

Part-SFCL Conversion Report

CAP 3122

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Foreword

Conversion Reports

This report fulfils the obligation placed on the CAA by Articles 3(b)(3) and 3c(2) and (3) of the UK Sailplane Regulation ((EU) No 2018/1976) to produce a conversion and crediting report concerning arrangements to convert national pilot licences and privileges to a Part-SFCL Sailplane pilot licence (SPL) and associated ratings, privileges and certificates.

History

In 2012 the UK established a conversion route through which holders of BGA and UK national licence privileges could obtain a Part-FCL SPL and associated ratings, privileges and certificates as described in the UK CAA Licensing Conversion and Credit Report.

On the 8th April 2020, Commission Implementation Regulation (EU) 2020/358 (the 'regulation') amending Implementing Regulation (EU) 2018/1976 as regards sailplane licensing introduced a number of changes to the United Kingdom CAA Licensing Conversion and Credit Report.

With the UK departure from the EU and EASA, the Sailplane Regulation (UK Reg (EU) No.2018/1976) was retained and assimilated into UK legislation.

The CAA consulted on the implementation of the Sailplane Regulation and some identified changes to the assimilated regulations in CAP 2974F.

The CAA published CAP 3032F Comments Response Document setting out the responses to the consultation and the proposed way forward. The changes have been drafted and are now with the Department for Transport. Acceptable Means of Compliance and Guidance was further consulted on in CAP 3093 and have been submitted. The project continues to work towards a Q3 2025 implementation timescale ahead of 30th September 2025.

Glossary and abbreviations

Abbreviation	Meaning
ANO	Air Navigation Order 2016 (unless otherwise stated)
AMC	Acceptable Means of Compliance
BGA	British Gliding Association
BI(S)	Basic Instructor (Sailplanes)
Basic Regulation	UK Regulation (EU) No. 2018/1139
CAA	The United Kingdom Civil Aviation Authority
FE	Flight Examiner
FI(S)	Flight Instructor Sailplanes
FRTOL	Flight Radiotelephony Operators Licence
GM	Guidance Material
NPPL	National Private Pilot Licence (Aeroplanes)
Part-ARA	Annex VI of Regulation (EU) No. 1178/2011
Part-FCL	Annex I of UK Regulation (EU) No. 1178/2011
Part-MED	Annex IV of UK Regulation (EU) No. 1178/2011
Part-SAO	Annex II of UK Regulation (EU) No. 2018/1976
Part-SFCL	Annex III of UK Regulation (EU) No.2018/1976
SSEA	Simple Single Engine Aeroplanes
SLMG	Self-Launching Motor Glider
SPL	Sailplane Pilot Licence
TMG	Touring Motor Glider

Revision history

Version	Date	Amendments
0.1	16 April 2020	Incorporating the agreed conversion and credit report into CAP format.
0.2	21 May 2020	Incorporating all CAA and BGA comments
0.3	19 November 2020	Incorporating additional comments
0.4	17 July 2025	Incorporating changes to Part-SFCL.

Conversion of UK glider pilots to Part-SFCL

1.1 These conversion terms apply to glider pilots who have gained the relevant British Gliding Association's qualifications or issued a pilot's licence with a Self-launching Motor Glider Class Rating (as defined in the UK ANO).

1.2 Conversion of the BGA Certificate and/or pilot's licence to a Part-SFCL SPL and associated ratings, privileges and certificates as follows:

1) Sailplane Pilot Licence

- a. Recency
- b. TMG Extension
- c. Night Rating

2) Instructors

- a. Basic Instructor (BI(S))
- b. Flight Instructor (FI(S))
- c. TMG extension
- d. BI/FI(S) Instructor

