Irish Gliding & Soaring Association

Operational Regulations

Amended and approved by the Council of the IGSA

25th February 2022

These regulations will be subject to review and amendment as deemed necessary by the IGSA council

OPERATIONAL REGULATIONS

Irish Gliding & Soaring Association.

Abbreviations:

ARC – Airworthiness Review Certificate

CAE – Combined Airworthiness Exposition

CAO – Combined Airworthiness Organisation

DTO – Declared Training Organisation

EASA – European Aviation Safety Agency

FI - Flight Instructor

FE – Flight Examiner

IAA – Irish Aviation Authority

ICAO – International Civil Aviation Organisation

LAPL – Light Aircraft Pilot Licence

SERA – Single European Rules of the Air

SFCL – Sailplane Flight Crew Licence

PIC – Pilot In Command

SPL – Sailplane Pilot Licence

TCDS - Type Certificate Data Sheet

TMG – Touring Motor Glider

1. GENERAL

Note on 2022 Operational Regulations:

The 2022 version of the Operational Regulations includes many deletions of old regulations following the full implementation of PART-SFCL on 8th April 2021 and the end of the transition period. In addition, Section 7 on Instructors has been extensively rewritten and section 6.1.5 on Mutual Flying has been revised.

Nothing in these regulations shall lessen or reduce any Legislation, SI, IAA or EASA regulation. In particular, EASA regulations for Licencing (PART-SFCL) and Operations (PART-SOA and PART-DTO) for Gliding are subject to periodic revision.

1.1 Authority

The Irish Gliding & Soaring Association (IGSA) requires that all clubs and individuals affiliated to the Association be bound by the following regulations.

1.2 Airworthiness

1.2.1 All gliders registered and flown in Ireland must have a valid EASA Certificate of Airworthiness (C of A) issued by the Irish Aviation Authority and current Airworthiness Review Certificate (ARC), or a Permit to Fly for non EASA Aircraft, issued by the Irish Aviation Authority.

1.2.2 Visiting gliders must have an equivalent Certificate of Airworthiness issued in their own country.

1.2.3 For test flying for the purpose of issuing an equivalent Certificate of Airworthiness, an exemption may be granted by the IAA but for no other purpose.

1.2.4 The IGSA holds a Combined Airworthiness Organisation (CAO) Maintenance Approval with Airworthiness Review Privileges which is detailed in the IGSA's Combined Airworthiness Exposition (CAE) manual as approved by the IAA and amended by the IGSA.

1.3 Registration of Gliders.

1.3.1 All gliders must be registered with the IAA.

1.3.2 Clubs and individuals operating gliders must register their glider(s) with the IAA. Applications for registration should be made to the IAA. Identification marks consisting of the letters EI- or EJ- and followed by the allocated three letters, must be displayed on the glider in a contrasting colour. These marks shall appear on the underside of the port wing and both sides of the rear fuselage.

1.3.3 Registration marks must comply with SI 107/ 2015, available here: http://www.irishstatutebook.ie/eli/2015/si/107/made/en/print.

1.3.4 Competition marks comprised of 2 letters or digits may be displayed on the fin and under the starboard wing and should be as large as possible.

1.3.5 The IGSA Airworthiness Management Procedures specify the full requirements for Registration of a Glider.

1.4 Insurance

1.4.1 All gliders operating under IGSA rules must carry Third Party Insurance cover in accordance with Articles 6 and 7 of EC 785/2004 for not less than €1,000,000. Two-seat gliders must carry an additional €1,000,000 passenger indemnity cover. In the case of visiting gliders, the club providing the launching facility is responsible for ensuring that such cover is in force by inspecting the visiting glider's valid Certificate of Insurance.

1.5 Records and Documents

1.5.1 All clubs affiliated to the IGSA shall be required to maintain the following documentation accurately and up-to-date:

- Flying Log of all club operations.

- Membership Records including Pilot medicals
- Glider Log Books (Club gliders)
- Daily Inspection Books (Club gliders)

1.5.2 Any club or operator may be required to produce to the IGSA or the IAA the above documents and records at any time and shall comply with such request within 24 hours of receipt of notice.

1.6 Medical Requirements

1.6.1 All solo pilots must have a valid EASA Class1 or Class2 or LAPL medical.

1.6.2 Refer for Part-MED for full details.

1.7 IGSA Cross-Country requirements

1.7.1 The requirements for the Cross-Country endorsements are set out in the Appendix A.

1.8 Recent Experience requirements – passenger carrying

1.8.1 See Section 6.1.3 and 6.1.4

2. REGULATIONS

All club regulations, in addition to the IGSA regulations but not in place of them or contrary to them, must be posted in a visible place in the club premises.

2.1 Irish Aviation Authority.

Members should be familiar with the following IAA documents:

- SI No. 266/2019 (Standardised Rules of the Air)
- SI No. 107/2015 (Nationality and Registration of Aircraft)
- SI No 324/1996 (Airworthiness of Aircraft) and amendments 102/1997 and 684/2003
- SI 61/2006 (Operations)
- SI 333/2000 and 683/2003 (Pilot Licencing)

All relevant SI and other aeronautical notices are available on the IAA website on the Publications Page. The IAIP – Integrated Aeronautical Information Package is available at http://iaip.iaa.ie/iaip/IAIP_Frame_CD.htm . Members should refer to the IAA website and IAIP for definitive and up to date information.

2.2 EASA Regulations

- Basic regulation – 2018/1139
  https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32018R1139

- Regulation 1178/2012 and amendments
  - PART-SFCL
  - PART-MED
  - PART-DTO
  - Regulation 1178/2012 and amendments
  - Regulation 2020/358
  - Sailplane Rule Book
- PART M/PART-66 – Regulation 1321/2014 and amendments
  - Easy Access Rules - PART-ML PART-CAO and PART-66

923/2012 Standardised European Rules of the Air

2.3 IGSA Airworthiness Management Procedures Manual.

2.3.1 The IGSA Airworthiness Management Procedures Manual forms part of these Operational Regulations. It covers the following areas:

- Registration of Gliders
- Approval of Glider Types
- Renewal of Airworthiness Review Certificates
- Chief Technical Officer
- Qualifications and appointment of Certifying Staff
- Test Flights
- Other areas relating to Airworthiness.

