



# WGC Pilot and Aircraft Requirements

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Notice: This document is provided as a guide to help pilots and teams prepare for the 2024 World Gliding Championships in Uvalde, Texas. As a guide, the contents herein are inferior to the rules of the contest, the FAI and the National Aviation Authorities regulations.

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# WGC Pilot and Aircraft Requirements

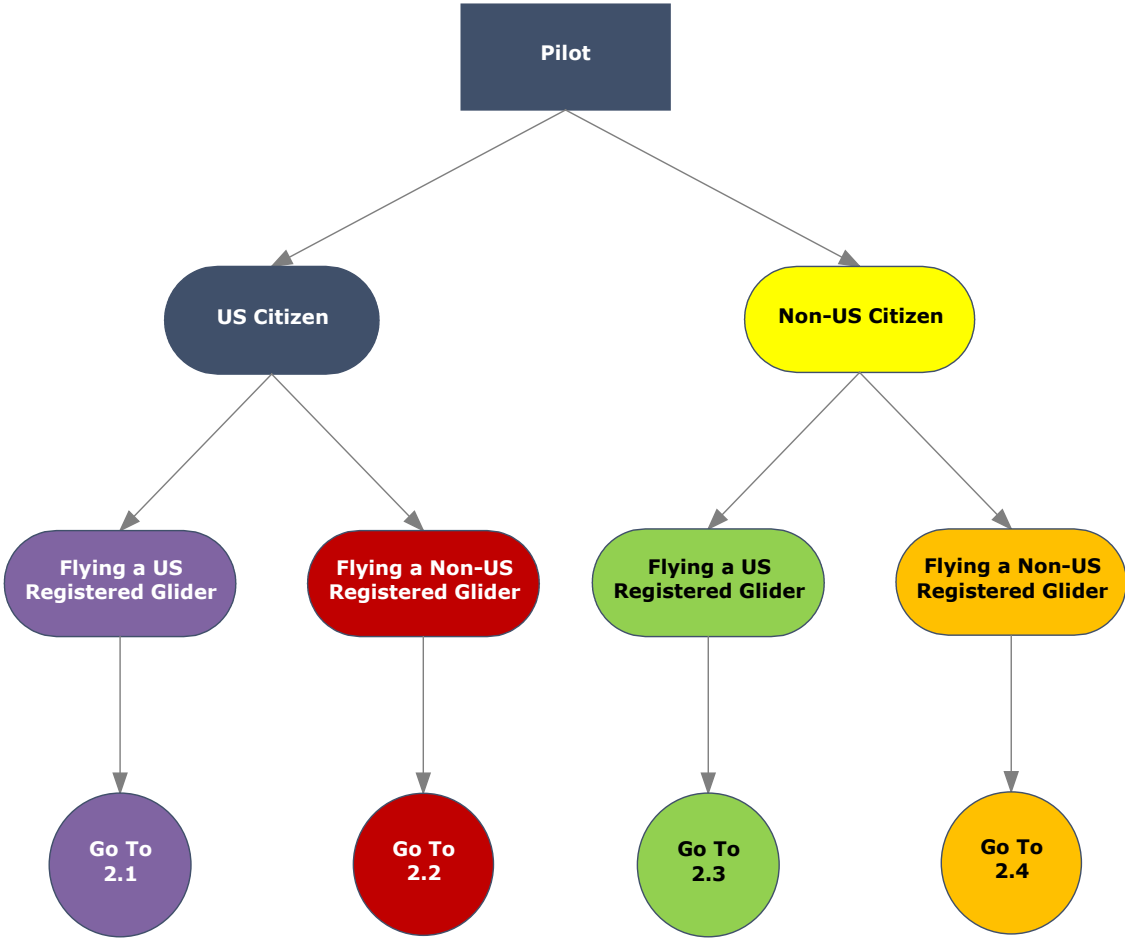
## I. Introduction

The 2024 World Soaring Championships in Uvalde, Texas is expected to draw as many as 120 US and foreign competitors from more than 20 countries for a 3-week period of sailplane racing. Being that the competition pilots and their aircraft will be governed by the applicable regulations of the US Federal Aviation Administration (FAA), the Federation Aeronautique Internationale (FAI) via the International Gliding Commission (IGC) and the 2024 World Gliding Championship Rules; appropriate documentation for these pilots and aircraft will be important to ensure full compliance and uninterrupted operations from a compliance standpoint.

