



## **Conversion GPL into SPL**

*And associated ratings, privileges and certificates (including aerobatic privileges)*

Version 5.0

|        |              |
|--------|--------------|
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## Colofon

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**Inspectie Leefomgeving en Transport**

**Civil Aviation Authority The Netherlands**

P.O. Box 16191 | 2500 BD The Hague | The Netherlands

T +31(0)88 489 00 00

[www.ilent.nl](http://www.ilent.nl)

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## Revision status

| <b>Version number</b> | <b>Date</b> | <b>Status</b> | <b>Remarks</b>  |
|-----------------------|-------------|---------------|---|
| 1.0                   | 2014        | Final         | Finalized   |
| 2.0                   | 09-04-2018  | Final         | Final implementation date changed into 8 April 2020 and editorial changes   |
| 3.0                   | 08-04-2020  | Final         | Change of conversion report due to introduction of Part-SFCL (EU 2020/358)  |
| 4.0                   | 07-04-2021  | Final         | Change of conversion report due to final applicability date (8 April 2021) of Part-SFCL (EU 2020/358)                                 |
| 5.0                   | 20-06-2023  | Final         | Change of applicability date and addition concerning conversion of glider licences that were valid before the introduction of the GPL |

## Introduction

Per 8 April 2013 EU Regulation 1178/2011 (1178/2011) is applicable. Part Flight Crew Licensing (FCL) of 1178/2011 contains regulations with regard to flight crew licensing. Per 8 April 2020 EU Regulation 2020/358 (2020/358) is applicable. Regulation 2020/358 and the attached Part Sailplane Flight Crew Licensing (SFCL) contains changes to Part FCL with regard to licensing of flight crew of sailplanes. Within Part-SFCL a new licence and new ratings are introduced and requirements for licences and ratings are changed. The new licence that will be introduced is the Sailplane Pilot Licence (SPL). The SPL is a combination of the two sailplane pilot licences (Light Aircraft Pilot Licence (Sailplane) (LAPL(S)) and the SPL) in 1178/2011.

The original Conversion Report (version 2) is changed in accordance with the requirements in Part-SFCL. The Conversion Report 'Conversion Aerobatic rating' (version 2) is amended and inserted in version 3 of the conversion report. The Conversion Report 'Conversion Aerobatic rating' (version 2) is therefore withdrawn. The current version 5 is an amendment of version 4. The applicability date has been adjusted and information on the conversion of national licences that applied before the introduction of the GPL has been added.

### **Licences and associated ratings, privileges and certificates**

According to Regulation 2020/358 article 3b (3), holders of national licences for sailplanes issued by a Member State before the date of application of Part-SFCL shall be allowed to continue to exercise the privileges of their licences until 8 April 2021. By that date, Member States shall convert those licences into Part-SFCL licences and associated ratings, privileges and certificates in accordance with the elements laid down in a conversion report that complies with the requirements of Article 4(4) and (5) of 1178/2011.

Article 4 (4) and (5) of 1178/2011 defines that this conversion report shall:

- a) be established by the Member State that issued the pilot license in consultation with the European Aviation Safety Agency EASA (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 of 1178/2011 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.

The conversion report shall include copies of all documents necessary to demonstrate the elements set out in points (a) to (e) above, 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.

This conversion report addresses the conversion of the Glider Pilot Licence (GPL), (issued by the Royal Dutch Aviation Association, Koninklijke Nederlandse Vereniging voor Luchtvaart (KNVvL)) and associated privileges, ratings and certificates into the Sailplane Pilot Licence (SPL) and associated privileges, ratings and certificates issued in accordance with part-SFCL.

The conversion of licences is performed by Inspectie Leefomgeving en Transport (ILT), the Competent Authority (CAA) in The Netherlands.

**Training commenced prior to the date of application of Part-SFCL**

According to Regulation 2020/358 article 3c (2) and (3), training that commenced prior to the date of application of Part-SFCL, in accordance with Annex 1 to the Chicago Convention, shall be credited for the purposes of issuing Part-SFCL licences on the basis of a credit report established by the Member State in consultation with the European Union Aviation Safety Agency (EASA). This credit report shall describe the scope of the training, indicate for which requirements of Part-SFCL credit is given and, if applicable, which requirements applicants need to comply with in order to be issued with a Part-SFCL licence. It shall include copies of all the documents necessary to attest the scope of the training, as well as copies of the national regulations and procedures in accordance with which the training was initiated.

