



## Conversion Report

This report covers licenses and ratings issued by FOCA Switzerland under CH-national Law and based on ICAO, Annex 1.

### Licenses: Balloon pilot licences; Sailplane pilot licences

#### Introduction

According to Article 3b 3. of Commission Implementing Regulation (EU) No 2020/357 and Commission Implementing Regulation (EU) No 2020/358, national balloon or sailplane pilot licences shall be converted into an EASA Part-BFCL or EASA Part-SFCL licence according to a conversion report established by the competent authority in accordance with Article 4 and 5 to Commission Regulation (EU) No 1178/2011.

#### Legal Basis and Regulation for licensing applied in Switzerland

- PRINCIPLES: ICAO Annex I to the Convention on International Civil Aviation (Personnel Licensing)
  - Chapter 2: Para 2.9 Sailplane pilot license
  - Chapter 2: Para 2.10 Free balloon pilot license
  - Chapter 6: Para 6.1.1 b Class 2 Medical Assessment
- LICENSES: CH-National regulation: Verordnung des UVEK über die Ausweise für Flugpersonal; SR 748.222.1
  - Articles 2 – 5 and 142 - 168 (Sailplane pilot license)
  - Articles 2 – 5 and 198 – 201 (gas balloon pilot license)
  - Articles 2 – 5 and 205 – 208 (hot-air balloon pilot license)

#### Switzerland does apply the rules of Part-BFCL and Part-SFCL as from 8 April 2020 with the transition periods defined in the regulation.

Balloon and Sailplane licences issued in accordance with Commission Regulation (EU) 1178/2011 are deemed to be issued in accordance with Commission Implementing Regulation (EU) 2020/357 (Part-BFCL) and Commission Implementing Regulation 2020/358 (Part-SFCL) respectively.

- LAPL(B) and LAPL(S) licences are replaced by Part-BFCL BPL licences and Part-SFCL SPL licences respectively
- National balloon and sailplane licences shall be converted into a Part-BFCL or Part-SFCL until 8 April 2021 in accordance with this conversion report.

## Balloon

<p><b>Requirements and conditions according to Commission Implementing Regulation (EU) No 2020/357 (Part-BFCL)</b></p>	<p><b>Requirements and conditions according to Swiss national law</b>  <b>In accordance with ICAO and national rules: Annex I and RFP (SR 748.222.1)</b></p>	<ul style="list-style-type: none"> <li>- <b>Credit to be given with regard to Part-BFCL</b></li> <li>- <b>Additional requirements / conditions to comply with the new Part-BFCL regulation</b></li> <li>- <b>Limitations (if any) and conditions to remove the limitations</b></li> <li>- <b>Decision</b></li> </ul>
<p><b>Credit for training that commenced prior to the date of application of this Regulation (Article 3c)</b></p> <p>According to lit. 1 of Article 3c, training in accordance with Annex I to Regulation (EU) No 1178/2011 shall be deemed to comply with the requirements of Commission Implementing Regulation (EU) No 2020/357.</p> <p>According to lit. 2 of Article 3c, training in accordance with Annex 1 to the Chicago convention shall be credited for the purposes of issuing Part-BFCL licences on the basis of this credit report.</p>	<p><b>Training in accordance with Annex 1 to the Chicago convention and Swiss National Law (SR 748.222.1)</b></p> <p>All Swiss national Balloon Flight Schools have registered a training syllabus for a national balloon licence which fulfills also the requirements of Regulation (EU) No 1178/2011.</p> <p>As a consequence, the content of both, training in accordance with Annex I to Regulation (EU) No 1178/2011 and training in accordance with Swiss National Law (SR 748.222.1), is the same.</p>	<p><b>Credit</b>          Credit shall be given for all training that commenced prior to the date of application of this regulation</p> <p><b>Additional requirements</b>          None</p> <p><b>Limitations and Conditions</b>          None</p> <p><b>Decision</b>          Training that commenced prior to 8 April 2020 in accordance with Annex 1 to the Chicago convention and Swiss National Law (SR 748.222.1) within a Swiss national Flight School is deemed to comply with the requirement of Commission Implementing Regulation (EU) No 2020/357</p>
<p><i>Subpart GEN</i></p>		
<p><b>Medical Requirement (BFCL.015 (b), MED.A.030 (b)(c))</b></p> <p>An applicant for a BPL licence and a holder of a BPL licence when exercises the privileges contained therein shall hold a valid medical certificate appropriate to the privileges sought (minimum LAPL).</p>	<p><b>Medical Requirement (Art. 4)</b></p> <p>A valid medical certificate is required before the first solo flight is conducted. No requirement to revalidate the medical certificate once the licence is obtained.</p>	<p><b>Credit</b>          Credit shall only be given for holders of a valid Medical Certificate</p> <p><b>Additional requirements</b>          Holders of a national balloon pilot licence without medical certificate shall obtain a medical certificate according to Part-MED before converting into a BPL licence according to Part-BFCL.</p> <p><b>Limitations and Conditions</b>          None</p> <p><b>Decision</b>          To convert a national balloon pilot licence into an EASA Part-BFCL licence, a valid medical certificate is required (minimum LAPL).</p>

