

# General Aviation Pilot Licensing Review Phase 2: Sailplanes

Consultation Response Document

CAP3032F



**Published by the Civil Aviation Authority, 2024**

Civil Aviation Authority  
Aviation House  
Beehive Ring Road  
Crawley  
West Sussex  
RH6 0YR

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Enquiries regarding the content of this consultation should be addressed to: [ga@caa.co.uk](mailto:ga@caa.co.uk)

First published September 2024

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## Executive Summary

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This paper sets out the findings from the consultation on the second phase of the Licensing and Training Simplification project in the Sailplane category and sets out key decisions to proceed with in the next phase of the project.

The consultation ran between 13 March 2024 and 22 May 2024 and elicited 586 unique formal responses.

### Overall direction:

- Add the term 'Gliding Club' to the list of definitions in Article 2 of the assimilated Sailplane Regulations UK (EU) 2018/1976, defining it as a club affiliated to the British Gliding Association (BGA), which is created with the aim of promoting aerial sport and leisure aviation.'
- Develop procedures and privileges to authorise student pilots who are following a training course to gain an SPL to exercise limited privileges without the supervision of an instructor before they meet all the requirements that are necessary for the issue of an SPL.
- Make changes to the theoretical knowledge exams including the number of exams and the validity periods.
- Amend the Acceptable Means of Compliance (AMC) for powered sailplanes to include partial engine failure.
- Develop a Basic Instructor privilege within SFCL similar to the current BGA Basic Instructor rating.

### Next steps:

- We will begin work on drafting the proposed amendments to Part-SFCL to present to the Department for Transport (DfT) ahead of a proposed legislative slot in spring 2025.
- We will look to consult on proposed Acceptable Means of Compliance (AMC) and Guidance Material (GM) later this year.
- We will engage in further communications with the sailplane community ahead of the 30<sup>th</sup> September 2025 deadline for Sailplane Flight Crew Licensing implementation.

# Purpose and background

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## Purpose of this document

- 1.1 We published [CAP2974F](#) from 13 March 2024 to 22 May 2024 to publicly consult on the sailplane proposals in the second phase of the Licensing and Training Simplification project.
- 1.2 We received a total of 586 responses to the sailplane consultation. Most respondents answered the survey questions and a number also left additional comments. The consultation questions were worded in such a way to form a survey that could be quantitatively analysed.
- 1.3 The results of this consultation set out the direction for the next phase of this project and the changes that will be implemented. At several points in this Consultation Response Document (CRD), we set out specific decisions arising from the consultation regarding proceeding with the next phase of this project.

## Background

- 1.4 The CAA continued throughout 2023 with the project to simplify General Aviation (GA) flight crew licensing and training. [CAP2974F](#) consulted on the detailed proposals for sailplanes. Similar consultations were also undertaken for aeroplanes, balloons and airships, gyroplanes, and helicopters.
- 1.5 This work followed an earlier consultation [CAP 2335](#) in Autumn 2022. The 1,246 GA community responses<sup>1</sup> (summarised in [CAP 2532](#)) showed strong support in several key areas for updating our current legislation with regards to licencing and training.
- 1.6 This second consultation explored these areas in more detail, ensuring that we achieve the aims of the project and community, whilst maintaining safety and ICAO compliance where appropriate. It reflects work the CAA has undertaken since the first consultation, in collaboration with a working group of GA community experts.
- 1.7 In keeping with our collaborative approach towards policy development and rulemaking, we reconvened the working group that assisted with the first phase of the project, enlarged its membership, and split by aircraft category to provide a focused analysis: aeroplanes, sailplanes, balloons and airships, helicopters, and gyroplanes.

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<sup>1</sup> See [Consultation Response Document CAP2532](#) which set out its detailed findings. For more information on this project, see our dedicated project microsite on the CAA website: <https://www.caa.co.uk/general-aviation/pilot-licences/licensing-training-simplification/>