The object of this White Paper is to detail the applicable requirements for the competitors, gliders and equipment well enough in advance of their arrival that flying on the first practice day is not hindered by certificate issues and that the scrutineering process will progress smoothly.

## II. Pilots - Certification and Qualification

Follow the chart below for guidance on the certification and qualification of the pilots:



## 2.1 US Citizen (with a US Certificate) flying a US Registered Glider

Note: Documents required to be carried in the glider or on your person are underlined below

Requirements for the Pilot:

- Valid US Private Pilot's Certificate or higher (no student pilot Certificate allowed) with appropriate Category and Class Rating (ex. Private Pilot with Glider Rating).
- Approved for Aero Tows (this is expressly authorized unless specifically eliminated on the pilot's Certificate – example "Winch Launch Only").
- A Medical license is not required but technically the pilot without a medical must have a written statement certifying that he has no medical defect that would make him unable to pilot a glider.
- Flight Review IAW FAR 61.56 within 24 months.
- Recent Flight Experience IAW FAR 61.57 (only required if flying a 2 place glider and carrying a competitor without a US Pilots Certificate)
- Meet the IGC Qualification Requirements (Annex A, 3.2)
  - Hold a gold badge, or, hold a silver badge and have competed in at least two National Championships;
  - Have flown at least 250 hours as a pilot in command, of which at least 100 hours must be in sailplanes;
  - Hold a valid FAI Sporting License.

## 2.2 US Citizen (with a US Certificate) flying a Non-US Registered Glider

Note: Documents required to be carried in the glider or on your person are underlined below

Requirements for the Pilot:

- Valid US Private Pilot's Certificate or higher (no student pilot Certificate allowed) with appropriate Category and Class Rating (ex. Private Pilot with Glider Rating)
- Approved for Aero Tows (this is expressly authorized unless specifically eliminated on the pilot's Certificate – example "Winch Launch Only").
- A Medical Certificate is not required but technically the pilot without a medical must have a written statement certifying that he has no medical defect that would make him unable to pilot a glider.
- Flight Review IAW FAR 61.56 within 24 months
- Recent Flight Experience IAW FAR 61.57 (only required if flying a 2 place glider and carrying a competitor without a US Pilots Certificate)
- Meet the IGC Qualification Requirements (Annex A, 3.2)
  - Hold a gold badge, or, hold a silver badge and have competed in at least two National Championships;
  - Have flown at least 250 hours as a pilot in command, of which at least 100 hours must be in sailplanes;
  - Hold a valid FAI Sporting License

### 2.3 Non-US Citizen flying a US Registered Glider

Note: Documents required to be carried in the glider or on your person are underlined below

Requirements for the Pilot:

- Must hold a valid US Private Pilot's Certificate or higher (no student pilot Certificate allowed) with appropriate Category and Class Rating (ex. Private Pilot with Glider Rating). See paragraph V below for information on obtaining a US Certificate based on a foreign equivalent.
- Approved for Aero Tows (this is expressly authorized unless specifically eliminated on the pilot's Certificate – example “Winch Launch Only”).
- A Medical Certificate is not required but technically the pilot without a medical must have a written statement certifying that he has no medical defect that would make him unable to pilot a glider.
- Flight Review IAW FAR 61.56 within 24 months
- Recent Flight Experience IAW FAR 61.57 (only required if flying a 2 place glider and carrying a competitor without a US Pilots Certificate)
- Meet the IGC Qualification Requirements (Annex A, 3.2)
  - Hold a gold badge, or, hold a silver badge and have competed in at least two National Championships;
  - Have flown at least 250 hours as a pilot in command, of which at least 100 hours must be in sailplanes;
  - Hold a valid FAI Sporting License
  -

