and shall include:
- (1) theoretical knowledge as specified in point SFCL.135; and
 - (2) at least 15 hours of flight instruction in sailplanes, including at least:
 - (i) 10 hours of dual flight instruction which shall include the dual flight instruction as specified in paragraphs(2)(iv)(A) or (2)(v)(A), as applicable;
 - (ii) 2 hours of supervised solo flight time;
 - (iii) 45 launches or take-offs and landings;



(iv) if **privileges for sailplanes**, excluding TMGs, are sought, at least **7 hours of flight instruction** in sailplanes, excluding TMGs, including at least:

(A) **3 hours of dual flight instruction**; and

(B) **1 solo cross-country flight of at least 50 km (27 NM) or 1 dual cross-country flight of at least 100 km (55 NM), which, by way of derogation from paragraph (2)(iv), may be completed in a TMG**;



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(v) if **privileges for TMGs** are sought, at least **6 hours** of flight instruction in TMGs, including at least:

(A) **4 hours of dual flight** instruction; and

(B) **1 solo cross-country flight of at least 150 km** (80 NM) in a TMG, during which one full-stop landing at an aerodrome different from the aerodrome of departure shall be performed.



(b) An applicant who holds a pilot licence for another category of aircraft, with the exception of balloons, shall **be credited with 10%** of his or her total flight time as PIC on such aircraft up to a **maximum of 7 hours**. The amount of credit given shall in any case:

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SFCL.135 SPL —Theoretical knowledge examination

(a) Theoretical knowledge

An applicant for an SPL shall demonstrate **a level of theoretical knowledge** that is appropriate to the privileges sought through examinations on the following:

(1) common subjects:

- (i) **air law;**
- (ii) **human performance;**
- (iii) **meteorology;**
- (iv) **communications; and**



(2) **specific subjects** concerning sailplanes:

- (i) principles of flight;
- (ii) operational procedures;
- (iii) flight performance and planning;
- (iv) aircraft general knowledge related to sailplanes; and
- (v) navigation.



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(b) Responsibilities of the applicant

(1) The applicant shall take the entire set of theoretical knowledge examinations for the SPL under the responsibility of the same Member State's competent authority.

(2) The applicant shall take the theoretical knowledge examination only when recommended by the ATO or the DTO that is responsible for his or her training, once he or she has completed the appropriate elements of the training course of theoretical knowledge instruction to a satisfactory standard.

(3) The recommendation by the ATO or the DTO shall be valid for 12 months. If the applicant has failed to take at least one theoretical knowledge examination paper within this validity period, the need for further training shall be determined by the ATO or the DTO, based on the needs of the applicant.



(c) Pass standards

- (1) A pass in a **theoretical knowledge examination** shall be awarded to the applicant when achieving **at least 75 %** of the marks allocated to that paper. No penalty marking shall be applied.
- (2) Unless otherwise specified in this Annex, an applicant is considered to have successfully completed the required theoretical knowledge examination for the SPL when he or she **has passed all the required theoretical knowledge examination papers within a period of 18 months** counted from the end of the calendar month when the applicant first attempted to take the examination



(3) If an applicant has failed to pass one of the theoretical knowledge examination papers within four attempts or has failed to pass all papers within the period mentioned in paragraph (2) above, he or she shall retake the complete set of theoretical knowledge examination papers.

(4) Before retaking the theoretical knowledge examinations, the applicant shall undertake further training at an ATO or a DTO. The extent and scope of the training needed shall be determined by the ATO or the DTO, based on the needs of the applicant.

(d) Validity period

The successful completion of the theoretical knowledge examinations shall be valid for a period of 24 months, counted from the day when the applicant successfully completed the theoretical knowledge examination, in accordance with subparagraph (c)(2).



SFCL.140 SPL —Crediting of theoretical knowledge

An applicant for the issue of an SPL shall be **credited towards the theoretical knowledge requirements for the common subjects** as specified in point SFCL.135(a)(1) when he or she:

(a) **Holds a licence in accordance with Annex I (Part-FCL) to Commission Regulation (EU) No 1178/2011 or with Annex III (Part-BFCL) to Commission Regulation (EU) 2018/395; or**

(b) Has passed the theoretical knowledge examinations for a licence as specified in paragraph(a), as long as this is done within the validity period specified in point SFCL.135(d).



