

Information leaflet for VALID BELGIAN NATIONAL SAILPLANE PILOT LICENCE holders. Conversion requirements to obtain a Part-FCL Light Aircraft Pilot License LAPL(S), or a Sailplane Pilot licence (SPL).

Validity of document:

Starting 08/04/2013

1. Privileges:

LAPL (S): The privileges of the holder of a LAPL for sailplanes are to act as PIC on sailplanes and powered sailplanes, without remuneration. In order to exercise the privileges on a TMG, the holder shall comply with the requirements in FCL.135.S. Holders of an LAPL(S) shall only carry passenger after they have completed, after the issuance of the licence, 10 hours of flight time or 30 launches as PIC on sailplanes or powered sailplanes.

SPL: The privileges of the holder of an SPL are to act as PIC on sailplanes and powered sailplanes. In order to exercise the privileges on a TMG, the holder shall have to comply with the requirements in FCL.135.S. Holders of a SPL shall carry passenger only when having completed, after the issuance of the licence, at least 10 hours of flight time or 30 launches as PIC on sailplanes or powered sailplanes. Holders of an SPL shall be restricted to act without remuneration in non-commercial operations until they have satisfied FCL. 205.S (b) (2).

The LAPL(S) is only valid in the EU-EASA Member States, the SPL is valid worldwide (as the actual glider pilot licence).

The main difference in the privileges of a LAPL(S) or a SPL is the validity of the LAPL(S) which is restricted to the EU-EASA Member States, where the SPL is valid worldwide. The training is technically the same as it is for the moment. There will be no operational differences for the license holders.

References: EC 1178/2011 : FCL. 105.S, FCL.135.S and FCL.205.S

2. Extra training required for the conversion of the license and ratings:

Additional theoretical training: None required

Additional practical training: None required

3. Skill-test:

Additional skill test: None required for the conversion of the licence and ratings to a PART-FCL compliant sailplane licence and ratings.

4. Medical fitness:

The candidate must pass a PART-MED compliant medical assessment, in accordance with the licence that will be requested (LAPL, or SPL). However several options are possible for the transition period:

1. If the candidate already possesses a medical certificate prior to the 8th of April 2013:

A current, valid medical certificate class 2 Gliding will remain valid until its expiry date. The certificates which are valid for more than 24 months, up to 2018, will expire on 8th April 2017.

To obtain a PART-MED compliant medical certificate, the licence holder must meet the PART-MED requirements. The pilot has to contact an Aero Medical Examiner (AME) or Aero Medical Center (AMC), approved by the BCAA, for a new examination and the issuance of a new certificate. This case will be considered as a revalidation of the medical certificate class 2 Gliding.

The JAR-FCL medical certificates class 1 or 2 will remain valid until the 8th of April 2017 at the latest. This means that when the medical certificate requires a revalidation, it will have to be converted in a PART-MED compliant medical

certificate. JAR-FCL 3 compliant medical assessments were already performed with a BCAA approved Medical AeroMedical Examiner (AME) or at an approved AeroMedical Centre (AMC) and therefore the candidate shouldn't change medical examiner.

2. If the candidate is not a holder of a medical certificate prior to the 8th of April 2013: The candidate will have to take a PART-MED compliant medical assessment with an approved medical examiner (AME) or at an approved AeroMedical centre (AMC).

A valid medical certificate is required when applying for a PART-FCL pilot licence. The medical certificate can be a national or a JAR-compliant medical certificate if the last revalidation was performed before the 8th of April 2013.

References: EC 1178/2011: Art. 5 .3.

5. Forms to fill in:

BCAA Form Conversion of national licence (Application for Part-FCL pilot licence - Conversion of an existing national licence issued by Belgium) .

Supporting documentation required with the application: pilot flight log (covering at least the last a 24 month period), a copy of the valid Belgian national sailplane license, a copy of the valid PART-MED compliant medical certificate (Class 1 or 2 for SPL, Class LAPL for LAPL(S)) or copy of the national, or JAR-FCL 3 compliant medical certificate and proof of payment.

6. Fees:

The standard fee for the issuance of a license is charged.

7. Dates:

Start: 08/04/2013

End: 08/04/2015

All Belgian national sailplane licences must be converted into PART-FCL compliant licences by the 8th of April 2015, at the latest. Conversions will be made at request of the licence holder, but the application must be filed with the Belgian CAA, before the 7th of April 2015! After the 8th of April 2015 conversion will no longer be possible.

8. Some final tips and tricks, remarks and observations

Validity of the PART-FCL compliant sailplane licence.

One of the differences a licence holder will notice, is that the PART-FCL licence no longer has an expiry date. A PART-FCL sailplane pilot licence is valid for life, but the licence holder can only exercise the privileges of the licence when he possesses a valid medical certificate and fulfils the recency requirements.

Application for the PART-FCL compliant sailplane licence.

As the sailplane pilot licence is a national licence, it is the responsibility of the pilot to start the application procedure for the conversion of the licence to a PART-FCL compliant licence at the Belgian CAA.

Application for the PART-FCL compliant sailplane licence.