## Scope

- 1.8 The consultation proposed changes to the Sailplane Pilot Licence and associated ratings and certificates to act as pilot in command of Sailplanes, as defined by UK Part SFCL (Sailplane Flight Crew Licencing).
- 1.9 This project will not cover the following areas:
- Commercial operations other than private pilot instruction. Pilot licences allowing commercial operations in aeroplanes, helicopters, and gyroplanes, including public transport and commercial air transport, as well as integrated flight training with the express purpose of training from no previous experience to air transport licences are all outside the scope of this project.
  - Private operations in complex aeroplanes and helicopters. Although operations in, for example, corporate aviation is technically part of the international general aviation definition, the specific characteristics and needs of the markets in which those aircraft operate mean that we regulate them separately.
  - Ratings and rating exemptions for historic/ex-military aircraft, as well as display pilot qualifications.
  - Unregulated activities to operate non-Part-21 gliders such as unregulated sailplanes and Self-Propelled Hang Gliders (also known as 'paramotors' or 'powered paragliders').
- 1.10 Note it is unlikely that the assimilated law (previously known as retained EU law) and the Air Navigation Order 2016 (ANO 2016) will be consolidated during the timeline of this project. A combination of changes to the assimilated law and ANO will be necessary to implement the proposals.

## Chapter 2

## Amendments to regulations

**We asked**

- 2.1 Focusing on amendments to regulations, we concentrated on identifying areas of improvements between that of the current Sailplane Regulations, Recommended Practices of ICAO Annex 1 and the existing BGA Gliding Certificate.
- 2.2 One area of proposed improvement was to define the term ‘Gliding Club’ in Article 2 of the Sailplane Regulations, as well as consequentially the UK Aircrew Regulations (EU) 2011/1178 in Article 10a. This would allow flight training to continue for UK based organisations without the need to become an Approved or Declared Training Organisation.
- 2.3 We therefore proposed that ‘Gliding Club’ is defined as a ‘club affiliated to the British Gliding Association (BGA), which is created with the aim of promoting aerial sport and leisure aviation’.
- 2.4 We also proposed that we would look to develop procedures and privileges to authorise student pilots who are following a training course to gain an SPL to exercise limited privileges without the supervision of an instructor before they meet all the requirements that are necessary for the issue of an SPL.

**You said**

- 2.5 **Do you agree with adding the term ‘Gliding Club’ to the list of definitions in Article 2 of the assimilated Sailplane Regulations UK (EU) 2018/1976?**

Option	Total	Percent
Yes	574	97.95%
No	5	0.85%
Undecided	3	0.51%
No view/don't know	4	0.68%
Not Answered	0	0.00%

- 2.6 Discussion: Respondents indicated very strong support for the proposal in Question 5 with over 97% agreeing we should add the term ‘Gliding Club’ to the list of definitions in Article 2 of the Sailplane Regulations.

**2.7 Do you agree that the definition of a ‘Gliding Club’ is ‘a club affiliated to the British Gliding Association (BGA), which is created with the aim of promoting aerial support and leisure aviation’?**

<b>Option</b>	<b>Total</b>	<b>Percent</b>
Yes	575	98.12%
No	8	1.37%
Undecided	2	0.34%
No view/don't know	1	0.17%
Not Answered	0	0.00%

2.8 Discussion: There was very strong support for this proposal. A few respondents were concerned about the requirement of having to be a BGA member club, in order to meet the definition of a ‘Gliding Club’. However, our view is that this definition provides an assured minimum level of governance and structure of those organisations. Organisations operating outside the BGA can still apply to the CAA to become an Approved Training Organisation (ATO) or a Declared Training Organisation (DTO).

**Phase 2 Consultation Outcome – CAA Decision no.1**

**We will add the term ‘Gliding Club’ to the list of definitions in Article 2 of the assimilated Sailplane Regulations UK (EU) 2018/1976. We will define ‘Gliding Club’ as ‘a club affiliated to the British Gliding Association (BGA), which is created with the aim of promoting aerial sport and leisure aviation.’**

**2.9 Do you agree that we should look to develop the procedures and privileges to authorise student pilots who are following a training course to gain an SPL to exercise limited privileges without the supervision of an instructor before they meet all the requirements that are necessary for the issue of an SPL?**

<b>Option</b>	<b>Total</b>	<b>Percent</b>
Yes	558	95.22%
No	15	2.56%
Undecided	8	1.37%
No view/don't know	4	0.68%
Not Answered	1	0.17%



2.10 Discussion: This was a strongly supported proposal and many respondents pointed to the current BGA Bronze Endorsement as a benchmark for a potential solution. It is noted that some pilots have no interest in flying away from the local area for some time and that requiring direct instructor supervision may not necessarily be proportionate for those able to demonstrate their competence. However, in considering this option we will need to define stringent procedures with clearly defined limits, including potentially time-based limitations to ensure that student pilots are still progressing towards completing the SPL and the associated examinations and skill test required for licence issue.