Therefore, this conversion report also addresses the crediting of training for a GPL and associated ratings, privileges and certificates for the purpose of issuing licences in accordance with Part-SFCL.

## 1 Cross reference

The requirements for a GPL and associated ratings, privileges and certificates are laid down in a number of national regulations and KNVvL requirements. The requirements for a SPL with additional ratings and certificates are mentioned in EU Regulation 2020/358, including Part-SFCL. These requirements replace the requirements for sailplane licences in EU Regulation 1178/2011, Part-FCL.

Until October 2004 the CAA issued Glider Pilot Licenses, 'het Zweefvliegbewijs' based on national regulations, with its related ratings for instruction, Touring Motor Glider (TMG) as well as launch methods. This license was compliant to the requirements laid down by the International Civil Aviation Organisation (ICAO). From that date the KNVvL, was entitled to issue glider licenses with associated ratings, except for the TMG rating. This was arranged according to a covenant between the KNVvL and the CAA. Basis for this covenant was the commitment of the KNVvL and the glider clubs in The Netherlands to maintain the same standards and quality of training. Compliance with ICAO was continued. The Dutch "zweefvliegbewijs" became the Dutch GPL. Gliding became a 'deregulated' air sport activity in The Netherlands with the cancelation of the national regulation, which required the GPL.

In the process of deregulation it was decided that the TMG could not be part of the GPL. GPL holders with a TMG rating were issued a separate Private Pilot Licence (PPL) with the TMG rating. The holders who did not obtain a license for radio usage were issued a Recreational Pilot Licence (RPL). PPL became a 'JAR compliant' license, and the RPL remained a 'national' license. In The Netherlands the conversion of glider related licenses encompasses the return of the TMG rating as a part of the SPL. The PPL/RPL licenses are no part of this conversion report. With the conversion of the GPL into the SPL the GPL will become a regulated air sport activity again under supervision of the CAA.

The KNVvL has issued the training manual containing all the learning and teaching theory as well as other theoretical and practical training material. The training material can be consulted at

[http://www.civ.zweefportaal.nl/main/articles.php?article\\_id=4](http://www.civ.zweefportaal.nl/main/articles.php?article_id=4)

During the conversion the KNVvL regulations and training manual(s) are compared with the rule (Part-FCL) and its AMC and GM. An overview of the conversion is presented in a matrix and added as an appendix to the former versions of this report (up to version 2). Ratings or privileges that were never granted or issued under the old system (i.e. mountain rating) are not converted. It is decided that with the process of conversion all holders of the GPL will have to apply for a SPL and that they will have to demonstrate their experience. A random check will be done on a part of the converted licenses for the proof of the experience.

Former versions of this conversion report (up to version 2) addressed the compliance and differences of the GPL with the LAPL(S) and SPL and associated ratings and certificates, as mentioned in Part-FCL. The requirements in EU Regulation 2020/358 (Part-SFCL) are almost equal or less stringent than the requirements in Part-FCL; however, although some ratings have changed into privileges that will be mentioned in the logbook. Therefore there is no additional comparison table developed for the GPL with regard to the conversion into a SPL in accordance with Part-SFCL. This version of the conversion report is further developed on basis of the former versions.

## 2 Differences and analysis

### **GPL into SPL**

By means of the covenant, the GPL endorses pilots to act as an autonomous glider pilot. The holder of a GPL is entitled to fly cross country. With the GPL it was possible for the pilot to acquire insurance. Cross country experience was no requirement for the GPL, contrary to the SPL. This was already the case before 'deregulation' came into force. It is decided that with the application for the LAPL(S)/SPL on basis of Part-FCL, the holder has to declare and demonstrate cross country experience to show compliance with Part-FCL (FCL.110.S). The same will apply to a conversion into a SPL on basis of Part-SFCL (SFCL.130).

In the former versions of the conversion report, the following was mentioned: 'The minimum requirement of at least 150 launches is not considered to be a problem for the conversion as all glider clubs require more experience than the minimum required by the GPL, so glider pilots have more experience than required for the GPL when they obtain this license. It can safely be said that applicants for a GPL will have acquired at least a 150 launches before they will be allowed to do the skill test for the GPL. Recency requirements are applied at the moment of application for the conversion of a current GPL to LAPL(S)/SPL. As long as a GPL is not expired and Recency requirements for the LAPL(S)/SPL are met, a conversion will take place according to this conversion proposal. No further deficiencies were found that can object a conversion from GPL to LAPL(S)/SPL and no additional training or requirement are necessary.'

