



Explanatory Note to Decision 2020/004/R

Acceptable Means of Compliance and Guidance Material to Annex III (Part-SFCL) to Regulation (EU) 2018/1976

RELATED OPINION No 01/2019(B) — RMT.0701

EXECUTIVE SUMMARY

This Decision issues the Acceptable Means of Compliance (AMC) and Guidance Material (GM) to Annex III (Part-SFCL) to Commission Regulation (EU) 2018/1976 (the Sailplane Regulation).

Part-SFCL has been developed to introduce a simple and more proportionate regulatory framework for sailplane flight crew licensing and to replace the so far existing requirements for this domain in Annex I (Part-FCL) to Regulation (EU) No 1178/2011. In this context, AMC and GM to Part-SFCL have been developed, mainly by revising and adjusting existing AMC and GM to Part-FCL for sailplanes in order to fit with the new Part-SFCL requirements.

The sailplane-specific AMC and GM to Part-FCL will be deleted with a separate Decision.

Together with Part-SFCL, the new AMC and GM to Part-SFCL are expected to maintain safety while reducing the regulatory burden for both sailplane pilots and sailplane training organisations as well as competent authorities.

Action area:	Systemic safety & competence of personnel		
Affected rules:	N/A		
Affected stakeholders:	Sailplane operators, pilots, instructors and examiners; training organisations; competent authorities		
Driver:	Efficiency/proportionality	Rulemaking group:	No (external expert group)
Impact assessment:	Light	Rulemaking Procedure:	Article 16: Accelerated procedure

EASA special rulemaking procedure milestones

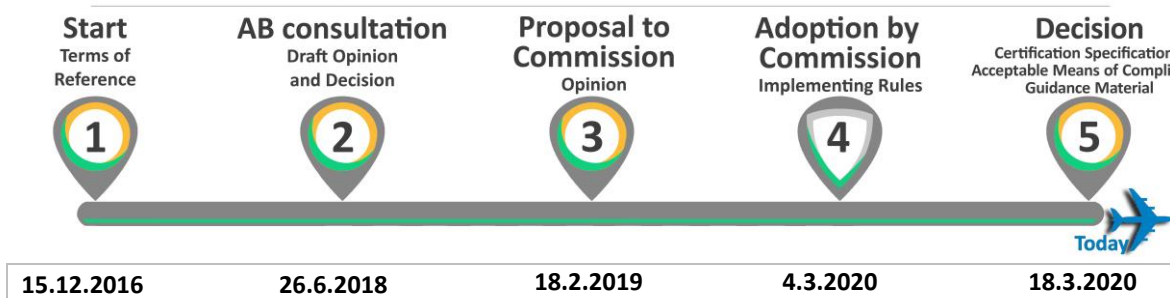


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1. About this Decision

The European Union Aviation Safety Agency (EASA) developed ED Decision 2020/004/R in line with Regulation (EU) 2018/1139¹ ('Basic Regulation') and the Rulemaking Procedure².

This rulemaking activity is included in the European Plan for Aviation Safety (EPAS) [2020-2024](#) under rulemaking task (RMT).0701. The scope and timescales of the task were defined in the related Terms of Reference³.

In the context of the activities of RMT.0701, EASA with the support of an external expert group (RMT.0701 expert group) developed Opinion No 01/2019 (B)⁴ on new flight crew licensing requirements for sailplanes. The draft text of this Opinion was presented to interested parties during a focused consultation workshop held on 26 June 2018 at EASA. Comments received during this workshop were taken into consideration in the final text of Opinion No 01/2019 (B) which was addressed to the European Commission and resulted into the adoption of Regulation (EU) 2020/358⁵, amending Regulation (EU) 2018/1976⁶.

The final text of this Decision has been developed by EASA with the support of the RMT.0701 expert group, taking into consideration the comments received during both the focused consultation workshop on 26 June 2018 (for the draft Opinion No 01/2019 (B)) as well as a focused consultation workshop held with the relevant EASA Advisory Bodies⁷ on 8 January 2020.

The major milestones of this rulemaking activity are presented on the title page.

¹ Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91 (OJ L 212, 22.8.2018, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1535612134845&uri=CELEX:32018R1139>).

² EASA is bound to follow a structured rulemaking process as required by Article 115(1) of Regulation (EU) 2018/1139. Such a process has been adopted by the EASA Management Board (MB) and is referred to as the 'Rulemaking Procedure'. See MB Decision No 18-2015 of 15 December 2015 replacing Decision 01/2012 concerning the procedure to be applied by EASA for the issuing of opinions, certification specifications and guidance material (<http://www.easa.europa.eu/the-agency/management-board/decisions/easa-mb-decision-18-2015-rulemaking-procedure>).

³ <https://www.easa.europa.eu/sites/default/files/dfu/ToR%20RMT.0701%20Issue%201.pdf>

⁴ <https://www.easa.europa.eu/sites/default/files/dfu/Opinion%20No%2001-2019%20%28B%29.pdf>

⁵ Commission Implementing Regulation (EU) 2020/358 of 4 March 2020 amending Implementing Regulation (EU) 2018/1976 as regards sailplane pilot licences (OJ L 67, 5.3.2020, p. 57) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1584431823553&uri=CELEX:32020R0358>).

⁶ Commission Implementing Regulation (EU) 2018/1976 of 14 December 2018 laying down detailed rules for the operation of sailplanes pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council (OJ L 326, 20.12.2018, p. 64) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1580285125563&uri=CELEX:32018R1976>).