### **Phase 2 Consultation Outcome – CAA Decision no.2**

**We will work with the BGA to develop the procedures and privileges to authorise student pilots who are following a training course to gain an SPL to exercise limited privileges without the supervision of an instructor before they meet all the requirements that are necessary for the issue of an SPL.**

## Chapter 3

## Flight Training syllabus and requirements

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### We asked

- 3.1 We looked at removing unnecessary validity periods, where deemed appropriate and considered any further views on the flight training syllabus and experience requirements for the SPL.
- 3.2 One of the areas of consideration is the requirement as listed currently in SFCL.015(g) that applicants for a licence, rating or certificate shall apply no later than six months after having successfully completed the skill test or assessment of competence for the specific licence, rating, or certificate. We proposed this would be replaced with the validity period of the relevant skill test or assessment of competence.

### You said

**Do you agree that we remove the validity periods, where necessary and replace with the validity period of the skill test or assessment of competence?**

Option	Total	Percent
Yes	563	96.08%
No	7	1.19%
Undecided	10	1.71%
No view/don't know	5	0.85%
Not Answered	1	0.17%

- 3.3 Discussion: Respondents indicated very strong support for the proposal in Question 8 with 96% agreeing we should remove the validity periods where necessary and replace with the validity periods of the relevant skill test or assessment of competence. In changing the requirements, applicants will need to be fully in the knowledge that the validity of any privileges are based on the date of the test or assessment, so a delay in applying for privileges will reduce the amount of time the pilot has to exercise these privileges up to and including another skill test being required should an applicant not apply within the validity period of the test.

### Phase 2 Consultation Outcome – CAA Decision no 3

**We will remove the requirement in SFCL.015 (g) to apply within 6 months of the test, instead the validity of the skill test or assessment of competence will apply.**

### 3.4 Do you agree that the flight training syllabus and experience requirements for the SPL are acceptable?

Option	Total	Percent
Yes	572	97.61%
No	1	0.17%
Undecided	7	1.19%
No view/don't know	5	0.85%
Not Answered	1	0.17%

3.5 Discussion: Respondents indicated very strong support for the current flight training syllabus with 97% agreeing that the flight training requirements for the SPL are acceptable. However, the CAA will always keep the flight training syllabus under continuous review to ensure that it delivers the correct standards in line with the latest safety developments.

### 3.6 Is there anything else you would like to highlight with respects to the flight training requirements and syllabus?

3.7 Discussion: We received 236 responses to this question. We have analysed those responses and have provided some key themes that arose from those suggestions.

3.8 Sailplane Towing rating: There were many comments asking for the removal of the Sailplane Towing rating from both the Aircrew and Sailplane Regulations. Several considerations were raised in respect of the Sailplane Towing rating being an FCL creation. Despite the activity being adequately managed by the BGA for many years before that, in addition the difficulty (due to the current UK Basic Regulation) in training on non-part 21 aircraft to obtain the Sailplane Towing rating was raised. As an increasing number of clubs are turning to microlight based towing aircraft.

3.9 Whilst the Sailplane Towing rating was not being consulted on within the Sailplane consultation, we did take these comments into consideration for the decision made following the Aeroplane consultation. Further discussions around the CAA decision to remove the requirement for a Sailplane Towing rating are explained in further detail in the Aeroplane Consultation Response Document within Chapter 8. The Banner Towing rating will remain within the Sailplane Regulations.

3.10 Other comments included:

- Removal of aerobatic rating entirely from Part-SFCL.
- Changes to the recency requirements.

3.11 Sailplane Flight Crew Licensing is set as per the Sailplane Regulations to come into force on the 30<sup>th</sup> September 2025. We have considered the views of the sailplane

community and found that the vast majority who responded are in support of the flight training syllabus and the associated experience requirements. We will continue to keep all elements of SFCL under review and where required, make necessary alterations. We have therefore made the following decisions:

**Phase 2 Consultation Outcome – CAA Decision no 4**

**We will remove the requirement for a Sailplane Towing rating within the Sailplane Regulations.**

## Chapter 4

## Theoretical knowledge syllabus

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### We asked

- 4.1 We considered the regulations associated with the theoretical knowledge examinations, with the aim of removing any unnecessary validity periods or regulations that could be a disincentive to completing the course.
- 4.2 Currently there are nine separate subjects examined for the SPL, one for each subject identified in ICAO Annex 1 and SFCL.135. This consists of four common subjects and five that are specific to sailplanes. We wish to simplify the examination structure where possible to remove overlaps in subject areas, however we propose to keep the overall number of exam questions for the SPL to 120, as per the existing AMC material.
- 4.3 We also proposed moving to a rolling validity period of 18 months rather than the current fixed period. We consider this proportionate as it means that if a student pilot finds that one section is outside of the 18-month period, they only need to retake that section rather than retake the whole examination.
- 4.4 These exams are currently delivered by the BGA using their own syllabus in a secure paper-based system distributed to nominated examiners, delivering a single examination paper with all required subjects included. A recent review showed this current system was suitable and therefore we did not propose to transition sailplane exams into the CAA eExams system as part of the implementation of Part-SFCL in September 2025.
- 4.5 We also considered the reasonable alternative options available if an examination candidate fails to pass a section within four attempts instead of requiring all examination sections to be retaken.

### You said

- 4.6 **Do you agree that we allow the theoretical knowledge examinations for the SPL to be delivered by the existing BGA system, rather than incorporate in the CAA eExams system?**

Option	Total	Percent
Yes	572	97.61%
No	6	1.02%
Undecided	4	0.68%

No view/don't know	4	0.68%
Not Answered	0	0.00%

- 4.7 Discussion: Respondents indicated very strong support of over 97% for the examinations to be delivered by the existing BGA system rather than the CAA eExams system. Considering the Government review of public bodies, which made recommendation in 2023 to the CAA to move more services online and the requirements for theoretical knowledge examinations in ARA FCL.300, it has been determined that the current BGA theoretical examination system is fit for purpose for the delivery of SPL examinations in paper form. Therefore, no change is required.

#### **Phase 2 Consultation Outcome – CAA Decision no.5**

**We will continue to allow the SPL examinations to be delivered by the BGA system rather than incorporate into E-Exams.**

- 4.8 **Do you agree that we look to merge examinations subjects as stated in paragraph 6.5 that have overlapping areas and amend the syllabus and AMC and GM appropriately?**

<b>Option</b>	<b>Total</b>	<b>Percent</b>
Yes	523	89.25%
No	28	4.78%
Undecided	19	3.24%
No view/don't know	13	2.22%
Not Answered	3	0.51%

- 4.9 Discussion: Respondents indicated very strong support for the proposal in Question 12 with 89% agreeing that examination subjects should be merged where overlapping areas exist. The most obvious choice is Flight Performance and Planning which has significant overlap areas with Air Law, Navigation and Aircraft General Knowledge. Further development of AMC will happen at a later stage of this project.

#### **Phase 2 Consultation Outcome – CAA Decision no.6**

**We will merge the learning objectives and remove the need for a Flight Performance and Planning examination.**

- 4.10 Question 13: Do you agree that we amend the 18-month validity period?

<b>Option</b>	<b>Total</b>	<b>Percent</b>
Yes	535	91.30%

No	11	1.88%
Undecided	20	3.41%
No view/don't know	15	2.56%
Not Answered	5	0.85%

4.11 Discussion: Respondents indicated very strong support for the proposal in Question 13 with 91% agreeing that the 18-month validity period should be amended to rolling validity. This will reduce burden on student pilots who are completing training over a longer period, ensuring that only individual exams that fall outside the 18-month window will need to be resat rather than all examinations.

4.12 **Do you agree that we should change the validity period after successfully completing the theoretical knowledge exams from 24 months to 36 months?**

Option	Total	Percent
Yes	523	89.25%
No	28	4.78%
Undecided	19	3.24%
No view/don't know	13	2.22%
Not Answered	3	0.51%

4.13 Discussion: Respondents indicated strong support for the proposal in Question 14 with 89% agreeing that the validity period after successfully completing the theoretical knowledge exams should change from 24 months to 36 months. This will reduce burden on student pilots who may require longer to complete their flight training.

### **Phase 2 Consultation Outcome – CAA Decision no.7**

**We will amend the validity period in SFCL.135 (c)(2) to reflect rolling validity and amend the validity in SFCL.135 (d) after successfully completing exams from 24 to 36 months.**

4.14 **Do you have any suggestions how we could replace the requirement to retake all the examinations where a candidate has failed to pass a section within four attempts?**

4.15 Discussion: We received 236 responses to this open question. We have analysed those responses and have provided some key themes that arose from those suggestions.