### 2.4 Non-US Citizen flying a Non-US Registered Glider

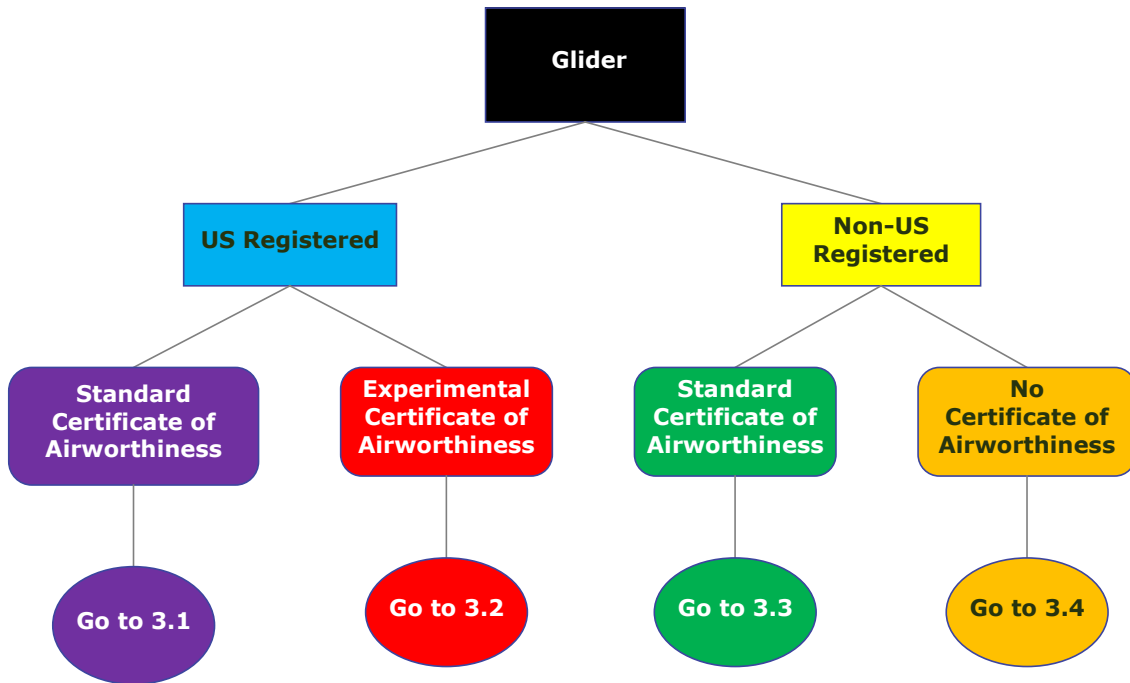
Note: Documents required to be carried in the glider or on your person are underlined below

Requirements for the Pilot:

- Valid Pilot's Certificate (no student pilot Certificate allowed) issued by the National Aviation Authority for which the glider is registered with appropriate Category and Class Rating or a Pilots Certificate issued by the US. (example – if you are flying a German Registered glider, you must have a German or US pilots Certificate) See paragraph V below for information on obtaining a US Certificate based on a foreign equivalent.
- Approved for Aero Tows
- A Medical license if it is required by the National Aviation Authority.
- Recent Flight Experience IAW FAR 61.57 (only required if flying a 2 place glider and carrying a competitor without a US Pilots Certificate)
- Meet the IGC Qualification Requirements (Annex A, 3.2)
  - Hold a gold badge, or, hold a silver badge and have competed in at least two National Championships;
  - Have flown at least 250 hours as a pilot in command, of which at least 100 hours must be in sailplanes;
  - Hold a valid FAI Sporting License

### III. Aircraft – Certification and Qualification

Follow the graph below for guidance on the certification of gliders:



#### 3.1 Requirements for a US Registered Glider with a Standard Certificate of Airworthiness

Note: Documents required to be carried in the glider or on your person are underlined below

- US Certificate of Airworthiness - Standard Certificate of Airworthiness (see Exhibit A) - make sure the C of A shows the proper serial number and registration number for the glider.
- Hard copy of the Aircraft Registration (see Exhibit A) or a pink copy of the Registration Application if the registration has changed in the last 120 days.
- Make sure the Registration is active. There is now a rule to confirm registration every 3 years. This can be checked online at <https://registry.faa.gov/aircraftinquiry/> by searching the Registration Database by N number.
- Current Weight and Balance.
- Approved Aircraft Flight Manual  
Note - All placards shown in the flight manual must be properly applied to the aircraft,
- The pilot should be able to provide proof that the aircraft has been inspected in accordance with FAR Part 43.1(a)(1) within the last 12 months by an Annual Inspection.