Requirements and conditions according to Commission Implementing Regulation (EU) No 2020/357 (Part-BFCL)	Requirements and conditions according to Swiss national law In accordance with ICAO and national rules: Annex I and RFP (SR 748.222.1)	<ul style="list-style-type: none"> <li>- Credit to be given with regard to Part-BFCL</li> <li>- Additional requirements / conditions to comply with the new Part-BFCL regulation</li> <li>- Limitations (if any) and conditions to remove the limitations</li> <li>- Decision</li> </ul>
<p><b>Classes and groups of balloons (BFCL.010)</b></p> <p>Balloons shall be categorised in the following classes and groups:</p> <p>(a) “hot-air balloon” class:</p> <ol style="list-style-type: none"> <li>(1) group A: envelope capacity up to 3 400 m3 (120 069 ft3);</li> <li>(2) group B: envelope capacity between 3 401 m3 (120 070 ft3) and 6 000 m3 (211 888 ft3);</li> <li>(3) group C: envelope capacity between 6 001 m3 (211 889 ft3) and 10 500 m3 (370 804 ft3);</li> <li>(4) group D: envelope capacity of more than 10 500 m3 (370 804 ft3);</li> </ol> <p>(b) “gas balloon” class;</p> <p>(c) “mixed balloon” class;</p> <p>(d) “hot-air airship” class.</p>	<p><b>Balloon licence endorsements (Art. 198 ff, Art. 205 ff)</b></p> <p>According to Swiss national law, the following balloon endorsements exist:</p> <ul style="list-style-type: none"> <li>• Gas Balloon</li> <li>• Hot-Air Balloon</li> </ul> <p>The Hot-Air Balloon class is not divided in different classes but a Hot-Air Balloon class gives privileges to all Hot-Air Balloons. Familiarisation with the AFM is required</p>	<p><b>Credit</b></p> <p>Credit shall be granted for classes and groups obtained according to Swiss national law</p> <p><b>Additional requirements</b></p> <p>None</p> <p><b>Limitations and Conditions</b></p> <p>Recency requirements according BFCL.160 apply</p> <p><b>Decision:</b></p> <p>Credit for classes and groups obtained according to Swiss national law applies.</p> <p>When converting a national balloon pilot licence into an EASA Part-BFCL licence, the pilot shall declare the groups of Hot-Air Balloons he is entitled to obtain.</p>
<b>Subpart BPL</b>		
<p><b>BPL licence (BFCL.130, BFCL.135, BFCL.145)</b></p> <p>To obtain a BPL, the holder shall:</p> <ul style="list-style-type: none"> <li>• Complete a training course at an ATO or a DTO. The course shall be tailored to the privileges sought and shall include (BFCL.130): <ul style="list-style-type: none"> <li>- theoretical knowledge instruction;</li> <li>- at least 16 hours of flight instruction in either hot-air balloons that represent group A of that class, or gas balloons, including at least <ul style="list-style-type: none"> <li>▪ 12 hours of dual flight instruction;</li> <li>▪ 10 inflations and 20 take-offs and landings;</li> </ul> </li> </ul> </li> </ul> <p>and</p>	<p>Balloon Pilot licence</p> <p>To obtain a national balloon pilot licence, the holder shall:</p> <ul style="list-style-type: none"> <li>• Complete a training course at a flight school either in hot-air balloon or gas balloon, including: <ul style="list-style-type: none"> <li>- theoretical knowledge instruction and</li> <li>- flight instruction, incl. <ul style="list-style-type: none"> <li>for Gas Balloon, within the last 3 years at least 12 flights of 2 hours on average, of which at least one supervised solo flight and at least 20 landings. The training shall be spread over at least 8 days.</li> <li>for hot-air balloon, within the last 3 years at</li> </ul> </li> </ul> </li> </ul>	<p><b>Credit</b></p> <p>Credit shall be given for the training course, the theoretical knowledge examination and the skill test.</p> <p><b>Additional requirements</b></p> <p>To convert a national balloon pilot licence into an EASA Part-BFCL licence, the pilot shall demonstrate knowledge of the relevant parts of EASA Part-BFCL. This demonstration shall be confirmed by an ATO or DTO.</p> <p><b>Limitations and Conditions</b></p> <p>None</p> <p><b>Decision</b></p>