- 4.16 The most common suggestion from respondents related to additional training prior to retaking the failed exam. Suggestions ranged from further mandated theoretical knowledge training to a review of the circumstances by the Head of Training. To an extent this suggestion is already captured within the Sailplane Regulations in SFCL.135 (c)(4).
- 4.17 Another popular suggestion was an alternative method of testing and ensuring we consider any learning disabilities. A number of respondents mentioned the number of individuals who struggle with examination conditions. Suggestions included oral exams and specific general re-cap examination paper in place of a requirement to re-sit all examination subjects.
- 4.18 A number of respondents felt that there should be no limit and that the pilots should only have to retake the failed exam and not the whole suite of examinations.
- 4.19 Some respondents felt that the current rules were proportionate and that they are a way to ensure the correct calibre of pilots were getting through and gaining their licence.
- 4.20 Outcome: Considering all options, the most balanced policy, is to remove the 4-attempt rule entirely, whilst still requiring that examinations are completed within a specified period, in this case a rolling 18-month period as per the proposal to modify (c)(2). Removing the 4-attempt rule will result in the deletion of SFCL.135(c)(3). This will reduce burden on students and hopefully improve student dropout rates, all candidates will still however be required, after failing an exam, to complete further mandatory training at an ATO, DTO or Gliding Club. The extent and scope of the training required will be determined individually by the training organisation, therefore, continuing to ensure the integrity of the exam system.

### **Phase 2 Consultation Outcome – CAA Decision no.8**

**We will remove the requirement in SFCL.135 (c)(3) for candidates to forfeit all exams if they fail a particular examination 4 times.**



## Chapter 5

## Powered sailplane partial power failure

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### We asked

- 5.1 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.’

- 5.2 For sailplanes, this applies to powered sailplanes, namely Touring Motor Glider (TMG), Self-Launching Sailplanes (SLS) and Self-Sustaining Sailplanes (SSS). For TMGs, AMC1 SFCL.150(b) Exercise 9/10 (ii) currently describes ‘engine failure after take-off’. Engine emergencies in TMGs are usually practiced as total engine failure at various stages of flight including take-off. Experience (including BGA tug aircraft occurrence data) indicates that partial engine failure is more likely to occur.

### You said

- 5.3 **Do you agree that we should amend AMC for powered sailplanes (TMG and SLS) to include partial power failure?**

Option	Total	Percent
Yes	542	92.49%
No	6	1.02%
Undecided	9	1.54%
No view/don't know	29	4.95%
Not Answered	0	0%

- 5.4 Discussion: There was strong support for Question 16 for us to incorporate partial power failure scenarios into AMC

5.5 Based on these responses, we have taken the following decisions:

**Phase 2 Consultation Outcome – CAA Decision no.9**

**We will incorporate partial power loss training into the current exercises for TMG AMC1 SFCL.150(b) Exercise 9/10 and SLS AMC1 SFCL.130 SPL Exercise 11c. In addition, we will produce Guidance Material regarding partial power failure for SSS.**

5.6 Further development will take place with respect to AMC/GM covering this subject area.

5.7 This will seek to address AAIB-Safety Recommendation 2022-005 which remains categorised currently as partially adequate – open.

## Chapter 6

## Instructor and examiner requirements

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### We asked

- 6.1 The proposals for Sailplane Instructor/Examiner requirements focused on three main areas:
- The development of the Basic Instructor Certificate within SFCL in co-operation with the BGA, based on the already existing BGA Basic Instructor Rating.
  - Amending the privileges of the Flight Instructor to permit instructors to teach basic aerobatics without the requirement to hold advanced aerobatic privileges.
  - Amending the privileges of the Flight Instructor to permit instructors to teach Self Launch as a launch method.

### You said

- 6.2 **Do you agree that we work with the BGA and the gliding community to develop a Basic Instructor privilege within SFCL, similar to the BGA Basic Instructor rating?**

Option	Total	Percent
Yes	568	96.93%
No	7	1.19%
Undecided	6	1.02%
No view/don't know	4	0.68%
Not Answered	1	0.17%

- 6.3 Discussion: The Basic Instructor Rating has been a popular part of the BGA's instructor suite and a successful pathway for many sailplane pilots to build further experience before moving to becoming a Flight Instructor (Sailplanes). It also provides a great opportunity for gliding clubs to deliver introductory flights/trial lessons in a safe manner without requiring the services of an FI(S) which can be better used to deliver training to club members.
- 6.4 The response to the consultation showed very strong support for a Basic Instructor certificate. We are therefore developing this qualification in co-operation with the BGA, keeping as close to the current requirements as reasonable given its good practices and safety record.

