

BWND SFCL Notes

Implementation of SFCL (Sailplane Flight Crew Licencing) rules on 30 September.

1. BWND SPL and PMD / Medical

All Pilots in Command (PIC) of a club aircraft or a private aircraft must be licenced (i.e. have a valid Sailplane Pilot Licence (SPL)) and hold a valid Pilot Medical Declaration (or the equivalent from an Aeromedical Examiner (AME)).

Solo pilots without an SPL must hold a valid Pilot Medical Declaration (or the equivalent from an AME) and be authorised daily by the Duty Instructor. This involves the Duty Instructor signing the solo pilot's authorisation form before flight.

The daily authorisation is required whether the solo pilot, without an SPL, is to be PIC of a club aircraft or a private aircraft.

2. Club Requirements

Existing BWND rules and requirements remain extant e.g. club currency requirements, check flights etc. SPL rolling recency is a legal requirement.

Note - BWND Annual Check requires a minimum of two flights and hence will fulfil the instructional flight part of rolling recency requirement.

3. SPL Rolling recency.

The rolling recency period is 24 months.

The recency rules for SPL holders and Flight Instructor (Sailplanes) are reproduced at the Annexes. They are taken from the CAA website. The previous draft text is now incorporated and in force from 15 September 2025.

4. New training card.

The new BGA SFCL training card will be adopted by BWND.

Should a trainee leave DGS and join another club, a copy of the pilot's training card will be forwarded to the new club. Their original training card will be retained by BWND.

5. Training paperwork process.

BWND will adopt the BGA "SFCL training cards", suitably modified to capture specific BWND requirements, ground training etc. These new cards will need to be populated with the training that has been completed to date using the current training cards. Implementation / design of the new cards will follow SFCL implementation.

6. Solo authorisation form

BWND will use the BGA recommended Solo Authorisation form for those solo pilots who do not have an SPL. The form will be incorporated into the new Training Record Cards (TRC) in due course however they will be available at launch point to authorise flying prior to full adoption of the new TRC.

7. PMD rules.

The Pilot Medical Declaration can be made via the CAA's CELLMA portal.

A solo pilot or an instructor can fly using the PMD in accordance with the listed medical conditions to fly an aircraft less than 2,000kg MAUW.

Pilot in Command (PIC) passenger carrying and instructing, where the PIC is aged 75 and over, needs a PMD to fly aircraft over 5700kg MAUW or Part-Med LAPL, Class 2 medical certificate.

The BGA is seeking revision of the above arrangements.

After initially making a PMD it is valid (unless it is withdrawn for one of the reasons listed on the CAA website) until the age of 70, when a new declaration is required. A new declaration must be submitted every three years once you reach the age of 70.

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SFCL.160 SPL – Recency requirements

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

(1) completed, on sailplanes, at least five hours of flight time as PIC or flying dual or solo under the supervision of an FI(S), including, on sailplanes, excluding TMGs, at least:

(i) 15 launches; and

(ii) two training flights with an FI(S); **or**

(2) passed a proficiency check with an FE(S) on a sailplane, excluding TMGs; the proficiency check shall be based on the skill test for SPL.

(b) TMGs SPL holders shall exercise their TMG privileges only if in the last 24 months before the planned flight they:

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

(i) six hours flight time;

(ii) 12 take-offs and landings; and

(iii) a training flight of at least one hour total flight time with an instructor;
or

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

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

(d) The completion of the dual flights, the flights under supervision and the training flights as specified in paragraphs (a)(1) and (b)(1), as well as the proficiency checks as specified in paragraph (a)(2) and (b)(2) shall be entered in the logbook of the pilot and signed by the responsible FI(S) in the case of paragraphs (a)(1) and (b)(1), and by the responsible FE(S) in the case of paragraphs (a)(2) and (b)(2).

(e) Carriage of passengers SPL holders shall carry passengers only if in the preceding 90 days they have carried out as PIC, at least:

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

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

PMN: The SPL carriage of passengers recency (three launches within the last 90 days) also applies to BI(S) and FI(S) recency.

The above text was downloaded from the CAA website on 17 September 2025.

Additionally, there is a recency requirement of minimum of 5 launches in each method, e.g. Aerotow or Winch.

SFCL.365 BI(S) – Recency requirements

(a) Except as provided for by point (b), a BI(S) certificate holder is only entitled to exercise the privileges of their certificate if, within two years before the planned exercise of those privileges, they have:

(1) completed at least 20 hours, or 40 launches, as PIC in a sailplane; and

(2) demonstrated the ability to instruct on sailplanes to the holder of an FI(S) certificate who is qualified in accordance with point SFCL.315(a)(7) or SFCL.315(a)(8) in accordance with the procedures established for that purpose by the CAA.

(b) If the BI(S) certificate holder has failed to meet the requirements of paragraph (a)(2), they can exercise the privileges of the certificate if they have successfully completed an assessment of competence in accordance with point SFCL.340.

PMN: The SPL carriage of passengers recency (three launches within the last 90 days) also applies to BI(S) and FI(S) recency.

The above text was downloaded from the CAA website on 17 September 2025.

SFCL.360 FI(S) certificate – Recency requirements

SI No. 2025 No. 878

(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, a DTO, 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

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

(A) 30 hours; or

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

(2) within the last nine years and in accordance with the procedures established for that purpose by the 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.

(b) The hours flown as an FE(S) during skill tests, proficiency checks and assessments of competence shall be fully credited towards the requirement in paragraph (a)(1)(ii).

(c) If the FI(S) certificate holder has failed to complete the instruction flight under supervision to the satisfaction of the FI(S) in accordance with paragraph (a)(2), he or she shall not exercise the privileges of the FI(S) certificate until he or she has successfully completed an assessment of competence in accordance with point SFCL.345.

(d) To resume the exercise of the privileges of the FI(S) certificate, an FI(S) certificate holder who does not comply with all the requirements in paragraph (a) shall comply with the requirements of paragraph (a)(1)(i) and of point SFCL.345.

PMN: The SPL carriage of passengers recency (three launches within the last 90 days) also applies to BI(S) and FI(S) recency.

The above text was downloaded from the CAA website on 17 September 2025.