⁷ Aircrew TeB & FS.TEC, GA TeB & GA COM.

2. In summary — why and what

2.1. Why we need to change the AMC & GM

As explained in detail in Section 2.1. of Opinion No 01/2019 (B), the objectives of RMT.0701 were to extract the existing sailplane flight crew licensing requirements from Annex I (Part-FCL) to Regulation (EU) No 1178/2011⁸ and to introduce them, in a revised form, as a new Annex III (Part-SFCL — sailplane flight crew licensing) to Commission Implementing Regulation (EU) 2018/1976.

As a consequence, existing AMC and GM related to sailplane flight crew licensing requirements of Part-FCL need to be extracted from ED Decision 2011/016/R and, after being revised in order to fit with the new Part-SFCL requirements, issued as AMC and GM to Part-SFCL.

2.2. What we want to achieve — objectives

The overall objectives of the EASA system are defined in Article 1 of the Basic Regulation. This Decision will contribute to the achievement of the overall objectives by addressing the issues outlined in Section 2.1.

The specific objective of this Decision is, therefore to establish AMC and GM for the new sailplane flight crew licensing requirements (Part-SFCL) that are proportionate to the nature and the complexity as well as the risks of sailplane activities.

2.3. How we want to achieve it — overview of AMC and GM to Part-SFCL

As explained in detail in Opinion No 01/2019 (B), Part-SFCL has been developed on the basis of the existing sailplane flight crew licensing requirements in Part-FCL. Consequently, existing AMC and GM to Part-FCL (ED Decision 2011/016/R) were revised in order to fit with the new Part-SFCL requirements and are now issued as AMC and GM to Part-SFCL.

As, especially with regard to training syllabi, the new AMC and GM to Part-SFCL largely match the existing sailplane-specific AMC and GM to Part-FCL, a detailed description of the entire new AMC and GM is not deemed necessary. All differences between the existing AMC and GM to Part-FCL and the new AMC to Part-SFCL are described in detail in the comparison table in Chapter 5 of this Explanatory Note (Appendix).

2.4. What are the stakeholders' views

The draft ED Decision on AMC & GM to Part-SFCL was consulted with the EASA Advisory Bodies during a focused consultation meeting held at EASA on 8 January 2020. In general, the draft ED Decision was well received and supported. Discussion and agreements on specific topics as well as a post-meeting review led to the following final changes to the AMC & GM:

Please note: After the focused consultation meeting, the structure (the paragraph numbering system, not the content) of some AMC & GM was revised and thereby improved. This, in some cases, led to

⁸ Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ L 311, 25.11.2011, p. 1) (<https://eur-lex.europa.eu/legal-content/EN/TXT/?qid=1579604606759&uri=CELEX:32011R1178>).

renumbering of listed points. The references in the following overview relate to the final structure and listed points, unless specified otherwise.

AMC2 SFCL.130

- (a) After meeting participants pointed out that the practical conduct of certain training items will not be possible in all cases, it was decided to clarify that the practical training should at least address considerations related to these activities. Therefore, it was agreed to change the text as follows:
- (1) point (b)(1)(xiii) to read ‘considerations for soaring at high altitudes’;
 - (2) in point (c)(5) (List of air exercises, Exercise 15a point (viii) and Exercise 15c point (iv) to read ‘considerations for use of oxygen’; Exercise 15b point (vi) to read ‘considerations for change of turning radius at same indicated airspeed at different altitudes’.
- (b) Additionally, it was agreed to amend point (c)(5) (List of air exercises) as follows:
- (1) Exercise 1: Point (iii) to read ‘... flaps (if available)...’;
 - (2) Exercise 3: Point (vii) to read ‘rudder pedal’ instead of ‘rudder panel’ (editorial error);
 - (3) Exercise 5: Point (vi)(C) to read ‘undercarriage (if available)’;
 - (4) Exercise 9b: Point (iii) to read ‘stall symptoms, recognition and recovery in straight flight and in turn’ (clarification);
 - (5) Note to Exercises 11a to 11e (launching methods) to also say that an a briefing that follows threat and error management (TEM) principles should take place before every launch;
 - (6) Exercise 11c to contain the text (training items) from AMC1 SFCL.155(a)(2) while that AMC1 SFCL.155(a)(2) will refer to this Exercise 11c (Post-meeting-note: Three items in the initial draft for Exercise 11c (in-flight retraction of engine and engine cooling; propeller drag; and effects of reduction and increase of power) were not reflected in AMC1 SFCL.155(a)(2). When replacing the text of Exercise 11c with the text from AMC1 SFCL.155(a)(2), these three training items have been kept. Both training items on termination or continuation of soaring flight are introduced by the phrase ‘decision process and reasons for’); and
 - (7) Exercise 16: Point (x) to read ‘considerations for landing at high slope landing sites’.

AMC1 SFCL.135

For consistency with AMC1 BFCL.135 (balloons), also AMC1 SFCL.135 will offer the possibility to combine the four specific subjects ‘Principles of flight’, ‘Operational procedures’, ‘Flight performance and planning’, and ‘Aircraft general knowledge’ into one examination paper. After a further post-meeting-review, an additional sentence was added to explain that even in case of such a combined examination paper, the pass rate of 75 % needs to be achieved for each subject (clarification).

GM1 SFCL.135

Point (e) of this GM is deleted, as the term ‘sitting’ is not used in point SFCL.135.



