UK Civil Aviation Authority

General Aviation Pilot Licensing Review

AMC and GM to the UK Sailplane Regulation

A consultation

CAP 3093

Contents

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The latest version of this document is available in electronic format at: www.caa.co.uk

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Introduction

Using this document

1. This document contains proposed changes and additions to the Acceptable Means of Compliance (AMC) and Guidance Material (GM) associated with UK Regulation (EU) No 2018/1976 (the UK Sailplane Regulation).

2. Changes are indicated by:

   - New text – underlined in red
   - Removed text – ~~strikethrough~~
   - Unchanged text omitted for brevity – (…)

3. Draft changes to the regulations are included for context where appropriate, however these have not yet been finalised and may be subject to change.

4. Links to the existing text of the UK Sailplane Regulation within the Aviation Regulatory Library are included were appropriate.

5. Questions to obtain feedback on the changes are included throughout the document, please answer via the online response tool.

About you

Consultation Question 1:

Please indicate if you participate in aviation and in what capacity (select all that apply):

- Qualified sailplane pilot or student pilot.
- Sailplane instructor or examiner
- Other GA aircraft flight crew licence holder or student e.g. PPL(G), PPL(H), NPPL(A) etc
- Other aviation flight crew licence holder e.g. CPL(H), ATPL, military
- Other aviation licence holder, e.g. other aircrew, air traffic controller, aircraft maintenance etc
- Aircraft operator or training organisation management
- GA-related industry, e.g. insurance, manufacturer, distributor. Please specify: _____
- Position within a government, regulatory or related body
- Position within an aviation representative or professional body
- Frequent passenger in a GA aircraft
- None of the above, but I consider myself affected by GA licensing; e.g. local resident, etc
- None of the above: I do not participate in this part of aviation, but have an interest in these issues

Consultation Question 2:

Is your response a formal submission on behalf of an organisation?

- No
- Yes: organisation: _____

We would normally only expect only one formal submission to be made per organisation.

Chapter 1

Subpart SPL

SFCL.050- Recording of flight time

1.1 There is a need within SFCL.050 to add the provision of a BI(S) certificate into the recording of flight time.

AMC1 SFCL.050 SPL – Recording of flight time

General

(a)(2)(viii) details on pilot function, namely PIC, including solo, dual, BI(S), FI(S) or flight examiner (sailplane) FE(S); and

(b)(iii) Holders of a~~n~~ BI(S) or FI(S) certificate may log as PIC all flight time during which they act as an instructor in a sailplane.

SFCL.130 SPL – Training course and experience requirements

1.2 One proposal has been to define the term 'Gliding Club' in Article 2 of the Sailplane Regulations. This proposal would allow flight training to continue for UK based organisations without the need to become an Approved (ATO) or Declared Training Organisation (DTO), as long as such organisations are member clubs of the British Gliding Association (BGA), which will ensure a minimum standard of good governance. Like the corresponding implementing rules within the Sailplane Regulations. All relevant areas of acceptable means of compliance (AMC) and guidance material referring to an ATO or DTO, must also refer to the term 'Gliding Club' where required.

1.3 In simplifying the examination structure within SFCL.130 to remove overlapping subject areas. We identified that we could remove the subject 'Flight Performance and Planning' from the regulations. In doing so we would need to redistribute the relevant learning objectives to other subjects within the AMC.

Implementing Rule (For reference only)

(a) Applicants for an SPL shall complete a training course at an ATO, ~~or the~~ DTO or a Gliding Club. The course shall be tailored to the privileges sought and shall include:

AMC1 SFCL.130 SPL – Training course and experience requirements

THEORETICAL KNOWLEDGE INSTRUCTION FOR THE SPL

(a) General

The training should cover aspects related to non-technical skills in an integrated manner, taking into account the particular risks associated with the licence and the

activity. The theoretical knowledge instruction provided by the declared training organisation (DTO) ~~or~~ ,approved training organisation (ATO) or Gliding Club should include a certain element of formal classroom work but may also include other methods of delivery — for example, interactive video, slide or tape presentation, computer-based training and other media distance-learning courses. The training organisation responsible for the training has to check whether all the appropriate elements of the training course of theoretical knowledge instruction have been completed to a satisfactory standard before recommending the applicant for the examination.

(b) Syllabus The following table contains the syllabus for theoretical knowledge instruction for the SPL:

Syllabus for theoretical knowledge instruction for the SPL

1	**Air Law and ATC Procedures**
1.1	International law: conventions, agreements and organisations
1.2	Airworthiness of aircraft
1.3	Aircraft nationality and registration marks
1.4	Personnel licensing
1.5	Rules of the air
1.6	Procedures for air navigation: aircraft operations
1.7	Air traffic regulations: airspace structure
1.8	Air traffic service (ATS) and air traffic management (ATM)
1.9	Aeronautical information services (AIS)
1.10	Aerodromes, external take-off sites
~~1.11~~	~~Search and Rescue~~
~~1.12~~	~~Security~~
1.1~~3~~1	Accident Reporting
1.1~~4~~2	National Law
1.13	ICAO Flight Plan (ATS Flight Plan)
2	**Human Performance**
2.1	Human factors: basic concepts
2.2	Basic aviation physiology and health maintenance

2.3	Basic aviation psychology
2.4	Use of oxygen
3	**Meteorology**
3.1	The atmosphere
3.2	Wind
3.3	Thermodynamics
3.4	Clouds and fog
3.5	Precipitation
3.6	Air masses and fronts
3.7	Pressure systems
3.8	Climatology
3.9	Flight Hazards
3.10	Meteorological information
4	**Communications**
4.1	Definitions
4.2	VFR communications
4.2.1	VFR communication at uncontrolled airfields
4.2.2	VFR communication at controlled airfields
4.2.3	VFR communication with ATC (en-route)
4.3	General operating procedures
4.4	Relevant weather information terms (VFR)
4.5	Action required to be taken in case of communication failure
4.6	Distress and urgency procedures
4.7	General principles of VHF propagation and allocation of frequencies
5	**Principles of Flight**
5.1	Aerodynamics (airflow)
5.2	Flight Mechanics
5.3	Stability

5.4	Control
5.5	Limitations (load factors and manoeuvres)
5.6	Stalling and spinning
5.7	Spiral dive
5.8	Speed polar of sailplanes or cruising speed
6	**Operational Procedures**
6.1	General requirements
6.2	Launch methods
6.3	Soaring techniques
6.4	Circuits and landing
6.5	Outlanding
6.6	Special operational procedures and hazards
6.7	Emergency procedures
6.8	Emergency parachute operation and landing
~~7~~	**~~Flight Performance and Planning~~**
~~7.1~~	~~Mass and balance~~
~~7.2~~	~~Speed polar of sailplanes or cruising speed~~
~~7.3~~	~~Flight planning and task setting~~
~~7.4~~	~~ICAO Flight Plan (ATS Flight Plan)~~
~~7.5~~	~~Flight monitoring and in-flight re-planning~~
~~8~~ 7	**Aircraft General Knowledge, Airframe and Systems and Emergency Equipment**
~~8.1~~ 7.1	Airframe
~~8.2~~ 7.2	System design, loads and stresses
~~8.3~~ 7.3	Landing gear, wheels, tyres and brakes
~~8.4~~ 7.4	Mass and balance
~~8.5~~ 7.5	Flight Controls
~~8.6~~ 7.6	Instruments