- 6.5 Incorporating the Basic Instructor Rating is the largest element of change to the Sailplane Regulations and will require a number of new implementing regulations and amendments to existing regulations in order to function.
- 6.6 We will also look to ensure that there is a pathway for other non-sailplane Flight Instructor Certificate holders to have some credit towards the Basic Instructor Certificate and allow credit for Basic Instructor Certificate holders to move forwards towards an FI(S). Credit reports issued by the CAA will be required to facilitate the conversion of BGA Basic Instructors to SFCL Basic Instructor Certificate during the transition period.

### **Phase 2 Consultation Outcome – CAA Decision no.10**

**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.**

- 6.7 In creating the Basic Instructor Certificate, the following implementing regulations will need to be created to facilitate the rating.
- SFCL.310 Basic Instructor Certificate Prerequisite, requirements, privileges, and conditions
  - SFCL.340 Basic Instructor Assessment of Competence
  - SFCL.355 Basic Instructor Privilege Limitations
  - SFCL.365 Basic Instructor Recency Requirements
- 6.8 The following existing sections will need to be amended to facilitate the Basic Instructor Certificate.
- SFCL.300
  - SFCL.315
  - SFCL.325
  - SFCL.330
  - SFCL.415
- 6.9 AMC/GM for the Basic Instructor Certificate will also need to be produced in several areas of Subpart FI and FE respectively and there will be a further short consultation in later this year to progress this.

**6.10 Do you agree that Basic Instructors should meet the FI(S) competencies listed in SFCL.325?**

<b>Option</b>	<b>Total</b>	<b>Percent</b>
Yes	543	92.66%
No	5	0.85%
Undecided	20	3.41%
No view/don't know	16	2.73%
Not Answered	2	0.34%

6.11 Discussion: It is important that all instructors, regardless of their level of experience, all meet common competencies. The response to the consultation showed strong support for this proposal.

6.12 Outcome: We will incorporate the Basic Instructor Certificate into SFCL.325 instructor competencies.

**6.13 Do you agree that the Basic Instructor privilege should be limited to Exercises 1, 2, 4 and 5 of the SPL Course?**

<b>Option</b>	<b>Total</b>	<b>Percent</b>
Yes	507	86.52%
No	29	4.95%
Undecided	30	5.12%
No view/don't know	19	3.24%
Not Answered	1	0.17%

6.14 Discussion: We identified that currently the BGA Basic Instructor has privileges to teach the equivalent SPL exercises 1, 2, 4 and 5. We recognise the feedback from some respondents that the proposed Basic Instructor Certificate privileges could be extended to further SPL exercises. However, as per question 17, our intention is to create a rating similar to that of the existing BGA Basic Instructor rating, and therefore, at this time we are not considering widening the scope of the exercises available to the proposed Basic Instructor Certificate.

6.15 Outcome: The proposed Basic Instructor Certificate will be limited to Exercises 1,2, 4 and 5 of the SPL course.

- 6.16 **Do you agree that we amend the privileges of the Flight Instructor to remove the requirement for the Flight Instructor to hold advanced aerobatic privileges if instructing for basic aerobatic privileges?**

Option	Total	Percent
Yes	530	90.44%
No	23	3.92%
Undecided	17	2.9%
No view/don't know	14	2.39%
Not Answered	2	0.34%

- 6.17 Discussion: This proposal was strongly supported and will provide a more proportionate option for aerobatic instructors to teach only basic aerobatic privileges, should they not wish to teach advanced level aerobatics. We hope that this will provide greater availability of aerobatic instructors to the sailplane community.

#### **Phase 2 Consultation Outcome – CAA Decision no.11**

**We will amend the privileges of the Flight Instructor to remove the requirement for the Flight Instructor to hold advanced aerobatic privileges if instructing for basic aerobatic privileges.**

- 6.18 **Do you agree that we amend the privileges of the Flight Instructor to include self-launch in the launching methods?**

Option	Total	Percent
Yes	543	92.66%
No	10	1.71%
Undecided	13	2.22%
No view/don't know	18	3.07%
Not Answered	2	0.34%

- 6.19 Discussion: This proposal was strongly supported and will clarify the requirement for instructors to be able to deliver this training.