### 3.2 Requirements for a US Registered Glider with an Experimental Certificate of Airworthiness

Note: Documents required to be carried in the glider or on your person are underlined below

- US Certificate of Airworthiness - Experimental Certificate of Airworthiness (see Exhibit A) – The Experimental C of A must show the proper identification of the glider – registration number, serial number, etc. There must also be a set of Operating Limitations with the C of A which sets out the limitations for operation of the glider. This is very important that they be onboard and you are in compliance with the limitations.
- Hard copy of the Aircraft Registration (see Exhibit A) or a pink copy of the Registration Application if the registration has changed in the last 120 days.
- Make sure the Registration is active. This can be checked online at <https://registry.faa.gov/aircraftinquiry/> by searching the Registration Database by N number.
- Current Weight and Balance.
  - Approved Aircraft Flight Manual
  - Note - All placards shown in the flight manual must be properly applied to the aircraft,
- The pilot should be able to provide proof that the aircraft has been inspected in accordance with the continuing airworthiness inspections as shown on the Operating Limitations. Generally this would be FAR Part 43 Appendix D within the last 12 months by a Condition Inspection.

### 3.3 Requirements for a Non-US Registered Glider with an Appropriate and Current Certificate of Airworthiness

Note: Documents required to be carried in the glider or on your person are underlined below

- Appropriate and Current Certificate of Airworthiness or equivalent issued by the National Aviation Authority for the Country of Registration or equivalent.
- Proof of valid Registration with the National Aviation Authority for the Country of Registration.
- Current Weight and Balance.
- Approved Aircraft Flight Manual
  - Note - All placards shown in the flight manual must be properly applied to the aircraft,
- The pilot should be able to provide proof that the aircraft has been inspected in accordance with the applicable regulation of the National Aviation Authority for the Country of Registration.

### 3.4 Requirements for a Non-US Registered Glider with no Appropriate and Current Certificate of Airworthiness. Applies to Aircraft with a Permit to Fly or Equivalent.

Note: Documents required to be carried in the glider or on your person are underlined below

- Permit to Fly or equivalent issued by the National Aviation Authority for the Country of Registration or equivalent.
- Special Flight Authorization issued by the FAA in accordance with FAR 91.715 (see below for information in paragraph VI below on obtaining this authorization).
- Current Weight and Balance.
- Approved Aircraft Flight Manual  
Note - All placards shown in the flight manual must be properly applied to the aircraft,
- The pilot should be able to provide proof that the aircraft has been inspected in accordance with the applicable regulation of the National Aviation Authority for the Country of Registration.

## IV. Equipment – Qualification and Certification

Note: Documents required to be carried in the glider or on your person are underlined below

- Parachutes - proof of a recent parachute repack within the last 180 days in accordance with FAR 91.307(a)(1),
- Transponder - If the aircraft is equipped with a transponder, proof of an inspection IAW FAR 91.413 and FAR 43 Appendix F within the last 24 calendar months,
- If the aircraft is equipped with an ELT, proof of an inspection IAW 91.207(d) within the last 12 calendar months,
- Flight Recorders: (Annex A, 5.4)
  - FRs approved by IGC up to 2 months before Opening Day shall be accepted
  - Two FR may be used. One designated primary. One designated backup.

## V. Foreign Pilot Certificate Conversion

US Federal Aviation Regulation FAR Part 61.75 makes provision for licensed foreign pilots of any ICAO member state to apply for an FAA (US) Private Pilot Certificate, issued on the basis of your foreign license A person who is applying for a U.S. pilot certificate/rating on the basis of a foreign license must go through an authentication process at least 60 days before arriving at the designated FAA Flight Standards District Office (FSDO) in San Antonio where the applicant expects to receive the U.S. pilot certificate.

The first step of the Foreign Pilot Certificate conversion process should be completed before you even arrive in the U.S. It begins with the FAA verifying the authenticity of your Foreign Pilot License. Here the FAA will verify the validity and currency of your Foreign Pilot License. Once this has been completed (which can take up to three months depending upon the response from your Aviation Authority) the FAA will send a Verification Letter back to you in your home country. When you arrive in the U.S. you must bring this Verification Letter, Logbook, Foreign Pilot License, Foreign Pilot Medical, Passport and Visa with you.