~~8.7~~ 7.7	Rigging of aircraft, connection of control surfaces
~~8.8~~ 7.8	Manuals and documents
~~8.9~~ 7.9	Airworthiness and maintenance
~~8.10~~ 7.10	Airframe, engine and propellers
~~8.11~~ 7.11	Water ballast systems
~~8.12~~ 7.12	Batteries (performance and operational limitations)
~~8.13~~ 7.13	Emergency parachutes
~~8.14~~	~~Emergency bail-out aid~~
~~9~~ 8	**Navigation**
~~9.1~~ 8.1	Basics of navigation
~~9.2~~ 8.2	Magnetism and compasses
~~9.3~~ 8.3	Charts
~~9.4~~ 8.4	Dead reckoning navigation
~~9.5~~ 8.5	In-flight navigation
~~9.6~~ 8.6	Use of GNSS
~~9.7~~ 8.7	Use of ATS
8.8	Flight planning and task setting
8.9	Flight monitoring and in-flight re-planning

1.4 The CAA has worked in collaboration with the BGA to review the training course requirements within the AMC and identified the proportion of UK's certified two-seat sailplane training fleet that can conduct spin training without having to further utilise approved modifications is reducing as more modern aircraft enter the training fleet. It is recognised that the BGA's current syllabus does not require full spin training before solo flight, however full spin training is required before the current general skill test for the Bronze Endorsement.

1.5 Currently within Part SFCL there is a requirement to complete at least Exercises 1 to 12 prior to solo flight, which includes all spin training. The CAA will sufficiently recognise current industry practice by adding a note within the AMC to ensure that stalling and recovery at the incipient spin stage and spiral dives are fully covered prior to solo flight, deferring if required, the other spin exercises to being completed prior to completing the SPL course.

1.6 Following accidents involving partial engine failure after take-off, the UK Air Accident Investigation Branch (AAIB) has recommended that the CAA explores proposals to include training to cover partial power failure situations. This is detailed in AAIB Safety Recommendation SR-2022-005 stemming from the accident of a Grumman AA-5 G-BBSA:

'It is recommended that the UK Civil Aviation Authority require ab initio pilots to undergo training in the management of partial power loss situations in single engine fixed-wing aeroplanes.'

1.7 This applies to powered sailplanes, and in the context of the syllabus AMC2 SFCL.130, is applicable to Self-Launching Sailplanes. We have therefore added 'Power Failure and Procedures including Partial Power Loss' into the syllabus for the Self Launch privilege.

1.8 We also recognise that partial power loss scenarios are also applicable to self-sustaining sailplanes which do not have a throttle control. As a result, we have produced new Guidance Material for the benefit of operators of self-sustaining sailplanes.

AMC2 SFCL.130 SPL – Training course and experience requirements

FLIGHT INSTRUCTION FOR THE SPL:

(c) Syllabus of flight instruction

(5) List of exercises

Note (Exercise 10): If a sailplane suitable for spin training is not available, at least items (i), (ii), and (vii) and (viii) must be satisfactorily completed before solo. Items (i) to (ix) are required to complete the SPL training course (SFCL.130 SPL (a)).

Exercise 10: Recognition and avoidance of spins and spiral dives

(i) safety checks;

(ii) stalling and recovery at the incipient spin stage (stall with un-commanded roll/wing drop to about 45 ° and associated yaw);

(iii) recognition of entry into fully developed spins;

(iv) recognition of full spins;

(v) standard spin recovery;

(vi) instructor induced distractions during the spin entry

(vii) recognition of spiral dives;

(viii) spiral dive recovery; and

(ix) differentiation between spins and spiral dives.

Note: Consideration of manoeuvre limitations and the need to refer to the sailplane flight manual and mass and balance calculations.

Exercise 11c: Self Launch

(i) review of the flight manual for the sailplane used;

(ii) engine extending and retraction procedures;

(iii) engine starting and safety precautions;

(iv) pre-take-off checks;

(v) in-flight engine start checks;

(vi) noise abatement procedures;

(vii) checks during and after take-off;

(viii) into wind take-off;

(ix) crosswind take-off;

(x) power failures and procedures including partial power loss;

(xi) abandoned take-off;

(xii) maximum performance (short field and obstacle clearance) take-off;

(xiii) short field take-off, soft field procedure or techniques and performance calculations;

(xiv) in-flight retraction of engine and engine cooling;

(xv) propeller drag;

(xvi) effects of reduction and increase of power;

(xvii) pitch nose-up tendency in case of engine shutdown (in case of over-wing propeller installation);

(xviii) approach with extended retractable engine inoperative (may be simulated by extended airbrakes);

(xix) decision process and reasons to terminate the soaring flight and to switch to powered flight; and

(xx) decision process and reasons for not starting the engine and to end the flight as a non-powered sailplane.

GM1 SFCL.130 SPL - Training course and experience requirements

PICs of self-sustainer power units should ensure that if the power unit does not perform as described in the aircraft flight manual (AFM), the PIC should revert to flying the sailplane as unpowered, taking into consideration the additional drag of any extended powerplant and/or propeller.

Consultation Question 3:

Please enter any comments you may have on the proposed AMC/GM for SFCL.050 and SFCL.130

SFCL.135 SPL Theoretical knowledge examination

1.9 In addition to the redistribution of the syllabus for theoretical knowledge instruction for the SPL within AMC1 SFCL.130 SPL as a result of removing the Flight Performance and Planning subject. There is a requirement within SFCL.135 to redistribute the question numbers between the remaining subjects to keep the overall number of exam questions for the SPL to 120. With the widest subject area within the list being Aircraft General Knowledge. It is proposed to increase the number of questions within the Aircraft General Knowledge subject to 20 from 12 to account.

1.10 We also considered the need for an allocated time limit per examination. We have proposed to remove this and made a few administrative changes because of the above.

Implementing Rule (For reference only)

(a) Theoretical knowledge Applicants 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;

(2) specific subjects concerning sailplanes:

(i) principles of flight;

(ii) operational procedures;

~~(iii) flight performance and planning;~~

(iv) aircraft general knowledge related to sailplanes;

(v) navigation.

(b) Responsibilities of the applicant [...]

(2) The applicant shall take the theoretical knowledge examination only if recommended by the ATO, ~~or~~ the DTO or the Gliding Club that is responsible for his or her training and 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 or the Gliding Club 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 or the Gliding Club, based on the needs of the applicant.

