



Licence Conversion

February 2014

What is this?

This presentation aims to help UK glider pilots understand the basics of the conversion from BGA gliding certificate to EASA pilot licence

This presentation does not replace the detailed guidance supplied on the BGA website at

<http://www.gliding.co.uk/bgainfo/licensing/easalicensing.htm>

Aeroplane licences are converted separately – see CAA website and our helpful BGA FAQs at

<http://www.gliding.co.uk/bgainfo/licensing/easalicensing.htm>

Glossary – please note!

- ATO – Approved Training Organisation
- CAA – Civil Aviation Authority
- EASA – European Aviation Safety Agency
- FRTOL – Flight Radio Telephony Operators Licence
- LAPL(S) – Light Aircraft Pilot Licence (Sailplanes)
- Part-FCL – Flight Crew Licensing requirements in the Aircrew Regulation
- SPL – Sailplane Pilot Licence

Why a Conversion?

UK glider pilot certification is self-regulated and has for decades utilised the BGA gliding certificate.

EASA publishes the 'Aircrew Regulation' which includes Part-FCL that describes pilot licensing requirements. Among other detail, the regulation requires pilots to hold licences if they want to fly EASA aircraft from 8th April 2015.

So most UK glider pilots will need to convert to an EASA licence by April 2015

UK CAA Conversion Report

Differences between National and EASA requirements need to be addressed. This is done through a conversion report that:

- Compares the EASA requirement v the UK National (including BGA) requirement
- Informs the conversion requirements which are then used to inform the conversion process and all the detail you're currently wrestling with!

What is the BGA role?

- BGA is committed to supporting glider pilots
- BGA has informed and negotiated the UK conversion report content
- BGA has a CAA approval to recommend the issue of a licence
- BGA checks and verifies all gliding conversion applications
- Licences are issued by CAA after recommendation by the BGA

How do I convert to an EASA licence?

- Read the BGA supplied guidance
- Decide what licence to apply for
- Obtain the required medical certificate
- Complete the application form as described in the application form guidance
- Submit your application to the BGA and relax!

The Sailplane Licences Structure

LAPL Medical	Class 1 or Class 2 Medical
LAPL(S)	SPL

Available additions to the SPL & LAPL(S) – *please refer to the conversion guidance*

Launch types ie: aerotow, winch/car, bungee, self-launch	Touring Motor Glider	Sailplane Towing (in TMG)	Aerobatics	Cloud Flying (later in 2014)
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Flight Instructor
Flight Instructor Coach

Flight Examiner
Flight Instructor Examiner
Senior Examiner

SPL or LAPL(S)?

If you intend to earn money with the licence, the only option is an SPL. If you intend to fly outside the EASA and EU member states, then an SPL is recommended.

If you can obtain a LAPL medical certificate, but not a Class 2 or 1 medical certificate, the only option is a LAPL(S).

For everyone else, things are less clear cut. The requirements for, and privileges of, the two licences are otherwise identical. BGA advice for now is that if you are an instructor, or may become one in the future, consider an SPL. If you are not an instructor, and have no intention of ever becoming one, consider a LAPL(S)

Subsequently changing your mind will be possible, but will involve a CAA fee for issuing a new licence.

The instructor/ not instructor advice comes from the regulatory requirement for licence holders to fly two training flights with an instructor in each 24 months. SPL holders will need to find an instructor holding an SPL, not LAPL(S). LAPL(S) holders will be just fine with instructors holding either licence.

Conversion Context

BGA Bronze + Cross Country Endorsement (or if before 1996, a Silver Distance) is equivalent to the SPL or LAPL(S) standard

A valid BGA Assistant or Full Instructor Rating is equivalent to the Flight Instructor (Sailplanes) standard

Radio Licence

- A radio licence (known as an FRTOL) is not mandatory for sailplane pilots
- If you do want to convert radio licence (FRTOL) privileges onto your SPL or LAPL(S), you will need Level 6 English language proficiency. More at <http://www.gliding.co.uk/bgainfo/licensing/easalicensing.htm>
- If in doubt whether Level 6 English language proficiency is held, complete the CAA Form 1199 including examiner signature or check with CAA

Medical

A self-declaration with GP endorsement medical is not valid for an EASA licence

The SPL requires a Class 1 or Class 2 medical certificate

- A Class 1 or Class 2 can only be issued by an Aeromedical Examiner (AME)

The LAPL requires a LAPL medical or Class 2 medical

- A LAPL medical certificate can be issued by a GP or AME

Medical

CAA Guidance is at:

www.caa.co.uk/medical



It's well worth reading the LAPL medical guidance before contacting your GP or an AME

Don't worry if you have a medical limitation – an AME will advise on how to keep you flying

Converting to a Licence

BGA Bronze, and a XC Endorsement or if achieved before 1996 a Silver Distance, converts to either a

- Sailplane Pilot Licence

or a

- Light Aircraft Pilot Licence (Sailplanes)

All pilots please note

- Once you hold an SPL or LAPL(S), you need to comply with the recency requirements – see next slide
- The recency requirements are rolling – you'll need to think about your experience in the two years prior to each day you decide to fly. Less complex than it sounds!