Requirements and conditions according to Commission Implementing Regulation (EU) No 2020/357 (Part-BFCL)	Requirements and conditions according to Swiss national law In accordance with ICAO and national rules: Annex I and RFP (SR 748.222.1)	<ul style="list-style-type: none"> <li>- Credit to be given with regard to Part-BFCL</li> <li>- Additional requirements / conditions to comply with the new Part-BFCL regulation</li> <li>- Limitations (if any) and conditions to remove the limitations</li> <li>- Decision</li> </ul>
<ul style="list-style-type: none"> <li>▪ one supervised solo flight with flight time of at least 30 minutes</li> <li>• Pass the theoretical knowledge examination in the following subjects (BFCL.135): <ul style="list-style-type: none"> <li>- air law;</li> <li>- human performance;</li> <li>- meteorology;</li> <li>- communications; and</li> <li>- principles of flight;</li> <li>- operational procedures;</li> <li>- flight performance and planning;</li> <li>- aircraft general knowledge related to balloons; and</li> <li>- navigation.</li> </ul> </li> <li>• Pass the practical skill test (BFCL.145)</li> </ul>	<p>least 16 flights of 1 hours on average, of which at least 1 supervised solo flight, and at least 20 landings. The training shall be spread over at least 10 days.</p> <ul style="list-style-type: none"> <li>• Passed the theoretical knowledge examination for gas and hot-air balloon in the following subjects: <ul style="list-style-type: none"> <li>- Air law;</li> <li>- Aircraft general knowledge;</li> <li>- Flight performance and planning;</li> <li>- Human performance;</li> <li>- Meteorology;</li> <li>- Navigation;</li> <li>- Operational procedures;</li> <li>- Principles of flight;</li> <li>- Radiotelephony international (UIT) acc. Art. 174 or in a national language acc. Art. 176.</li> </ul> </li> <li>• Pass the practical examination with an examiner of at least 1h for hot-air balloon or 2h for gas balloon</li> </ul>	<p>A national balloon pilot licence may be converted into an EASA Part-BFCL licence provided that the licence holder has demonstrated knowledge of the relevant parts of EASA Part-BFCL and holds a valid medical certificate.</p>
<i>Subpart ADD</i>		
<p><b>Tethered hot-air balloon flight rating (BFCL.200)</b></p> <p>To obtain the tethered hot-air balloon flight rating, an applicant shall:</p> <ul style="list-style-type: none"> <li>• hold privileges for the hot-air balloon class and</li> <li>• conduct at least 2 tethered hot-air balloon instruction flights</li> </ul> <p>The training shall be entered in the logbook and signed by the FI(B) who is responsible for the training.</p> <p>To exercise the privileges, the pilot shall within the last 48 month have conducted at least</p>	<p><b>Tethered hot-air balloon flight rating</b></p> <p>Swiss National law does not foresee a tethered hot-air balloon flight rating.</p> <p>Under Swiss national law, holders of Swiss national balloon pilot licences may undertake tethered flights with hot-air balloons in accordance with the respective AFM.</p>	<p><b>Credit</b></p> <p>Credit for the instruction flights shall be granted to holders of national balloon pilot licences who have in the past conducted at least 2 tethered hot-air balloon flights.</p> <p><b>Additional requirements</b></p> <p>None</p> <p><b>Limitations and Conditions</b></p> <p>None</p> <p><b>Decision</b></p> <p>Holders of a Swiss national balloon pilot licence who have in the past conducted at least 2 tethered hot-air</p>

<p><b>Requirements and conditions according to Commission Implementing Regulation (EU) No 2020/357 (Part-BFCL)</b></p>	<p><b>Requirements and conditions according to Swiss national law</b>  <b>In accordance with ICAO and national rules: Annex I and RFP (SR 748.222.1)</b></p>	<ul style="list-style-type: none"> <li>- <b>Credit to be given with regard to Part-BFCL</b></li> <li>- <b>Additional requirements / conditions to comply with the new Part-BFCL regulation</b></li> <li>- <b>Limitations (if any) and conditions to remove the limitations</b></li> <li>- <b>Decision</b></li> </ul>
<ul style="list-style-type: none"> <li>• one tethered hot-air balloon flight during the preceding or</li> <li>• a tethered hot- air balloon flight flying dual or solo under the supervision of an FI(B). The completion of such dual or solo flight under supervision shall be entered in the pilots logbook and signed by the FI(B)</li> </ul>		<p>balloon flights are deemed to fulfill the requirements to obtain the tethered hot-air balloon flight rating according to Part-BFCL.  When applying for the conversion, they shall declare that they fulfill these requirements.</p>
<p><b>Night Rating (BFCL.210)</b></p> <p>To obtain the night rating, an applicant shall:</p> <ul style="list-style-type: none"> <li>• have completed at least two instruction flights at night of at least one hour each</li> </ul>	<p><b>Night Rating (Art. 212)</b></p> <p>To obtain the night rating, an applicant shall:</p> <ul style="list-style-type: none"> <li>• have completed at least 2 flights with a gas or hot-air balloon at night under the supervision of an instructor qualified for night flights and have guided the balloon autonomously for at least one hour each time and have determined the location correctly.</li> </ul>	<p><b>Credit</b>  Credit shall be granted for the night rating training according BFCL.210.</p> <p><b>Additional requirements</b>  None</p> <p><b>Limitations and Conditions</b>  None</p> <p><b>Decision</b>  All regulatory requirements according to Part-BFCL are covered by the practical instruction under Swiss national law. A national Balloon Night Rating may be converted into an EASA Part-BFCL Night Rating.</p>
<p><b>Commercial operation rating (BFCL.215)</b></p> <p>To obtain a commercial operation rating, an applicant shall:</p> <ul style="list-style-type: none"> <li>• have attained the age of 18 years</li> <li>• have completed 50 hours of flight time and 50 take-offs and landings as PIC on balloons;</li> <li>• hold privileges for the class of balloon in which the privileges of the commercial operation rating will be exercised</li> <li>• Pass a skill test on the relevant class of balloon</li> </ul>	<p><b>Commercial operation rating</b></p> <p>Swiss National law does not foresee a commercial operation rating.</p> <p>To exercise commercial operation, the operator shall hold an approval which is subject to the following condition:</p> <p>Only pilots with a balloon pilot licence who have at least 50 hours of total flight experience, of which at least 10 hours within the last year.</p>	<p><b>Credit</b>  Credit shall be granted for the commercial operation rating for pilots recent in commercial operation.</p> <p><b>Additional requirements</b>  A national balloon pilot licence holder converting his licence into a Part-BFCL licence who applies for a commercial operation rating according to BFCL.215 shall fulfill the recency requirements according to BFCL.215 (d) or (h).</p> <p><b>Limitations and Conditions</b>  None</p>