3. DEFINITIONS

3.1 Definitions

3.1.1 Glider (Sailplane)

A heavier than air non-powered aircraft deriving its lift from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

3.1.2 Night

Night commences one half-hour after sunset and ends one half-hour before sunrise. SERA Art.2.79

3.1.3 VFR

Visual Flight Rules

3.1.4 IFR

Instrument Flight Rules

3.1.5 VMC

Visual Meteorological Conditions

3.1.6 IMC

Instrument Meteorological Conditions

3.1.7 Altitude

A vertical distance of a level, a point, or an object considered as a point, measured from Mean Sea Level.

3.1.8 Height

- The vertical distance of a level, a point, or an object considered as a point, measured from a specified datum.
- The vertical dimension of an object.

3.1.9 Controlled Airspace

An airspace of defined dimensions designated by the appropriate authorities within which air traffic control service is provided to IFR and, depending on the classification, VFR flight.

3.1.10 Control Area (CTA)

A controlled airspace extending upwards from a height specified by the appropriate authority above the surface of the earth.

3.1.11 Control Zone (CTR)

A controlled airspace extending upwards from the surface of the earth.

3.1.12 Pilot-in-Command

The pilot responsible for the operation and safety of the aircraft during flight time.

3.1.13 Flight Visibility

The visibility forward from the cockpit of an aircraft in flight.

3.1.14 Flight Duration

Flight duration is the time taken from the moment the glider moves for the purpose of taking off until the glider comes to rest after landing.

4. FLYING REGULATIONS

4.1 Landing Off-site

4.1.1 Nothing in these Regulations shall operate or have effect so as to confer on any person the right to land in any place as against the owner thereof or other persons having any right thereto or any Estate or interest therein, or

4.1.2 Derogate from or prejudice the right or remedies at law or in equity of any person in respect of any injury to persons or property caused by any aircraft.

4.2 Flying in Controlled Airspace

4.2.1 Before gliding commences, the Instructor or person responsible shall contact the appropriate Air Traffic Control Authority when clearance is required to operate gliders in Controlled Airspace. The precise area and vertical limits of any clearance should be made clear.

4.2.2 Within Controlled Airspace the ATC clearance must be adhered to. If the clearance is inappropriate for a glider, e.g. to maintain a constant height, inform the ATC unit and seek a new clearance.

4.2.3 Clearance by ATC to operate gliders in controlled airspace will only be granted for VFR flights.

4.3 Items dropped from a glider

4.3.1 Nothing shall be dropped from a Glider other than persons by parachute in an emergency, articles for the purpose of saving life, ballast in the form of fine sand or water, cables during winch- and car-launching operations, and aero-tow ropes following a break or release by a towplane.

4.4 Flying under the influence of intoxicating liquor/drugs

4.4.1 No person shall pilot a glider while under the influence of intoxicating liquor or any narcotic or drug by reason of which his/her capacity so to act is impaired.

4.5 Safety Restraint Harness

4.5.1 No person may fly in a glider unless they have individual safety restraint harnesses which must be worn and kept fastened for the duration of the flight.

4.6 Heavy Landings

4.6.1 A pilot responsible for a heavy landing or where damage to the glider is suspected, must report it to the duty instructor, who will ensure that the glider is inspected before it is flown again.

4.7 Minimum Age

4.7.1 A person under the age of 16 years may not act as an unsupervised Pilot-in-Command of a glider. (SFCL.020).

4.7.2 Before his/her first solo flight, a student pilot shall be at least 14 years of age. (SFCL.125 (b))

4.8 Airworthiness

4.8.1 All gliders shall be fitted with automatic back releasing hooks for auto- and winch-launches. Locking of hooks is prohibited.

4.9 Launching Equipment

4.9.1 All equipment used for launching, including wire rope or cable, must have been inspected and approved as serviceable each day before being used. Winches and tow-cars shall as a minimum be checked for sufficient fuel, oil, and water for the proposed launches, and in the case of a winch that a serviceable cable cutting device is available at the winch.

4.9.2 In the case of a car-launching system a reliable release mechanism must be incorporated in the towing vehicle and should be checked for serviceability.

4.9.3 Launching with either winch or car which does not have the above-mentioned cutting or release mechanism is prohibited.

4.9.4 A weak link not exceeding that which is specified in the TCDS of the glider to be launched shall be used.

4.9.5 A cable parachute or other drag device shall be connected to the cable, when steel or plasma cable is used, in such a way that it will not be nearer than 6 metres to the cable release mechanism on the glider. A parachute is not required when 'Parafil' cable is used for auto launches.

4.9.6 The glider end of all launch cables must be fitted with linked rings designed to fit the release mechanism on the glider. Distorted or cracked rings must not be used.

4.9.7 On cable winches, the engine must not be run while work is being carried out on any cable.

4.9.8 Where a danger exists of persons or vehicles crossing a runway on which cables are being used, adequate warning notices must be displayed.

4.9.9 On multi-drum winches the end of the left-hand cable as seen from the glider shall be coloured red, if cable runs are nearer to each other than 60 metres.

4.9.10 Only one glider may be attached to a cable at any one time. After every launch the used cable must be drawn into the winch before another cable is used.

4.10 Glider Operational Safety

4.10.1 A glider shall not be operated in a negligent or reckless manner so as to endanger life or property.

4.10.2 A glider shall not be positioned for take-off on an active runway unless it is safe to do so.

4.11 Hazardous Conditions in Flight

4.11.1 A pilot on meeting hazardous conditions in flight shall as soon as possible report to the appropriate Air Traffic Control information which may be helpful to the safety of other aircraft.