The requirements for the issue of a SPL are almost equal to the requirements of the issue of a LAPL(S) or a SPL in accordance with Part-FCL. Additional items for the SPL theoretical instruction are:

- 2.4 use of oxygen
- 4.2.1. VFR communication at uncontrolled airfields
- 4.2.2. VFR communication at controlled airfields
- 4.2.3. VFR communication with ATC (en-route)
- 5.7 Spiral dive
- 6.8 Emergency parachute operation and landing
- 8.7 Rigging of aircraft, connection of control surfaces
- 8.10. Airframe, engines and propellers
- 8.11 Water ballast systems
- 8.12 Batteries (performance and operational limitations)
- 8.13 Emergency parachutes
- 8.14 Emergency bail-out aid
- 9.7 Use of ATS

Additional items for the SPL flight instruction are:

- Rigging of sailplanes;
- Soaring at high altitudes;
- Parachute landing fall drills;
- Effects of under-carriage;
- Recognition of spiral dives, spiral dive recovery and differentiation between spins and spiral dives;
- Effect of wind shear on approach and touchdown speeds;
- Effects of the centre of gravity (CG) on controllability of sailplane;
- Steep turns with more than 45°;
- Considerations for use of oxygen;
- During ridge flying: wind shear; and considerations for change of turning radius at same indicated airspeed at different altitudes;



- During out-landings: decision process to not start the engine and to outland, determination of wind direction, selection of landing direction and considerations for landing at high slope landing sites;
- Mass and balance during flight preparation.

The additional training items in Part-SFCL as mentioned above are covered in the training program for a GPL.

#### **Medical requirements**

The applicant for the conversion of a GPL into a SPL shall comply with the medical requirements laid down in Part Medical of EU 1178/2011. No additional conversion is necessary.

#### **Launch method 'winch launch'**

There is no objection to convert the launch method mentioned in the GPL licence, provided the recency requirements are met.

#### **Launch method 'car launch'**

There is no objection to convert the launch method mentioned in the GPL licence, provided the recency requirements are met.

#### **Launch method 'aerotow'**

There is no objection to convert the launch method mentioned in the GPL licence, provided the recency requirements are met.

#### **Launch method 'selflaunch'**

There is no objection to convert the launch method mentioned in the GPL licence, provided the recency requirements are met. However, the requirements for the launch method 'self launch' within Part-SFCL are almost equal to the requirements for the 'self launch' in accordance with Part-FCL. Additional items for the 'self launch' in Part-SFCL are:

- Review of the flight manual for the sailplane used;
- In-flight engine start checks;
- In-flight retraction of engine and engine cooling, propeller drag;
- Effects of reduction and increase of power;
- Pitch nose-up tendency in case of engine shutdown (in case of over-wing propeller installation);
- Approach with extended retractable engine inoperative (may be simulated by extended airbrakes);
- Decision process and reasons to terminate the soaring flight and to switch to powered flight;
- Decision process and reasons for not starting the engine and to end the flight as a non-powered sailplane.

The additional training items in Part-SFCL, as mentioned above, are not necessarily covered. The launch method 'selflaunch' in a GPL could already be converted into the launch method 'selflaunch' in a Part-FCL licence. A Part-FCL licence can be converted into a Part-SFCL licence without any further requirements. Therefore, there is no objection to convert the launch method 'selflaunch' mentioned in the GPL into the launch method 'selflaunch' in the Part-SFCL licence.

#### **Launch method 'bungee launch',**

There is no objection to convert the launch method mentioned in the GPL licence, provided the recency requirements are met.

#### **Carriage of passengers**

SFCL.115 (a)(2) requires for the carriage of passengers that the holder of the SPL (i) complies with SFCL.160(e); and (ii) either: (A) have completed, after the issue of the SPL, at least 10 hours of flight time or 30 launches or take-offs and landings as

PIC on sailplanes and, additionally, one training flight during which holders shall demonstrate to an FI(S) the competence required for the carriage of passengers; or (B) hold an FI(S) certificate in accordance with Subpart FI of Part-SFCL.

SFCL.160 (e) requires that SPL holders shall carry passengers only if in the preceding 90 days they have carried out as Pilot-In-Command (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.