Requirements and conditions according to Commission Implementing Regulation (EU) No 2020/357 (Part-BFCL)	Requirements and conditions according to Swiss national law In accordance with ICAO and national rules: Annex I and RFP (SR 748.222.1)	<ul style="list-style-type: none"> <li>- Credit to be given with regard to Part-BFCL</li> <li>- Additional requirements / conditions to comply with the new Part-BFCL regulation</li> <li>- Limitations (if any) and conditions to remove the limitations</li> <li>- Decision</li> </ul>
<p>Extension to other class of balloons: The privileges of a commercial operation rating are limited to the class of balloon in which the skill test is being taken. The privileges may be extended to other classes if the applicant:</p> <ul style="list-style-type: none"> <li>• holds the privileges for the class of balloon in which the privileges of the commercial operation rating will be exercised and</li> <li>• passes a skill test on the relevant class of balloon</li> </ul> <p>Recency: The holder of a commercial operation rating shall exercise the privileges only if he/she has completed: within the last 180 days</p> <ul style="list-style-type: none"> <li>• at least 3 flights as PIC in balloons, of which at least one shall be in a balloon of the relevant class or</li> <li>• One flight as PIC in a balloon of the relevant class under the supervision of an FI(B) qualified in accordance with this point and</li> </ul> <p>Within the last 24 month</p> <ul style="list-style-type: none"> <li>• A prof check commercial ops or</li> <li>• Refresher course at an ATO/DTO, incl. At least 6h theory &amp; one training flights with an FI(B) or</li> <li>• OPC acc. BOP.ADD.315</li> </ul>		<p><b>Decision</b> Under current law, a balloon pilot is allowed to conduct commercial operation provided that he fulfills the experience requirements defined in the commercial operator approval. All holders of a Swiss National Balloon Pilot licence who apply for the commercial operation rating according to BFCL.215 shall fulfill the recency requirements according to BFCL.215 (d) or (h).</p>
<b>Subpart FI</b>		
<p><b>FI(B)</b> (BFCL.320)</p> <p>To obtain an FI(B) certificate, an applicant shall:</p> <ul style="list-style-type: none"> <li>• Be at least 18 years of age</li> <li>• Min. 75h of balloon flight time as PIC</li> <li>• Completed instructor training course acc. BFCL.330 at ATO/DTO, incl. <ul style="list-style-type: none"> <li>- 25h T &amp; L</li> <li>- 12h theoretical knowledge instruction</li> </ul> </li> </ul>	<p><b>FI(B)</b> (Art. 214ff)</p> <p>To obtain an FI(B) certificate, an applicant shall:</p> <ul style="list-style-type: none"> <li>• be at least 21 years of age</li> <li>• hold a balloon pilot licence for at least 2 years</li> <li>• for Flight Instructor gas balloon, have completed at least 20 flights with an average duration of 2 hours after the issue of the gas balloon pilot licence</li> <li>• for Flight Instructor hot-air balloon, have completed</li> </ul>	<p><b>Credit</b> Credit shall be granted for the flight instructor training course, the Assessment of Competence and the privileges contained in the national flight instructor's licence.</p> <p><b>Additional requirements</b> None</p>

<b>Requirements and conditions according to Commission Implementing Regulation (EU) No 2020/357 (Part-BFCL)</b>	<b>Requirements and conditions according to Swiss national law</b> <b>In accordance with ICAO and national rules: Annex I and RFP (SR 748.222.1)</b>	<ul style="list-style-type: none"> <li>- <b>Credit to be given with regard to Part-BFCL</b></li> <li>- <b>Additional requirements / conditions to comply with the new Part-BFCL regulation</b></li> <li>- <b>Limitations (if any) and conditions to remove the limitations</b></li> <li>- <b>Decision</b></li> </ul>
<ul style="list-style-type: none"> <li>- 3h flight instruction, incl. 3 take-offs &amp; landings</li> <li>• Have passed an AOC in accordance with BFCL.345</li> </ul>	<p>at least 50 flights with an average duration of 1 hour after the issue of the hot-air balloon pilot licence</p> <ul style="list-style-type: none"> <li>• be recommended as flight instructor by a qualified FI(B)</li> <li>• be subscribed by a flight school</li> <li>• have proved in-depth theoretical knowledge through examination in the theoretical knowledge subjects</li> <li>• send a criminal record extract</li> </ul>	<p><b>Limitations and Conditions</b> None</p> <p><b>Decision</b> The national requirements on the basis of which the FI(B) privileges are given can be deemed to be equivalent to the requirements for a Part-BFCL FI(B) certificate. The FI(B) privileges remain valid as long as the national FI(B) was valid. After that date, the FI(B) shall fulfill the recency requirements according to BFCL.360.</p>
<i>Subpart FE</i>		
<p><b>FE(B) (BFCL.420)</b> To obtain an FI(B) certificate, an applicant shall:</p> <ul style="list-style-type: none"> <li>• pass a standardisation courses, incl. theoretical and practical instruction</li> <li>• pass an Examiner Assessment of Competence acc. F</li> </ul>	<p><b>FE(B)</b> All examiners have converted into an EASA Part-FCL licence, therefore no conversion of FE(B) authorisations required</p>	<p><b>Decision</b> N/A</p>