Keeping an SPL or LAPL(S) 'recent'

In the 24 months prior to flying, complete 2 x flights with an instructor and 5 hours PIC inc 15 launches (*sailplanes/powered sailplanes but not TMG*)

Where the pilot cannot comply, complete the requirement with or under supervision of an instructor (until April 2015, the instructor can be a BGA instructor)

No requirement to revalidate the licence

Other qualifications you may wish to add on conversion to an SPL or LAPL(S)

- Aerobatics
- TMG
- Towing
- Flight Instructor Coach
- Sailplane Cloud Flying Rating - not yet in Part-FCL but can be added to your existing SPL or LAPL(S) at no cost once it is available

Aerobatics

Pilots convert to an aerobatics rating on the basis of specific experience described on the application form

Instructors convert to instruct aerobatics on the basis of:

- Qualifying for the aerobatics rating (see above) and
- Qualifying as an FI(S) and
- BGA record of a BGA aerobatic instructor certificate

Touring Motor Glider

Pilot - conversion is based on UK SLMG or JAR TMG class rating

- Can be added to LAPL(S) or SPL and
- Can be added to LAPL(A) or PPL (A)

Instructor – converts to a privilege on FI(S) certificate

- Conversion from BGA MGIR
 - = ‘Sailplane Training Only’ restriction
- Conversion from CAA SLMG FI/JAR TMG FI
 - = all TMG training

BGA advice is to include the TMG privilege on your SPL/LAPL(S)

Sailplane Towing

Pilots convert on basis of specified experience:

- Subject to required towing & other experience can tow with TMG if TMG privileges held on SPL / LAPL(S) or LAPL(A) / PPL(A)
- Subject to required towing & other experience can tow with SEP if SEP privileges held on LAPL(A) / PPL(A)

Towing Instructor privileges can be added on conversion subject to experience:

- Not an FI(A) or CRI(SE)? Try 'CRI(SE) restricted to towing only'. More detailed guidance in the FAQs at <http://www.gliding.co.uk/bgainfo/licensing/easalicensing.htm>

Tug pilots please note

A sailplane towing rating can be added to an SPL or LAPL(S) for towing in TMGs – in which case specified towing experience in TMG is required

A separate towing rating for use in SEP aircraft can only be added to an aeroplane licence that includes a valid SEP class rating – in which case specified towing experience in SEP is required

Sailplane Cloud Flying Rating

- Needed in future to fly inside cloud
- Accepted by European process
- Anticipate detail and available rating in mid-late 2014
- **Can be added later to your existing SPL or LAPL(S) at no cost**
- Further information to follow

Meanwhile BGA Cloud Flying Endorsement available.....

- Opportunity for those who cloud fly to demonstrate competence
- BGA CFE examiner net growing. Contact your Senior Regional Examiner – details at <http://www.gliding.co.uk/bgainfo/instructors/contacts.htm>

What about Basic Instructors?

- There is no 'Basic Instructor' under EASA licensing rules
- EASA operations rules coming into play that allow 'Introductory Flights' by pilots
- Need to manage risk/liability and insurance
 - Introductory flying by 'standardised' pilots
 - A bit like a BI, but with a slightly different approach
- More from BGA later this year (2014)

Converting Instructor Ratings

- BGA Assistant or Full rated instructors convert to Flight Instructor (Sailplanes) on the basis of;
 - Qualifying for an SPL or LAPL(S), and
 - Specified pilot in command experience
 - A valid BGA instructor rating (as recorded by the BGA)

Instructors please note

- Until April 2015, or otherwise advised, the BGA instructor system remains in use
- An EASA instructor certificate can only be used in an ATO. The BGA ATO will form in 2014
- We do need to spread the revalidation load in three years time, so please do convert soon!

Keeping a Flight Instructor (Sailplanes) Certificate valid

FI Certificate is valid for 3 years

Revalidation requirement is to fulfil two of the following three requirements:

1. At least 30 hours or 60 flights as an FI in sailplanes or TMG during the period of validity
2. Attend an FI refresher seminar during period of validity
3. Pass an Assessment of Competence (AoC) within 12 months preceeding expiry of the rating

And if an Flight Instructor (Sailplanes) Certificate lapses?

Hopefully it won't as BGA will email, & CFI's can refer to BGA e-Services. However, if the FI certificate lapses, it will need to be renewed.

