



Conversion sailplane towing rating

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Introduction

Per 8 April 2013 the Commission Regulations (EU) No 1178/2011 and 290/2012 are applicable. Within Part Flight Crew Licensing (FCL) of No 1178/2011, new licences and ratings are introduced, or requirements for licences have changed. Commission Regulation (EU) No 1178/2011 contains the requirements for a number of ratings, amongst which aerobatics and sailplane towing and banner towing.

The Netherlands government has opted out for the application of FCL.800, FCL.805, FCL.815 and FCL.820 until ultimately 8 April 2015. In view of the approaching date of 8 April 2015 the Netherlands is working on the introduction of these ratings.

Article 4 of No 1178/2011 defines that existing JAR compliant national licences issued or recognised by a Member State before the applicability of this Regulation shall be deemed to have been issued in accordance with this Regulation. Member States shall replace these licenses with a licence complying with the format laid down in Part-ARA by 8 April 2017 at the latest.

Article 4 of No 1178/2011 also defines that existing non-JAR compliant national licences including any associated ratings, certificates, authorisations and/or qualifications issued or recognised by a Member State before the applicability of this Regulation shall be converted into a Part-FCL licence in accordance with Annex II to the regulation, or the elements laid down in a conversion report, as applicable.

In the Netherlands, no national requirements exist for exercising aerobatics, sailplane towing and banner towing. The mentioned activities will be converted into Part FCL ratings in accordance with the elements laid down in a conversion report as specified in Article 4 para 3. (b) and (4).

For the SAILPLANE TOWING rating this conversion report applies.

Aerobatics and Banner Towing ratings will be covered in separate conversion reports.

The applicable articles from commission regulation No 1178/2011 with regard to the requirements of a conversion report are listed below.

Regulation No 1178/2011, Article 4.4:

The conversion report shall:

- (a) be established by the Member State that issued the pilot license in consultation with the European Aviation Safety Agency (the Agency);
- (b) describe the national requirements on the basis of which the pilot licenses were issued;
- (c) describe the scope of the privileges that were given to the pilots;
- (d) indicate for which requirements in Annex I to this Regulation credit is to be given;



- (e) indicate any limitations that need to be included on the Part-FCL licenses and any requirements the pilot has to comply with in order to remove those limitations.

Regulation 1178/2011, Article 4.5:

The conversion report shall include copies of all documents necessary to demonstrate the elements set out in points (a) to (e) of paragraph 4, including copies of the relevant national requirements and procedures. When developing the conversion report, Member States shall aim at allowing pilots to, as far as possible, maintain their current scope of activities.

And the applicable articles from commission regulation No 1178/2011 with regard to sailplane and banner towing are listed below.

Regulation 1178/2011, Annex I, Subpart I, Additional ratings

FCL 805 Sailplane towing and banner towing ratings

- (a) Holders of a pilot license with privileges to fly aeroplanes or TMGs shall only tow sailplanes or banners when they hold the appropriate sailplane towing or banner towing rating.
- (b) Applicants for a sailplane towing rating shall have completed:
 - (1) At least 30 hours of flight time as PIC and 60 take-offs and landings in aeroplanes, if the activity is to be carried out in aeroplanes, or in TMGs, if the activity is to be carried out in TMGs, completed after the issue of the license.
 - (2) A training course at an ATO including:
 - (i) Theoretical knowledge instruction on towing operations and procedures,
 - (ii) At least 10 instruction flights towing a sailplane, including at least 5 dual instruction flights, and
 - (iii) Except for holders of a LAPL(S) or an SPL, 5 familiarization flights in a sailplane which is launched by an aircraft.
- (c) Applicants for a banner towing rating shall have completed:
 - (1) at least 100 hours of flight time and 200 take-offs and landings as PIC on aeroplanes or TMGs, after the issue of the license. At least 30 of these hours shall be in aeroplanes, if the activity is to be carried out in aeroplanes, or in TMG, if the activity is to be carried out in TMGs.
 - (2) A training course at an ATO including:
 - (i) Theoretical knowledge instruction on towing operations and procedures
 - (ii) At least 10 instruction flights towing a banner, including at least 5 dual flights.



- (d) The privileges of the sailplane and banner towing ratings shall be limited to aeroplanes or TMGs, depending on which aircraft the flight instruction was completed. The privileges will be extended if the pilot holds a license for aeroplanes or TMG and has successfully completed at least 3 dual training flights covering the full towing training syllabus in either aircraft, as relevant.
- (e) In order to exercise the privileges of the sailplane or banner towing ratings, the holder of the rating shall have completed a minimum of 5 tows during the last 24 months.
- (f) When the pilot does not comply with the requirement in (e), before resuming the exercise of his/her privileges, the pilot shall complete the missing tows under the supervision of an instructor.

1. Cross reference

The Netherlands has specified no license regulations for Sailplane towing in the national regulations. A specific SAILPLANE TOWING rating has, until now, not been required.

A cross reference between existing and new regulations is not possible, as specific qualification standards are, at the moment, not stipulated by the authority.

2. Differences

At present, there are no regulations related to sailplane towing, making a comparison between existing and new regulations or qualification standards and identification of differences between the two impossible.

3. Analysis

Pilots

In The Netherlands, sailplane towing is usually an activity organized by the gliding clubs. Some clubs, not all, own one or more aeroplanes or TMG's which are equipped for towing sailplanes. Sailplane towing pilot training and pilot standards are the responsibility of the clubs.

Another example of how sailplane towing facilities are provided may be found at the National Gliding center at Terlet, where a group of pilots with different backgrounds is available to fly the airplane for tow launches. The ownership of the airplane rests with a foundation, of which the pilots own equal shares.

One may expect to find, that Dutch sailplane towing pilots have varying levels of



knowledge, skill and experience, most probably acquired in a number of different ways.