(c) Pass standards

(1) A pass in a theoretical knowledge examination subject paper ~~shall~~ is to be awarded ~~to the applicant~~ when the applicant achieves ~~achieving~~ at least 75 % of the marks allocated to that paper. ~~No penalty marking shall be applied.~~

(2) ~~Unless otherwise specified in this Annex,~~ The ~~an~~ applicant is considered to have successfully completed the required theoretical knowledge examination for the SPL if: ~~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.~~

(i) All subjects within the examination have been passed in accordance with (1); and

(ii) On the day of the most recent subject pass, all other subjects were passed either on that day or within the 18 months prior to that day.

~~(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), he or she shall retake the complete set of theoretical knowledge examination papers.~~

(3) ~~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 a DTO based on the needs of the applicant.~~

If an applicant needs to retake a theoretical knowledge subject due to a failed attempt, or because an examination was not taken and passed within the 18-month period referred to in (2), further training at an ATO, a DTO or a Gliding Club must be undertaken, prior to retaking the subject. The extent and scope of the training needed must be determined by the ATO, the DTO or the Gliding Club, 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~~ 36 months, counted from the day when the applicant successfully completed the theoretical knowledge examination, in accordance with paragraph (c)(2).

AMC1 SFCL.135 SPL – Theoretical knowledge examinations

(a) The theoretical knowledge examinations for the SPL follow the syllabus for theoretical knowledge instruction for the SPL set out in AMC1 SFCL.130.

(b) The examinations should be in written form. However, for the subject Communications practical classroom testing may be conducted.

(c) The examinations should comprise a total of 120 multiple-choice questions, covering all the subjects, with the following arrangements for questions. ~~and allocated time per subject:~~

Subject	Number of Questions	~~Duration (in minutes)~~
Air Law	20	~~40~~
Human Performance	1~~0~~2	~~20~~
Meteorology	~~20~~ 12	~~40~~
Communications	1~~0~~2	~~20~~
Navigation	20	~~75~~
Principles of Flight*	1~~0~~2	~~20~~
Operational Procedures*	1~~0~~2	~~20~~
~~Flight Performance and Planning*~~	~~10~~	~~20~~
Aircraft General Knowledge*	~~10~~ 20	~~20~~

(d) The~~se four~~ subjects may be combined in one single examination paper that comprises the specified number of ~~10~~ questions per subject ~~(40 in total) and has a duration of 80 minutes.~~

~~In any case, the pass rate as per point SFCL.135(c)(1) needs to be achieved for each subject.~~

(e) If the subjects above are combined into one examination, then this can be completed in sections over several days.

(~~d~~f) The period of 18 months mentioned in point SFCL.135(c)(3) should be counted from the end of the calendar month when the applicant first passed an examination or a section.

(~~e~~ g) The competent authority should inform applicants of the language(s) in which the examination will be conducted.

Consultation Question 4:
Please enter any comments you may have on the revised AMC for SFCL.135.

SFCL.145 SPL – Practical Skill Test

1.11 In order to meet AAIB Safety Recommendation SR-2022-005 on partial power failure exercises. We have proposed within SFCL.145 to introduce Simulated Partial Power loss to the content of the Practical Skill Test for both Self Launch and Touring Motor Glider (TMG).

AMC1 SFCL.145 SPL – Practical Skill Test

(d) CONTENT OF THE SKILL TEST

(1) The following skill test contents and sections should be used for the skill test for the issue of an SPL in a sailplane, excluding TMGs: Note: Use of checklist(s), airmanship, control of sailplane by external visual reference, look-out procedures etc. apply in all sections.

Skill test contents and sections for the skill test for the issue of an SPL in a sailplane, excluding TMGs

SECTION 2C: SELF-LAUNCH (powered sailplanes only)	
A	ATC compliance (if applicable)
B	Aerodrome departure procedures
C	Initial roll and take-off climb
D	Look-out and airmanship during the whole take-off
E	Simulated engine failure after take-off
F	Simulated partial power loss
~~**F**~~ **G**	Engine shut down and stowage

Skill test contents and sections for the skill test for the issue of an SPL in a TMG

SECTION 5: ABNORMAL AND EMERGENCY PROCEDURES	
A	Simulated engine failure after take-off
B	Simulated partial power loss
~~**B**~~ **C**	* Simulated forced landing
~~**C**~~ **D**	* Simulated precautionary landing
~~**D**~~ **E**	Simulated emergencies
~~**E**~~ **F**	Oral questions

SFCL.150 SPL – Sailplane and TMG privileges

Implementing Rule (For reference only)

(b) (1) completed at an ATO, ~~or a~~ DTO or a Gliding Club the training elements specified in point SFCL.130(a)(2)(v);

(e) (1) completed at an ATO, ~~or a~~ DTO or a Gliding Club the training elements specified in point SFCL.130(a)(2)(iv) and at least 15 launches and landings in a sailplane, excluding TMGs; and

(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 or the Gliding Club that is responsible for the training.

AMC1 SFCL.150(b) SPL – Sailplane and TMG Privileges

EXTENSION TO TMG PRIVILEGES

(a) Once the training set out in this AMC is completed, the ATO ~~or the~~ ,DTO or Gliding Club should issue a certificate of satisfactory completion of the training.

(b) Theoretical knowledge: In preparation for the demonstration of additional theoretical knowledge as stipulated in point SFCL.150(b)(2), the training course at an ATO ~~or at an~~, DTO or Gliding Club should include theoretical knowledge instruction that should at least cover the revision or explanation of:

Exercise 8a:

Slow flight

Note: The objective is to improve the pilot's ability to recognise inadvertent flight at critically low speeds and provide practice in maintaining the TMG in balance while returning to normal air speed.

(i) safety checks;

(ii) ~~introduction to slow flight;~~ recognition of the characteristics of slow flight;

(iii) controlled flight down to critically slow air speed; and (iv) application of full power with correct attitude and balance to achieve normal climb speed.

Exercise 9/10e: Emergencies

(i) abandoned take-off;
(ii) engine failure after take-off;
(iii) mislanding and go-around;
(iv) missed approach.
(v) partial power loss

AMC1 SFCL.150(e) SPL – Sailplane and TMG Privileges

EXTENSION TO SAILPLANE PRIVILEGES

(a) Once the training set out in this AMC is completed, the ATO ~~or the~~ ,DTO or Gliding Club should issue a certificate of satisfactory completion of the training.

(b) Theoretical knowledge: In preparation for the demonstration of additional theoretical knowledge as stipulated in point SFCL.150(e)(2), the training course at an ATO ~~or at an~~ ,DTO or Gliding Club should include theoretical knowledge instruction that should at least cover the revision or explanation of:

SFCL.160 SPL – Recency Requirements

1.12 We propose to edit SFCL.160 as a result of changes within the Aeroplane consultation, as for crediting of flight time, there will no longer be an authorisation process within ORA.ATO.135 of Annex VII (Part ORA) or point DTO.GEN.240 of Annex VIII for aircraft listed in (c) or (d) of Annexe 1 to the UK Basic Regulation.