3) Examiners

- a. Flight Examiner (FE(S))
- b. TMG extension
- c. BI/FI(S) Examiner

BGA Certificate Requirements

- 2.1 The BGA Certificate requirements for pilots to fly gliders are set out in the BGA publication Laws and Rules. BGA Student Pilot Manual, BGA Gliding Syllabus and associated supporting documents.
- 2.2 The BGA requirements for qualifications to fly unpowered sailplanes and the Part-SFCL requirements for the SPL and associated ratings, privileges and certificates have been compared and have been found to be substantially equivalent. This includes the BGA Basic Instructor Rating which is found to be substantially equivalent to the SFCL BI(S) certificate. Any differences identified have been set out in each section.
- 2.3 The requirements to obtain the equivalent Part-FCL qualifications by holders of CAA issued pilot licences with ratings for SLMGs and CAA issued SLMG Flight Instructor, Flight Examiner and Flight Instructor Examiner privileges are set out in the appropriate Conversion Report.
- 2.5 While there is no requirement in Part-SFCL for the holder of a SPL to have met the English Language Proficiency requirements, it is a requirement that the holder of Flight Radiotelephony Operators Licence to comply with the standards and recommended practices in ICAO Annex 1 for English Language Proficiency for Flight Crew at Level 4, 5, or 6 for the radiotelephony privileges to be usable.

Whilst the pilot licence can be obtained without holding a FRTOL, the pilot is not authorised to use a radio and associated avionic equipment installed into an aircraft (except as permitted when under the supervision of a Flight Instructor or where the pilot does not communicate by radiotelephony with any air traffic control unit, flight information unit or air/ground communications service unit).

- 2.6 Any medical restrictions applying in an individual case will appear only on the Part MED medical certificate and not on the pilot's licence.

Conversion report for SPL and associated ratings and privileges:

- 3.1. Applicant for an SPL or BI(S) must be at least 16 years of age. An applicant for a FI(S) or FE(S) must be at least 18 years of age.
- 3.2. Hold a BGA Bronze Endorsement with either BGA Cross Country endorsement or if Bronze Endorsement was achieved prior to the cross-country endorsement being established by the BGA in April 1996, an Fédération Aéronautique Internationale (FAI) Silver (Badge) Distance issued by the BGA or other National authority.
- 3.3. Hold either a Class 1, 2 or LAPL medical certificate issued in accordance with Part MED or have made a Pilot Medical Declaration. Any limitation arising from the holder's medical status will appear on the medical certificate;
- 3.4. Have knowledge of the Sailplane Regulations specifically, Annex II Sailplane Air Operations and Annex III Sailplane Flight Crew Licensing.

In order to endorse the TMG privileges to a SPL:

- 3.5. Hold a UK issued pilot's licence for aeroplanes with a valid TMG Class Rating endorsed.
- 3.6. Hold a NPPL(A) with valid a SLMG Class Rating.
- 3.7. If the TMG Class Rating is not valid, the applicant can renew the rating by complying with FCL.740(b).
- 3.8. If the SLMG Class Rating is not valid, the applicant can renew the rating by complying with Schedule 8 of the ANO.
- 3.9. Alternatively, the applicant can endorse the TMG privileges on to a SPL by complying with SFCL.150(b).
- 3.10. To include a Night Rating for the holder of a SPL with extended privileges to fly a TMG. The applicant must hold a UK issued pilot's licence for aeroplanes with a Night Rating endorsed.

Conversion report for BGA BI and FI to SPL (BI(S)) and (FI(S)).

4.1 Have qualified for a SPL in accordance with the conversion terms in this report.

Issue of a Basic Instructor (Sailplanes) (BI(S))

4.2 For the issue of the BI(S) be at least 16 years of age.

4.3 Have at least 50 hours as PIC in Sailplanes.

4.4 Hold a BGA Flight Instructor Rating at Basic Level as recorded by the BGA. The privileges granted will be as per SFCL.310 (2).

4.5 All BI(S) certificate holders are restricted as per SFCL.355 to conducting flight instruction under the supervision of an unrestricted FI(S) nominated by the ATO, the DTO or the Gliding Club for this purpose.