The holder of a GPL may have experience with carriage of passengers in sailplanes. This privilege is not mentioned in the GPL. Therefore, a SPL issued by means of a conversion on basis of this conversion report will receive the privilege of carriage of passengers, provided the holder of the GPL can demonstrate experience in carriage of passengers and complies with the requirements in SFCL.115(a)(2) and SFCL.160(e). In this case the holder of the GPL is exempted from the requirement to perform a training flight during which holders shall demonstrate to an FI(S) the competence required for the carriage of passengers (SFCL.115(a)(2)(ii)(A)).

### **TMG privileges**

In The Netherlands, TMG privilege was attached to a national pilot licence for aeroplanes. These licences, including the TMG privileges, have already been converted into Part-FCL licences. Therefore, a conversion into TMG privileges is not applicable.

### **Aerobatic privileges**

An aerobatic rating or privilege does not exist (for glider pilots holding a GPL) and is not required for the GPL. Therefore, a cross reference between national regulations and Part-SFCL is not required. GPL holders are allowed to exercise the privilege to fly aerobatic. Within the GPL basic training of both theory and practice is given on a voluntary basis. The course does not comply with Part-FCL, neither with Part-SFCL.

Aerobatic flying with sailplanes is usually an activity within the gliding club, some of which offer training courses, depending on the availability of qualified instructors. Clubs and Associations regularly organize aerobatic events and competitions where the rules of the Fédération Aéronautique Internationale (FAI) are strictly adhered to.

Flying displays such as air shows are regulated in the regulation 'Regeling luchtvaartvertoningen'. Article 18 of this Regulation determines that the flying display director will only admit as display pilots in a flying display a person who has a valid display authorization issued by the Dutch Air Display Association (DA) pursuant to the requirements of table 3 of the schedule to this regulation, or a license which can be considered equivalent, issued by the competent authority of a State or an organization recognized by that authority. The Dutch Air Display Authority is based on UK CAP 403. A number of Dutch display pilots have converted their Dutch DA into a CAA-UK DA and some Dutch DA Examiners are also examiner for CAA-UK. In the Royal Netherlands Air Force (RNLAf) aerobatic training is a standard element in the training course.

On basis of the information above it can be concluded that aerobatic pilots holding a Flight Crew License issued by the CAA have varying levels of knowledge, skill and experience, most probably acquired in a number of different ways. Therefore, for every pilot applying for a conversion to an aerobatic privilege, a determination will be required of the relationship between the level of knowledge, skills and experience on one side and the resulting level of operational safety on the other side. The best way to make such a determination is by means of an ATO or DTO (approved for) providing training for the aerobatic rating (Part-FCL) or aerobatic privileges (Part-SFCL) for sailplane licences.

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, skills and experience of the pilot and the resulting level of safety at which he/she is expected to operate. If deemed appropriate, the aerobatic privilege can be inserted in the logbook. In case of doubt, the ATO or DTO performing the analysis may require additional assessments, which may include one or more actual flights. If deemed insufficient, even after additional assessments, the application will be rejected.

#### **Sailplane Towing Rating**

In The Netherlands, the privilege for sailplane towing was related to a national pilot licence for aeroplanes. These licences, including the sailplane towing privileges, have already been converted into Part-FCL licences. Therefore, a conversion for the sailplane towing rating is not applicable. Candidates for a sailplane towing rating will have to comply with SFCL.205.

#### **Banner Towing Rating**

In The Netherlands, the privilege for banner towing was related to a national pilot licence for aeroplanes. These licences, including the banner towing privileges, have already been converted into Part-FCL licences. Therefore, a conversion for the banner towing rating is not applicable. Candidates for a banner towing rating will have to comply with SFCL.205.

#### **Night Rating**

In The Netherlands a Night Rating has never been issued on a GPL. A Night rating was issued to holders of a JAR FCL licence on Aeroplanes. However, these licences have already been converted into Part-FCL licences. Therefore, the conversion into a Night Rating is not applicable.

#### **Cloud Flying privilege**

In The Netherlands, there were no requirements for cloud flying present. A cloud flying privilege was not available. Therefore, a conversion into a cloud flying privilege is not applicable.

#### **Conversion Flight Instructor certificate**

Requirements for the GPL instructor rating are different in structure, compared to the requirements in Part-SFCL. The major difference is that the candidate (GPL) instructor will receive theoretical instruction by means of self-study. Thereafter he will practice and learn these skills under supervision of an experienced mentor instructor for a minimum of 15 days of approximately 8 hours each. The experience requirements for instructors demands 500 launches or 75 hours in the GPL. Part-SFCL requires 200 launches and 100 hours of flight time.