## Sailplane

<b>Commission Implementing Regulation (EU) No 2020/358 (Part-SFCL)</b>	<b>CH- licenses and ratings</b> <b>In accordance with ICAO and national rules: Annex I and RFP (SR 748.222.1)</b>	<ul style="list-style-type: none"> <li>- <b>General remarks, additional requirements or supplementary conditions in order to fulfill the compliance with the new Part.SFCL regulation.</b></li> <li><b>Decision</b></li> </ul>
<p><b>Credit for training that commenced prior to the date of application of this Regulation (Article 3c)</b></p> <p>According to lit. 1 of Article 3c, training in accordance with Annex I to Regulation (EU) No 1178/2011 shall be deemed to comply with the requirements of Commission Implementing Regulation (EU) No 2020/358. According to lit. 2 of Article 3c, training in accordance with Annex 1 to the Chicago convention shall be credited for the purposes of issuing Part-SFCL licences on the basis of this credit report.</p>	<p><b>Training in accordance with Annex 1 to the Chicago convention and Swiss National Law (SR 748.222.1)</b></p> <p>All Swiss national Sailplane Flight Schools have registered a training syllabus for obtaining a national Sailplane Pilot licence following the training syllabus according to Regulation (EU) No 1178/2011. As a consequence, the training content of training in accordance with Annex I to Regulation (EU) No 1178/2011 and training in accordance with Swiss National Law (SR 748.222.1) is the same.</p>	<p><b>Credit</b> Credit shall be given for all training that commenced prior to the date of application of this regulation</p> <p><b>Additional requirements</b> None</p> <p><b>Limitations and Conditions</b> None</p>

		<p><b>Decision</b></p> <p>Training that commenced prior to 8 April 2020 in accordance with Annex 1 to the Chicago convention and Swiss National Law (SR 748.222.1) within a Swiss national Flight School is deemed to comply with the requirement of Commission Implementing Regulation (EU) No 2020/358</p>
<b>Subpart GEN</b>		
<p><b>Medical Requirement</b> (SFCL.015 (b), MED.A.030 (b)(c))</p> <p>An applicant for a SPL licence and a holder of a SPL licence when exercises the privileges contained therein shall hold a valid medical certificate appropriate to the privileges sought (minimum LAPL).</p>	<p><b>Medical Requirement</b> (Art. 4)</p> <p>A valid medical certificate is required before the first solo flight is conducted and for the revalidation of the sailplane licence once the pilot has reached the age of 60.</p>	<p><b>Credit</b></p> <p>Credit shall only be given for holders of a valid Medical Certificate</p> <p><b>Additional requirements</b></p> <p>Holders of a national sailplane pilot licence without medical certificate shall obtain a medical certificate according to Part-MED before converting into a SPL licence according to Part-SFCL.</p> <p><b>Limitations and Conditions</b></p> <p>None</p> <p><b>Decision</b></p> <p>A national sailplane pilot licence may only be converted into an EASA Part-SFCL licence if a valid medical certificate is held (minimum LAPL).</p>
<b>Subpart SPL</b>		
<p><b>SPL licence</b> (SFCL.130, SFCL.135, SFCL.145)</p> <p>To obtain an SPL, the holder shall:</p> <ul style="list-style-type: none"> <li>• Complete a training course at an ATO or a DTO. The course shall be tailored to the privileges sought and shall include (SFCL.130): <ul style="list-style-type: none"> <li>- theoretical knowledge instruction as specified in point SFCL.135;</li> <li>- Practical training of at least 15 hours of flight instruction in sailplane, incl 10h dual flight instruction, 2h supervised solo flight time and 45 launches or take-offs &amp; landings</li> </ul> </li> </ul>	<p><b>Sailplane Pilot licence</b> (Art. 142 lit. 4)</p> <p>To obtain a national sailplane pilot licence, the holder shall:</p> <ul style="list-style-type: none"> <li>• Complete a training course at a flight school, including: <ul style="list-style-type: none"> <li>- theoretical knowledge instruction and</li> <li>- flight instruction of at least 15h on sailplane, of which 5h and 20 landings solo. The flight instruction shall cover the required operational experience in the areas specified in Art. 143 (3)</li> </ul> </li> <li>• Passed the theoretical knowledge examination in the following subjects:</li> </ul>	<p><b>Credit</b></p> <p>Credit shall be given for the training course, the theoretical knowledge examination and the skill test.</p> <p><b>Additional requirements</b></p> <p>To convert a national sailplane pilot licence into an EASA Part-SFCL licence, the pilot shall:</p> <ul style="list-style-type: none"> <li>• hold a medical certificate according to Annex IV Part-MED of Regulation (EU) No 1178/2011 (see Part-GEN “Medical requirements” above</li> <li>• have passed the theoretical knowledge examination in the subject “communication” according to SFCL.135 (a) (1) (iv) (sailplane licence holders who have not passed the subject “radiotelephony” only). Credit is given for the</li> </ul>