AMC1 SFCL.145

- (a) In point (a)(1), the phrase ‘on board’ was replaced by the more general term ‘available’ in order to consider the possibility offered by Part-SAO to leave parts of the aircraft documentation on the ground under certain circumstances.
- (b) In point (b)(1), the second sentence was amended to read ‘The route should end at the point of departure or another aerodrome or operating site’ (terminology applicable to sailplanes).
- (c) In point (b)(2), the term ‘radio facilities’ was clarified to read ‘radio facilities that are intended to be used’.
- (d) One meeting participant proposed to change the speed limits for TMG skill tests in point (c)(2)(ii) to +10 knots. After discussion, it was decided not to apply any changes and to keep limitations that are consistent with those in Part-FCL, in the context of the reciprocal crediting of TMG privileges in Part-FCL and Part-SFCL.
- (e) In point (d)(2), in the table for the SPL skill test in TMGs, Section 2 (General airwork) was split into two sections. Section 2A will contain the exercises listed in the present Section 2, to be flown with engine power, while a new Section 2B will contain a selection of exercises that additionally need to be flown without engine power.

AMC1 SFCL.150(b)

For point (c)(2), the following issues were discussed or changes were agreed:

- (a) Exercise 5: Point (iv) was amended to read ‘climbing with flap down (if available)’.
- (b) Exercise 10: Point (v) was amended to read ‘use of airbrakes, flaps, slats or spoilers (if available)’.
- (c) Exercise 13: One participant questioned this exercise, stating that landing a sailplane without engine power would constitute normal operation. During a discussion, it was clarified by EASA and other participants that a planned landing without engine power on a planned landing site is different from the sudden need to land immediately in an area where landing was not planned, in the case of an engine failure. It was decided not to apply any changes.
- (d) Exercise: 15a:
 - (1) One participant proposed to amend point (i)(F) to read ‘ICAO flight plan (as required)’. It was decided to leave the text as it is, since ICAO flight plans should be addressed during the training in any case, irrespective of whether it is required for the particular training flight (general training item).
 - (2) Point (ii)(B)(2) and point (iv)(A) were amended to read ‘ATC liaison in regulated airspace (may be simulated in case of unavailability of regulated airspace)’.
- (e) Exercise 15c: Point (ii) (introductory term) was amended to read ‘Use of VHF/DF and other radio facilities, as available’, in order to reflect the different kinds of radio navigation.

GM1 SFCL.150(c)

The phrase ‘pilot’s operating handbook’ was replaced by the term ‘aircraft flight manual (AFM)’.

AMC1 SFCL.155(a)(2)

The text was revised to simply refer to the (updated) Exercise 11c of the SPL flight training syllabus (AMC2 SFCL.130; see notes above).

AMC1 SFCL.160 (post-meeting-note)

This draft AMC had been developed in coordination with RMT.0188 (updates to AMC & GM to Part-FCL). After further legal review, that Part-FCL AMC had to be amended in such way that training flights with an instructor (revalidation / recency) can take place on aircraft as per Annex I to the Basic Regulation only when that aircraft is subject to an authorisation process in accordance with point ORA.ATO.135 or point DTO.GEN.240. Additionally, for the crediting of completed flight time (revalidation / recency), the text of that Part-FCL AMC has been clarified to include flight time in aircraft that are subject to a decision as per Article 2(8) of the Basic Regulation. For consistency with that Part-FCL AMC, this parallel Part-SFCL AMC has been revised accordingly.

AMC1 SFCL.160(a)(1)(ii)

In point (a), the phrase ‘should consist of’ was replaced by ‘should include’ in order not to be too prescriptive.

AMC1 SFCL.200(d)

After one participant had highlighted that there is currently no sailplane (TMG) on which all the manoeuvres listed in AMC1 SFCL.200(b) or AMC1 SFCL.200(c) can be completed under engine power, it was agreed to clarify in the text that only those manoeuvres that can be performed with engine power should be completed.

AMC1 SFCL.215

In points (a)(4)(iii) and (b)(5), the term ‘GPS’ was replaced by ‘GNSS’ (general term).

AMC1 SFCL.300(a)(1)(i) (post-meeting-note)

This draft AMC had been developed in coordination with RMT.0188 (updates to AMC & GM to Part-FCL). After further review, it was concluded for both Part-SFCL and Part-FCL that the general instructor requirements already include the obligation for an instructor to be competent with regard to the training aircraft. Hence, this additional AMC was considered to be superfluous and has been therefore deleted.

AMC1 SFCL.315(a)(7)(ii)

In point (b), the term ‘aerial work’ was replaced by the phrase ‘a selection of flight exercises’ in order to avoid a possible confusion with (commercial) air work.

AMC1 SFCL.330(a)

The phrase ‘being in the role of an instructor’ at the end of the text of this AMC is deleted, since the main focus of that pre-course assessment is not to test the instructor competencies of a candidate who is not an instructor yet.

AMC1 SFCL.330(b)

For point (b)(2)(v) (Long briefings and air exercises), the following issues were discussed or changes were agreed:

- (a) Exercise 1: In point (b)(3), after the terms ‘flaps’ and ‘undercarriage’, the phrase ‘(if available)’ was inserted.
- (b) Exercise 2: In point (b)(4), the phrase ‘(may be simulated)’ is added.
- (c) Exercise 11a: One participant proposed to list emergency scenarios. After discussion, it was agreed not to do so in order to avoid specifying certain scenarios and thus excluding any possible scenario.
- (d) Exercise 13: In point (b), it was decided to add a point (3) on ‘the effect of the centre of gravity on the longitudinal stability of the sailplane’.
- (e) Exercise 14: In point (a), in the first sentence the phrase ‘how to fly steep turns’ was revised to read ‘how to teach steep turns’.