The requirements for the issue of an FI(S) in Part-SFCL are less stringent than the requirements mentioned in Part-FCL. The FI(S) will have the privilege to conduct flight instruction for a SPL. Additional privileges can be added to the FI(S) certificate provided additional requirements are met in accordance with SFCL.315.

The following items are additional in de training programme for the FI(S) as included in Part-SFCL compared to Part-FCL:

- Exercise 2: Additional training items on handling of the emergency parachute (points 3, 4, 6, and 8).
- Point (c)(6): winch launch emergency procedures to be simulated during the winch launch (clarification).
- Point (c)(8): Text added to consider also different speeds during an aborted launch.
- Exercise 11b: Clarification and update to the training element on aero tow launch failure.

- Exercise 15b: 'Optimum flight path' replaced by 'safe and adequate flight path' (priority of safety over technical optimum).
- Exercise 17c: 'Use of Mac Cready ring' replaced by 'methods for determining optimal speed to fly' (update).
- New point (m) to illustrate necessary training elements for instructional privileges in TMGs (reference to training elements specified in AMC1 SFCL.150(b)).

Based on the differences between GPL instructor rating and a flight instructor certificate on basis of Part-FCL as defined in the former version of this conversion report, there will be no objection to convert a GPL instructor rating into a flight instructor certificate on basis of Part-FCL. Since the requirements for the issue of a FI(S) in Part-SFCL are less stringent than the requirements mentioned in Part-FCL, there is also no objection to convert a GPL instructor rating into a FI(S).

The applicant will have to demonstrate his experience to show compliance with Part-SFCL. Recency requirements according SFCL.360 are applicable at the moment of application for the conversion of a GPL instructor rating in a GPL into a FI(S) in a SPL.

The additional training items in Part-SFCL are not necessarily covered. A GPL instructor privilege could already be converted into a FI(S) in a Part-FCL licence. A Part-FCL licence can be converted into a Part-SFCL licence without any further requirements. Therefore, there is no objection to convert the GPL instructor privilege into a FI(S) certificate in accordance with Part-SFCL.

Based on the conversion described above, the GPL instructor will receive the privilege to conduct flight instruction for a SPL. Additional privileges can be added to the FI(S) certificate provided additional requirements are met in accordance with SFCL.315, except additional TMG privileges, instruction in TMG flight at night, sailplane cloud flying, sailplane towing and banner towing; these privileges are not applicable as described above.

Except for the basic and advanced aerobatic privilege, in case the FI(S) can demonstrate experience in the instruction mentioned in SFCL.315 upon conversion, the FI(S) will receive the additional instruction privileges mentioned in SFCL.315 upon conversion. Based on the aforementioned demonstration, the FI(S) will be exempted from the requirement to demonstrate the ability to instruct for the relevant privileges or rating to a qualified FI(S).

### **Conversion Flight Examiner (FE) certificate**

In the current national system there are no examiner ratings or certificates. Examinations of GPL and associated ratings and GPL instruction (ratings) are provided by the glider society itself.

In general holders of a GPL who currently exercise the privilege of glider examination are experienced instructors who will have fulfilled the experience in terms of hours and launches as stated in SFCL.415. However, there is no formal assessment of competence (AoC) for glider examiners. Consequently, there is no basis for conversion.

Therefore, examiners who exercise the privilege under the current national system are granted the FE(S) certificate provided the requirements of SFCL.415 and SFCL.460 (recency) are met. As an alternative of requirement SFCL.460 (b)(2) the requirements from SFCL.445 shall be used. In all cases the FE(S) shall be standardised by the CAA.

Based on the conversion described above, the GPL instructor will receive the privilege to conduct skill tests and proficiency checks for the SPL. A conversion with regard to additional privileges for skill tests for the extension of the SPL privileges to TMG is not applicable, since the privileges with regard to TMG (and associated

examiner privileges) are already converted into EU licences. During the conversion the FE(S) privilege can be extended to assessments of competence (AoC) for the issue of FI(S) certificates on sailplanes, provided that the applicant has completed at least 500 hours of flight time as pilot on sailplanes, including at least 10 hours or 30 launches instructing the applicant for an FI(S) certificate in sailplanes, excluding TMGs; and the applicant can demonstrate experience in examination for the issue of a GPL instructor rating.