SFCL.145 SPL —Practical skill test

(a) Applicants for an SPL shall demonstrate through the **completion of a skill test the ability to perform, as PIC on sailplanes**, the relevant procedures and manoeuvres with competency appropriate to the privileges sought.

(b) Applicants shall complete the **skill test in a sailplane, excluding TMGs, or a TMG, depending** on the privileges sought and provided that the training course in accordance with point SFCL.130 included the necessary training elements for the relevant aircraft. An applicant who has completed a training course, including the necessary training elements **for both sailplanes and TMGs**, may complete **2 skill tests**, 1 in a sailplane, excluding TMGs, and 1 in a TMG, in order to obtain privileges for both aircraft.



(c) **Before a skill test** for the issue of an SPL is taken, the applicant shall **have passed the required theoretical knowledge** examinations.

(d) **Pass standards**

(1) The skill test shall be divided into different sections, representing all the different phases of a sailplane flight.

(2) Failure in any item of a section shall cause the applicant to fail the entire section. If the applicant fails in only one section, he or she shall repeat only that section. Failure in more than one section shall require the applicant to retake the entire test.

(3) When the test needs to be retaken in accordance with subparagraph(d)(2), failure in any section, including those sections that have been passed at a previous attempt, shall require the applicant to retake the entire test.

(e) **Failure to achieve a pass in all sections of the test within two attempts shall require the applicant to receive further practical training.**



SFCL.150 SPL —Sailplane and TMG privileges

(a) When the **skill test** as specified in point SFCL.145 has been **completed in a sailplane**, excluding TMGs, the **privileges of an SPL shall be limited to sailplanes**, excluding TMGs.

(b) In the case specified in paragraph(a), the **privileges of an SPL shall be extended to TMGs** upon application when a pilot has:

- 1) **completed** at an ATO or a **DTO the training elements** specified in point SFCL.130(a)(2)(v); and
- (2) **passed a skill test to demonstrate an adequate level of practical skill in a TMG**. During this skill test, the applicant shall also **demonstrate to the examiner an adequate level of theoretical knowledge for TMGs** in the following subjects:

(i) principles of flight;

(ii) operational procedures;

(iii) flight performance and planning;

(iv) aircraft general knowledge; and

(v) navigation.



(c) A holder of a licence issued in accordance with **Annex I (Part-FCL)** to Commission Regulation (EU) No 1178/2011 **shall receive full credit towards** the requirements in paragraph(b) provided that he or she:

(1) **Holds a class rating for TMGs**; or

(2) has TMG privileges and complies with the recency requirements in point FCL.140.Aof Annex I (Part-FCL) to Commission Regulation (EU) No1178/2011.

(d) When the skill test as specified in point SFCL.145 **has been completed in a TMG, the privileges of the SPL shall be limited to TMGs.**



(e) In the case specified in paragraph(d), the **privileges of the SPL shall be extended upon application to sailplanes when a pilot has:**

- (1) completed at an ATO or a **DTO the training elements** specified in point SFCL.130(a)(2)(iv) and at least 15 launches and landings in a sailplane, excluding TMGs; and
- (2) **passed a skill test to demonstrate** an adequate level of practical **skill in a sailplane**, excluding TMGs. During this skill test, the pilot shall also **demonstrate to the examiner an adequate level of theoretical knowledge for sailplanes**, excluding TMGs, in the following subjects:
 - (i)principles of flight;
 - (ii)operational procedures;
 - (iii)flight performance and planning;
 - (iv)aircraft general knowledge; and
 - (v)navigation.



(f) The completion of the training as specified in paragraphs (b)(1) and (e)(1) shall be entered in the logbook of the pilot and signed by the head of training of the ATO or the DTO that is responsible for the training.

SFCL.155 SPL —Launching methods

- (a) An SPL holder shall exercise his or her privileges **only by using those launching methods for which the following training has been completed**, either during the training course in accordance with point SFCL.130 or point SFCL.150(e)(1), or during additional training provided by an instructor after the issue of the SPL:
- (1) in the case of **winch launch** and car launch, a **minimum of 10 launches in dual flight instruction, and 5 solo launches under supervision**;
 - (2) in the case of **aerotow 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 conducted in TMGs;
 - (3) in the case of bungee launch, a minimum of 3 launches performed in dual flight instruction or solo under supervision; and
 - (4) in case of further launching methods, training as required by the competent authority.