The applicant must complete FAA form 8710-1 and call the FSDO listed on the authenticity letter to make an appointment to come to the office with the required documents and complete the process.

Here is a step by step process to follow to apply for and activate your FAA PPL.

1. Go to this website and download the PDF form:

[http://www.faa.gov/licenses\\_certificates/airmen\\_certification/foreign\\_license\\_verification/](http://www.faa.gov/licenses_certificates/airmen_certification/foreign_license_verification/)

2. Fill out the form and send it to the FAA along with copies of your foreign license, an English transcript of your license (if necessary) and a copy of your medical certificate or endorsement (make sure all documents are current according to your Civil Aviation Authority rules). Send to: Airmen Certification Branch, AFS-760, PO BOX 25082, Oklahoma City, OK 73125-0082 or fax the form and documents to (405) 954-9922.

3. Please put the San Antonio Flight Standards District Office as the location where you intend to make application for your FAA PPL (Block 11 of the application)

4. Allow 60 days for processing the above form, once the FAA has received it either via postal mail or fax. NOTE TO UK PILOTS: The Data Protection Act now requires your permission for the CAA to release any information to the FAA. Please check with the appropriate authorities (CAA) before submitting your 61-75 form to the FAA.

5. After the FAA has processed your request, they will send you a Letter of Authenticity. You must bring this letter with you when you arrive to Texas. Please make sure you also bring all other pilot documentation with you as well (ie: foreign PPL, English transcript, medical certificate or endorsement, logbook) and a picture ID (ie: Driver's License or passport). The point of contact within the San Antonio FAA office is:

San Antonio Flight Standards District Office  
10100 Reunion Place  
Suite 200  
San Antonio, Texas 78216  
Attn: Mike Carroll, Manager, San Antonio Flight Standards District Office  
Email: Michael.r.carroll@faa.gov

The FAA also delegates the authority to issue pilot certificates to private individuals. You can contact them to do the work of the FAA. While there is a charge for this service when done by a Designee, it may be easier to work with them rather than the FAA office. The designee in the San Antonio area is:

TBD

Please note that this will only convert your license to a US Private Pilot Certificate issued on the basis of your foreign Pilot License, therefore any restrictions you have on your foreign license (example: "no night flights authorized") will carry over to your converted US/FAA Certificate.

Your new FAA Pilot Certificate is based on your Foreign Pilot License. This means that you required to carry both copies with you when you fly in the U.S. to be legal.



## **VI. Special Flight Authorization for Foreign Registered Gliders**

If you need a Special Flight Authorization for your foreign registered glider, the following process is required:

Applications for foreign aircraft authorizations shall be submitted on [OST Form 4509](#), (Exhibit A), in duplicate, addressed to the

San Antonio Flight Standards District Office  
10100 Reunion Place  
Suite 200  
San Antonio, Texas 78216  
Attn: Mike Carroll, Manager, San Antonio Flight Standards District Office  
Email: Michael.r.carroll@faa.gov

Applications shall contain a proper identification (including citizenship) of the applicant (the operator of the aircraft concerned) and of the owner thereof (if different from the applicant), a description of the aircraft by make, model, and registration marks; and a full description of the operations for which authority is desired, indicating type and dates of operations and number of flights, and routing.

Applications shall be filed at least 15 days in advance of the proposed commencement date of the operations.

## VII. References / Guidance Materials and Point of Contacts

### US Federal Aviation Regulations

- For pilots – FAR Part 61
- For Aircraft – FAR Part 43
- For Operations – FAR Part 91

See <https://drs.faa.gov/browse/FAR/doctypeDetails>

### Federation Aeronautic International

- <http://www.fai.org/>

### 38<sup>th</sup> FAI World Gliding Championships Regulations

- [RULES FOR WORLD AND CONTINENTAL GLIDING CHAMPIONSHIPS](#)

### US Aircraft Registration Database

- [www.faa.gov/registration](http://www.faa.gov/registration)

### Additional Guidance Material

- AC 61-65E - Certification: Pilots and Flight and Ground Instructors
- Guidance for obtaining a US Pilots License based on a foreign pilots license