#### **Training commenced prior to the date of application of Part-SFCL**

Training for a GPL and associated ratings, privileges and certificates can be credited for the purpose of issuing licences in accordance with Part-SFCL. As clarified above, the difference between the requirements for the issue of a GPL and a SPL are very limited. The same applies for the associated ratings, privileges and certificates. The amount of training to be credited can therefore be determined by the Approved Training Organisation (ATO) or Declared Training Organisation (DTO) providing the relevant training for the licences in accordance with Part-SFCL, provided all the applicable requirements in part-SFCL are met.

#### **Conversion of national licences, applicable before the introduction of the GPL, into SPL**

Before the introduction of the GPL, other national glider licences applied. These licences cannot be converted into an SPL, because the licences were not valid when regulation (EU) 2020/358 became applicable. Applicants for an SPL who have held a glider licence that was issued before the introduction of the GPL therefore shall complete the SPL training course at an ATO or DTO.

The SPL training course includes 15 hours of flight instruction, including at least 10 hours of dual flight instruction and 2 hours of supervised solo flight time (SFCL.130(a)(2)). The requirement of at least 10 hours of dual flight instruction may be disproportionate for candidates who have held a national gliding licence in the past. Therefore, by way of derogation from SFCL.130(a)(2)(i), the amount of dual flight instruction that is needed for the SPL training course can be determined by the ATO or DTO, provided that the SPL training course includes at least 15 hours of (solo and dual) flight instruction.

The ATO or DTO shall record the amount of (dual hours) credit given and information on the glider licence on the basis of which credit was given in the syllabus of the applicant. The applicant for the SPL shall, when applying for the SPL, enclose a copy of the (part of the) syllabus that shows the amount of credit given and information on the licence on basis of which the credit is given.

From April 8, 2027, a GPL can no longer be converted into an SPL. Therefore, from this date, this procedure can also be applied to SPL candidates who hold a GPL.

### 3 Conclusion and Conversion

Based on the analysis in chapter 2 the conclusion of the CAA is that there is no objection to convert national sailplane licences into a SPL and associated ratings, privileges and certificates. This conversion will be performed as follows:

#### **GPL into SPL**

A GPL can be converted into a SPL, provided the recency requirements in SFCL.160 are met and the applicant can demonstrate that a solo cross-country flight of at least 50 km (27 NM) or a dual cross-country flight of at least 100 km (55 NM) has been made.

#### **Launch method 'winch launch'**

If the applicant has a launch method 'winch launch' in his GPL, this can be converted into 'winch launch' privileges in accordance with SFCL.155, provided the recency requirements in SFCL.155 are met.

#### **Launch method 'car launch'**

If the applicant has a launch method 'car launch' in his GPL, this can be converted into 'car launch' privileges in accordance with SFCL.155, provided the recency requirements in SFCL.155 are met.

#### **Launch method 'aerotow'**

If the applicant has a launch method 'aerotow' in his GPL, this can be converted into 'aerotow' privileges in accordance with SFCL.155, provided the recency requirements in SFCL.155 are met.

#### **Launch method 'selflaunch'**

If the applicant has a launch method 'selflaunch' in his GPL, this can be converted into 'selflaunch' privileges in accordance with SFCL.155, provided the recency requirements in SFCL.155 are met.

#### **Launch method 'bungee launch',**

If the applicant has a launch method 'bungee launch' in his GPL, this can be converted into 'bungee launch' privileges in accordance with SFCL.155, provided the recency requirements in SFCL.155 are met.

#### **Carriage of passengers**

The holder of a GPL who can demonstrate experience in carriage of passengers (one or more passengers) and complies with the requirements in SFCL.115(a)(2) and SFCL.160(e) will receive the privilege of carriage of passengers. In this case the holder of the GPL is exempted from the requirement to perform a training flight during which holders shall demonstrate to an FI(S) the competence required for the carriage of passengers (SFCL.115(a)(2)(ii)(A)).

#### **TMG privileges**

A conversion to TMG privileges is not applicable.

#### **Aerobatic privileges**

Aerobatic privileges can be obtained on basis of conversion provided the application for the conversion has been received by the CAA by 8 April 2021 at the latest. With regard to this conversion, the following conditions apply:

If the applicant upon conversion can demonstrate that he has completed at least 5 aerobatic flights during the last 24 months before 8 April 2020, and:

- is holder of a display authorization, DA (Glider-Aerobatic), issued by an EU member state, or

- has successfully completed an aerobatic training course, equivalent to Part-FCL requirements, or
- has participated in at least one aerobatic competition in an EU country.

