



Inspectie Leefomgeving en Transport
Ministerie van Infrastructuur en Milieu

CONVERSION of TMG privilege into SPL/LAPL(S)

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Colofon

Contact

Inspectie Leefomgeving
en Transport
ILT/Luchtvaart
Mercuriusplein 1-63
Hoofddorp
Postbus 575, 2130 AN
Hoofddorp

088 489 00 00
www.ilent.nl
@inspectieLenT

1 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.

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.

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.

This conversion report addresses the TMG privilege in the SPL/LAPL(S) license. LAPL(S) and FI(S) is assumed as being issued.

This report is complementary to the following conversion reports:

national license for gliders and balloons:

[https://www.ilent.nl/Images/CONVERSION%20OF%20GPL%20to%20LAPL\(S\)%20-%20SPL%20.%20\(25%20juni%202014\)_tcm334-364309.pdf](https://www.ilent.nl/Images/CONVERSION%20OF%20GPL%20to%20LAPL(S)%20-%20SPL%20.%20(25%20juni%202014)_tcm334-364309.pdf)

TMG rating in national (aeroplane) licenses

[https://www.ilent.nl/Images/Conversion%20of%20RPL\(A\)%20into%20LAPL\(A\)_tcm334-350718.pdf](https://www.ilent.nl/Images/Conversion%20of%20RPL(A)%20into%20LAPL(A)_tcm334-350718.pdf)

TMG instructor ratings in national (aeroplane) licenses

[https://www.ilent.nl/Images/Conversion%20of%20RFI\(A\)%20into%20FI\(A\)_tcm334-351161.pdf](https://www.ilent.nl/Images/Conversion%20of%20RFI(A)%20into%20FI(A)_tcm334-351161.pdf)

2 Applicable requirements

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.

FCL.135.S LAPL(S) – Extension of privileges to TMG

The privileges of a LAPL(S) shall be extended to a TMG when the pilot has completed in an ATO, at least:

- (a) 6 hours of flight instruction on a TMG, including:
 - (1) 4 hours of dual flight instruction;
 - (2) 1 solo cross-country flight of at least 150 km (80 NM), during which 1 full stop landing at an aerodrome different from the aerodrome of departure shall be performed;

- (b) a skill test to demonstrate an adequate level of practical skill in a TMG. During this skill test, the applicant shall also demonstrate to the examiner an adequate level of theoretical knowledge for the TMG in the following subjects:
 - Principles of flight,
 - Operational procedures,
 - Flight performance and planning,
 - Aircraft general knowledge,
 - Navigation.

FCL.905.FI FI – Privileges and conditions

The privileges of a FI are to conduct flight instruction for the issue, revalidation or renewal of:

- (a) a PPL, SPL, BPL and LAPL in the appropriate aircraft category;

- (b) class and type ratings for single-pilot, single-engine aircraft, except for single-pilot high performance complex aeroplanes; class and group extensions for balloons and class extensions for sailplanes;

- (i) a FI, IRI, CRI, STI or MI certificate provided that the FI has:
 - (1) completed at least:
 - (i) in the case of an FI(S), at least 50 hours or 150 launches of flight instruction on sailplanes;
 - (ii) in the case of an FI(B), at least 50 hours or 50 take-offs of flight instruction on balloons;
 - (iii) in all other cases, 500 hours of flight instruction in the appropriate aircraft category;
 - (2) passed an assessment of competence in accordance with FCL.935 in the appropriate aircraft category to demonstrate to a Flight Instructor Examiner (FIE) the ability to instruct for the FI certificate;

FCL.915.FI FI – Prerequisites

An applicant for an FI certificate shall:

- (e) for an FI(S), have completed 100 hours of flight time and 200 launches as PIC on sailplanes. Additionally, where the applicant wishes to give flight instruction on TMGs, he/she shall have completed 30 hours of flight time as PIC on TMGs and an additional assessment of competence on a TMG in accordance with FCL.935 with an FI qualified in accordance with FCL.905.FI(i).

3 **Cross reference**

A cross reference between existing national regulations and FCL has been made, partly based on comparison of training programs under national and FCL requirement (as laid down in AMC).

