

General Aviation Pilot Licensing Review Phase 2: Sailplanes

Summary of planned changes

CAP 3032J



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Introduction

This document contains a summary of key changes in the sailplane category that will result from the pilot licensing and training simplification project.

Full details of the proposals can be found in [CAP2974F](#) and associated decisions in our Consultation Response Document (CRD) [CAP 3032F](#). For more information on project background, please visit the [GA webpages](#).

Next steps

Note that changes are yet to be passed into legislation. We anticipate this taking place in Spring 2025; however, actual timelines are still to be confirmed with the Department for Transport.

In some areas, we need to develop appropriate Acceptable Means of Compliance (AMC), Guidance Material (GM) and other CAA publications (CAPs) to support the planned changes to regulation. These will be consulted on, where necessary, in late 2024 or early 2025.

The CAA will communicate further on implementation times as soon as they are known.

Summary of changes

Changes to regulations

- 1.1 We will add the term 'Gliding Club' to the list of definitions in Article 2 of the assimilated Sailplane Regulations UK (EU) 2018/1976, 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.'
- 1.2 We will develop procedures and privileges to authorise student pilots undergoing Sailplane Pilots Licence (SPL) training 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.

Flight Training Syllabus and requirements

- 1.3 We will remove validity periods for the application requirement, for a rating, licence, or certificate, and replace with the validity period of the skill test/assessment of competence.
- 1.4 We will amend Acceptable Means of Compliance (AMC) for powered sailplanes to include partial engine failure.

Theoretical Knowledge Syllabus

- 1.5 We will allow the British Gliding Association (BGA) to continue delivering SPL examinations rather than transition to CAA eExams.
- 1.6 We will remove Flight Performance and Planning subject from the theoretical knowledge to avoid overlapping content between exams and amend the syllabus in AMC and Guidance Material (GM) accordingly.
- 1.7 We will amend validity periods in which to complete exams to a rolling 18-month validity period.
- 1.8 We will change the 24-month period, in which to submit an application, following successful completion of the theoretical knowledge examinations, to 36 months.
- 1.9 We will remove the requirement for candidates to forfeit all exams if they fail a particular examination 4 times. They will still however be required to complete further mandatory training at an ATO, DTO or Gliding Club after failing an exam.

Instructor and Examiner requirements

- 1.10 We will develop and define a Basic Instructor privilege within SFCL, similar to that of the current BGA Basic Instructor rating.

- 1.11 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.
- 1.12 We will amend the privileges of the Flight Instructor to include self-launch in the launching methods.
- 1.13 We will work with the BGA and the gliding community to develop procedures to allow Flight Examiners to issue Temporary Certificates.