#### **Phase 2 Consultation Outcome – CAA Decision no.12**

**We will amend the privileges of the Flight Instructor to include self-launch in the launching methods.**

- 6.20 **Do you agree that we work with the BGA and the gliding community to develop those procedures to allow Flight Examiners to issue Temporary Certificates?**

Option	Total	Percent
Yes	555	94.71%
No	3	0.51%
Undecided	13	2.22%
No view/don't know	12	2.05%
Not Answered	3	0.51%

6.21 Discussion: The proposal was strongly supported with over 94% support. Work is ongoing to look at applying the provision within ARA FCL.215 (d) of Annex VI Authority Requirements (Part-ARA) of the Aircrew Regulations to sailplanes.

### **Phase 2 Consultation Outcome – CAA Decision no.13**

**We will work with the BGA and the gliding community to develop those procedures to allow Flight Examiners to issue Temporary Certificates.**

6.22 **Is there anything else you would like to highlight with respects to the flight instructor and examiner requirements?**

6.23 Discussion: This general question allowed us to consider any further points that respondents had to the flight instructor and examiner requirements in SFCL.

6.24 We received 159 responses to this question. We analysed those responses and have provided some key themes that arose from those suggestions.

- Continued work with the BGA to harmonise requirements.
- Change the recency requirements for instructors and examiners.

6.25 **Please use this space to add any general comments you would like to share.**

6.26 This question allowed us to consider any further points that respondents had in respect to SFCL.

6.27 We received 139 responses to this question. We have analysed those responses and have provided some key themes that arose from those suggestions.

6.28 Responses included:

- Applicability of the Pilot Medical Declaration to student pilots.
- Crediting of sailplane experience towards other aircrew licences.
- Making regulations simpler to understand in co-operation with the BGA.

6.29 Alongside the above decisions we will also need to set out applicable AMC/GM to cover areas of the qualification such as the training course, assessment of competence and recency requirements. We will also need to incorporate the Basic

Instructor Certificate into relevant areas of AMC within Subpart-FE. A further consultation covering AMC will take place later this year.

- 6.30 We also will develop an updated credit report for SFCL to enable current BGA Basic Instructor Rating holders to transfer to the proposed Basic Instructor Certificate within SFCL.
- 6.31 Regarding the more general points raised about SFCL, we will continue to work with the gliding community to ensure that regulations remain pragmatic and fit for purpose.



## Chapter 7

# Next steps

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- 7.1 We will now begin work on drafting the necessary documents, required by the Department for Transport (DfT), to implement changes to the Sailplane Regulations.
- 7.2 We are working towards a legislative slot in Spring 2025.
- 7.3 We will also liaise with internal colleagues to ensure that our systems, internal instructions documents and all staff are ready for the implementation of these changes.
- 7.4 We will also engage in a short public consultation on Acceptable Means of Compliance/Guidance Material later this year.
- 7.5 Further communications for the sailplane community will be developed by the CAA through Autumn 2024 towards and into early 2025 to further increase the uptake of licence conversions for qualified BGA Gliding Certificate holders well ahead of the 30<sup>th</sup> September 2025 deadline. It is important to state that as the deadline draws nearer, we will not be able to guarantee processing applications in time for the deadline, and we cannot take responsibility for any gaps in privileges caused by any processing delays.

**APPENDIX A****Abbreviations**

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AAIB	Air Accident Investigation Branch
ANO	Air Navigation Order 2016
ARA	Authority Requirements for Aircrew
BGA	British Gliding Association
CAA	Civil Aviation Authority
CRD	Consultation Response Document
DfT	Department for Transport
DTO	Declared Training Organisation
FCL	Flight Crew Licencing
FE(S)	Flight Examiner (Sailplanes)
FI(S)	Flight Instructor (Sailplanes)
GA	General Aviation
GM	Guidance Material
ICAO	International Civil Aviation Organisation
NPPL	National Private Pilots Licence
PPL	Private Pilots Licence
SFCL	Sailplane Flight Crew Licence
SLS	Self Launching Sailplane
SPL	Sailplane Pilots Licence
SSS	Self-Sustaining Sailplane
TMG	Touring Motor Glider
UK	United Kingdom