4.12 Right of Way

4.12.1 The aircraft which has the right of way shall maintain its heading and speed.

SERA 3210.a

4.12.2 Converging

When two aircraft are converging at approximately the same altitude, the aircraft that has the other on its right shall give way, except as follows:-

SERA 3210.c.2

Powered aircraft give way to airships, gliders and balloons.

Airships give way to gliders and balloons.

Gliders give way to balloons.

Powered aircraft give way to aircraft towing other aircraft or objects.

4.12.3 Approaching head-on

When the aircraft are approaching head-on, each shall alter its course to the right.

SERA 3210.c.1

4.12.4 Overtaking

The aircraft being overtaken has the right of way, and the over-taking aircraft shall alter its course to the right.

SERA 3210.c.3(i)

4.12.5 Landing

When landing, the lower aircraft has the right of way, but may not cut in front of another which is on final approach, nor overtake that aircraft. If the pilot is aware that the other aircraft is making an emergency landing he/she shall give way to it. Nothing in these rules shall relieve the pilot-in-command from the responsibility of such actions as will best avert a collision.

SERA 3210.c.4

4.13 Line Features

4.13.1 Gliders following roads, railways, canals or other line features shall keep such line features to their left.

4.14 Thermalling

4.14.1 A glider joining another in a thermal shall circle in the same direction as that established by the first.

4.15 Flying in Cloud near a Gliding Site

4.15.1 No glider may enter cloud within a radius of 9 kilometres/5 nautical miles of a gliding site except from at least 200ft. below the lowest part of that cloud. To enter cloud, regulation 4.16 applies.

4.16 Cloud Flying

4.16.1 No glider may enter cloud unless:-

(a) All its occupants are wearing serviceable parachutes and have been instructed in their use. This does not apply if the glider is fitted with a Ballistic Recovery System.

(b) The glider's Type Certificate Data Sheet (TCDS) permits cloud flying.

(c) The instrumentation as specified in the TCDS for cloud flying is installed and serviceable.

(d) The pilot is aware that no other glider has entered cloud within a horizontal distance of 1,500 meters in the previous 5 minutes.

(e) A radio call has been made announcing the intention to enter the cloud.

(f) Pilot must have a Cloud Flying rating. (SFCL.215)

4.17 Flights above 12,000’ AMSL

4.17.1 No flights shall be carried out above 12,000 ft. AMSL unless serviceable oxygen equipment is carried on board and available to all occupants with a gauge visible to the pilot. The use of oxygen is recommended when above 10,000’ or above 8000’ for prolonged periods of time.

AMC1 SAO.OP.150

4.18 Pilot-In-Command Responsibility

4.18.1 The pilot-in-command of the glider shall have final authority as to the disposition of an aircraft while he/she is in command.

Rule 5.3 SI 266/2019

4.19 Flight Visibility

4.19.1 For a glider to fly under VFR outside controlled airspace and 1,000 ft. or more above the ground or water it must remain:-

- When above 3,000ft (900metres) it must remain at least 1 nautical mile (1,500 meters) horizontally and 1,000ft (300 metres) vertically from cloud and in a flight visibility of not less than 2.7 nautical miles (5 kms).

- When below 3,000 ft (900 metres) in must remain in a 'flight visibility' of not less than 0.8 nautical miles (1.5 kms.) and in sight of the surface.

SERA 5001

4.20 Flight Restrictions

4.20.1 Gliders shall not be flown over areas where there are flight restrictions, the particulars of which have been duly notified by the appropriate authority, except in accordance with the conditions of the restrictions or by permission of the appropriate authority.

SERA.3145

4.21 Simulated Instrument Flight Instruction

4.21.1 A glider shall not be flown under simulated instrument flight conditions unless

- Fully functioning dual controls are installed in the aircraft, and
- A pilot holding an Instructor's Rating occupies a control seat to act as safety pilot for the person who is flying under simulated instrument conditions. The safety pilot shall have adequate vision forward and to each side of the aircraft.

SERA.3220

4.22 Aerobatic Flight (SERA.3130)

4.22.1 A glider shall not be flown aerobatically unless all its occupants are wearing serviceable parachutes and have been instructed in their use. This does not apply if the glider is fitted with a Ballistic Recovery System.

4.22.2 A glider shall not be flown aerobatically unless the glider's TCDS permits aerobatics and lists the manoeuvres allowed and these are listed on a placard in the glider.

4.22.3 A glider shall not be flown aerobatically unless the instrumentation as specified in the TCDS for aerobatic flying is installed and serviceable.

4.22.4 No glider shall be flown aerobatically so as to constitute a hazard to air traffic.

4.22.5 Gliders shall not be flown aerobatically over cities or settlements or over an open-air assembly of persons, except with the permission of the Irish Aviation Authority and subject to any conditions or limitations contained in such permission.

4.22.6 Training in aerobatics must be given on a dual-controlled two-seater glider by an instructor experienced in aerobatics. The two-seater and the first single seater in which the pupil carries out aerobatics must be fitted with a serviceable accelerometer. If the maximum recommended stress level for the glider is exceeded, the pilot-in-command must report this to the duty Instructor immediately after landing. The glider must be inspected before the next flight and the appropriate entry made in the Log Book.

4.22.7 The holder of an SPL must have an aerobatics rating before flying a glider aerobatically, except when under instruction. (SFCL.200)

4.23 Formation Flying

4.23.1 Gliders shall not be operated in such proximity to other aircraft as to create a collision hazard. A glider shall not be flown in formation except by prearrangement by pilots in command.

SERA.3135

4.24 Congested Areas

4.24.1 Gliders shall not be flown over congested areas of cities, towns, settlements or over an open air assembly of persons, at less than:-
(1) a height of 450m. (1500ft) above the ground or water, or

(11) a height of 300m. (1000ft) above the highest obstacle within a radius of 600m. from the glider, or

(111) such height as would permit, in the event of an emergency arising, a landing to be made, clear of the area, without undue hazard to persons or property on the surface, whichever height is the greater.

