





EASA / UK SFCL SPL rolling recency

From September 2025 onwards, the UK SFCL will come into play. Gliders will need a Sailplane Pilot Licence (SPL), and the ability to exercise this license will depend on your recent glider experience. This document provides a full overview of what items can and must be tracked for you as a glider pilot and your gliding club.

Also check out the BGA presentation (see [link](#)) on the what, how and when.

General SFCL SPL recency requirements









In order to use the privileges of your SPL, the rolling recency requirement must be met during the preceding 24 months. Even though your licence no longer has an expiry date, you cannot operate as a Pilot in Command (PIC) if you do not meet the recency requirements. According to SFCL.160 SPL the following rolling recency requirements are to be met:

	Less than 2 SFCL training flights in the last 24 months.
	Less than 15 launches in the last 24 months. You can complete the missing launches as a second occupant, or solo under supervision of an instructor. Prior to the flight you must request permission from an instructor, and afterwards the flight must be signed off by an instructor.
	Less than 5 flying hours in the past 24 months. You can complete the missing launches as a second occupant, or solo under supervision of an instructor. Prior to the flight you must request permission from an instructor, and afterwards the flight must be signed off by an instructor.
	Medical may have expired or is not entered into the system. As long as you do not have a valid medical you are not allowed to fly.

Note: Under the part-DTO, the DTO of the gliding club is responsible for tracking the recency (and medical) of their students and instructors. The CAA is proposing that part-DTO will not be applicable to gliding clubs, in which case the responsibility lies solely with the pilot.



Launch methods related SFCL SPL recency requirements

In addition to the general licence recency requirements, you may also have insufficient experience with certain launch methods to perform them as a PIC. You can complete the missing launches as a second occupant, or solo under supervision of an instructor. Prior to the flight you must request permission from an instructor, and afterwards the flight must be signed off by an instructor. According to SFCL.150 SPL the following rolling recency requirements are to be met:

 Winch	Less than 5 winch launches in the last 24 months.
 Tow	Less than 5 aerotow launches in the last 24 months.
 Self-launch	Less than 5 take offs with a self-launch in the last 24 months (TMG starts count) .
 TMG	Less than 12 flights, 6 hours and 1 SFCL TMG training flight (of 1 hour) with a TMG in the past 24 months. The training flight may be spread accross multiple flights as long as they occur on the same day.  With a valid FCL license with a valid TMG privilege, the pilot does not have to meet a minimum number of hours and launches to keep the TMG endorsement valid (SFCL.160.c).
 TMG-A	Less than 5 tow flights performed in the past 24 months, recorded as tmg-a.
 car	Less than 5 launches with a car in the last 24 months.
 Bung	Fewer than 2 bungee flights operated in the last 24 months.

Passenger SFCL recency

If you are authorized to carry passengers, additional experience requirements apply. In the last 90 days you must have made 3 flights. A note of caution here: fellow glider pilots with licence also count as passengers.

 Pax	Less than 3 flights in the last 90 days as PIC or together with an instructor, excluding TMG.
 T Pax	Less than 3 flights in the last 90 days as PIC or together with an instructor on a TMG aircraft.

Basic Instructor recency

If you are an authorized Basic Instructor, additional experience requirements apply, according to SFCL 365. This competency only counts for UK SFCL and is not part of the EASA legislation.

BI(s)	Less than 20 PIC hours and 40 PIC launches in the last 2 years.
BI(s)	Or, no valid BI(s) Assessment of Competency (AoC) in the last 2 years.

SFCL Instructor (FI) and Examiner (FE) recency

If you are an instructor, specific SFCL FI(s) recency requirements apply. If you fail the recency requirements, you must take an Assessment of Competency before you are allowed to instruct again. Please check article 360 (and 345) from the UK SFCL sailplane rulebook for more info. The date from the last training can be entered by the Head of Training.

FI(s)	Less than 30 FI(s) instructional hours OR fewer than 60 FI(s) instructional launches in the past 3 years.
FI(s)	Less than 1 Instructor Refresher Training in the last 3 years.
FI(s)	Less than 1 "Instruction flight under supervision" in the last 9 years.
FE(s)	Recency for examiners who must follow a 'FE(S) refresher course' every 5 years.

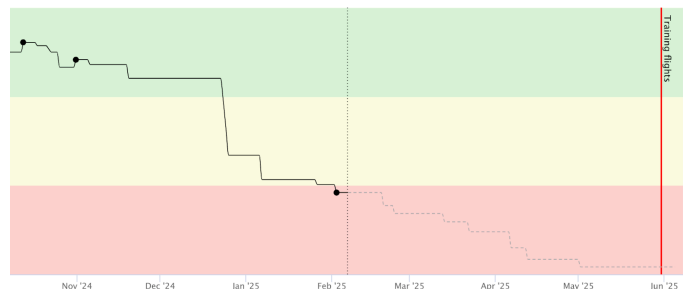
Keeping yourself recent

Within the GlidingApp, all SFCL SPL license recency requirements are derived from the pilot's flight history known in the system. If pilots fly outside the club or miss flights in the system, they can upload them themselves.

Within the system you can easily flag the competencies that the pilot has on it's license, and the system automatically tracks when items expire; shows upcoming warnings in the system; and provides weekly email updates so that pilots know what to fly and when.

SFCL SPL recency, last 24 months:

SPL recency general	
Training flights	2 (≥2) 31 May 25
Launches	89 (≥15) 12 Sept 26
Hours	103.1 (≥5) 4 Aug 26
Winch launch	80 (≥5) 12 Oct 26
Tow launch	9 (≥5) 24 Jun 26
Passenger (90 days)	2 / 3








Example view for a pilot with their Training Flight expiring at the end of may.

Currency barometer

Although not part of the UK SFCL regulation, the GlidingApp also has the Currency Barometer implemented. Currency shows how solid your recent flying experience is. Recent experience increases correct decision making in unexpected circumstances. Research shows that most incidents occur when pilots have little recent experience.

Your currency is calculated based on the number of flights and hours you have made during the past 6 months (as pilot in command or instruction flights as a second occupant):

 green	Recent flying experience is OK. Keep your safety in mind.
 yellow	Be careful of unexpected events. For example: a new airfield, new type of glider, type of launch rarely used or unknown terrain. Be even more cautious when weather conditions are difficult.
 Orange	Insufficient recent experience, but more than 10 hours or 15 takeoffs flown in the past 6 months. It is strongly recommended to first fly in calm weather conditions.
 red	Insufficient recent experience. Increased risk when flying. Unexperienced pilots are advised to make their first flights in calm weather.
 red	Insufficient recent experience. The Currency Barometer advises you after 3 months to have a check flight with an instructor.

Attention, the Currency Barometer is a tool, so use it as such. Have a look at the BGA's Gliding Currency Barometer explanation (see [link](#)) for more background.