(b) The completion of the training as specified in paragraph(a) shall be entered in the logbook of the pilot and signed by the head of training of the ATO or the DTO or the instructor that is responsible for the training, as applicable.

(c) In order to maintain the privileges for each launching method and in accordance with the requirements of paragraphs (a) and (b), **SPL holders shall complete a minimum of five launches during the last two years, except for bungee launch, in which case they shall complete only two launches. In the case of self-launch, launches may be done in self-launch or through take-offs in TMGs or a combination of these.**

(d) If SPL holders do not comply with the requirement in paragraph (c), in order to renew their privileges **they shall perform the additional number of launches flying dual or solo under the supervision of an instructor.**



SFCL.160SPL —Recency requirements

(a) Sailplanes, excluding TMGs

SPL holders shall exercise SPL privileges, excluding TMGs, **only if in the last 24 months before the planned flight they:**

- (1) completed, on **sailplanes, at least 5 hours of flight time as PIC** or flying dual or solo under the supervision of an FI(S), including, on sailplanes, excluding TMGs, at least:
 - (i) **15 launches; and**
 - (ii) **2 training flights with an FI(S); or**
- (2) passed a **proficiency check with an FE(S) on a sailplane**, excluding TMGs; the proficiency check shall be based on the skill test for SPL.



(b) TMGs

SPL holders shall exercise their TMG privileges only if **in the last 24 months** before the planned flight they:

(1) completed at least **12 hours of flight time as PIC** or flying dual or solo under the supervision of an instructor on sailplanes, including, on TMGs, at least:

- (i) 6 hours flight time;
- (ii) 12 take-offs and landings; and
- (iii) a training flight of at least 1 hour total flight time with an instructor; or

(2) passed a **proficiency check with an examiner**; the proficiency check shall be based on the skill test as specified in point SFCL.150(b)(2).



(c) SPL holders with privileges to fly on TMGs who also holds a licence including the privileges to fly on TMGs in accordance with the provisions of Annex I (Part-FCL) to Commission Regulation (EU) No 1178/2011 shall be exempted from complying with paragraph(b).

(d) The completion of the dual flights and flights under supervision as specified in shall be entered in the logbook of the pilot and signed by,

...

(e) Carriage of passengers

An SPL holder shall only carry passengers when he or she has carried out as PIC, in the preceding 90 days, at least:

(1) 3 launches in sailplanes, excluding TMGs, if passengers are to be carried in sailplanes, excluding TMGs; or

(2) 3 take-offs and landings in TMGs, if passengers are to be carried in a TMG. For carrying passengers at night in a TMG, at least 1 of these take-offs and landings shall be carried out at night



SUBPART ADD
ADDITIONAL RATINGS AND PRIVILEGES

SFCL.200 **Aerobic** privileges

(a) SPL holders shall only undertake aerobatic flights in sailplanes with any engine stopped, or, in the case of paragraph(d) and (e), with engine power, when he or she holds the **appropriate aerobatic privileges** in accordance with this point.

(b) **Basic aerobatic privileges:**

(1) entitle its holder to undertake aerobatic flights limited to the following manoeuvres:

- (i) 45-degree climbing and diving lines performed as aerobatic manoeuvres;
- (ii) inside loops;
- (iii) wingover;
- (iv) lazy eight; and
- (v) spins;



(2) are included in the privileges of an SPL after a pilot has completed:

(i) after the issue of the SPL, at least 30 hours of flight time or 120 launches as PIC on sailplanes;

(ii) a training course at an ATO or a DTO, including:

(A) theoretical knowledge instruction appropriate for the privileges sought; and

(B) aerobatic flight instruction on the manoeuvres specified in paragraph(b)(1).