4.24.2 Elsewhere, closer than 150m to any person, vehicle or structure at a height of less than 150m (500ft) above the ground or water. This rule shall not apply to a glider whilst hill soaring, for normal landing or take-off at airfields or for the purpose of saving life.

SERA.5005

4.25 Chief Flying Instructor (Head of Training)

4.25.1 Each club shall inform the IGSA of the name of its Chief Flying Instructor, who shall be the holder of a current IGSA Class I Instructor's Rating (Ref 7.2.1), with CFI endorsement. In the case of a DTO, a head of training will be appointed, who shall also be the CFI.

DTO.GEN.210(a)(2)

4.26 Registration of Instructors

4.26.1 The CFI shall register all the Club Instructors with the IGSA before they give instruction.

4.27 Instructional Syllabus

4.27.1 All instruction shall be given in accordance with the SFCL syllabus and the training manuals of a DTO.

4.27.2 The SFCL Theory syllabus is detailed in the AMCs to Part-SFCL and in the DTO's training manuals. (SFCL 135)

4.27.3 Skills test. Each student shall undertake a skills test (the General Flying Test), with a Class 1 Instructor/FE (7.2.1). The test is described in the AMCs to SFCL (SFCL 145) and the DTO Training Manuals. IGSA Cross Country Endorsement is an extension to the SPL, which is required before a pilot may undertake Cross-country flights. The content of the requirements is set out in APPENDIX A

4.28 Chief Flying Instructor's Responsibility

4.28.1 The CFI/Head of Training shall have overall responsibility for all matters concerning flying at or from the Club site and no flying shall take place without the CFI's authority. The CFI's decision in flying matters is final.

4.29 Log-Books

4.29.1 All pilots are required to keep an accurate and up-to-date Log Book of their flying. Entries to include date, duration of flight, aircraft type, training undertaken (dual), Instructor's comments. In addition, the place of take-off and landing, P1 and P2 details, aircraft registration should also be recorded. Student pilots must present their log-books to the instructor prior to any dual or solo flights under supervision.

SAO.GEN.160

4.29.2 A DTO shall keep copies of the student's training records for at least 3 years.

DTO.GEN.220

4.30 Deputies to the CFI

4.30.1 The CFI may appoint deputies to carry out his/her instructions if absent but remains responsible for all flying activities.

4.31 Declaration of Competence

4.31.1 Before going solo, a pilot must have as a minimum completed instruction satisfactorily – exercises 1 to 12 (AMC SFCL.130) and is authorised to fly solo by an unrestricted FI(S).

4.32 Flying Supervision

4.32.1 All club flying shall be carried out only under the supervision of the CFI or his/her delegate.

4.33 Flying Out of Range of the Airfield

4.33.1 A student pilot may not intentionally fly beyond gliding range of the intended landing point unless such a flight is conducted under the supervision of an unrestricted FI(S).

4.34 Aeronautical Charts

4.34.1 No pilot may intentionally fly out of gliding range from the intended landing point unless he/she carries a current aeronautical chart.

4.35 Aerotowing

4.35.1 For an aeroplane to be used for towing a glider, the C. of A. issued or rendered valid in respect of that aircraft under the law of the state in which it is registered must authorise use for that purpose. The aircraft must comply with any limitations or restrictions imposed therein.

4.35.2 SERA.3120 Tow-Rope Length

The total length of the combination from nose of towing aeroplane to tail of glider shall not exceed 150 metres.

4.35.3 Pre Take-Off Tug-Pilot Checks

Before take-off the tug pilot is responsible for ensuring that :-

a) The tow rope is suitable and serviceable

b) The proposed flight can safely be made by the combination.

c) Adequate signals have been agreed and can be made between the pilots, and between pilots and ground crews, including emergency signals ordering the glider pilot to release or informing the towing pilot that the glider cannot be released.

4.35.4 Snatch Pick-Ups

"Snatch Pick-Ups" of gliders are not permitted.

4.35.5 Collision Avoidance on Tow

For the purpose of avoiding collision the tug and glider shall be regarded as a single aircraft under the command of the tug pilot.

4.35.6 Tow Stability

The glider being towed shall not attempt to steer the tug by pulling its tail around.

4.35.7 Dropping of Tow-Ropes

Tow ropes shall only be dropped in the designated area and in the direction of landing unless otherwise agreed by Duty Instructor.

4.35.8 Minimum Aerotow Limitations

The sum of the aero-tows made by the tug pilot and the glider pilot, in their respective capacities, shall not be fewer than six.

4.35.9 Emergency Signals while on Tow

The signal that a glider's airbrakes have become extended or that the tail parachute has been deployed shall be made by waggling the rudder of the tug. The glider pilot should check and immediately rectify any apparent problem.

4.35.10 Glider Release Signal

The signal for the glider to release shall be made by rocking the tug laterally, using the ailerons. This order must be obeyed instantly.

4.35.11 Glider Unable to Release Signal

The signal that the glider cannot release shall be to position the glider out to the left side of the tug as far as possible and rock the glider wings laterally, using the ailerons. Under such circumstances the tug pilot will tow the glider to within gliding range of the airfield or a suitable landing area before releasing the rope.

4.35.12 Glider Release

Once released the glider shall climb to the left and the tug descend to the right. Where the glider is being towed along a ridge, care must be taken where it is not possible for the tug to descend and turn right; under these circumstances the glider should turn away from the ridge until the tug is clear.

4.35.13 Tug-Pilot Responsibility

It is the responsibility of the tug pilot to check visually that the glider has in fact released.

4.35.14 Towing into Cloud

A glider shall not be towed into cloud.

4.35.15 Night Flying

Flights by night are not permitted.

4.36 Flight of Gliders after Repair

4.36.1 Any glider which has been subject to adjustment or repair since its last flight must have a fresh Certificate of Release to Service (CRS) issued by an IGSA Certifying Staff member with 2nd independent inspections where appropriate.