For every pilot applying for the issue of a SAILPLANE TOWING rating, a determination will be required of the relationship between the level of knowledge, skill and experience on one side and the resulting level of operational safety on the other side. The Dutch authority has decided, that the best way to make such a determination is by using the expertise of Flight Instructors/Class Rating Instructors, with sufficient relevant experience in sailplane towing. Those instructors will be specifically authorized by the Netherlands authorities to perform these assessments as part of the conversion process.

An analysis of the candidate's successfully completed training, as well as the amount of relevant total and recent experience will result in a clear picture of the level of knowledge, skill and experience of the pilot and the resulting level of safety at which he/she is expected to operate. If deemed appropriate, a recommendation to issue the requested rating will follow. In case of doubt the instructor performing the analysis may require additional assessments, which may include one or more actual flights during which a sailplane is towed. If deemed insufficient, even after additional assessments, the application will be rejected.

Instructors, Instructors for Instructor and Examiners

The recommendation for a specific authorization as sailplane towing Flight Instructor will, during the Conversion process, also be based on an assessment of knowledge, skill and experience. The assessment of applications of Flight Instructors/Class Rating Instructors will be performed by selected "qualified" Flight Instructors or Flight Instructors with an authorization to instruct for the FI rating.

In turn, Flight Instructor Examiners, nominated by the Standardization Committee, will assess applications for "qualified" Flight Instructor, or FI.FI ratings.

4. Conversion of license and proposed training program

The Dutch authority has decided, that:

1. Applications to have a SAILPLANE TOWING rating issued in a Flight Crew License will be assessed by Flight Instructors/Class Rating Instructors who are specifically appointed for this task.
2. Flight Instructors/Class Rating Instructors are appointed by "qualified" Flight Instructors, or FI.FI's who, in turn, are appointed by Flight Instructor Examiners.
3. **For pilots**, who are able to demonstrate
 - overall experience as stipulated in EU-FCL (30 hrs. PIC total after issue of license, 60 take-offs and landings), and
 - successful completion of a training course which may be considered equivalent to the training course, as described in EU-FCL, and



- except for holders of a LAPL(S) or GPL, at least 5 familiarization flights as glider pilot using tow launches, and
- recent experience (5 tows as PIC during the last 24 months) as stipulated in EU-FCL,

a conversion to an EU FCL SAILPLANE Towing rating will be recommended.

4. **For pilots**, who are unable to demonstrate a combination of overall experience and/or training as mentioned under 3 above, but who can demonstrate recent experience as required by EU-FCL, a careful assessment of experience and training by the authorized Flight Instructor/Class Rating Instructor is required to establish a recommendation. If deemed necessary, one or more check flight(s) or flights under supervision may be part of this assessment.

5. **For Flight Instructors/Class Rating Instructors**, who

- hold a valid FI/CRI rating, and
- hold a SAILPLANE TOWING rating, issued in accordance with EU-FCL, or converted in accordance with 3 or 4 above, and
- are able to demonstrate:
 - a minimum experience of 1000 hrs. PIC in SEP/TMG, and
 - 100 launches of a SAILPLANE as PIC.

an authorization to assess applications by pilots for a conversion to a SAILPLANE TOWING rating will be recommended.

6. **For Flight Instructors/Class Rating instructors**, who are unable to demonstrate the minimum experience as mentioned under 5 an assessment by a Flight Instructor for FI / "qualified" flight instructor will be required to establish a recommendation. If deemed necessary, one or more check flight(s) of flights under supervision may be part of this assessment.

7. **For Flight Instructor Instructors/"Qualified" Flight Instructors**, who

- hold a valid FI.FI rating, and
- hold a SAILPLANE TOWING rating, issued in accordance with EU-FCL, or converted in accordance with 3 or 4 above, and
- are able to demonstrate
 - a minimum experience of 1000 hrs. PIC in SEP/TMG, and
 - 100 launches of a SAILPLANE as PIC.

an authorization to assess applications by pilots and Flight Instructors will be recommended.

8. **For Flight Instructor Instructors/"Qualified Flight" Instructors**, who are



unable to demonstrate the minimum experience as mentioned under 7 an assessment by the Flight Instructor Examiner will be required to establish a recommendation. If deemed necessary, one or more check flight(s) or flights under supervision may be part of this assessment.

9. **For Flight Instructor Examiners**, who

- hold a valid FIE rating, and
- hold a SAILPLANE TOWING rating, converted in accordance with 3 or 4 above, and
- are able to demonstrate
 - a minimum experience of 1000 hrs. PIC in SEP/TMG, and
 - 100 launches of a SAILPLANE as PIC.

an authorization to assess applications by pilots, Flight Instructors and Flight Instructor Instructors/Qualified" Flight Instructors will be recommended.

10. **For Flight Instructor Examiners**, who are unable to demonstrate the minimum experience as mentioned under 9 an assessment by the Standardization Committee will be required to establish a recommendation.

5. Time scale

This conversion process will be available until the date on which the applicable section in EU-FCL comes into force. This date is set to be 8 April 2015.



6. List of abbreviations

ATO	Approved Training Organization
CAA-NL	Civil Aviation Authority The Netherlands (Inspectie Leefomgeving en Transport)
FCL	Flight Crew Licensing
FI	Flight Instructor
FIE	Flight Instructor Examiner
FI.FI	Flight Instructor for Flight Instructor rating
ILT	Inspectie Leefomgeving en Transport (Civil Aviation Authority The Netherlands)
JAR	Joint Aviation Regulations
LAPL	Light Aircraft Pilot License
LAPL(S)	Light Aircraft Pilot License (Sailplanes)
PIC	Pilot In Command
SPL	Sailplane Pilot License
TMG	Touring Motor Glider