AMC3 SFCL.345

In Section 7 of the report form, the term ‘protocol’ was replaced by ‘report’, since the term ‘protocol’ was identified to be confusing in this context.

AMC1 SFCL.400(a)(1)(i) (post-meeting-note)

This draft AMC had been developed in coordination with RMT.0188 (updates to AMC & GM to Part-FCL). After further review, it was concluded for both Part-SFCL and Part-FCL that the general examiner requirements already include the obligation for an examiner to be competent with regard to the aircraft to be used for a skill test, proficiency check or assessment of competence. Hence, this additional AMC was considered to be superfluous and has been therefore deleted.

AMC1 SFCL.410(b)(3)

In Section 7 of the report form, the term ‘protocol’ was replaced by ‘report’, since the term ‘protocol’ was identified to be confusing in this context.

AMC1 SFCL.430

Post-meeting-note: Based on a comment received during the focused consultation meeting for the identical AMC1 BFCL.430 (balloons), an additional point on ‘human performance and limitation’ in the list in point (b)(1)(i) of AMC1 SFCL.430 (point (d)(1)(viii) in the version from the focused consultation meeting on Part-SFCL AMC & GM) was deleted, since it was redundant given the content of point (b)(1)(i)(E). In the original Part-FCL AMC1 FCL.1015, the related point (d)(1)(viii) puts human performance and limitations in the context of multi-crew cooperation (MCC), which is not relevant for balloons and sailplanes. In the first draft for this AMC1 SFCL.430 (as shown during the focused consultation meeting), this point (d)(1)(viii) was kept, but without a reference to MCC, thereby leading to the redundancy with point (b)(1)(i)(E) in the final version of AMC1 SFCL.430.

AMC2 SFCL.430 (post-meeting-note)

For consistency with the ongoing update to AMC2 FCL.1015 of Part-FCL (RMT.0188), additional text has been added to point (g)(1) of AMC2 SFCL.430 in order to illustrate possibilities for aircraft as per Annex I to Regulation (EU) 2018/1139 to be used for a test or check.

AMC2 SFCL.430

In point (f)(2)(vi), the phrase ‘or safety pilot’ was deleted (not relevant for sailplanes).



GM1 SFCL.430

The figures for minimum duration of examining events in point (c) were complemented by an alternative of minimum amounts of launches or take-offs in order to provide more flexibility (three launches or take-offs for the SPL, four launches or take-offs for the FI(S)).

AMC1 SFCL.445 (post-meeting-note)

For consistency with the AMC & GM to Part-BFCL (balloons) and in order to consider sailplane activity in airspaces requiring the filing of a flight plan, point (d)(1)(xiv) on administrative procedures was complemented by the phrase '(for example, submission of a flight plan)'. This reflects the so far applicable wording in AMC1 FCL.1020, point (d)(14).

2.5. What are the benefits and drawbacks

Please refer to the impact assessment performed with EASA Opinion No 01/2019 (B). The AMC & GM to Part-SFCL reflect so far existing Part-FCL AMC & GM with revisions and updates that are consistent with the innovations of Part-SFCL (see Appendix).



3. How do we monitor and evaluate the rules

EASA will monitor and evaluate the implementation of the AMC & GM to Part-BFCL through exchange of information with the EASA Advisory Bodies as well as through Standardisation activities.



4. References

4.1. Related regulations

- Commission Implementing Regulation (EU) 2018/1976 of 14 December 2018 laying down detailed rules for the operation of sailplanes pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council (OJ L 326, 20.12.2018, p. 64)

4.2. Related decisions

- Decision No 2011/016/R of the Executive Director of the European Aviation Safety Agency of 15 December 2011 on Acceptable Means of Compliance and Guidance Material to Commission Regulation (EU) No 1178/2011 of 3 November 2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council ('Acceptable Means of Compliance and Guidance Material to Part-FCL')



5. Appendix: Overview of differences between AMC & GM to Part-FCL and AMC & GM to Part-SFCL

Note 1: The term 'N/A' in the column 'Part-FCL AMC & GM reference' means that in Part-FCL AMC & GM such text did not exist so far.

Note 2: In some cases, when moving text from Part-FCL AMC & GM to Part-SFCL AMC & GM, the paragraph numbering system of an AMC or GM has been revised. Unless specified otherwise, the references in the column 'Differences/remarks' relate to this updated numbering system.

Part-SFCL AMC & GM reference	Content	Part-FCL AMC & GM reference	Differences / remarks
GM1 SFCL.001	Terminology as regards sailplanes, powered sailplanes and TMGs	N/A	New GM to explain the use of the terms 'sailplanes', 'powered sailplanes' and 'TMGs' in Part-SFCL
AMC1 SFCL.015	Application and report forms	AMC1 FCL.015	References updated
AMC1 SFCL.045(a)(4)	Sufficient log book data	N/A	New AMC to illustrate the meaning of the term 'sufficient logbook data'
AMC1 SFCL.050	Recording of flight time (logbook)	AMC1 FCL.050	Clarifications: <ul style="list-style-type: none"> - 'Type/model (...) of sailplane' (notion 'making' deleted, not suitable for sailplanes) - launching method to be recorded - operational conditions to be recorded - An applicant can log PIC time for the flight time of a skill test or a proficiency check - solo flight hours should be countersigned by the supervising instructor