4.37 Requirements before Flight

4.37.1 A glider shall not commence a flight unless

- The Certificate of Release to Service and Airworthiness Review Certificate or Permit to Fly are valid.
- The daily inspection has been completed satisfactorily
- The pilot has satisfied him/herself that the glider is airworthy.
- Any ballast fitted is secured in such a way as not to be a hazard.
- The pilot has satisfied him/herself that any deposit of ice, frost, rain or snow on the glider will not adversely affect the performance.

4.37.2 The following pre-flight cockpit check must have been completed satisfactorily:

CB SIFT CBE

Controls	Full and free movement and in the correct sense
Ballast	Securely fastened; correct cockpit load
Straps	Harness for occupant(s) done up correctly and tightly fastened
Instruments	Working and set as required.
Flaps	Full and free movement and set for take-off
Trim	Check operation and set for take-off
Canopy	Closed and properly locked
Brakes	Check operation, closed and properly locked
Eventualities	Review of possible launch failure and other considerations

4.37.3 This cockpit check must be used as a minimum. Any additional items specified in the aircraft manual must be checked for serviceability.

5. SIGNALS

5.1 Signals - Launching

5.1.1 One of the following procedures must be used for all launches unless a serviceable telephone or radio-system is installed between the person in charge of the launch at the glider end of the cable and the winch or towcar driver or tug pilot.

5.2 Emergency Stop Signals

5.2.1 Where telephonic or radio signalling is used, means must exist for an emergency stop signal which can be received notwithstanding the noise of the engine.

5.3 Hand or Bat Method

5.3.1 **Take Up Slack**. Hand or bat moved to and fro in front of body

5.3.2 **All Out** Hand or bat moved to and fro above the head.

5.3.3 **Stop**. Hand or bat held stationary vertically over the head. (Bat to be coloured Red or Orange - preferably "DayGlo",)

5.4 Light Method

5.4.1 **Take Up Slack** Dashes of one-second duration and three-seconds interval.

5.4.2 **All Out** One-second dots at one-second interval.

5.4.3 **Stop** Steady Light.

(Note: Lights must not be coloured Red or Green.)

6. PILOT REQUIREMENTS

6.1 Requirements to fly as Pilot-In-Command (PIC)

6.1.1 To fly as a PIC, pilots must hold at least an SPL, or fly solo under the supervision of an Instructor, and an acceptable medical (Section 1.6).

AMC2 SFCL.130(a)

6.1.2 Pre Solo pilots may not fly as PIC

6.1.3 A pilot may not carry passengers as PIC unless he/she has carried out, in the preceding 90 days, at least 3 take-offs, approaches and landings in an aircraft of the same type or class after issue of the SPL.

SFCL.160(e))

6.1.4 Passenger carrying

- Not allowed unless by a holder of an SFCL FI(S) rating or;
- holder of an SPL with 10 hours or 30 launches after issue of the SPL and have at least on training flight with an FI(S).

SFCL 115.(a)(2)(ii)

6.1.5 Mutual Flying

"Mutual flight" here means two pilots flying together in a glider on a non-instructional flight.

The following conditions must be satisfied:

· Both pilots must be post-solo.

· One pilot must be clearly designated pilot-in-command (PIC)

· The PIC must have a minimum of twenty-five hours flying post- SPL, and have had a check flight within the past two years with a FE clearing him/her to act as PIC in a dual (mutual) flight.

· Any other conditions or limitations that the owner/operator of the aircraft may require.

Pilots taking a mutual flight should specify who is PIC to the duty instructor and log-keeper before take-off and ensure that it is noted. When pilots with different ratings or levels of qualification are flying together, the pilot with the higher level shall be PIC.

Pilots who do not hold an Introductory Flight Rating or Instructor Rating may not fly as PI from the back seat unless cleared to do so by a Class 1 instructor (Check flight and logbook entry required.) The duty instructor may check the PIC's currency/recency in flying from the back seat before any flight.

If the PIC does not hold an Instructor Rating then the PIC must be the handling pilot for the take-off and aero-tow, all flying below 800 feet AGL, and when flying in proximity to other aircraft – e.g. thermalling with other gliders.

6.2 Requirement SPL

6.2.1 Privileges of SPL

- General. The privileges of the holder of an SPL are to act without remuneration as PIC in non-commercial operations on the appropriate aircraft category.
- Conditions. Applicants for the SPL shall have fulfilled the requirements for the relevant aircraft category and, when applicable, for the class or type of aircraft used in the skills test.
- SPL holders may receive remunerations subject to 6.1.4

SFCL.115

6.2.2 To qualify for an SPL a pilot must have a minimum of:-

- 15 Hours flight instruction including:-
  - 10 Hours dual
  - 2 hours supervised solo flying
  - 45 launches and landings
  - 1 cross country flight of 50km solo or 100km dual
  - Pass IAA Theorethical exams
  - EASA Skill test with an FE(S)
- 7 of the 15 hours may be in Touring Motor Gliders (TMGs)
- In addition, the IGSA Cross-country endorsement, Appendix A, to be completed before permission is given to conduct the solo 50km flight.

SFCL.160

6.2.3 Credit of prior PIC hours

SFCL.130.(b)

The amount of credit shall be decided by the DTO where the pilot undergoes the training course, on the basis of a pre-entry flight test, but shall in any case:

- (1) not exceed 10% of the total flight time as PIC in another category of aircraft;
- (2) not exceed 7 hours of the 15 hours required; nor more than 10 take-offs and landings;
- (3) not include the requirements for supervised solo or cross country flight

6.2.4 Launch methods (SFCL 155)

A pilot is limited to the launch method included in the skills test (GFT). This limititation may be removed after the pilot has completed:

1) Winch and car launch – 10 dual and 5 supervised solo launches
2) Aerotow/self launch -5 dual and 5 supervised solo; in the case of self-launched, dual flights many be performed in a TMG.