4.6 For the BI(S) qualification where a BGA Basic Instructor Rating is being converted. On conversion, the initial validity shall be determined from the last revalidation by the BGA of the BGA Instructor Certificate being converted.

Issue of a Flight Instructor (Sailplanes) (FI(S))

4.7 For the issue of the FI(S) be at least 18 years of age

4.8 Have at least 100 hours flight time and 200 launches as PIC in sailplanes.

4.9 Hold a BGA Flight Instructor Rating at Assistant or Full level. The privileges granted will be those at SFCL.315. If the holder of a BGA Assistant Flight Instructor Rating has NOT completed the BGA Approved Assistant Instructor Rating Completion Course, the FI(S) will be issued with Restricted Privileges as per SFCL.350.

4.10 The privileges of an FI(S) without Restricted Privileges may be extended to conduct flight instruction for the FI(S), per SFCL.315 (a)(7), if the applicant has completed at least 50 hours or 150 launches as a flight instructor with evidence from logbook entries and is confirmed by the BGA as a holder of a BGA Flight Instructor Coach (FIC) endorsement or has complied with the requirements in SFCL.315(a)(7).

4.11 The privileges of an FI(S) without Restricted Privileges may be extended to conduct flight instruction for the BI(S), per SFCL.315 (a)(8), if the applicant has completed at least 50 hours or 150 launches as a flight instructor with evidence from logbook entries and is confirmed by the BGA as a holder of a BGA Basic Instructor Coach (BIC) endorsement or has complied with the requirements in SFCL.315(a)(8).

4.12 The privileges of the FI(S) may be extended to instruct on TMGs without the limitation to giving instruction in only gliding exercises (i.e. to give the instructing privileges on TMGs

in accordance with SFCL.315(a)(4)(iii) if the applicant holds a valid FI(SLMG) in a valid NPPL(A) with valid medical certificate/pilot medical declaration and valid SLMG rating or a valid FI(A) with TMG instructing privileges or CRI(A) with TMG instructing privileges.

- 4.13 The privileges of the FI(S) with or without Restricted Privileges may be extended to instructor for the Aerobatic Rating if the applicant holds a BGA Aerobatic Instructor Endorsement
- 4.14 For the FI(S) qualification where a BGA Assistant or Full Rating is being converted. On conversion, the initial validity shall be determined from the last revalidation by the BGA of the BGA Instructor Certificate being converted or if also qualifying for the extension of the FI(S) to TMGs, from the last revalidation of the FI(SLMG) by the BGA (last competency flight test), whichever is the later.

Conversion report for the FE(S)

- 5.1 Have qualified for a SPL and an FI(S) in accordance with the conversion terms in this Appendix 6. To become an FE(S) in accordance with SFCL.415 (bb), have in addition qualified to give instruction for the BI(S). To become an FE(S) in accordance with SFCL.415 (c), have in addition qualified to give instruction for the FI(S).
- 5.2 Hold a valid BGA FE and/or FIE authorisation as required for the Part-SFCL examiner certificate sought.
- 5.3 Complete a UK CAA Part-SFCL Examiner Standardisation Course if not already done so.
- 5.4 The privileges of the Part-SFCL examiner certificate shall reflect the BGA examining privileges held.
- 5.5 In the case of the FE(S):
 - (a) The privileges at SFCL.415 (a) will be granted on initial conversion.
 - (b) The privileges at SFCL.415 (b) will be granted if the applicant has 300 hours of flight time on sailplanes including 50 hours of flight instruction in TMGs.
 - (bb) The privileges at SFCL.415 (bb) will be granted where the FI(S) has privileges in SFCL.315(a)(7) or (8).
 - (c) The privileges at SFCL.415 (c) will be granted if the applicant has
 - (1) completed at least 500 hours of flight time as pilot on sailplanes including
 - (i) sailplanes excluding TMGs at least 10 hours or 30 launches instructing applicants for a BI(S) or FI(S) in sailplanes excluding TMGs.
 - (ii) TMGs, at least 10 hours or 30 take-offs and landings instructing the applicant for an FI(S) certificate in TMGs.
- 5.6 On conversion, the initial validity shall be determined from either:
 - (a) the most recent revalidation of the BGA examiner authorisation being converted; or
 - (b) if also qualifying for the extension of the FE(S) to TMGs, on the basis of holding a UK SLMG examiner authorisation, the validity shall be determined from the last revalidation of the FE(SLMG) authorisation (last competency flight test), whichever is the later.