<p>AMC1 SFCL.115(a)(2)(ii)(A)</p>	<p>Experience after the issue of the SPL necessary for carrying passengers</p>	<p>N/A</p>	<p>New AMC to explain that in case of an SPL that has been converted from a previously held national SPL, the date of the issue of that national SPL should be considered for determining the experience of a pilot. The text also refers to ‘national sailplane pilot licence <u>or equivalent document</u>’ in order to cater for the fact that in some Member States sailplane pilot privileges were not granted via the issue of a ‘licence’.</p>
<p>AMC1 SFCL.130</p>	<p>Syllabus for the SPL theoretical knowledge instruction</p>	<p>AMC1 FCL.115; FCL.120</p>	<ul style="list-style-type: none"> - Human performance: ‘Use of oxygen’ added - Communications: Clarification on the need to cover VFR communication on controlled and uncontrolled airfields as well as for en-route ATS liaison - Principles of flight: ‘Spiral dive’ added - Operational procedures: ‘Emergency parachute operation and landing’ added - Aircraft general knowledge: Additional training item on rigging of sailplanes (8.7.) as well as more details related to training items on the airframe and equipment (8.10. to 8.14.) - Navigation: ‘Use of ATS’ added to include respective navigation procedures
<p>AMC2 SFCL.130</p>	<p>Syllabus for the SPL flight instruction</p>	<p>AMC1 FCL.110.S; FCL.210.S</p>	<p>Bullet point system revised and training syllabus complemented/clarified as indicated in the following points.</p> <ul style="list-style-type: none"> - Point (b) (general flight instruction content): rigging of sailplanes (point (b)(1)(ii)) and considerations for soaring at high altitudes (point (b)(1)(xiii)) added



			<ul style="list-style-type: none"> - Exercise 1: The term ‘flaps’ was complemented by the phrase ‘(if available)’ - Exercise 2: <ul style="list-style-type: none"> - Wording of title improved - Training item on use of emergency parachute added - Exercise 3: <ul style="list-style-type: none"> - Rigging of sailplanes added (point (iv)) - ‘Passenger handling’ deleted (carriage of passengers not included in initial SPL privileges) - Exercise 5: Effects of under-carriage (if available) added. - Exercise 7: <ul style="list-style-type: none"> - ‘Pitch stability’ replaced by ‘longitudinal stability’ (correct terminology) - Air speed: ‘instrument’ deleted (airspeed monitoring is not taking place solely by monitoring the instruments) - Exercise 8: <ul style="list-style-type: none"> - Clarification: ‘medium level turns’ replaced by ‘medium turns’, as the term ‘level’ is confusing as regards gliding - Clarification: ‘stabilising turns’ replaced by ‘stabilised turns’ - Clarification: ‘faults in the turn (slipping and skidding)’ revised and updated, including an additional bullet point on look-out procedures
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			<ul style="list-style-type: none"> - Exercise 9a: <ul style="list-style-type: none"> - Text of the note updated for clarification - Exercise 9b: <ul style="list-style-type: none"> - Point (iii) to read ‘stall symptoms, recognition and recovery in straight flight and in turn’ (clarification) - Exercise 10: <ul style="list-style-type: none"> - New title and three additional bullet points in order to include spiral dive recognition and recovery - Clarification: training element on ‘stalling and recovery at the incipient spin stage’ revised - Clarification: ‘entry into a fully developed spin’ replaced by ‘recognition of entry into fully developed spins’, as the training objective is not to intentionally enter into a spin but to recognise when the sailplane is about to enter a fully developed spin - Possibility of replacement of full spin training by specific theoretical instruction deleted. Full spin training should in any case be part of the training and, in return, does not necessarily need to be part of the SPL skill test (see AMC1 SFCL.145) - Note to exercises 11a to 11e: Additional text on the need for a briefing that follows TEM principles before every launch added - Exercise 11a: <ul style="list-style-type: none"> - ‘Optimum profile’ replaced by ‘safe and adequate profile’ (priority of safety over technical optimum)
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			<ul style="list-style-type: none"> - Winch launch failure procedures to be simulated during the winch launch (clarification) - Exercise 11b: Clarification and update to the training element on aero tow launch failure - Exercise 11c: Syllabus clarified and revised to contain additional training items related to engine handling (points (xiv) to (xx)) - Exercise 11d: ‘Optimum launch profile’ replaced by ‘safe and adequate launch profile’ (priority of safety over technical optimum) - Exercise 12: Effect of wind shear added (point iv) - Exercise 13: Effects of the centre of gravity added (point iv) - Exercise 14: Steep turns with more than 45° included - Exercise 15c: wave exit procedures included (clarification) - Exercise 15a: Considerations for use of oxygen added (point (viii)) - Exercise 15b: Additional training items on wind shear (point (v)) and turns (point vi)) - Exercise 15c: ‘Use of oxygen’ changed to ‘Considerations for use of oxygen (point (iv))’, as the practical conduct of training on the use of oxygen will not be possible in all cases
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			<ul style="list-style-type: none"> - Exercise 16: Additional training items on decision for starting the engine (point (iii) and specific landing considerations (points (viii) to (x)) - Exercise 17a: <ul style="list-style-type: none"> - Preparation of additional required equipment included (clarification) - 'Mass and balance' added
AMC3 SFCL.130	Training elements for initial SPL training with TMG privileges	N/A	New AMC to illustrate the necessary training elements for initial SPL training with TMG privileges (reference to the training elements of the training for the TMG extension in AMC1 SFCL.150(b))
GM1 SFCL.130(a)(2)(iv)	Use of TMG for pure gliding training	N/A	New GM to illustrate the conditions for the use of TMGs in pure gliding training
AMC1 SFCL.135	SPL theoretical knowledge examination	<p>AMC3 FCL.210; FCL.215</p> <p>AMC1 FCL.115; FCL.120</p> <p>AMC1 FCL.120; FCL.125</p> <p>AMC1 FCL.215; FCL.235</p>	<ul style="list-style-type: none"> - Theoretical knowledge examination syllabus: Reference to AMC1 SFCL.130. - Further text inspired by AMC1 FCL.120; FCL.125 (number of questions, info on examination languages) and AMC1 FCL.215; FCL.235 (counting of the 18-month period) - Arrangements for distribution of questions across the subjects and the duration of the exams - Possibility to combine the specific subjects (principles of flight, operational procedures, flight performance and planning, aircraft general knowledge) into one combined examination paper