   Completion of the additional training launches shall be entered in the logbook and signed by the instructor

   Currency – pilots must perform a minumum of 5 launches in the pervious 24 months. In case of non-compliance, the pilot will complete the additional launches either dual or solo under

supervision to renew the privilege. For self-launch, there may be self-launch or in a TMG. (SFCL.155(d)

6.3 Recency requirements SFCL.160

6.3.1 SFCL SPLs are non-expiring.

6.3.2 Sailplanes and powered sailplanes excl TMG
In the past 24 months, (SFCL 160(a))

- 5 hours as PIC or dual or solo undersupervision of an FI(S)
- 15 launches
- 2 training flights with an instructor

6.3.3 TMG in the previous 24 months (SPL) (SFCL 160(b)):

- 12 hours flight time as PIC incl 12 take-offs and landings
- 1 hour refresher training.

6.3.4 Non-compliance with recency (SFCL 160(a))

- SPL holders who do not meet recency requirements may fly under supervisio or;
- Pass a proficiency check (proficiency check with an FE for SPL). The result to be noted in the pilot's logbook.

6.4 IGSA Bronze Certificate

6.4.1 Holder of an SPL may apply to the IGSA for an IGSA Bronze Certificate.

7. INSTRUCTORS' RATINGS

7.1 Instruction

The IGSA Instructor Rating system is a supplement to the EASA SFCL FI(S) and FE(S) ratings. The FI(S) and FE(S) ratings are pre-requisites to obtaining IGSA Ratings. The IGSA system adds additional training and levels to the EASA ratings.

There is a progression in the IGSA rating system.

7.2 IGSA Instructor Ratings summary:

IGSA Rating	Privileges	IGSA Requirement	SFCL requirements
Introductory flight rating	Introductory flights for passengers who do not handle the controls	50 hours solo Training course	SPL 10 hours or 30 launches in sailplanes after SPL
U/T	Instruction under supervision of Class 1	75 hours solo Training course	FI(S) Restricted
Class 2	Full instruction bar 1st solo and 1st cross country. Runs airfield	115 hours/275 launches	FI(S)
Senior Class 2	Full instructor, including 1st solo and 1st cross country	145 hours/575 launches	FI(S)
Class 1	Full instructor; can conduct SPL skills tests	300 hours PIC 150 hours/300 launches of instruction	FE(S) SFCL.315 (FI.FI)
Senior Class 1	Full instructor; can conduct AoC for FI(S)	500 hours PIC	FE(S) SFCL.315 (FI.FI)

a) **Introductory Flight rating** – permitted to provide introductory filghts for passengers who do not handle the controls

b) **U/T - Instructor Under Training** - FI(S) Restricted; recently qualified FI(S)s may gain experience across the range of excercises in order to achieve FI(S) Unrestricted

c) **Class 2 –** FI(S) Unrestricted; Instructors who can be in sole charge of the airfield but without the privilege to approve 1st solos or 1st cross-county flights

d) **Senior Class 2** – FI(S) Unrestricted; Full instructors who can send students on 1st solo and 1st cross-country, and renew U/T and Class 2 (but not FI or Class 1) ratings

e) **Class 1** – FE(S); Flying examiners who can conduct SPL skills tests

f) **Senior Class 1** – FE(S); Flying examiners who can run instructors' courses (FI.FI), examine for and grant U/T, Class 2 and Class 1 ratings, conduct Assessments of Competency for FI(S), and renew FI and Class 1 ratings.

An Instructor must hold an SFCL SPL as a prerequisite for an SFCL FI(S) qualification. (SFCL 300(a))

7.3 Ratings

7.3.1 Senior Class 1 Rating/Flying Examiner (Sailplanes) (SFCL FE(S)) (SFCL 415)

For privileges to teach instructors, conduct assessments of competence for the issue of FI(S) certificates/Class 2/Class 1 ratings, and renew Class 1 ratings (SFCL 415 (c):

a) FE(S) rating
b) Minimum 500 hours P1

c) Minimum of 10 hours or 30 launches instructing an applicant for an FI(S) certificate in sailplanes, including involvement in the conduct of at least two FI(S) tests under the supervision of an FE
d) Attend an Examiner standardisation course (SFCL.430) tailored to the sailplane flight examiner privileges sought (i.e. conduct of instruction of FI(S)s, assessments of competence for the issue of FI(S) certificates/Class 2/Class 1 ratings), and renewal of Class 1 ratings), to include Module 2 of Section F of the DTO Training Manual, on "Preparation for FE instruction and examination on FI(S) course."

7.3.2 Class 1 Rating/Flying Examiner (Sailplanes) (SFCL FE(S)) (SFCL 415) (FE) (SFCL 415)

For privileges to conduct skill tests and proficiency checks for the SPL (SFCL 415 (a)):

a) FE(S) rating
b) Minimum 300 hours P1
c) Minimum experience as Class 2 Instructor 40 hrs. and 150 launches
d) Minimum of 150 hours or 300 launches of flight instruction, including the conduct of at least two SPL tests under the supervision of an FE
e) Experience on no fewer than 6 glider types.
f) Holder of FAI Silver C
g) Examination by an IGSA Senior Class 1 Instructor/FE on the IGSA Flying Syllabus.
h) Attend an Examiner standardisation course (SFCL.430) tailored to the sailplane flight examiner privileges sought (i.e. conduct of SPL skills tests), to include Module 1 of Section F of the DTO Training Manual, on "Preparation for SPL examination."

7.3.3 Senior Class 2 Rating

Full Instructor, authorised to send pilots on first solo and first cross-country in addition to normal flying instruction.

a) Minimum experience as Class 2 Instructor 20 hrs. and 75 launches
b) Minimum of one year as Class 2 Instructor
c) Hold an FI(S) unrestricted certificate

d) Completion of IGSA-approved module on preparation for privileges to send students on first solo and first cross-country (Module 5b in Section E of the DTO Training Manual)
e) Examination by an IGSA Senior Class 1 Instructor on IGSA Flying Syllabus.