AMC1 SFCL.160 SPL – Recency Requirements

CREDITS FOR FLIGHT TIME COMPLETED ON SAILPLANES AS PER ARTICLE 2 (8) OF AS WELL AS ANNEX I TO THE UK BASIC REGULATION

(c) or (d) of Annex I to the UK Basic Regulation ~~that is subject to an authorisation specified in point ORA.ATO.135 of Annex VII (Part-ORA) or point DTO.GEN.240 of Annex VIII (Part-DTO) to UK Regulation (EU) No 1178/2011~~.

Consultation Question 5:

Please enter any comments you may have on the proposed AMC for SFCL.145, SFCL.150 and SFCL.160.

Chapter 2

Subpart ADD

2.1 Whilst we have not proposed any changes to the implementing rules related to the sailplane aerobatic privilege within Subpart ADD. Through our continued work with the BGA. It has been identified that an SPL holder with basic aerobatic privileges that is training towards the advanced privilege requires significant practice during the training course. This often requires travel and the availability of a scarce number of instructors. Currently outside of the SFCL system this issue is managed through unsupervised solo practice of a particular manoeuvre once they have been signed off as competent. There is a need to replicate this practice going forward and therefore we propose to amend the AMC and provide some new GM to facilitate unsupervised solo practice of aerobatic manoeuvres, only after dual training has been satisfactorily completed, entered in the pilot's logbook, and signed by the instructor.

SFCL.200 Aerobatic Privileges

Implementing Rule (For reference only)

(b)(2)(ii) a training course at an ATO, ~~or a~~ DTO or a Gliding Club including:

(c)(2)(ii) completed a training course at an ATO, ~~or a~~ DTO or a Gliding Club including:

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

AMC1 SFCL.200(c)– Aerobatic Privileges

(d) For applicants who already hold basic aerobatic privileges as per point SFCL.200(b), the theoretical knowledge instruction as per point (b) may consist of a repetition of the elements specified in point (b) of AMC1 SFCL.200(b), and the flying training as per point (c) may focus on the dual training and unsupervised solo practice of aerobatic manoeuvres that are outside the scope of the basic aerobatic privileges.

GM1 SFCL.200 (c)- Aerobatic Privileges

For each aerobatic manoeuvre that is outside the scope of the basic aerobatic privileges, the unsupervised solo practice should only be flown when dual training for the manoeuvre being practiced solo has been satisfactorily completed, entered in the pilot's logbook, and signed by the instructor.

SFCL.205 ~~Sailplane towing and~~ Banner towing rating

2.2 As mentioned within both CAP3032A and CAP3032F, the CAA has decided based on feedback to remove the requirement for a sailplane towing rating as part of this project from both the Aircrew and Sailplane Regulations. The banner towing rating will remain, though training for this rating will only be available from an ATO or DTO.

2.3 As a result, we propose to remove all reference to the Sailplane Towing rating from SFCL.205 and the rest of the Sailplane Regulations.

Implementing Rule (For reference only)

(a) SPL holders who have privileges to fly TMGs shall tow ~~sailplanes or~~ banners only if they hold an appropriate ~~sailplane towing or~~ banner towing rating in accordance with this point.

~~(b) Applicants 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;~~

~~(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;~~

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

(b) Applicants for a banner towing rating shall have completed:

(1) at least 100 hours of flight time and 200 take-offs and landings as PIC on TMGs, after obtaining TMG privileges;

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

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

(ii) at least 10 instruction flights towing a banner, including at least five dual flights.

(c) Applicants for ~~a sailplane towing rating or~~ a banner towing rating in accordance with this point who already hold a ~~sailplane towing or banner towing~~ rating in accordance with point FCL.805~~(b)~~ of Annex I (Part-FCL) to Regulation (EU) No 1178/2011 or who have fulfilled all the requirements for the issue of that rating, as applicable, shall:

(1) receive full credit towards the requirements in paragraph ~~(b) or~~ (c) for obtaining ~~the sailplane towing or~~ the banner towing rating, ~~as applicable,~~ if their relevant ~~towing~~ rating as specified in paragraph (d) includes privileges for towing with TMGs; or

(2) have completed at least three dual instruction flights covering the ~~full sailplane towing or~~ banner towing training syllabus, ~~as applicable,~~ in TMGs.

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

(e) 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.~~

AMC1 SFCL.205– ~~Sailplane towing and~~ Banner towing rating

TRAINING FOR THE ~~SAILPLANE TOWING AND~~ BANNER TOWING RATING

(a) General: The aim of the towing instruction is to qualify SPL holders with TMG privileges to tow ~~a sailplane or~~ a banner. The theoretical knowledge and flight instruction should cover the relevant elements as set out in this AMC.

~~(b) Theoretical knowledge: towing of sailplanes The theoretical knowledge syllabus for towing of sailplanes should cover the revision or explanation of:~~

~~(1) regulations about towing flights;~~

~~(2) equipment for the towing activity;~~

~~(3) sailplane towing techniques, including:~~

~~(i) signals and communication procedures;~~

~~(ii) take-off (normal and crosswind);~~

~~(iii) in-flight launch procedures;~~

~~(iv) descending on tow;~~

~~(v) sailplane release procedure;~~

~~(vi) tow rope release procedure;~~

~~(vii) landing with tow rope connected (if applicable);~~

~~(viii) emergency procedures during tow, including equipment malfunctions;~~

~~(ix) safety procedures;~~

~~(x) flight performance of the applicable aircraft type when towing sailplanes;~~

~~(xi) look-out and collision avoidance;~~

~~(xii) performance data sailplanes, including: (A) suitable speeds; and (B) stall characteristics in turns;~~

~~(xiii) effects of wake turbulence and downwash on the towed sailplane's performance, handling characteristics and stall speed; and~~

~~(xiv) effects of propeller wash in the initial phase of the take-off roll at crosswind.~~

(b) Theoretical knowledge: banner towing

The theoretical knowledge syllabus for banner towing should cover the revision or explanation of:

(1) regulations about banner towing;

(2) equipment for the banner towing activity;

(3) ground crew coordination;

(4) pre-flight procedures;

(5) banner towing techniques, including:

(i) take-off launch;

(ii) banner pickup manoeuvres;

(iii) flying with a banner in tow;

(iv) release procedure;

(v) landing with a banner in tow (if applicable);

(vi) emergency procedures during tow, including equipment malfunctions;

(vii) safety procedures;

(viii) flight performance of the applicable aircraft type when towing a heavy or light banner; and

(ix) prevention of stall during towing operations.