The advanced aerobatic privilege shall be entered in the logbook and signed by the HT of the ATO or the DTO responsible for the evaluation. This evaluation can only be made by an ATO or DTO (approved for) providing training for the aerobatic rating (Part-FCL) or aerobatic privilege (Part-SFCL).

If the applicant upon conversion can demonstrate that he has completed before 8 April 2020 at least:

- 120 launches as PIC after issuing of the GPL, and
- 20 aerobatic flights, including instruction, in appropriately certified sailplanes,

a further demonstration of competence is required. The assessment will be performed by an ATO or DTO (approved for) providing training for the aerobatic rating (Part-FCL) or the basic and/or advanced aerobatic privilege (Part-SFCL). This assessment may include one or more actual flight(s). If a single seat sailplane is used for the demonstration, the assessment will be performed by observation from the ground, based on the criteria in SFCL.200. If the criteria in SFCL.200(b) are met, the basic aerobatic privilege shall be entered in the logbook and signed by the HT of the ATO or the DTO responsible for the evaluation and the training. If the criteria in SFCL.200(c) are met, the advanced aerobatic privilege shall be entered in the logbook and signed by the HT of the ATO or the DTO responsible for the evaluation and the training.

#### **Sailplane Towing Rating**

A conversion to a Sailplane Towing Rating is not applicable.

#### **Banner Towing Rating**

A conversion to a Banner Towing Rating is not applicable.

#### **Night Rating**

A conversion to a Night Rating is not applicable.

#### **Cloud Flying privilege**

A conversion to a Cloud Flying privilege is not applicable.

#### **Flight Instructor certificate**

A GPL instructor rating can be converted into a FI(S), provided the applicant can demonstrate his experience to show compliance with recency requirements in accordance with SFCL.360.

The FI(S) certificate will be issued with the privilege to conduct flight instruction for a SPL.

Once the holder of the GPL instructor rating:

- will obtain the 'winch launch' privilege upon conversion and can demonstrate he has completed at least 50 winch launches as PIC, the privilege to instruct for the launch method 'winch launch' will be added to the FI(S) certificate;
- will obtain the 'car launch' privilege upon conversion, the privilege to instruct for the launch method 'car launch' will be added to the FI(S) certificate;
- will obtain the 'aerotow launch' privilege upon conversion and can demonstrate he has completed at least 30 aerotow launches as PIC, the privilege to instruct for the launch method 'aerotow launch' will be added to the FI(S) certificate;

- will obtain the 'selflaunch' privilege upon conversion, the privilege to instruct for the launch method 'selflaunch' will be added to the FI(S) certificate;
- will obtain the 'bungee launch' privilege upon conversion, the privilege to instruct for the launch method 'bungee launch' will be added to the FI(S) certificate;
- can demonstrate at least 50 hours or 150 launches of flight instruction in sailplanes and experience in providing flight instruction for a GPL instructor rating, and demonstrated the ability to instruct for the FI(S) certificate to an FI(S) who is qualified and nominated by the head of training of an ATO or DTO, the privilege to instruct for a FI(S) certificate will be added to the FI(S) certificate.
- Until 8 April 2021 at the latest: will obtain the 'advanced aerobatic privilege' and has demonstrated the ability to instruct for the 'basic aerobatic' and/or 'advanced aerobatic' privileges to an FI(S) who is qualified to instruct for an FI(S) certificate and nominated by the HT of an ATO or a DTO (approved to providing instruction for the FI(S) training course; the privilege to instruct for 'basic aerobatic' and/or 'advanced aerobatic' privileges will be added to the FI(S) certificate, provided the application has been received by the CAA by 8 April 2021 at the latest.

#### **Flight Examiner certificate**

Holders of a valid GPL who exercise the examiner privilege under the current national system can obtain a FE(S) certificate during the conversion of the GPL, provided the application for the conversion has been received by the CAA by 8 April 2021 at the latest and the following conditions are met:

- the requirements of SFCL.415 and SFCL.460 (recency) are met. As an alternative of requirement SFCL.460 (b)(2) the requirements in SFCL.445 can be applied, and
- received an examiner standardisation course provided by the CAA in the year preceding the conversion.