### FAA Website for Pilot's Certificate conversion

- [Airmen Certification - Verify the Authenticity of a Foreign License, Rating, or Medical Certification](#)

### San Antonio Flight Standards District Office (for pilots license conversions)

[https://www.faa.gov/about/office\\_org/field\\_offices/fsdo/sat](https://www.faa.gov/about/office_org/field_offices/fsdo/sat)

### OST Form 4509 – Special Flight Authorization Application

[OST Form 4509](#)

# Exhibit A

Example of Aircraft Registration Certificate

REGISTRATION NOT TRANSFERABLE	
UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION CERTIFICATE OF AIRCRAFT REGISTRATION	
NATIONALITY AND REGISTRATION MARKS <b>N 12345</b>	AIRCRAFT SERIAL NO. <b>6989</b>
MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT CESSNA C-150L ICAO Aircraft Address Code:	
I S U E D T O  <b>ROBERT E. BARO</b> <b>300 MOERKLE ST</b> <b>ANYTOWN, OHIO</b> <b>12345</b>	This certificate is issued for registration purposes only and is not a certificate of title. The Federal Aviation Administration does not determine rights of ownership as between private persons.
It is certified that the above described aircraft has been entered on the register of the Federal Aviation Administration, United States of America, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with the Federal Aviation Act of 1958, and regulations issued thereunder.	
DATE OF ISSUE February 16, 1996	 U.S. Department of Transportation Federal Aviation Administration
AC Form 8050-3(11/93) Supersedes previous editions	


Example of Standard Certificate of Airworthiness

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION STANDARD AIRWORTHINESS CERTIFICATE			
1 NATIONALITY AND REGISTRATION MARKS <b>N2631A</b>	2 MANUFACTURER AND MODEL <b>PIPER PA-22-135</b>	3 AIRCRAFT SERIAL NUMBER <b>22-903</b>	4 CATEGORY <b>NORMAL</b>
5 AUTHORITY AND BASIS FOR ISSUANCE This airworthiness certificate is issued pursuant to the Federal Aviation Act of 1958 and certifies that, as of the date of issuance, the aircraft to which issued has been inspected and found to conform to the type certificate therefor, to be in condition for safe operation, and has been shown to meet the requirements of the applicable compliance and detailed airworthiness code as provided by Annex B to the Convention on International Civil Aviation, except as noted herein. Exceptions: <b>NONE</b>			
6 TERMS AND CONDITIONS Unless sooner terminated, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 21, 43, and 91 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.			
DATE OF ISSUANCE <b>08-10-95</b>	FAA REPRESENTATIVE <i>Marion W. Williams</i> <b>MARION W. WILLIAMS</b>	DESIGNATION NUMBER <b>SW-PSDO-OKC</b>	
Any alteration, reproduction, or misuse of this certificate may be punishable by a fine not exceeding \$1,000, or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			
FAA Form 8100-2 (8-82)		GPO 692-804	

## Example of Experimental Certificate of Airworthiness

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION <b>SPECIAL AIRWORTHINESS CERTIFICATE</b>	
A	CATEGORY/DESIGNATION <b>EXPERIMENTAL</b> PURPOSE <b>OPERATING AMATEUR-BUILT AIRCRAFT</b>
B	MANUFACTURER NAME <b>N/A</b>
	ADDRESS <b>N/A</b>
C	FLIGHT FROM <b>N/A</b>
	TO <b>N/A</b>
D	N- <b>48SB</b> SERIAL NO <b>9411</b>
	BUILDER <b>MARK W. JACOBS</b> MODEL <b>PITTS SIS</b>
E	DATE OF ISSUANCE <b>04-01-95</b> EXPIRY <b>UNLIMITED</b>
	OPERATING LIMITATIONS DATED <b>04-01-95</b> ARE A PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE <b>Darrel A. Freeman</b> DESIGNATION OR OFFICE NO. <b>OKC-MIDO-41</b>
<small>Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.</small>	
<small>FAA FORM 8130-7 (10/82) SEE REVERSE SIDE</small>	