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(c) **Advanced aerobatic** privileges:

(1)entitle its holder to undertake aerobatic flights not limited to manoeuvres as specified in paragraph(b)(1); and

(2)are included in the privileges of an SPL after a pilot has:

(i)complied with the requirements of paragraph(b)(2)(i); and

(ii)completed a training course at an ATO or a DTO, including:

(A)theoretical knowledge instruction appropriate for the privileges sought; and

(B) **at least 5 hours or 20 flights of aerobatic flight instruction**

The completion of the training course... shall be entered in the logbook and signed by the head of training of the ATO or the DTO that is responsible for the training.

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SFCL.205 **Sailplane towing** and banner towing rating

(a) SPL holders who has privileges to fly TMGs shall only tow sailplanes or banners when he or she holds the appropriate sailplane towing or banner towing rating in accordance with this point.

(b) An applicant for a sailplane towing rating shall have completed:

(1) **at least 30 hours of flight time as PIC and 60 take-offs and landings in TMGs**, after obtaining TMG privileges; and

(2) a **training course** at an ATO or a DTO, including:

(i) theoretical knowledge instruction on sailplane towing operations and procedures;

(ii) **at least 10 training flights towing a sailplane, including at least 5 dual training flights; and**

(iii) in the case of an SPL holder with privileges restricted to TMG in accordance with point SFCL.150(d), 5 familiarisation flights in a sailplane which is launched by an aircraft



(f) To exercise the privileges of the sailplane towing or banner towing rating, the holder of the rating shall complete a minimum of five tows during the last two years.

(g) If a holder of the sailplane towing rating does not comply with the requirement in paragraph (f), before resuming the exercise of his or her privileges, he or she shall complete the missing tows with or under the supervision of an instructor.

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SFCL.210 TMG night rating

- (a) SPL holders with privileges to fly TMGs shall only exercise their TMG privileges in VFR conditions at night if they hold a TMG night rating in accordance with this point.
- (b) Applicants for a TMG night rating shall first complete a training course at an ATO or a DTO. The course shall comprise:
- (1) theoretical knowledge instruction in flying in visual flight rules (VFR) conditions at night;
 - (2) at least five hours of flight time in TMGs at night, including at least three hours of dual instruction, including at least:
 - (i) One hour of cross-country navigation with at least 1 dual cross-country flight of at least 50 km (27 NM);
 - (ii) Five solo take-offs; and
 - (iii) Five solo full-stop landings.

Notera dock att vi har få eller inga TMG som är godkända för mörkerflygning!



SFCL.215 Sailplane cloud flying privileges

(a) SPL holders shall only operate a sailplane within cloud when:

- (1) any engine is stopped; and
- (2) he or she has sailplane cloud flying privileges in accordance with this point.

(b) The privileges of an SPL shall include sailplane cloud flying privileges after a pilot has completed at least:

- (1) 30 hours as PIC in sailplanes after the issue of the licence; and
- (2) a training course at an ATO or a DTO, including:
 - (i) theoretical knowledge instruction; and
 - (ii) at least 2 hours of dual flight instruction in sailplanes with any engine stopped, controlling the aircraft solely by reference to instruments. However, a maximum of 50 % of the dual flight instruction may be completed in TMGs flown with engine power, provided that these training flights are conducted in VMC



(c) In order to obtain sailplane cloud flying privileges, an SPL holder who also holds a basic instrument rating (BIR) or an IR(A) in accordance with Annex I (Part-FCL) to Regulation (EU) No 1178/2011 or who has fulfilled all the requirements for the issue of one of these ratings, shall:

- (1) be credited towards the requirement of paragraph (b)(2)(i);
- (2) by way of derogation from paragraph (b)(2)(ii), **complete at least one hour of dual flight instruction in a sailplane, controlling it solely by reference to instruments.**

(d) The completion of the training course as specified in paragraphs (b)(2) or (c)(2), as applicable, **shall be entered in the logbook and signed by the head of training of the ATO or the DTO that is responsible for the training.**



(e) SPL holders shall exercise their sailplane cloud flying privileges **only if in the last two years before the planned cloud flight they have completed at least one hour of flight time, or five flights**, as PIC exercising cloud flying privileges in sailplanes.