<p>For sailplane privileges At least 7h in sailplane excl. TMG, incl. at least 3h dual flight instruction, one solo cross-country flight of at least 50km or one dual cross-country flight of at least 100 km (may be completed in TMG)</p> <p>For TMG privileges At least 6h in TMG, incl. at least 4h dual flight instruction, one solo cross-country flight of at least 150km in a TMG, during which one full-stop landing at an aerodrome different from the aerodrome of departure shall be performed</p> <ul style="list-style-type: none"> <li>• Pass the theoretical knowledge examination in the following subjects (SFCL.135): <ul style="list-style-type: none"> <li>- air law;</li> <li>- human performance;</li> <li>- meteorology;</li> <li>- communications; and</li> <li>- principles of flight;</li> <li>- operational procedures;</li> <li>- flight performance and planning;</li> <li>- aircraft general knowledge related to sailplanes; and</li> <li>- navigation.</li> </ul> </li> <li>• Pass the practical skill test (SFCL.145)</li> </ul>	<ul style="list-style-type: none"> <li>- Air law;</li> <li>- Aircraft general knowledge;</li> <li>- Flight performance and planning;</li> <li>- Human performance;</li> <li>- Meteorology;</li> <li>- Navigation;</li> <li>- Operational procedures;</li> <li>- Principles of flight;</li> <li>- Radiotelephony international (UIT) acc. Art. 174 or in a national language acc. Art. 176.</li> </ul> <p>The applicant may decide not to pass the subject Radiotelephony. In this case his privileges are limited to flights within airspaces E, F and G.</p> <ul style="list-style-type: none"> <li>• Pass the practical examination with an examiner</li> </ul>	<p>subject communication passed in another category of aircraft.</p> <ul style="list-style-type: none"> <li>• have demonstrated knowledge of the relevant parts of EASA Part-SFCL. This demonstration shall be confirmed by an ATO or DTO.</li> </ul> <p><b>Limitations and Conditions</b> If the radiotelephony examination (practical classroom testing) is not passed, the privileges of the pilot are restricted to flights that do not require ATS services.</p> <p><b>Decision</b> The minimum theoretical and practical training and checking requirements for a Swiss national sailplane pilot licence cover the theoretical and practical instruction and examination requirements of Part-SFCL only if the subject communication is completed.</p> <p>Holders of a restricted Swiss national sailplane licence shall pass the theoretical knowledge examination in the subject communication prior to converting into a Part-SFCL licence.</p> <p>The privileges are restricted to flights that do not require ATS services if the practical classroom testing of radiotelephony is not completed.</p> <p>A national sailplane pilot licence may be converted into an EASA Part-SFCL licence provided that the licence holder has demonstrated knowledge of the relevant parts of EASA Part-SFCL, holds a valid medical certificate and has passed the theoretical knowledge examination in the subject communication.</p>
<p><b>Privilege to carry passengers</b> (SFCL.115(a)(3))</p> <p><i>Holders of an SPL licence may carry passengers if they:</i></p> <ul style="list-style-type: none"> <li>• fulfill the recency requirements for passengers (SFCL.160(e))</li> <li>• have completed at least 10h or 30 launches as PIC and one trainings flight with an FI(S) or</li> <li>• hold an FI(S) certificate</li> </ul>	<p><b>Privilege to carry passengers</b> (Art. 149)</p> <p><i>Holders of a national sailplane licence may carry passengers if they:</i></p> <ul style="list-style-type: none"> <li>• have completed at least 30h of flight instruction after the issue of the licence, of which maximum 15h may be flown in aeroplane and</li> <li>• passed the flight examination acc. Art. 150</li> </ul>	<p><b>Credit</b> Credit shall be granted for the requirements to carry passengers according SFCL.115(a)(3).</p> <p><b>Additional requirements</b> None</p> <p><b>Limitations and Conditions</b> None</p>