7.3.4 Class 2 Rating/Flight Instructor (Sailplanes) (SFCL FI(S)) (SFCL 320)

Authorised to give flying instruction, including taking sole charge of the airfield, but not to authorise first solo or first cross-country.

Class 2 (FI(S)) (SFCL 320) Requirements

- FI(S) Rating (Unrestricted)
- Minimum 15 hours or 75 launches as U/T Instructor (FI(S) restricted) covering all phases of a sailplane flight.
- Completion of IGSA-approved module on advanced instructional technique (Module 5a in Section E of the DTO Training Manual)
- Examination by CFI/HT of the DTO and recommendation.
- Minimum Age 18

7.3.5 Instructor Under Training (U/T) (SFCL FI(S) below 15 hours/75 flights) (SFCL350 restricted privileges)

An instructor under training may only give instruction to students as specified by a Class 1 Instructor or FE, and can only give such instruction whilst a Class 1 Instructor/FE is present on the site.

Under Training (U/T) Instructor (FI(S) – SFCL 350 restricted privileges) Requirements

- FI(S) Restricted or FI(S) rating
- Minimum 75 hours as P1 before undertaking the FI(S) course
- Minimum 100 hours and 200 launches as P1 before applying for FI(S) certificate
- CFI/HT of the DTO clearance in the aircraft to be used for instruction
- Completion of an IGSA-approved SFCL.330 FI(S) Training course (Modules 1-4 in Section E of the DTO Training Manual). As an alternative, candidates are at liberty to attend an approved instructor course run by the British Gliding Association, but must pass an assessment of competency in an Irish DTO, examined by an approved FE.
- Minimum age 18

7.3.6 Introductory flight rating

The introductory flight pilot may exercise the privileges of this rating only whilst under the supervision of an FI with a Class 2 rating or higher. The passenger may not handle the controls during the flight.

- Minimum age 18;
- Holder of SPL;
- Minimum of 50 hours as PIC including, after the issue of the SPL, at least 10 hours of flight time **or** 30 launches as PIC on sailplanes;
- Current certificate of medical fitness (minimum LAPL, or Class 2);
- Pre-entry assessment and acceptance by the CFI/HT of the DTO, or designated senior FI(S);
- Completion of an IGSA-approved Training course (Module 1 in Section E of the DTO Training Manual);
- Two training flights demonstrating to an FE/Class 1 the competence required for the performance of introductory flights;

7.3.7 The holder of a current BGA Full Category Instructor Rating and an EASA SFCL FI(S) rating with an ICAO Class 2 medical or EASA LAPL Medical may be granted an IGSA Class 1 Rating on the recommendation of a CFI or IGSA Flight Instructor Examiner. Note UK SFCL and UK Issued EASA SFCL ratings are not acceptable.

7.3.8 The holder of a current BGA Assistant Instructor Rating and an EASA SFCL FI(S) with an ICAO Class 2 medical or EASA LAPL Medical may be granted an IGSA Class 2 Rating on the recommendation of a CFI or IGSA Flight Instructor Examiner. Note UK SFLC and UK issued EASA SFCL ratings are not acceptable.

7.3.9 The holder of a valid EASA SFCL FI(S) Rating from an EU/EASA Member state authority may act as a Class 2 Instructor for a stated period not exceeding three months, on acceptance by a CFI. Holders of ratings from other 3rd countries will have to have their licences and ratings validated by the IAA.

7.3.10 Crediting (SFCL 460)

- Hours flown as an examiner during skills or proficiency checks may be credited for re-validation
- Teaching and learning skills demonstratated may be used for further ratings.

7.4 Chief Flying Instructor/Head of Training

7.4.1 CFI Endorsement to Class 1 Rating

- Minimum hours P1 300 hrs.
- Minimum of 1 year as Class 1 Instructor.
- Not less than 2 years instructing experience.
- Holder of an FE rating with privileges to conduct skills tests for the SPL
- Note: CFI must be the holder of a current Class 1/FE rating (Rule 4.25)

7.4.2 Deputy CFI

- No special endorsement.
- Minimum requirement is Class 1 instructor rating.

7.4.3 Temporary CFI Endorsement.

A Class 1 instructor without a "CFI Endorsement" may be allowed to function as CFI of a club in exceptional circumstances with the written endorsement of the IGSA Instructors' Committee.

7.5 Minimum requirements for Instructor Rating Revalidation

7.5.1 Instructor Recency requirements are governed by:

a) SFCL.360 – rolling 36 month validity

b) IGSA revalidation – 12 validity

7.5.2 IGSA Instructor ratings are valid for 12 months.

7.5.3 IGSA recommendation for revalidation from the CFI will be based on any two of:

a) At least 15 hours P1 sailplane and/or SLMG in the 12 months previous to the date of revalidation of which at least 10 hours or 20 launches in a sailplane and/or SLMG are instructing, and 2 hours or 4 launches are solo flying;

b) A 3-year refresher seminar and 3-year standardisation check within the 3 years previous to the date of revalidation;

c) Test by an IGSA Senior Class 1 instructor (signed entry in the instructor's logbook).

If b) and c) are the chosen requirements, the instructor must also have completed the minimum hours instructional flying in the past three years to fulfil (SFCL 360).

7.5.4 EASA SFCL recency requirements (SFCL 360)

a) EASA SFCL FI(S) ratings are non-expiring and remain valid provided all of the following three conditions are fulfilled:

a. 30 hours or 60 take-offs of flight instruction in sailplanes, or power sailplanes/TMG in the 3 years

prior to the exercise of FI(S) privilige (rolling 3 year period)

b. Attend refresher seminar within the past 3 years (rolling 3-year period)

c. Within the last 9 years, demonstrated the ability to instruct on sailplanes to an Senior Class 1 FI(S) who is qualified in accordance with point SFCL.315(a)(7) and nominated by the head of training (CFI).

b) Valid certificate of medical fitness

7.5.5 Instructors are required to have a valid medical certificate and provide copies to the CFI on renewal.

7.5.6 If in the course of the period of validity following medical certification the instructor or potential instructor can no longer meet the requirements for the renewal of such certification he or she shall inform the CFI. A medical re-certification may be required.