~~(d) Flying training: towing of sailplanes~~

~~The exercises of the towing training syllabus for towing sailplanes should be repeated as necessary until the student achieves a safe and competent standard and should comprise at least the following practical training items:~~

~~(1) take-off procedures (normal and crosswind take-offs);~~

~~(2) 360 ° circles on tow with a bank of 30 ° and more;~~

~~(3) descending on tow;~~

~~(4) release procedure of the sailplane;~~

~~(5) landing with the tow rope connected (if applicable);~~

~~(6) tow rope release procedure in-flight;~~

~~(7) emergency procedures (simulation); and~~

~~(8) signals and communication during tow.~~

(c) Flying training: banner towing

The exercises of the towing training syllabus for banner towing should be repeated as necessary until the student achieves a safe and competent standard and should comprise at least the following practical training items:

(1) pickup manoeuvres;

(2) towing in-flight techniques;

(3) release procedures;

(4) flight at critically low air speeds;

(5) maximum performance manoeuvres;

(6) emergency manoeuvres to include equipment malfunctions (simulated);

(7) specific banner towing safety procedures;

(8) go-around with the banner connected; and

(9) loss of engine power with the banner attached (simulated).

Consultation Question 6:

Please enter any comments you may have on the proposed AMC/GM for SFCL.200 and SFCL.205.

Chapter 3

Subpart FI

3.1 Following the Stage 2 Consultation. The consultation response document laid out a decision:

'We will develop the Basic Instructor Certificate with the BGA and draft the new and amended implementing rules required to facilitate this across Subpart FI and Subpart FE.'

3.2 We have undertaken significant work to look at the current requirements that the BGA has for the existing Basic Instructor Rating and how that could be applied to Part SFCL. We have proposed to create and amend several areas of the regulations and associated AMC within Subpart FI and FE in order to accommodate the creation of a Basic Instructor Certificate BI(S).

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

3.3 In creating the BI(S), we are developing a FI(S) privilege within SFCL.315 that can be obtained in order to provide training for the BI(S) namely SFCL.315 (a)(8). This is in addition to the existing privilege to train towards the FI(S) certificate namely SFCL.315(a)(7) that will also be applicable to BI(S) training.

3.4 There is a requirement for a demonstration of ability to instruct for those wishing to obtain a (a)(8) rating and we propose bespoke AMC for this procedure, limiting the required demonstration to exercises 1,2,4 and 5 of the SPL syllabus, which is the scope of the BI(S) certificate.

Implementing Rule (For reference only)

(a)(3)(i) In the case of aerotow or self-launch, at least 30 launches.

(a)(4)(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 or the Gliding Club;

(a)(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);~~ holds the aerobatic privilege for which flight instruction will be provided in accordance with SFCL.200 (b) and (c).

(a)(5)(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 the ATO, ~~or~~ the DTO or Gliding Club;

(a)(6)(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 the ATO, ~~or~~ the DTO or the Gliding Club;

(a)(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 CAA, 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 the ATO, ~~or~~ the DTO or the Gliding Club;

(a)(8) a BI(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 CAA, demonstrated the ability to instruct for the BI(S) certificate to an FI(S) who is qualified in accordance with (a)(7) and nominated by the head of training of the ATO, the DTO or the Gliding Club;

(iii) Applicants who have met the requirements of (a)(7) are entitled to instruct towards the issue of the BI(S) certificate.

AMC1 SFCL.315 (a)(8)(ii): BI(S) certificate- Privileges and Conditions

DEMONSTRATION OF ABILITY TO INSTRUCT IN BI(S) TRAINING COURSES

The demonstration of the ability to provide instruction during BI(S) training courses, as required in point SFCL.315(a)(8)(ii), should consist of exercises 1,2,4 and 5 from the BI(S) training course, as selected by the supervising FI(S).

Consultation Question 7:

Please enter any comments you may have on the proposed AMC for SFCL.315.

SFCL.325 FI(S) and BI(S) competencies and assessment

Implementing Rule (For reference only)

Applicants for an FI(S) certificate or BI(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.

(No further change other than AMC title)

AMC1 SFCL.325: FI(S) and BI(S) competencies and assessment

SFCL.330 FI(S) and BI(S) Training courses

3.5 In developing the BI(S) Training Course, the CAA has taken into account the current practice for the BGA Basic Instructor Rating and the existing FI(S) training system. The current BGA system focuses on the candidate consistently maintaining a high standard of flying before the formal course, through pre course preparation. Though not defined in a course, as every candidate will have their own needs. This prior preparation is key to an instructor training course being successfully completed and it is proposed that these high standards of preparation will continue to be expected prior to a BI(S) certificate training course. Therefore, it is prudent to propose that the BI(S) qualification has a pre-entry assessment undertaken by the ATO, DTO or Gliding Club similar to that of the current FI(S) pre-entry assessment.

3.6 The proposed course itself is split to ensure sufficient weighting on both theoretical knowledge instruction and practical flight instruction. It is essential for both BI(S) and FI(S) candidates to meet the competencies listed in SFCL.325 and these competencies are best developed ensuring all instructor candidates are provided with a strong foundation in the principles of basic instruction. It is proposed that this is best delivered through a Teaching and Learning course module that is equally applicable to both BI(S) and FI(S) candidates, allowing a holistic approach to Sailplane flight instruction that enables candidates, where desired, to continue their development from being a BI(S) to an FI(S) in future.

3.7 The practical element of the BI(S) course which is planned to be laid out in SFCL.330 will predominantly focus on Exercises 1,2,4 and 5 of the SPL syllabus.

It is, however proposed that aside from the limited exercises covered, that BI(S) candidates will, like an FI(S) candidate, be continually displaying a sufficient high standard of flying, with a suitable attitude to flight safety and be sufficiently prepared through the course to develop flight lesson plans taking into account the many inter-dependent factors that are inherent within Sailplane flight instruction. It is also proposed that instructor candidates for the BI(S) are prepared with the principals for both briefing and debriefing student pilots as well as being able to recognise and manage student pilot errors. Whilst acknowledging that delivering 'long briefs' will remain only in scope for FI(S) training course candidates.

Implementing Rule (For reference only)

(a) Applicants for an FI(S) certificate shall first pass a specific pre-entry assessment at an ATO, ~~or a~~ DTO or a Gliding Club, 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 six hours, of which a maximum of three hours may be completed in TMGs, or 20 launches of flight instruction;

(2) additionally, if the privileges of the FI(S) certificate will include the privileges as specified in point SFCL.315(a)(4) and (a)(6), at least six hours of dual flight instruction on TMGs.

(c) The BI(S) training course shall include:

(1) on sailplanes, excluding TMGs:

(i) the elements specified in point SFCL.325;

(ii) 4 hours theoretical knowledge training covering the teaching and learning elements.

(iii) at least 1 hour, of which a maximum of 30 minutes may be completed in TMGs including at least 6 launches of flight instruction;

~~(c)~~(d) Applicants who already hold an instructor certificate in accordance with Annex III (Part-BFCL) to Regulation (EU) 2018/395 or with Annex I (Part-FCL) to Regulation (EU) No 1178/2011 shall be fully credited towards the requirements in paragraph (b)(1)(ii) and (c)(1)(ii).