(f) If SPL holders with sailplane cloud flying privileges do not comply with the requirements in paragraph (e) and they wish to resume the exercise of their sailplane cloud flying privileges they shall:

(1) pass a **proficiency check with an FE(S)**; or

(2) **perform the additional flight time or flights required in paragraph (e) with an FI(S).**

(g) SPL holders with sailplane cloud flying privileges who also hold a BIR or an IR(A) in accordance with Annex I (Part-FCL) to Regulation (EU) No 1178/2011 shall be fully credited towards the requirements of paragraph (e).



SUBPART FI
FLIGHT INSTRUCTORS
Section 1
General requirements

SFCL.300 **Flight instructor** certificate

(a) General

An instructor shall only carry out flight instruction in a sailplane when he or she:

(1) holds:

- (i) an SPL including the privileges, ratings and certificates for which flight instruction is to be provided; and
- (ii) a sailplane flight instructor (FI(S)) certificate appropriate to the instruction carried out, and issued in accordance with this Subpart; and
- (iii) (2) is entitled to **act as PIC in the sailplane during flight instruction**



SFCL.315FI(S) certificate — Privileges and conditions

(a) Subject to compliance of the applicant with point SFCL.320 and with the following conditions, an FI(S) certificate shall be issued upon application with privileges to conduct flight instruction for:



- (1) an **SPL**;
- (2) **additional sailplane privileges** in accordance with point SFCL.150(e);
- (3) **launching methods** in accordance with point SFCL.155, provided that the applicant has completed as PIC:
 - (i) in the case of **aerotow launch, at least 30 launches**; or
 - (ii) in the case of **winch launch, at least 50 launches**;
- (4) additional TMG privileges in accordance with point SFCL.150(b), provided that the applicant has:
 - (i) completed **at least 30 hours of flight time as PIC on TMGs**;
 - (ii) **completed the training** as specified in point SFCL.330(b)(2);
 - (iii) **demonstrated the ability to instruct on TMGs to an FI(S)** who is qualified in accordance with paragraph (7) and nominated by the head of training of the ATO or the DTO;



(5) basic aerobatic, advanced aerobatic or sailplane cloud flying privileges or the sailplane towing or the banner towing rating, provided that the applicant:

(i) in the case of **instruction for basic aerobatic or advanced aerobatic privileges, holds advanced aerobatic privileges** in accordance with point SFCL.200(c);

(ii) has **demonstrated the ability to instruct for the relevant privileges or rating to an FI(S) who is qualified** in accordance with paragraph (a)(7) and nominated by the head of training of an ATO or a DTO;

(6) TMG flight at night, provided that the applicant:

(i) complies with the night experience requirement in point SFCL.160(e)(2);

(ii) has demonstrated the ability to instruct on TMGs at night to an FI(S) who is qualified in accordance with paragraph (7) and nominated by the head of training of an ATO or a DTO;



- (7) an **FI(S) certificate**, provided that the applicant has:
- (i) completed **at least 50 hours or 150 launches of flight instruction in sailplanes**;
 - (ii) in accordance with the procedures established for that purpose by the competent authority, **demonstrated the ability to instruct for the FI(S) certificate to an FI(S) who is qualified** in accordance with this paragraph and nominated by the head of training of an ATO or a DTO.
- (b) The privileges listed in paragraph (a) shall include the privileges to conduct flight instruction for:
- (1) **the issue of the relevant licence, privileges, ratings or certificate**; and
 - (2) **the revalidation, renewal or compliance with the relevant recency requirements** of this Annex, as applicable.



SFCL.320 FI(S) certificate —Prerequisites and requirements

An applicant for an FI(S) certificate shall:

- (a) be **at least 18 years of age**;
- (b) comply with the requirements of subparagraphs (a)(1)(i) and (2) of point SFCL.300;
- (c) have **completed 100 hours of flight time and 200 launches as PIC** on sailplanes;
- (d) **have completed an instructor training course** in accordance with point SFCL.330 at an ATO or a DTO; and
- (e) have **passed an assessment of competence** in accordance with point SFCL.345



SFCL.325 FI (S) competencies and assessment

An applicant for an FI(S) certificate shall be trained to achieve the following competencies:

- (a) prepare resources;
- (b) create a climate conducive to learning;
- (c) present knowledge;
- (d) integrate threat and error management (TEM) and crew resource management (CRM);
- (e) manage time to achieve training objectives;
- (f) Facilitate learning;
- (g) assess trainee performance;
- (h) monitor and review progress;
- (i) evaluate training sessions; and
- (j) report outcome

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SFCL.330FI(S) —Training course

- (a) Applicants for an FI(S) certificate shall first pass a specific pre-entry assessment at an ATO or a DTO, which shall take place within the 12 months preceding the start of the training course, to assess their ability to undertake the course.
- (b) The FI(S) training course shall include:
- (1) on sailplanes, excluding TMGs:
 - (i) the elements specified in point SFCL.325;
 - (ii) 25 hours of teaching and learning;
 - (iii) 30 hours of theoretical knowledge instruction, including progress tests;
 - (iv) at least 6 hours, of which a maximum of 3 hours may be completed in TMGs, or 20 launches of flight instruction; and
 - (2) additionally, when the privileges of the FI(S) certificate will include the privileges as specified in point SFCL.315(a)(4) and (a)(6), at least 6 hours of dual flight instruction on TMGs

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SFCL.345FI(S) —Assessment of competence

(a) Applicants for the issue of an FI(S) certificate shall pass an assessment of competence to demonstrate to an examiner who is qualified in accordance with point SFCL.415(c) the ability to instruct a student pilot to the level required for the issue of an SPL.

SFCL.350FI(S) —Restricted privileges

(a) An FI(S) shall have his or her privileges limited to conducting flight instruction under the supervision of an unrestricted FI(S) nominated by the ATO or the DTO for this purpose, in the following cases:

....

(c) The limitations in ...shall be removed from the FI(S) certificate when the FI(S) has completed at least 15 hours or 50 launches of flight instruction covering all phases of a sailplane flight. In the case of a restricted FI(S) ...5 out of these 15 hours may be completed in TMGs, and 15 out of these 50 launches may be replaced by take-offs and landings in TMGs.



SFCL.360 FI(S) certificate —Recency requirements

(a) An FI(S) certificate holder shall only exercise the privileges of his or her certificate when he or she has:

(1) **within the last 3 years, completed:**

(i) **instructor refresher training at an ATO, a DTO, or a competent authority during which the holder shall receive theoretical knowledge instruction for refreshing and updating the knowledge relevant for sailplane instructors; and**

(ii) when providing flight instruction as FI(S), at least:

(A) **30 hours; or**

(B) **60 launches** or take-offs and landings; and

(2) **within the last nine years** and in accordance with the procedures established for that purpose by the competent authority, **demonstrated the ability to instruct on sailplanes to an FI(S) who is qualified in accordance with point SFCL.315(a)(7)** and nominated by the head of training of an ATO or a DTO.



- (b) The hours flown as an FE(S) during skill tests, proficiency checks and assessments of competence shall be fully credited towards the requirement in paragraph (a)(1)(ii).
- (c) If the FI(S) certificate holder has failed to complete the instruction flight under supervision to the satisfaction of the FI(S) in accordance with paragraph (a)(2), he or she shall not exercise the privileges of the FI(S) certificate until he or she has successfully completed an assessment of competence in accordance with point SFCL.345.
- (d) To resume the exercise of the privileges of the FI(S) certificate, an FI(S) certificate holder who does not comply with all the requirements in paragraph (a) shall comply with the requirements of paragraph (a)(1)(i) and of point SFCL.345.



SUBPART FE
FLIGHT EXAMINERS
Section 1
General requirements

SFCL.400 Sailplane flight examiner certificates

(a) General

An examiner shall only carry out skill tests, proficiency checks or assessments of competence in accordance with this Annex when he or she:

(1) holds:

(i) an SPL including privileges, ratings and certificates for which he or she is authorised to conduct skill tests, proficiency checks or assessments of competence, and the privileges to instruct for them;

(ii) an FE(S) certificate including privileges appropriate to the skill test, proficiency check or assessment of competence conducted, issued in accordance with this Subpart;

(2) is entitled to act as PIC in a sailplane during the skill test, proficiency check or assessment of competence.