7.5.7 The CFI may apply additional requirements for a rated Instructor to instruct in a Club. Such requirements have no bearing on IGSA ratings.

7.6 Rating Renewal after lapsing

7.6.1 Where an Instructor's IGSA Rating lapses for any reason, he/she will be required to complete the following;

Class 2 instructors will be required to repeat their rating test with their CFI.

Class 1 instructors will be required to apply to an FE/Senior Class 1 who may require a further test or an interview or other evidence that the instructor is still up to the required standard. Alternatively, they may apply to their CFI for a Class 2 rating renewal test.

U/T instructors will be required to repeat their rating test.

The Chairman of the IGSA Instructors' Committee is to be notified when an Instructor's IGSA rating lapses and again when renewed.

7.6.2 In the case of SFCL.360 Recency, FI(S) attend a refresher seminar and pass an assessment of competence as specified in SFCL.345.

Notwithstanding the conditions for recency stated in this section, the rules in SFCL.360 must be followed. Should an instructor fail to meet the requirements of 7.4.3 (a)(a) above then they will be required to comply with SFCL.345 which includes undergoing an Assessment of Competency with an FE(S). The revalidation shall be written into the FI(S)'s logbook by the Head of Training at a DTO using the sample format in APPENDIX B.

7.7 IGSA Instructors' Committee

7.7.1 The IGSA Instructors' Committee is composed of all IGSA Class 1 Instructors who also hold FE ratings.

7.7.2 The Role of the Instructors' Committee is to make recommendations to the Council on

a) Additions to the syllabus for SPL certificate

b) Requirements for IGSA Instructor Ratings

c) Matters relating to Safety including review of all incident and accident reports

d) Instructional and operational matters

e) Initial issue of CFI Endorsement

7.7.3 The Chairman of the Instructors' Committee shall be ex-officio a member of the IGSA Council

8. ACCIDENTS

8.1 Accident Reporting

8.1.1 Where a glider, of any nationality, suffers substantial damage, or where death or serious injury occurs to the pilot, passenger or to any person whether carried in the glider or not, the pilot, or if the pilot is incapacitated, in the Republic of Ireland, the owner or operator shall send notice to the Secretary of the Irish Gliding & Soaring Association by the quickest means of communication and at the same time notify the **Air Accident Investigation Unit**, Department of Transport (AAIU)Telephone Number 01.6041293/01 / 01.2411777).

8.1.2 Accident Reports

The information required shall include -

- Type, nationality and registration marks.
- Name of owner or operator of the glider
- Name of pilot-in-command.
- Date and time of accident.
- Position of the accident with reference to some easily defined geographical point.
- Nature of the accident and the extent of the damage.
- Number of persons, if any, killed and number of persons, if any, seriously injured.
- Last point of departure and next point of intended landing.

8.1.3 Further Details

If the particulars specified in para.8.1.2 are not readily available at the time of the accident, such of the particulars as are available should be notified immediately and remaining particulars furnished as soon as possible afterwards.

8.1.4 Fatal Accidents

Where death or serious injury results from an accident involving a glider, no person other than a member of the Garda Siochana or an officer of Customs & Excise or a person authorized by the Minister, shall have access to the glider, nor may any parts or articles be removed or interfered with, save for the purpose of extricating persons or animals, or preventing any danger to the public.

8.1.5 Serious Accidents

In the case of all serious accidents Air Navigation (Investigation of Accidents) Regulations shall apply.

8.1.6 Minor Accidents

In the case of all minor accidents or incident, occurring during gliding operations and resulting in either medical attention being required or an aircraft being temporarily withdrawn from service, notice shall be given by either the Pilot-in-command or by the Chief Flying Instructor to the Secretary, Irish Gliding & Soaring Association, as soon as possible, giving full details of the accident/incident.

8.1.7 Accidents Abroad

Accidents or incidents occurring to Irish Registered Gliders while abroad are primarily the responsibility of the Authorities in that country. The IGSA and the AIIU should, nevertheless, be notified of all such accidents or incidents.

9. IGSA MEDICAL STANDARDS

All solo pilots must hold a current EASA Class1, Class2 or LAPL Medical.

10. APPENDICES

10.1 Appendix A The IGSA Cross-Country Endorsement

The IGSA Cross-Country Endorsement

Document Reference: IGSA/CCE/1.2

Version: 1.2

SPL

The Cross-Country Endorsement to the SPL can only be issued if the applicant has already been granted an SPL and has the approval of his/her CFI.

Soaring Flights.

Two soaring flights in thermal conditions of at least one hour duration after release. Each soaring flight must be under the supervision of a IGSA instructor or Official Observer, who must complete and certify the report.

Field Selection.

The candidate must demonstrate satisfactorily his or her ability to select or reject fields as to their suitability for landing. This exercise must be undertaken from the air but can be flown in a glider, motor glider or light aircraft.

Field Landings.

The candidate must make a minimum of two successful approaches into a field landing area selected by the candidate. The altimeter should be covered or the millibar scale offset for this exercise. To qualify for the Endorsement, the approaches must be flown without any assistance or prompting from the instructor who must be satisfied that the candidate has demonstrated an adequate level of judgement and skill.

Navigation.

The candidate must demonstrate his ability to navigate to the satisfaction of the full rated instructor. The candidate must plan a nominated triangular task of at least 100 km, giving due consideration for any airspace requirements and to appropriate aspects of airmanship. The candidate must demonstrate to the Class1/FE instructor during a IGSA Cross Country Endorsement Navigation Skills Test the ability to read an aeronautical chart, to relate features shown on it with those features as they appear from the air and to orientate the map with respect to ground features.

Timing

The requirements must be completed within 12 months of the second soaring flight.