		<p><b>Decision</b> All regulatory requirements according to Part-SFCL are covered by the experience requirement, flight instruction and examination according to Swiss national law.</p> <p>No additional conditions are required to convert a privilege to carry passengers contained in a national sailplane pilot licence into Part-SFCL carriage of passenger privileges (not printed in the Part-SFCL licence).</p>
<p><b>Commercial Operation (SFCL.115(a)(3))</b></p> <p>Holders of an SPL licence holder may exercise the privileges in commercial operation if they have :</p> <ul style="list-style-type: none"> <li>• <i>attained the age of 18</i></li> <li>• <i>completed at least 75h of flight time or 200 launches or take-offs and landings as PIC on sailplanes</i></li> </ul>	<p><b>Commercial Operation</b></p> <p>The Swiss national law does not see any requirements a sailplane pilot has to fulfill before he can exercise commercial operation privileges.</p>	<p><b>Credit</b> Credit shall be granted for the commercial operation privilege if the holder of a sailplane licence fulfills the requirements according to SFCL.115(a)(3).</p> <p><b>Additional requirements</b> None</p> <p><b>Limitations and Conditions</b> None</p> <p><b>Decision</b> Holders of a Swiss national sailplane pilot licence who have attained the age of 18 and have completed at least 75h of flight time or 200 launches or take-offs and landings as PIC on sailplanes are deemed to fulfill the requirements to obtain the privileges for commercial operation according to SFCL.115(a)(3) (not printed in the Part-SFCL licence).</p>
<p><b>Class Ratings (SFCL.150)</b></p> <p>A class rating, either sailplane or TMG, is obtained with the SPL skill test.</p> <p>To extend the privileges of an SPL licence either to sailplane or TMG class rating, an applicant shall</p> <ul style="list-style-type: none"> <li>• complete the training elements according SFCL.130 (a)(2)(iv) or (v) and</li> <li>• pass a skill test to demonstrate an adequate level of practical skill in sailplane or TMG. During this skill test, the applicant shall also demonstrate to the examiner an adequate level of theoretical knowledge</li> </ul>	<p><b>Class Ratings (Art. 159)</b></p> <p>The class rating sailplane is obtained with the sailplane skill test.</p> <p>To extend the privileges of a national sailplane pilot licence to TMG, an applicant shall</p> <ul style="list-style-type: none"> <li>• complete theoretical knowledge instruction;</li> <li>• complete practical flight instruction of at least 5h and 20 landings acc. Art. 160 (c);</li> <li>• pass the theoretical knowledge examination in the specific subjects (aeroplane) and</li> <li>• pass a skill test.</li> </ul>	<p><b>Credit</b> Credit shall be granted for the TMG and sailplane class rating training and skill test/proficiency checks.</p> <p><b>Additional requirements</b> None</p> <p><b>Limitations and Conditions</b> None</p> <p><b>Decision</b> All regulatory requirements according to Part-SFCL</p>

<p>in the respective specific subjects (either aeroplane or sailplane).</p>		<p>are covered by the theoretical and practical instruction and examination under Swiss national law.</p>
<p><b>Subpart ADD</b></p>		
<p><b>Aerobatic privileges (SFCL.200)</b></p> <p>Aerobatic privileges may be obtained if the holder of an SPL licence has</p> <p>for the basic aerobatic privileges:</p> <ul style="list-style-type: none"> <li>• at least 30h of flight time or 120 launches as PIC on sailplane</li> <li>• completed a training course at an ATO or DTO, including theoretical and aerobatic flight instruction for the privileges sought and acc. to SFCL.200(b)</li> </ul> <p>for the advanced aerobatic privileges, in addition to the requirements for the basic aerobatic privileges:</p> <ul style="list-style-type: none"> <li>• completed a training course at an ATO or a DTO including theoretical knowledge instruction for the privileges sought and at least 5h or 20 flights of aerobatic flight instruction</li> </ul>	<p><b>Aerobatic privileges (Art. 152)</b></p> <p>Aerobatic privileges may be obtained if the holder of a national sailplane licence has:</p> <ul style="list-style-type: none"> <li>• completed an aerobatic flight examination</li> <li>• for advanced privileges have completed the respective training with an instructor</li> </ul>	<p><b>Credit</b></p> <p>Credit shall be granted for the advanced aerobatic privilege if the holder of a national sailplane licence holds the respective privileges.</p> <p><b>Additional requirements</b></p> <p>None</p> <p><b>Limitations and Conditions</b></p> <p>None</p> <p><b>Decision</b></p> <p>Holders of a Swiss national sailplane pilot licence with aerobatic rating are deemed to fulfill the requirements to obtain the privileges for aerobatic privileges according to SFCL.200.</p>
<p><b>Sailplane towing and banner towing rating (SFCL.205)</b></p> <p>To obtain an sailplane towing or banner towing rating, the holder of an SPL shall:</p> <ul style="list-style-type: none"> <li>• have completed at least 30h as PIC and 60 take-offs and landings in TMG since issue of the TMG rating</li> <li>• have completed a training course at an ATO or DTO, incl. <ul style="list-style-type: none"> <li>- Theoretical knowledge instruction on sailplane towing operations and procedures</li> <li>- at least 10 training flights, incl. at least 5 dual trainings flight</li> <li>- if SPL privileges are held in TMG only, 5 familiarisation flights in sailplane which is launched</li> </ul> </li> </ul>	<p><b>Sailplane towing (Art. 55)</b></p> <p>To obtain sailplane towing privileges, the holder of a TMG rating shall have completed at least 5 sailplane towing flights under the supervision of a qualified instructor</p>	<p><b>Credit</b></p> <p>Credit shall be granted for the sailplane towing training course according SFCL.205.</p> <p>Banner towing privileges could not be obtained under Swiss national law. Therefore no credit must be established.</p> <p><b>Additional requirements</b></p> <p>None</p> <p><b>Limitations and Conditions</b></p> <p>None</p> <p><b>Decision</b></p> <p>Holders of Swiss national sailplane pilot licences who have held the privileges in the past to tow sailplanes shall be able to continue to exercise their privileges. To obtain the sailplane towing rating, the applicant shall send the relevant logbook pages confirming the sailplane towing training.</p>