SFCL.405 Limitation of privileges in case of vested interests

A sailplane examiner **shall not conduct**:

- (a) a skill test or assessment of competence of an applicant for the issue of a licence, rating or certificate to whom he or she has **provided more than 50 % of the required flight instruction** for the licence, rating or certificate for which the skill test or assessment of competence is taken; or
- (b) a skill test, proficiency check or assessment of competence **whenever he or she feels that his or her objectivity may be affected.**



SFCL.410 Conduct of skill tests, proficiency checks and assessments of competence

(a) When conducting skill tests, proficiency checks and assessments of competence, a sailplane examiner shall do all of the following:

(1) ensure that communication with the applicant can be established without language barriers;

(2) verify that the applicant complies with all the qualification, training and experience requirements of this Annex for the issue, revalidation or renewal of the licence, privileges, rating or certificate for which the skill test, proficiency check or assessment of competence is taken;

(3) make the applicant aware of the consequences of providing incomplete, inaccurate or false information related to his or her training and flight experience.



- (b) After completion of the skill test, proficiency check or assessment of competence, the sailplane examiner shall:
- (1) **inform the applicant of the results** of the skill test, proficiency check or assessment of competence;
 - (2) in the event of a pass in an assessment of competence for the revalidation or renewal, endorse the new expiry date on the applicant's licence or certificate, if specifically authorised for that purpose by the competent authority that is responsible for the applicant's licence;



SFCL.415 FE (S) certificate — Privileges and conditions

Subject to compliance of the applicant with point SFCL.420 and with the following conditions, an FE(S)certificate shall be issued upon application with privileges to conduct:

(a) skill tests and proficiency checks for the SPL, provided that the applicant has completed, on sailplanes, excluding TMGs, 300 hours of flight time as a pilot, including 150 hours or 300 launches of flight instruction;

(b) skill tests for the extension of the SPL privileges to TMG in accordance with point SFCL.150 (e), provided that the applicant has completed 300 hours of flight time on sailplanes, including 50 hours of flight instruction in TMGs;



c) assessments of competence for the issue of FI(S) certificates on sailplanes, provided that the applicant has:

(1) completed **at least 500 hours** of flight time as pilot on sailplanes, including:

(i) if the privileges of the FE(S) certificate will be exercised in sailplanes, excluding TMGs, **at least 10 hours or 30 launches instructing the applicant for an FI(S) certificate in sailplanes, excluding TMGs; and**

(ii) if the privileges of the FE(S) certificate will be **exercised in TMGs, at least 10 hours or 30 take-offs and landings instructing the applicant for an FI(S) certificate in TMGs; and ...**

(2) received specific training during an **examiner standardisation course** in accordance with point SFCL.430.



SFCL.420 FE(S) certificate — Prerequisites and requirements

An applicant for an FE(S) certificate shall:....

SFCL.430 FE(S) certificate — Standardisation course

(a) An applicant for an FE(S) certificate **shall take a standardisation** course which is provided either by the competent authority or by an ATO or a DTO and approved by that competent authority.



SFCL.445 FE (S) certificate —Assessment of competence

An applicant for the initial issue of an FE(S) certificate shall demonstrate his or her competence as an FE(S), **to an inspector from the competent authority or to a senior examiner specifically authorised** to do so by the competent authority that is responsible for the FE(S) certificate. During the assessment of competence, the applicant shall conduct a skill test, proficiency check or assessment of competence, including briefing, conduct of the skill test, proficiency check or assessment of competence, and assessment of the person to whom the test, check or assessment is given, debriefing and recording documentation.



SFCL.460 FE(S) certificate—Validity, revalidation and renewal

a) An FE(S) certificate shall be valid for 5 years.

b) An FE(S) certificate shall be **revalidated** when its holder has:

(1) **during the validity period of the FE(S) certificate, completed an examiner refresher course** which is provided either by the competent authority or by an ATO or a **DTO** and approved by that competent authority, during which the holder shall receive theoretical knowledge instruction for refreshing and updating the knowledge relevant for sailplane examiners; and

(2) **within the last 24 months preceding the end of the validity period of the certificate, demonstrated the ability to conduct** skill tests, proficiency checks or assessments of competence to an inspector from the competent authority or an **examiner specifically authorised to do so by the competent authority that is responsible for the FE(S) certificate.**