## Example of Experimental C of A Operating Limitations

 US Department of Transportation <b>Federal Aviation Administration</b>	Flight Standards District Office Sacramento	6650 Bellevue Wood Lane Sacramento, CA 95822 916-422-0272, Fax 916-422-0462	
<b>EXPERIMENTAL OPERATING LIMITATIONS</b> Operating Light-Sport Aircraft <b>Phase 2</b> <u>Operations outside the Assigned Flight Test Area</u> <small>(These limitations are derived from the national standards contained in FAA Order 8130.2F, 11/83/2004)</small>			
REG. NO. N123XX	MAKE: Joe Aviator	MODEL: MXL Sport II	SERIAL NO: 000XXX
NOTE: No person may operate outside the assigned flight test area prior to the completion of phase 1 flight testing. This includes the entry in the aircraft maintenance records as required by limitation #6.			
(1) No person may operate this aircraft for other than the purpose of meeting the requirements of § 91.319(b) during phase I flight testing and, for the purpose of operating light-sport aircraft, after meeting these requirements as stated in the program letter (required by § 21.193) for this aircraft. In addition, this aircraft must be operated in accordance with applicable air traffic and general operating rules of part 91 and all additional limitations herein prescribed under the provisions of § 91.319(c). These operating limitations are a part of Form 8130-7, must be carried in the aircraft at all times, and must be available to the pilot in command of the aircraft.			
(2) This aircraft must display the word "experimental" in accordance with § 45.23(b).			
(3) This aircraft does not meet the requirements of the applicable comprehensive and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation. The owner/operator of this aircraft must obtain written permission from another CAA before operating this aircraft in or over that country. That written permission must be carried aboard the aircraft together with the U.S. airworthiness certificate and, upon request, be made available to an ASI or the CAA in the country of operation.			
(4) Application must be made to the geographically responsible FSDO or MIDO for any revision to these operating limitations.			
(5) During phase I flight testing to meet the requirements of § 91.319(b), or as a result of the incorporation of a major change, all flights must be conducted within: <b><u>a 25 nautical</u></b>			

OST Form 4509 (Foreign Aircraft Special Flight Authorization)

Approved by OMB No. 2106-0002 Expires 11/30/87	
 <p>U.S. Department of Transportation</p> <p style="text-align: center;"><b>APPLICATION FOR FOREIGN AIRCRAFT PERMIT OR SPECIAL AUTHORIZATION UNDER PART 375</b></p> <p style="text-align: center;">(See Instructions On Reverse Side)</p> <p>TO: Department of Transportation Licensing Division, P-45 Office of Aviation Operations Washington, D.C. 20590</p> <p>1. Name and address of applicant: (operator)</p> <p>Nationality: _____</p> <p>2. Send authorization to: a. Name and address: _____  b. Telephone: _____</p> <p>5. Name and address of registered owner of aircraft: _____</p> <p>7. Dates of flights: _____</p> <p>8. Planned routing of flights (indicate non-traffic stops by asterisks): _____</p> <p>9. Description of operations (see instructions) (Check one):                  Passenger <input type="checkbox"/>      Cargo <input type="checkbox"/>      Agricultural or Industrial operation <input type="checkbox"/></p> <p>10. Does the nation which is the domicile of the applicant grant to United States carriers a privilege similar to that requested herein? _____; if so, has the fact of such reciprocity been established with the Department? _____ If the fact has not been established with the Department, provide documentation to establish such reciprocity.</p>	<p><b>DO NOT WRITE—FOR OFFICIAL USE ONLY</b></p> <p>Disposition of Applications:  <input type="checkbox"/> Approved  <input type="checkbox"/> Approved, subject to condition(s) on reverse.  <input type="checkbox"/> Disapproved/Dismissed for reason(s) cited on reverse.</p> <p>Under assigned authority _____                  Effective from _____ to _____</p> <p>Director, Office of Aviation Operations</p> <p>Operations pursuant to this authorization shall conform to Part 375 of the Department's Regulations and Part 91 of the Federal Aviation Regulations. THIS PERMIT MUST BE CARRIED ABOARD AIRCRAFT DURING FLIGHT OVER UNITED STATES TERRITORY.</p> <p>3. Aircraft make, model, and registration or identification marks: _____</p> <p>4. Country in which aircraft is registered: _____</p> <p>6. Name and address of contractor/charterer: _____</p>
OST Form 4509 (Rev. 2/20/86)	

[OST Form 4509](#)