To renew, the applicant shall within a period of 12 months before renewal:

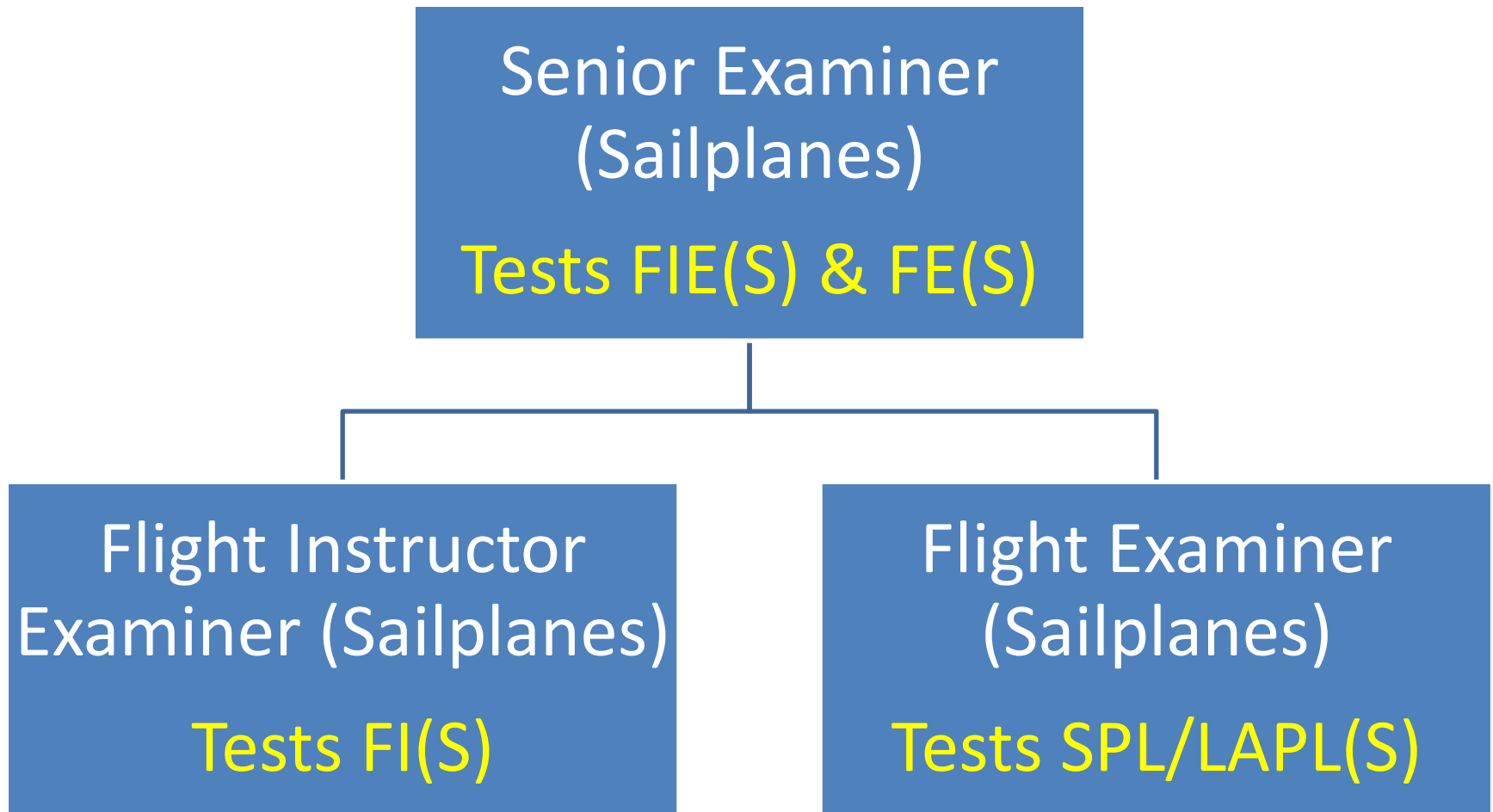
- Attend an instructor refresher seminar, and
- Pass an Assessment of Competence (AoC)

Flight Instructor Coach (FCL.905.FI (i))

Instructors convert to FIC (FCL.905.FI (i)) on the basis of:

- Qualifying as an FI(S) and
- BGA record of a BGA FIC qualification

Examining Structure



Examining

Examiners may convert to the equivalent EASA Examiner authorisation if they hold a BGA FE/FIE authorisation and complete a 'UK CAA Part-FCL standardisation course'

TMG examiner authorisation can be added if UK SLMG or JAR TMG FE or FIE held

CAA and BGA are developing the 'UK CAA Part-FCL standardisation course', ie. a specific Seminar plus an Assessment of Competence relevant to the CAA-issued examiner authorisation being sought

More detail during 2014

Next steps.....

Please take a close look at:

- The EASA Licensing guidance including application form and FAQ's at:

<http://www.gliding.co.uk/bgainfo/licensing/easalicensing.htm>

- The EASA Medical guidance at:

<http://www.gliding.co.uk/bgainfo/easamedical.htm>

Thank you

Thanks very much for your time. We hope the information is helpful.

We look forward to supporting your application and in due course supplying your new licence.

The BGA Office Team