<p><b>TMG Night Rating (SFCL.210)</b></p> <p>To obtain a TMG night rating, the holder of an SPL shall complete:</p> <ul style="list-style-type: none"> <li>theoretical knowledge instruction in flying in VFR conditions at night</li> <li>at least 5h of flight time in TMGs at night, incl. at least <ul style="list-style-type: none"> <li>3h of dual instruction, incl. at least 1h of cross-country navigation with at least 1 dual cross-country flight of at least 50km</li> <li>5 solo take-offs and</li> <li>5 solo landings</li> </ul> </li> <li>the basic instrument flight training necessary for the issue of a PPL in accordance with Part-FCL</li> </ul>	<p><b>Night Rating (Art. 147)</b></p> <p>No national night ratings (sailplane) were issued.</p>	<p><b>Credit</b> No credit may be granted towards the TMG Night Rating according to SFCL.210.</p> <p><b>Additional requirements</b> None</p> <p><b>Limitations and Conditions</b> None</p> <p><b>Decision</b> No credit may be granted as TMG night rating does not exist under Swiss national law</p>
<p><b>Sailplane cloud flying privileges (SFCL.215)</b></p> <p>To obtain sailplane cloud flying privileges, the holder of an SPL shall:</p> <ul style="list-style-type: none"> <li>have completed at least 30h as PIC in sailplanes after the issue of the licence</li> <li>have completed a training course at an ATO or DTO, including <ul style="list-style-type: none"> <li>theoretical knowledge instruction and</li> <li>at least 2h dual flight instruction acc. to SFCL.215 (b)(2)(ii)</li> </ul> </li> </ul>	<p><b>Sailplane cloud flying privileges (Art. 154 ff)</b></p> <p>To obtain sailplane cloud flying privileges, the holder of a national sailplane pilot licence shall:</p> <ul style="list-style-type: none"> <li>have completed at least 50h of flight time after the issue of the licence</li> <li>have completed at least 6h of instruction, of which maximum 3h may be completed on ground on an approved training device</li> <li>have passed the examination (Theory and practice)</li> </ul>	<p><b>Credit</b> Credit shall be granted to holder of a Swiss national sailplane licence with sailplane cloud flying privilege for the sailplane cloud flying privileges according to SFCL.215.</p> <p><b>Additional requirements</b> None</p> <p><b>Limitations and Conditions</b> None</p> <p><b>Decision</b> The experience requirements, training and examination required under Swiss national law are deemed to fulfill the requirements to obtain sailplane cloud flying privileges according to Part-SFCL.</p>
<b>Subpart FI</b>		
<p><b>FI(S) (SFCL.320)</b></p> <p>To obtain an FI(S) certificate, an applicant shall:</p> <ul style="list-style-type: none"> <li>Be at least 18 years of age</li> <li>Min. 75h of balloon flight time as PIC</li> <li>Completed instructor training course acc. BFCL.330 at ATO/DTO, incl. <ul style="list-style-type: none"> <li>25h T &amp; L</li> </ul> </li> </ul>	<p><b>FI(S) (Art. 164ff)</b></p> <p>To obtain an FI(S) certificate, an applicant shall:</p> <ul style="list-style-type: none"> <li>be at least 21 years of age</li> <li>hold a sailplane pilot licence with the privilege to carry passengers</li> </ul>	<p><b>Credit</b> Credit shall be granted for the flight instructor training course, the Assessment of Competence and the privileges contained in the national flight instructor's licence.</p> <p><b>Additional requirements</b> None</p>

<ul style="list-style-type: none"> <li>- 12h theoretical knowledge instruction</li> <li>- 3h flight instruction, incl. 3 take-offs &amp; landings</li> <li>• Have passed an AOC in accordance with BFCL.345</li> </ul>	<ul style="list-style-type: none"> <li>• have completed at least 200h of flight time on sailplanes, of which max. 100h on airplane or helicopter</li> <li>• be recommended as flight instructor by a qualified FI(S)</li> <li>• be subscribed by a flight school</li> <li>• have passed the pre-entry examination</li> <li>• have successfully completed the flight instructor course and completed the required training</li> <li>• send a criminal record extract</li> </ul>	<p><b>Limitations and Conditions</b> None</p> <p><b>Decision</b> The national requirements on the basis of which the FI(S) privileges are given can be deemed to be equivalent to the requirements for a Part-SFCL FI(S) certificate. The FI(S) privileges remain valid as long as the national FI(S) was valid. After that date, the FI(S) shall fulfill the recency requirements according to SFCL.360.</p>
<b>Subpart FE</b>		
<p><b>FE(S)</b> (BFCL.420) To obtain an FE(S) certificate, an applicant shall:</p> <ul style="list-style-type: none"> <li>• pass a standardisation courses, incl. theoretical and practical instruction</li> <li>• pass an Examiner Assessment of Competence acc. SFCL.445</li> </ul>	<p><b>FE(S)</b> All examiners have converted into an EASA Part-FCL licence, therefore no conversion of national FE(S) authorisations required</p>	<p><b>Decision</b> N/A</p>