TMG license in the Netherlands was issued as a rating in the national Recreational Pilot License (RPL(A)). Conversion from RPL(A) into LAPL(A) is described in conversion report [https://www.ilent.nl/Images/Conversion%20of%20RPL\(A\)%20into%20LAPL\(A\)_tcm334-350718.pdf](https://www.ilent.nl/Images/Conversion%20of%20RPL(A)%20into%20LAPL(A)_tcm334-350718.pdf)

TMG instructor rating in the Netherlands was issued as a rating in the Recreational Flight Instructor (RFI(A)). Conversion from RFI(A) into FI(A) is described in conversion report [https://www.ilent.nl/Images/Conversion%20of%20RFI\(A\)%20into%20FI\(A\)_tcm334-351161.pdf](https://www.ilent.nl/Images/Conversion%20of%20RFI(A)%20into%20FI(A)_tcm334-351161.pdf)

4 **Differences**

See the above referenced documents, which have been agreed between CAA-NL and EASA

5 **Analysis**

The conversion of TMG ratings in the Netherlands as described here is a conversion from an aeroplane (A) rating into a sailplane (S) additional privilege according to (FCL 135.S). This implies that conversion of TMG can only be based on a LAPL(S)/SPL for sailplanes. Conversion of TMG can also be combined with conversion of the former glider license GPL into LAPL(S)/SPL.

The same conversion route applies for instructor conversion RFI(A)TMG into FI(S)TMG. In the appendix this route is shown in a Flow diagram.

[Note: there is no LAPL(S)TMG only or SPL-TMG only, nor is there a FI(S)TMG only.]

Comparison is limited to the requirements for the specific TMG issues. Differences described in the TMG conversion report RPL(A)TMG into LAPL(A)TMG are also applicable for conversion into LAPL(S).

For RFI(A) conversion, CAA-NL takes the approach that FI(A)TMG is basically a FI(A). Requirements for additional training in this category are laid down accordingly. However, in FI(S)TMG, FI(S) is the bases, which must have been acquired before (or by combined conversion). Comparing requirements shows that the additional assessment of (TMG) competence by an FI.FI(S) as required per FCL is in conversion not necessary, as this competence has been shown earlier to an examiner in the national system.

6 **Conversion of TMG and proposed training/experience**

RPL(A)TMG to LAPL(S)TMG:

LAPL(S)TMG and/or SPL will be issued on the bases of:

- A valid RPL(A)TMG license
- A valid LAPL(S) or SPL license *
- Shown compliance with additional requirements as laid down in the RPL(A) to LAPL(A) conversion report.

[https://www.ilent.nl/Images/Conversion%20of%20RPL\(A\)%20into%20LAPL\(A\)_tcm334-350718.pdf](https://www.ilent.nl/Images/Conversion%20of%20RPL(A)%20into%20LAPL(A)_tcm334-350718.pdf),

RFI(A)TMG to FI(S)TMG:

FI(S)TMG will be issued on the bases of:

- A valid RFI(A)TMG license
- A valid LAPL(S)TMG or SPL-TMG license*, including valid FI(S) endorsement*

* all conversions can be combined at the same time, provided availability of all required documents

7 **Time scale**

This conversion process will be available as long as valid national licenses exist.

8 **List of abbreviations**

ATO	Approved Training Organization
CAA-NL	Civil Aviation Authority – The Netherlands (ILT-Luchtvaart)
FI	Flight Instructor
FI(A) TMG	Flight instructor (Aeroplane) TMG rating
FI(S) TMG	Flight instructor (Sailplane) with TMG rating
ILT	Inspectie Leefomgeving en Transport (CAA-NL)
LAPL	Light Aircraft Pilot License
LAPL(S)	Light Aircraft Pilot License (Sailplanes)
LAPL(S) TMG	LAPL(S) with TMG endorsement
RPL(A) TMG	Recreational Pilot License, TMG rating
PIC	Pilot In Command
SPL	Sailplane Pilot License
TMG	Touring Motor Glider

Appendix:
Flow diagram conversion RPL(A)TMG into LAPL(S)TMG and RFI(A)TMG into FI(S)TMG