The FE(S) privilege can be extended to AoC for the issue of FI(S) certificates on sailplanes, provided that the applicant has completed at least 500 hours of flight time as pilot on sailplanes, including at least 10 hours or 30 launches instructing the applicant for an FI(S) certificate in sailplanes, excluding TMGs; and the applicant can demonstrate experience in examination for the issue of a GPL instructor rating.

#### **Crediting of training commenced prior to the date of application of Part-SFCL**

Training for a GPL and associated ratings, privileges and certificates shall be credited for the purpose of issuing licences in accordance with Part-SFCL. The amount of training to be credited shall be determined by the ATO or DTO providing the relevant training for the licences in accordance with Part-SFCL, provided all the applicable requirements in part-SFCL are met. The ATO or DTO shall notify the CAA if such a credit is given by 8 June 2021 at the latest.

#### **Conversion of national licences, applicable before the introduction of the GPL, into SPL**

Holders of national glider licences that applied before the introduction of the GPL, cannot convert their licence into an SPL. Applicants shall complete the SPL training course at an ATO or DTO. Therefore, by way of derogation from SFCL.130(a)(2)(i), the amount of dual flight instruction that is needed for the SPL training course can be determined by the ATO or DTO, provided that the SPL training course includes at least 15 hours of (solo and dual) flight instruction.

The ATO or DTO shall record the amount of (dual hours) credit given and information on the glider licence on the basis of which credit was given in the syllabus of the applicant. The applicant for the SPL shall, when applying for the SPL,



enclose a copy of the (part of the) syllabus that shows the amount of credit given and information on the licence on basis of which the credit is given.

From April 8, 2027, a GPL can no longer be converted into an SPL. Therefore, from this date, this procedure can also be applied to SPL candidates who hold a GPL.

## 4 Time scale

This conversion report is applicable from 8 April 2020.

### **Licences and associated ratings, privileges and certificates**

Holders of a GPL issued before 8 April 2020 are allowed to continue to exercise the privileges of their licences until 8 April 2021. By that date, the GPL shall have been converted into Part-SFCL licences and associated ratings, privileges and certificates in accordance with the elements laid down in this conversion report, to be able to continue the privileges. Holders of a GPL can convert their licence into an SPL until 8 April 2027.

The conversion of aerobatic privileges shall be performed before 8 April 2021 at the latest. After that date, aerobatic privileges can only be obtained via a training course at an ATO or DTO providing training for aerobatic privileges. The same applies to the flight examiner certificate.

### **Training commenced prior to the date of application of Part-SFCL**

Training for a GPL and associated ratings, privileges and certificates can be delivered until 8 April 2020. Per 8 April 2020 training for a GPL and associated ratings, privileges and certificates shall be credited by the ATO or DTO. The ATO or DTO shall notify the CAA if such a credit is given by 8 June 2021 at the latest.

## 5 List of abbreviations

|       |   |
|-------|---|
| AoC   | Assessment of Competence  |
| ATO   | Approved Training Organisation  |
| CAA   | Civil Aviation Authority (ILT)  |
| DA    | Display Authorisation   |
| DTO   | Declared Training Organisation  |
| EASA  | European Union Aviation Safety Agency   |
| FCL   | Flight Crew Licensing   |
| FAI   | Fédération Aéronautique Internationale  |
| FI    | Flight Instructor   |
| FE    | Flight Examiner   |
| GPL   | Glider Pilot Licence  |
| HT    | Head of Training  |
| ICAO  | International Civil Aviation Organisation   |
| ILT   | Inspectie Leefomgeving en Transport – Luchtvaart (Civil Aviation Authority The Netherlands) (Competent Authority Netherlands) |
| KNVvL | Koninklijke Nederlandse Vereniging voor Luchtvaart (Aero Club Royal Netherlands Aeronautical Association)                     |
| PIC   | Pilot In Command  |
| RNLAF | Royal Netherlands Air Force   |
| PPL   | Private Pilot Licence   |
| RPL   | Recreational Pilot Licence  |
| SFCL  | Sailplane Flight Crew Licensing   |
| SPL   | Sailplane Pilot Licence   |
| TMG   | Touring Motor Glider  |

## 6 Appendices

Refer to conversion report 'Conversion of GPL to LAPL(S)/SPL' Version 2, and to conversion report 'Conversion Aerobatic Rating' Version 2.