~~(d)~~(e) When applying for an FI(S) certificate, a pilot who holds or has held an FI(A), (H) or (As) shall be credited with 18 hours towards the requirements in paragraph (b)(1)(iii).

AMC1 SFCL.330(a) FI(S) and BI(S)- Training Course

PRE-ENTRY ASSESSMENT

The content of the pre-entry assessment should be determined by the ATO ~~or the~~, DTO or Gliding Club, taking into account the experience of a particular candidate. It may include interviews and/or an assessment during a simulated training session with the candidate being in the role of the instructor.

AMC1 SFCL.330(b) FI(S) and BI(S)- Training Course

(a) GENERAL

(1) The aim of the FI(S) and BI(S) training course is to train SPL holders to the level of competence defined in point SFCL.325.

(2) Throughout the training course, its content and structure should allow the student instructor to develop safety awareness by teaching the knowledge, skills and attitudes relevant to the FI(S) or BI(S) task including at least the following:

(i) refresh the technical knowledge of the student instructor;

(ii) train the student instructor to teach, for the FI(S) certificate:

(A) the ground subjects and air exercises; and

(B) how to access all related sources of information;

(iii) train the student instructor to teach, for the BI(S) certificate:

(A) air exercises 1,2,4 and 5 of the SPL syllabus and the relevant theoretical knowledge; and

(B) how to access all related sources of information;

(iv~~ii~~) ensure that the student instructor's flying is of a sufficiently high standard; and

(~~i~~v) teach the student instructor the principles of basic instruction and to apply them at all training levels.

(3) With the exception of the section on teaching and learning, all the subject details contained in the ground and flight training syllabus is complementary to the SPL course syllabus.

(4) The FI(S) and BI(S) training course should give particular stress to the role of the individual in relation to the importance of human factors in the ~~man-machine~~ human-machine interface as well as in the instructor-student interaction during theoretical knowledge instruction. Special attention should be paid to the applicant's maturity and judgement including an understanding of adults, their behavioural attitudes and variable levels of education.

(5) During the training course, the applicants should be made aware that their own attitudes are key to flight safety. Identifying and avoiding complacency and improving safety awareness should be a fundamental objective throughout the training course. It is of major importance for the training course to aim at giving applicants the knowledge, skills and attitudes relevant to a flight instructor's task.

(b) CONTENT The training course consists of two parts:

(1) PART 1 — THEORETICAL KNOWLEDGE INSTRUCTION

For FI(S) certificate Part 1 includes the training specified in points (ii) and (iii) of point SFCL.330(b).

For BI(S) certificate Part 1 includes the training specified in points (ii) of point SFCL.330(c)

(1). The content of the teaching and learning part of the FI(S) and BI(S) course, as established in AMC1 SFCL.325, should be used as guidance to develop the syllabus for the training specified in point SFCL.33025(b)(1)(ii) and SFCL.330(c)(1)(ii) respectively for the FI(S) and BI(S) courses.

(2) PART 2 — FLIGHT INSTRUCTION

For FI(S) certificate Part 2 includes the training specified in point SFCL.330(b)(1)(iv) and, as applicable, point SFCL.330(b)(2).

For BI(S) certificate Part 2 includes the training specified in point SFCL.330(c)(1)(iii).

(i) General

(A) The air exercises are similar to those of the SPL training course but with additional items designed to cover the needs of a flight instructor.

(B) The numbering of exercises should be used primarily as an exercise reference list and as a broad instructional sequencing guide. Therefore, the demonstrations and practices need not necessarily be given in the order listed. The actual order and content will depend upon the following interrelated factors:

(a) the applicant's progress and ability;

(b) the weather conditions affecting the flight;

(c) the flight time available;

(d) the instructional technique considerations;

(e) the local operating environment; and

(f) the applicability of the exercises to the aircraft type.

(C) At the discretion of the instructors, some of the exercises may be combined whereas some other exercises may be done in several flights.

(D) It follows that student instructors will eventually be faced with similar inter-related factors. They should be shown and taught how to develop flight lesson plans, taking these factors into account, so as to make the best use of each flight lesson, combining parts of the set exercises as necessary.

(ii) Briefings and debriefings

(A) The briefing normally includes a statement of the aim and a brief allusion to principles of flight only if relevant. An explanation is to be given of exactly which air exercises are to be taught by the instructor and practised by the student during the flight. It should include how the flight will be conducted with regard to who is to fly the aircraft and what airmanship, weather and flight safety aspects currently apply. The nature of the lesson will govern the order in which the constituent parts are to be taught.

(B) The five basic components of the briefing will be:

(a) the aim;

(b) the air exercise(s) (what, and how and by whom);

(c) flight briefing;

(d) check of understanding; and

(e) airmanship.

(C) After each exercise, the student instructor will debrief the FI(S) or BI(S) in the role of the student pilot. The debriefing is to evaluate:

(a) whether the objectives have been fulfilled;

(b) whether the errors are minor or major;

(c) what can be corrected or improved; and

(d) whether the student pilot has reached the required level of competence or the exercise must be done again. The FI(S) or BI(S) instructor will validate the debriefing.

(iii) Planning of flight lessons

The development of lesson plans is an essential prerequisite of good instruction and the student instructor is to be given supervised practice in the development and practical application of flight lesson plans.

(iv) General considerations

(A) The student instructor should complete flight training in order to practise the principles of basic instruction at the SPL level. During this training, the student instructor occupies the seat normally occupied by the FI(S) or BI(S).

(B) The instructor providing this instructor training is normally taking over the role of the student pilot.

(C) It is to be noted that airmanship is a vital ingredient of all flight operations. Therefore, in the following air exercises, the relevant aspects of airmanship are to be stressed at the appropriate times during each flight.

(D) The student instructor should learn how to identify common errors and how to correct them properly, which should be emphasised at all times.

(v) Long briefings (FI(S) only) and air exercises

Consultation Question 8:

Please enter any comments you may have on the proposed AMC for either SFCL.325 or SFCL.330.

SFCL.340 BI(S) Assessment of Competence

3.8 In developing the BI(S) Assessment of Competence, the CAA has taken into account, the current practice involving the BGA Basic Instructor Rating and the current FI(S) Assessment of Competence. The Content of the Assessment of Competence listed within the proposed AMC has been created bespoke to match the requirements of the BI(S) certificate. There will be a requirement to complete an oral examination during the Assessment of Competence to assure sufficient theoretical knowledge relevant to a BI(S). Given the limited instructional privileges of the BI(S) there is no expectation for a BI(S) to conduct a long classroom brief. The flying exercises will be specifically limited to that of which the BI(S) is expected to teach, namely Exercise 1,2,4 and 5, in addition there is a proposed requirement for the candidate to be able to demonstrate that they can handle any emergency exercises from Ex 10a or 10b and any launch failure exercise Ex 11a or 11b.