Credit Report for previous training

Training commenced prior to the application of the regulation shall be credited for the purposes of issuing SFCL licences on the basis of satisfactorily completing and documenting the equivalent part of the BGA pilot training course as certified by the CFI/Head of Training. The following table describes the detail of the BGA pilot training course parts and the credit for SFCL training.

Where the complete set of BGA flight training exercises in a numbered section (eg 9b) are recorded as being satisfactorily completed, the equivalent SFCL exercise number (e.g. Ex 9b) may be deemed to have been completed.

BGA pilot training course exercise satisfactorily completed	Credit for the purposes of issuing an SFCL licence
1, 2 Introduction to the sailplane and first training flight	Ex 1 - Familiarisation with the sailplane Ex 2 – Emergency Procedures
3 Pre-Flight Checks	Ex 3 – Preparation for Flight
4 Lookout	Ex 4 – Initial Air Experience
5 Effects of Controls	Ex 5 – Effects of Controls
6 Aileron Drag & Aileron/Rudder Coordination	Ex 6 – Coordinated rolling to and from angles of bank
7 Straight glide and scan cycle	Ex 7 – Straight Flying
8 Turning	Ex 8 – Turning
9a Stall warnings	Ex 9a – Slow Flight
9b Stall symptoms Steep stall Stall speed increases in the turn High speed stall Reduced G Stall with wing drop	Ex 9b – Stalling

	BGA pilot training course exercise satisfactorily completed	Credit for the purposes of issuing an SFCL licence
10	Spin and recovery Spiral dive and recovery Change in effect of rudder at/near the stall Spin off steep or thermal turn Spin entry left off right turn Spin off simulated winch launch failure Prolonged spins	Ex 10 – Recognition and Avoidance of Spins and Spiral Dives
11a	Normal winch launch Med/low launch failure Awkward height launch failure Low failure <50' glider not in full climb Too fast signal/abandon launch Gradual winch power failure	Ex 11a – Winch launch
11b	Normal tow Lateral instability on tow Ground roll Take off and transition to normal flight Recovery from out of position Launch failures Aerotow signals	Ex 11b – Aerotow launch
11c	Hold a valid SLMG or TMG rating	Ex 11c – Self-launch
11d	As per winch launching BUT using car launching	Ex 11d – Car launch
11e	Solo bungee experience	Ex 11e – Bungee launch
	BGA pilot training course exercise satisfactorily completed	Credit for the purposes of issuing an SFCL licence
12	Normal circuit Zig zag circuit Circuit modified because too high Circuit modified due to lack of height involving changed landing area/changed direction Flying without altimeter Circuit, approach and landing in strong winds Crosswind circuit, approach and landing	Ex 12 – Circuit, Approach and Landing

Airbrake/elevator co-ordination

Approach control

Landing

13	Solo		Ex 13 – First Solo
14	Steeper turns		Ex 14 – Advanced Turning
15a	Thermal soaring (and joining another glider)		Ex 15a - Thermalling
15b	Hill soaring		Ex 15b – Ridge Flying
15c	Wave soaring		Ex 15c – Wave Flying
16	Field landings including Endorsement assessment	Cross-Country	Ex16 – Out-landings
17a	Navigation theory		Ex17a – Flight Planning
17b/c	Navigation practical inc Endorsement assessment	Cross-Country	Ex17b – In-flight Navigation Ex17c – Cross-country Techniques