GM1 SFCL.135	Terminology for theoretical knowledge examinations	AMC1 FCL.025	<ul style="list-style-type: none"> - Changed from AMC into GM (more appropriate with regard to the content) - Clarification: Examination paper = examination in one subject - Definition for the term 'sitting' deleted (not used in point SFCL.135)
AMC1 SFCL.145	SPL skill test	AMC1 FCL.125; FCL.235 AMC1 FCL.125	<ul style="list-style-type: none"> - Text clarifications in points (a)(1), (b)(1) and (b)(2) - Point (d)(1) (skill test on sailplanes, excluding TMGs): <ul style="list-style-type: none"> - Section 1: <ul style="list-style-type: none"> - Introductory sentence: Editorial correction in order to clarify that airmanship does not solely mean the control of the sailplane by external visual reference - 'Flight planning' added (point (a)) - Section 2 (A): Winch launch emergency procedures to be simulated during the winch launch or in free flight (clarification) - Section 3 (and footnote): In case of unavailability of a suitable aircraft or bad weather constraints, spin avoidance and recovery may be replaced by a specific discussion between the applicant and the examiner - Additional point (d)(2): elements from AMC1 FCL.125 on motor-powered skill test arrangements inserted to address SPL skill tests in TMGs, with the following change: <ul style="list-style-type: none"> - Section 1: 'anti/de-icing' replaces by 'de-icing', as anti-icing procedures do not apply to TMGs



			<ul style="list-style-type: none"> - Section 2 split into Section 2A (former Section 2) and Section 2B (selection of exercises to be flown without engine power)
AMC1 SFCL.150(b)	TMG extension	AMC1 FCL.135.S; FCL.205.S(a)	<ul style="list-style-type: none"> - Slight wording improvements and text clarifications - Exercise 6: 'Descending with engine inoperative' added (point vi) - Exercise 10: <ul style="list-style-type: none"> - In order to clarify the meaning of the phrase 'powered approach and landing', it is replaced by 'approach and landing with and without (idle) engine power' — approach and landing in gliding mode is covered by 'glide approach and landing' below - Point (iv): effect of wind shear added - Training element on wheel landing: term in brackets '(tail wheel aeroplanes)' deleted (irrelevant) - Note added with text from Exercise 9/10E (deleted there), as it better fits with this exercise - Exercise 12: Training item on decision on starting the engine added (point v))
GM1 SFCL.150(c)	TMG privileges with credits	N/A	New AMC to explain that SPL holders who received TMG privileges via crediting from Part-FCL licence should make themselves familiar with procedures for starting/stopping the engine in flight
AMC1 SFCL.150(e)	Extension to sailplane privileges for holders of an SPL that was initially	N/A	New AMC to illustrate the necessary training elements when extending from TMG to sailplane ('gilder') privileges



	issued with TMG privileges only		
AMC1 SFCL.155(a)(2)	Flight instruction for the self-launch method	N/A	New AMC to outline training elements for flight training for self-launch method; based on safety recommendations received from accident investigation boards
GM1 SFCL.155(a)(4)	Further launching methods	N/A	New GM to explain background of 'further launching methods' (gravity launch)
AMC1 SFCL.160	Crediting of flight time completed on sailplanes as per Article 2(8) of as well as Annex I to Regulation (EU) 2018/1139	N/A	New AMC to illustrate possible crediting of flight time completed on sailplanes as per Article 2(8) of as well as Annex I to Regulation (EU) 2018/1139 (modelled on AMC developed in the context of the activities of RMT.0188 for Part-FCL)
AMC1 SFCL.160(a)(1)(ii)	Recency requirements (training flight)	N/A	New AMC to illustrate the necessary arrangements for the training flights required to meet the recency requirements
AMC1 SFCL.160(e)	Training flights required to meet the recency requirements with FI or FE on board	AMC1 FCL.060(b)(1)	No change
AMC1 SFCL.200(b)	Basic aerobatic privileges	AMC1 FCL.800	<ul style="list-style-type: none"> - Theoretical knowledge syllabus: No change - Flight training syllabus: No change to confidence manoeuvres; aerobatic manoeuvres limited to the scope of basic aerobatic privileges - Course completion certificate replaced by entry in pilot's logbook