Implementing Rule (For reference only)

(a) Applicants for the issue of a BI(S) certificate shall pass an assessment of competence to demonstrate to an examiner qualified in accordance with point SFCL.415 (a)(ii) or SFCL.415 (c) the ability to instruct a student pilot for SPL Exercises 1,2,4 & 5.

(b) The assessment shall include:

(1) the demonstration of the competencies described in point SFCL.325, during pre-flight, post-flight and theoretical knowledge instruction;

(2) oral theoretical examinations on the ground, pre-flight and post-flight briefings, and in-flight demonstrations in sailplanes;

(3) exercises adequate to evaluate the instructor’s competencies.

(c) The assessment of competence for the initial issue of a BI(S) certificate shall be conducted in sailplanes, excluding TMG

AMC1 SFCL.340 BI(S)- Assessment of competence

GENERAL

(a) The format and application form for the assessment of competence are determined by the competent authority.

(b) The sailplane that is used for the assessment should meet the requirements for training aircraft.

(c) The FE(S) acts as the PIC.

(d) During the assessment of competence, the applicant occupies the seat normally occupied by the instructor. The FE(S) functions as the 'student'. The applicant is required to explain the relevant exercises and to demonstrate their conduct to the 'student', where appropriate. Thereafter, the 'student' executes the same manoeuvres which can include typical mistakes of inexperienced students. The applicant is expected to correct mistakes orally or, if necessary, by intervening physically.

(e) All relevant exercises should be completed within a period of 6 months. However, all exercises should, where possible, be completed on the same day. In principle, failure in any exercise requires a retest covering all exercises, with the exception of those that may be retaken separately. The FE(S) may terminate the assessment at any stage if they consider that a retest is required.

AMC2 SFCL.340 BI(S)- Assessment of competence

CONTENT OF THE ASSESSMENT OF COMPETENCE

(a) The content of the assessment of competence for the BI(S) should be the following:

Section 1: ORAL THEORETICAL KNOWLEDGE EXAMINATION

1.1	Air Law
1.2	Aircraft General Knowledge
1.3	Human Performance and Limitations
1.4	Meteorology
1.5	Navigation
1.6	Operational Procedures
1.7	Principles of Flight
1.8	Training Administration

Section 2: PRE-FLIGHT BRIEFING	
2.1	Technical Accuracy
2.2	Clarity of Explanation
2.3	Clarity of speech
2.4	Instructional technique
2.5	Student participation

Section 3: FLIGHT	
3.1	Arrangement of demonstration
3.2	Synchronisation of speech with demonstration
3.3	Correction of faults
3.4	Aircraft Handling
3.5	Instructional Technique
3.6	General airmanship and safety
3.7	Positioning and use of airspace

Section 4: POST-FLIGHT DE-BRIEFING	
4.1	Technical Accuracy
4.2	Clarity of Explanation
4.3	Clarity of speech
4.4	Instructional technique
4.5	Student participation

(b) Section 1, the oral theoretical knowledge examination part of the assessment of competence, is conducted in a single part.

(1) The applicant is tested orally by an FE(S) for knowledge of items of Section 1 and the core instructor competencies (teaching and learning content given in the BI(S) training course).

(c) Sections 2, 3 and 4 comprise exercises to demonstrate the ability to be a BI(S) (for example, instructor demonstration exercises) chosen by the FE(S) from the flight syllabus of the BI(S) training course, limited to Exercises 1, 2, 4 and 5. The applicant is required to demonstrate BI(S) competencies, including briefing, flight instruction and de-briefing. In addition, the BI(S) is required to demonstrate that they can handle emergency exercises such as Ex 10a, Ex 10b and any launch failure exercise from Ex 11a and 11b depending on the launch method used during the Assessment of Competence, the selection of such exercises is left to the discretion of the FE(S).

SFCL.345 FI(S)- Assessment of Competence

3.9 Within SFCL.345 a minor change has been made to the AMC to reflect the removal of Flight Performance and Planning from the Theoretical Knowledge Syllabus.

AMC1 SFCL.345 FI(S)- Assessment of competence

GENERAL

(a) The format and application form for the assessment of competence are determined by the competent authority.

(b) The sailplane that is used for the assessment should meet the requirements for training aircraft.

(c) The FE(S) acts as the PIC.

(d) During the ~~skill test~~ assessment of competence, the applicant occupies the seat normally occupied by the instructor. The FE(S) functions as the ‘student’. The applicant is required to explain the relevant exercises and to demonstrate their conduct to the ‘student’, where appropriate. Thereafter, the ‘student’ executes the same manoeuvres which can include typical mistakes of inexperienced students. The applicant is expected to correct mistakes orally or, if necessary, by intervening physically.

(e) All relevant exercises should be completed within a period of 6 months. However, all exercises should, where possible, be completed on the same day. In principle, failure in any exercise requires a retest covering all exercises, with the exception of those that may be retaken separately. The FE(S) may terminate the assessment at any stage if they consider that a retest is required.

AMC2 SFCL.345 FI(S) – Assessment of competence

CONTENT OF THE ASSESSMENT OF COMPETENCE

(a) The content of the assessment of competence for the FI(S) should be the following:

Section 1: ORAL THEORETICAL KNOWLEDGE EXAMINATION

1.1	Air Law
1.2	Aircraft General Knowledge
~~1.3~~	~~Flight performance and planning~~
1.~~4~~3	Human Performance and Limitations
1.~~5~~4	Meteorology
1.~~6~~5	Navigation
1.~~7~~6	Operational Procedures
1.~~8~~7	Principles of Flight
1.~~9~~8	Training Administration

Consultation Question 9:

Please enter any comments you may have on the proposed AMC for either SFCL.340 or SFCL.345.

SFCL.360 FI(S) certificate – Recency requirements

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

(1) within the last three years, completed:

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

(2) within the last nine years and in accordance with the procedures established for that purpose by the CAA, 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 or a Gliding Club.

GM1 SFCL.360(a)(1)(i) FI(S) certificate- Recency requirements

FREQUENCY OF INSTRUCTOR REFRESHER TRAINING

In order to maintain instructor privileges, point SFCL.360(a)(1)(i) requires FI(S) certificate holders to complete instructor refresher training once in 3 years. However, ATOs ~~or~~, DTOs or Gliding Clubs may decide to provide more frequent internal standardisation/refresher training to their instructors.

SFCL.365 BI(S) recency requirements

3.10 In developing the BI(S) Recency Requirements, the CAA has taken into account current practice involving the BGA Basic Instructor Rating and the current FI(S) Requirements. It was identified that current BGA Basic Instructors complete a demonstration of competence every year to a Senior Instructor or BGA Flight Examiner to revalidate their rating, as all BGA Instructor Ratings are valid for a 12-month period.

3.11 The CAA considers that the revalidation process can be done over a two-year period including a Demonstration of Competence with a suitably qualified FI(S). The CAA has used a benchmark figure of 20 hours or 40 launches in line with current practice. The demonstration of ability to instruct follows a similar construct to that of the FI(S) Recency Requirements, albeit limited to Exercises 1, 2, 4 and 5 of the SPL syllabus, though always requiring a high standard of overall flying. AMC has therefore been proposed to cover this requirement for the BI(S).