Licence holders may apply for a conversion from the 8th of April 2013 until the 7th of April 2015 at the latest, at the Belgian CAA. This will allow sufficient margin to process all demands by the deadline at which all actual Belgian sailplane licences must be converted in PART-FCL compliant licences.

Validity of the actual Belgian sailplane licence.

An actual Belgian sailplane licence will remain valid (at the latest) until the 7th of April 2015. However, before the 8th of April 2015, all licences have to be converted into PART-FCL licences! You may no longer fly with a national sailplane licence after that date.

Which type of licence should be chosen: LAPL(S) or SPL?

With a LAPL (S) you are limited to flights without remuneration or flights in non-commercial operations. You will not be able to fly outside the European Union (+ Norway, Iceland, Switzerland, Lichtenstein) as the LAPL licence doesn't meet all international ICAO Standards. A SPL does allow remuneration and participation in commercial operations (if FCL.205.S requirement is met) and remuneration is also permitted in the role of instructor or examiner. This licence is valid worldwide.

Privileges.

All privileges require experience. Privileges aren't endorsed on the PART-FCL compliant sailplane licence without demonstration by the applicant of these privileges, using the pilot's logbook, or other documents.

PART-MED compliant medical assessment.

There are two possible medical certificates: Class 2 (minimum) for SPL or LAPL for a LAPL(S). To obtain a PART-MED compliant medical certificate, a candidate will need to pass a medical assessment with an AME (AeroMedical Examiner), or an AMC (AeroMedical Centre) approved by BCAA. (A list of AME/AMC can be found on the BCAA website: www.mobilit.belgium.be).

Sailplane instructor privileges.

If a candidate is the holder of valid sailplane instructor privileges, on the 8th of April 2013, he/she may apply for a transfer of these instructor privileges to a PART -FCL compliant sailplane licence. The competence as FI(S) will be endorsed on the PART-FCL compliant sailplane licence. The instructor privileges will be extended with the privilege of instructing other instructors (other FI), if the licence holder has provided 50 hours of instruction on sailplanes, or 150 launches and has passed an assessment of competence to demonstrate the ability to instruct for the FI-certificate.

Launch methods.

The launch method(s) for which a candidate is certified will be transferred to the PART-FCL compliant sailplane licence. BCAA will transfer the launch methods that are currently written in the logbook or on actual national sailplane licence to a PART-FCL compliant sailplane licence. In order to use the privileges of the launch method written on the PART-FCL Licence, you will have to satisfy the recency requirements (FCL.130.S. c). If a sailplane licence holder wishes to apply for a launch method different from those endorsed on the licence, the licence holder must meet the requirements stipulated in FCL.130.S.

Aerobatics.

The rating "aerobatic" will be endorsed on the PART-FCL compliant sailplane licence if you can demonstrate an experience of 20 aerobatic flights, performed on sailplanes.

Revalidation and renewal.

There is no revalidation or renewal of a PART-FCL compliant sailplane licence as the licence has no validity limit. However to exercise the privileges of the license, the pilot is responsible to comply with the recency requirements. Once a licence holder has obtained a PART-FCL compliant sailplane licence, he/she will have to meet the requirements stipulated in EC 1178/2011 for sailplane licence holders:

- For LAPL(S) and SPL, the licence holder must check the flight hours performed in the last 24 months. (FCL.140.S (a)). If the licence holder hasn't performed the minimum required flight time, he/she will have to pass a proficiency check with an examiner, or meet the remaining experience requirements, by flying with or under supervision of an instructor.
- Not only the amount of hours flown in the last 24 months is important, but also the number of launches performed over the last 24 months. A minimum of at least 5 launches per type of launch method that are endorsed on the licence must be performed within that period of 24 months*. If this is not the case, a sailplane licence holder will have to meet the remaining experience requirements, by flying with or under supervision of an instructor, for each of the launch methods the licence holder wants to continue to exercise the privileges of. (FCL 130.S (c) and (d))
- **IMPORTANT:** It is only allowed to be launched in accordance with the launching methods that are endorsed on the sailplane licence and for which the recency requirements as written above are met.
- Commercial flights or flights with passengers may only be performed, if during a period of the preceding 90 days, the sailplane licence holder has met the experience requirements stipulated in FCL.060 (b).

In other words: For the SPL / LAPL(S):

In a period of 24 months before the flight, a sailplane pilot license holder must have performed:

- minimum 5 hours of flight time as PIC, including 15 launches
- minimum 5 launches in each launch method *
- 2 training flights with a Flight Instructor

In addition for the TMG rating: In the last 24 months before the flight:

- Minimum 12 hours of flight time as PIC, including 12 take-offs and landings
- A refresher training of min. 1 hour total flight time with a Flight Instructor

Holders of a licence who do not meet the recency requirements, must prior to exercising the privileges of the license:

- pass a proficiency check with a Flight Examiner or,
- perform the additional flight time and/or take-offs/landings, while flying in dual or solo under the supervision of a Flight Instructor as appropriate.

* Except for the bungee launch: only 2 launches will have to be completed in the last 24 months.

References: EC 1178/2011, Royal Decree of License Conversions and the Royal Decree of Licence fees.