AMC1 SFCL.200(c)	Advanced aerobatic privileges	AMC1 FCL.800	<ul style="list-style-type: none"> - No change to the content of the syllabus (the text refers to AMC1 SFCL.200(b) and adds additional manoeuvres) - Course completion certificate replaced by entry into pilot's logbook - For holders of basic aerobatic privileges, the training may consist of a repetition of theoretical knowledge and may focus on manoeuvres that are outside the scope of the basic aerobatic privileges.
AMC1 SFCL.200(d)	Aerobatic flight with engine power	N/A	New AMC to illustrate the content of aerobatic flight training with engine power
AMC1 SFCL.200(e)	Credits for aerobatic privileges as per Part-FCL	N/A	New AMC to illustrate obligations of SPL holders when making use of the credit established in point SFCL.200(e)
AMC1 SFCL.205	Sailplane towing and banner towing	AMC1 FCL.805	<ul style="list-style-type: none"> - Theoretical knowledge for sailplane towing: new training items added on effects of wake turbulences, downwash and propeller wash (points (xiii) and (xiv)) - Course completion certificate replaced by entry in pilot's logbook (at rule level, see point SFCL.205(e))
AMC1 SFCL.210	TMG night rating	N/A	New AMC to illustrate theoretical knowledge and practical training for the TMG night rating (text based on draft AMC1 FCL.810(a) (RMT.0188) — night rating syllabus for aeroplanes and TMGs)
AMC1 SFCL.215	Sailplane cloud flying	AMC1 FCL.830 AMC2 FCL.830	<ul style="list-style-type: none"> - Point (a)(4) - (Navigation): 'Use of GPS' deleted from the title and replaced by adding a training item on 'GNSS' (point iii)



			<ul style="list-style-type: none"> - Point 2.2 of point 2 of AMC1 FCL.830 replaced by text in point (c) of this new AMC1 SFCL.215 (see also point SFCL.215(b)(2)(ii) where conditions for the use of TMGs have been addressed at implementing rule level) - Point (d): content of AMC2 FCL.830 (standards and content of skill test) included as conditions for successful course completion, in return for the deletion of the skill test as such
AMC1 SFCL.315(a)(7)(ii)	FI(S) instructor privileges	N/A	New AMC to illustrate the content of the demonstration of the ability that is needed to instruct other FIs
AMC1 SFCL.325	FI(S) competencies and assessment	AMC1 FCL.920	<ul style="list-style-type: none"> - Column 'Knowledge' renamed into 'Knowledge (understanding of)' (clarification) - Items irrelevant to sailplanes deleted (UPRT, CRM)
AMC1 SFCL.330(a)	FI(S) training course (pre-course assessment)	N/A	New AMC to illustrate the arrangements of the pre-course assessment, including an explanation that it is up to the ATO/DTO to decide whether an in-flight assessment will be included
AMC1 SFCL.330(b)	FI(S) training course	AMC2 FCL.930.FI	<p>Overall structure and paragraph numbering system revised, minor text clarifications and the following changes:</p> <ul style="list-style-type: none"> - Point (a)(2): Revised to contain a list that in point (ii) contains additional text ('and how to access all related sources of information') to illustrate that student FIs should also receive training on how to teach student pilots to access necessary information for a particular flight (e.g. weather briefing, NOTAMs, etc.)



			<ul style="list-style-type: none"> - New point (b)(2)(ii)(C) on the conduct of a debriefing after each flight training session & ‘debriefing’ added as additional item to every flight exercise - Point (f) of AMC2 FCL.930.FI not transferred to this new AMC (covered already by the rule text (point SFCL.320) - Point (b)(2)(v) (Long briefings and air exercises): <ul style="list-style-type: none"> - Exercise 2: Additional training items on handling of the emergency parachute (points 3, 4, 6, and 8) - Exercise 9b: ‘stall from a level flight’ replaced by ‘stall from a straight flight’, as ‘level flight’ is not the correct terminology for gliding - Exercise 11a: <ul style="list-style-type: none"> - Points (b)(6) and (c)(5): ‘Optimum profile’ replaced by ‘safe and adequate profile’ (priority of safety over technical optimum) - 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 13: New training item on ‘the effect of the centre of gravity on the longitudinal stability of the sailplane’ (point (b)(3))
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			<ul style="list-style-type: none"> - Exercise 15b: ‘Optimum flight path’ replaced by ‘safe and adequate flight path’ (priority of safety over technical optimum) - Exercise 16, point (b)(1): acronym ‘L/D’ replaced by the term ‘glide ratio’ (clarification) - Exercise 17c: <ul style="list-style-type: none"> - point (b)(1): acronym ‘L/D’ replaced by the term ‘glide ratio’ (clarification) - point (c)(3): ‘Use of Mac Cready ring’ replaced by ‘methods for determining optimal speed to fly’ (update) - New point (b)(2)(vi) to illustrate necessary training elements for instructional privileges in TMGs (reference to training elements specified in AMC1 SFCL.150(b))
AMC1 SFCL.345	FI(S) assessment of competence (general)	AMC1 FCL.935	<ul style="list-style-type: none"> - Text adapted to be fit for sailplanes only - Point (e) from AMC1 to FCL.935 not transferred to this new AMC, as that point (e) refers to additional exercises as relevant for the ‘applicable flight instructor certificate’, which is irrelevant due to the fact that there is only one instructor certificate (FI(S)) in Part-SFCL
AMC2 SFCL.345	FI(S) assessment of competence (content)	AMC3 FCL.935	<ul style="list-style-type: none"> - Text adapted to be fit for sailplanes only - Section 4 on multi-engine exercises deleted
AMC3 SFCL.345	FI(S) assessment of competence (application and report form)	AMC5 FCL.935 point (b)	<ul style="list-style-type: none"> - Slight updates and improvements - Section 1: Telephone number (home) and telephone number (work) replaced by telephone and email