Implementing Rule (For reference only)

(a) A BI(S) certificate holder shall only exercise the privileges of his or her certificate if before the planned exercise of those privileges he or she has:

(1) within the last two years, completed:

(i) at least 20 hours or 40 launches as pilot in command in sailplanes.

(2) within the last two years and in accordance with the procedures established for that purpose by the CAA, demonstrated the ability to instruct on sailplanes to an FI (S) who is qualified in accordance with point SFCL.315(a)(7) or SFCL.315(a)(8) and nominated by the head of training of an ATO, DTO or Gliding Club.

(b) If the BI(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 certificate until he or she has successfully completed an assessment of competence in accordance with point SFCL.340.

(c) To resume the exercise of the privileges of the BI(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.340.

AMC1 SFCL.365 (a)(2) BI(S) certificate – Recency requirements

DEMONSTRATION OF ABILITY TO INSTRUCT

(a) The aim of the demonstration flight as per point SFCL.365(a)(2) is to confirm continued instructor competency.

(b) The demonstration flight should be arranged to ensure that the BI(S) being checked demonstrates, on the ground and during at least one flight, knowledge, skills and attitudes relevant to the BI(S) task including at least all of the following:

(1) theoretical knowledge;

(2) ability to teach a sample of air exercises from the SPL training course, limited to exercises 1,2,4 and 5;

(3) a sufficiently high standard of flying;

(4) application of instructing principles; and

(5) application of TEM.

(c) The checking instructor should enter the successful completion of the demonstration flight into the logbook of the applicant.

Consultation Question 10:

Please enter any comments you may have on the proposed AMC/GM for either SFCL.360 or SFCL.365.

Chapter 4

Subpart FE

4.1 Through working with the BGA to create the BI(S) certificate. We have had to ensure that a robust examining system is in place in order to be able to facilitate the necessary Assessment of Competence.

4.2 We identified that it was not necessary for all assessment of competence to be done by examiners qualified in accordance with SFCL.415 (c) given the limited number with this privilege. Instead, we have created a bespoke privilege for examiners to be able to assess the BI(S) if they meet the requirements set out in SFCL.415(a)(ii). In doing so, specific training for examiner privileges related to the BI(S) certificate have been created through AMC.

4.3 We have also clarified the wording within GM1 SFCL.405(a) to ensure it is clear what the limitations are on examiners who have provided instruction to a candidate.

SFCL.405 Limitation of privileges in case of vested interests

GM1 SFCL.405(a)- Limitation of privileges in case of vested interests

EXAMINERS WHO PROVIDED INSTRUCTION TO THE CANDIDATE

Point SFCL.405(a) allows an examiner to have been involved, as flight instructor, ~~into~~ up to 50 % of the candidate's required flight instruction. It is recommended that in such cases that 50 % should be spread throughout the course and not performed towards the end of the course. ATOs ~~and~~, DTOs and Gliding Clubs should plan and arrange assignments between instructors and students appropriately.

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

Implementing Rule (For reference only)

~~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:~~

The privileges of the holder of an FE(S) certificate are to conduct:

(a)(i) skill tests and proficiency checks for the SPL; and ~~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;~~

(a)(ii) Where the FI(S) has privileges in SFCL.315(a)(7) or (8) to conduct an assessment of competence for the BI(S) certificate,

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;

AMC1 SFCL.415 (a) FE(S) certificate – Privileges and conditions

SPECIFIC TRAINING FOR EXAMINER PRIVILEGES RELATED TO THE BI(S) CERTIFICATE

Specific training for examiner privileges related to the BI(S) certificate should:

(a) be completed under the supervision of an FE(S) who holds the privileges in accordance with point SFCL.415(c); and

(b) include at least all of the following:

(1) the requirements of Part-SFCL for the BI(S) certificate; and

(2) the contents of AMC1 SFCL.340, AMC2 SFCL.340

SFCL.430 FE(S) certificate – Standardisation course

(a) Applicants for an FE(S) certificate shall take a standardisation course which is provided either by the CAA or by an ATO, ~~or a~~ DTO or a Gliding Club and approved by the CAA.

GM1 SFCL.430 FE(S) certificate- Standardisation course

PLANNING OF TESTS AND CHECKS

(a) An FE(S) should plan per day not more than:

(1) a total of four skill tests or proficiency checks for the SPL or BI(S) assessment of competence; or

(2) a total of two assessments of competence for the FI(S) or FE(S) certificate.

(b) An FE(S) should plan at least 2 hours for a skill test, proficiency check or assessment of competence, including pre-flight briefing and preparation, conduct of the test, check or assessment of competence, de-briefing, evaluation of the applicant and documentation.

(c) The flight time for the skill test, proficiency check, or assessment of competence must be sufficient to allow that all the test, check or assessment items can be completed. If this is not possible in one flight, additional flights have to be conducted. For the total duration of the flight time for the skill test, proficiency check or assessment of competence, the following values may be used as guidance:

(1) 30 minutes or three launches or take-offs, as applicable, for an SPL skill test ~~or~~, proficiency check or BI(S) assessment of competence;

(2) 45 minutes or four launches or take-offs, as applicable, for an FI(S) assessment of competence.

AMC1 SFCL.430 FE(S) certificate – Standardisation course

(a) GENERAL

(1) When issuing an approval for the conduct of FE(S) standardisation courses to an ATO ~~or a~~, DTO or Gliding Club, the competent authority should monitor the execution of these courses through appropriate oversight measures.

(2) An FE(S) standardisation course should last at least 1 day, divided into theoretical and practical training.

(3) The competent authority, the ATO ~~or the~~, DTO or Gliding Club, should determine any further training required before presenting the candidate for the examiner assessment of competence.

Consultation Question 11:

Please enter any comments you may have on the proposed AMC/GM changes to Subpart FE.

APPENDIX A

Abbreviations

AAIB	Air Accident Investigation Branch
AMC	Acceptable Means of Compliance
ANO	Air Navigation Order 2016
ARA	Authority Requirements for Aircrew
ATO	Approved Training Organisation
BGA	British Gliding Association
BI(S)	Basic Instructor Certificate
CAA	Civil Aviation Authority
CRD	Consultation Response Document
DfT	Department for Transport
DTO	Declared Training Organisation
EASA	European Aviation Safety Agency
FCL	Flight Crew Licensing
FE(S)	Sailplane Flight Examiner
FI(S)	Sailplane Flight Instructor
GA	General Aviation
GM	Guidance Material
ICAO	International Civil Aviation Organisation
NPPL	National Private Pilot Licence
PPL	Private Pilot Licence
SFCL	Sailplane Flight Crew Licensing
SLS	Self-Launching Sailplane
SPL	Sailplane Pilot Licence
SSS	Self-Sustaining Sailplane
TMG	Touring Motor Glider