			<ul style="list-style-type: none"> - Section 5 in AMC5 FCL.935 (declaration by the applicant) not transferred to this new AMC: Applicants just need to sign the report form, and the ATO/DTO needs to confirm the training completion - Section 6 (result of the assessment of competence) completely revised to be consistent with the SPL skill test form, where appropriate
AMC1 SFCL.360(a)(1)(i)	FI(S) refresher training (seminar)	AMC1 FCL.940.FI(a)(2)	<ul style="list-style-type: none"> - Text revised to be fit for sailplanes (FI(S), references to IRI deleted) - Minimum duration: 1 day instead of 2, with minimum of 6 hours of teaching - Point (e)(11) (instrument flying) replaced by 'sailplane cloud flying (if applicable)'
GM1 SFCL.360(a)(1)(i)	FI(S) refresher training	N/A	New GM to explain that ATOs/DTOs may conduct internal training more frequently, compared to the requirement (once every 3 years) in point SFCL.360(a)(1)(i)
AMC1 SFCL.360(a)(2)	FI(S) recency (demonstration flight)	N/A	New AMC to illustrate the arrangements for, as well as the content of, the demonstration of competence for FI(S) recency
GM1 SFCL.405	Examiner's vested interests	GM1 FCL.1005	No changes
GM1 SFCL.405(a)	Examiner's vested interests	N/A	New GM with a recommendation for training arrangements regarding the involvement of an instructor who will later on be the examiner (in the context of setting the 'vested-interest-barrier' to 50 %)



AMC1 SFCL.410(b)(3)	Application and report form for skill tests and proficiency checks	AMC1 Appendix 7	<ul style="list-style-type: none"> - Form adapted to be fit for sailplanes only - Revised to be consistent with application and report form for FI (AMC3 SFCL.345) for the general parts - Reworked to be applicable for skill test and proficiency checks for both SPL and sailplane cloud flying recency
AMC1 SFCL.415(c)(2)	Specific training for FE(S) privileges for FI(S) assessments of competence	N/A	New AMC to illustrate the additional specific training that needs to be completed in order to obtain FE(S) privileges related to FI(S) assessments of competence
AMC1 SFCL.420(d)	FE(S) background check	AMC1 FCL.1010	Subtitle added
AMC1 SFCL.430	FE(S) standardisation course	AMC1 FCL.1015	<ul style="list-style-type: none"> - Point (a)(1) completely revised in order to better align rule text and AMC - Text revised to be fit for sailplanes only (text parts on IR examiners and TRE type extensions deleted, list of course content updated and adjusted)
AMC2 SFCL.430	FE(S) standardisation arrangements	AMC2 FCL.1015	<ul style="list-style-type: none"> - Paragraph numbering system revised - Wording improvements/text made fit for sailplanes only - Point (a): Renamed from 'Limitations' into 'General' (reflects better the content) - Point (a)(1): Deletion of the phrase 'normally not more than 1 hour' (more flexibility) - Point (c)(2): Deletion of arrangement according to which a failed item does not always mean a failed section (not appropriate for sailplane test/checks)



			<ul style="list-style-type: none"> - Point (f)(2)(vi): Deletion of the phrase ‘or safety pilot’ (irrelevant for sailplanes) - Point (g)(1): Additional text to illustrate possibilities for aircraft as per Annex I to Regulation (EU) 2018/1139 to be used for a test or check - New point (C) in point (g)(4)(i): Emphasis on theoretical knowledge in common subjects for ‘inactive’ licence holders who make use of a theory cross-credit as per point SFCL.140(a)
GM1 SFCL.430	Planning of tests and checks	GM1 FCL.1015	<ul style="list-style-type: none"> - Subtitle added - Not more than four tests or checks, or two assessments of competence per day. - Recommended duration for examining: 30 min for SPL skill test, 45 min for FI(S) assessment of competence (more realistic figures compared to those given in GM1 FCL.1015 in the context of sailplanes). Alternative figures in terms of minimum launches added in order to provide more flexibility (three launches or take-offs for an SPL skill test, four launches or take-offs for an FI(S) assessment of competence) - The recommended duration (30 min for SPL skill test and proficiency checks, 45 min for FI(S) assessment of competence) may be achieved through more than one flight, as the test, check or assessment of competence might be conducted through a series of flights.
AMC1 SFCL.445	FE(S) assessment of competence	AMC1 FCL.1020	<ul style="list-style-type: none"> - Paragraph numbering system revised - Text adapted to be fit for sailplanes only



			<ul style="list-style-type: none"> - Slight text improvements - Point (d)(1)(iv): Additional text to refer to an operations manual deleted (operations manual not required by Part-SAO) - Points (d)(9), (d)(11), (e)(1) and (e)(5) of AMC1 FCL.1020 not transferred to this new AMC (not relevant for sailplanes)
AMC1 SFCL.445; SFCL.460	Qualification of senior examiners	AMC1 FCL.1020; FCL.1025	Senior examiner qualification should be valid for a maximum of 5 years (consistent with the 5-year validity period of the FE(S) certificate).
AMC1 SFCL.460(b)(1)	FE(S) refresher course	AMC1 FCL.1025	Wording adjusted to the terminology used in point SFCL.460 (refresher 'course' to be organised as a seminar).
AMC1 SFCL.460(b)(2)	Demonstration of ability to examine	N/A	New AMC to illustrate the arrangements for demonstrating the ability to act as an examiner, for the purpose of revalidation of an FE(S) certificate.

