



WGC Pilot and Aircraft Requirements

Document - WGC2024-PAR

March 14, 2024

Notice: This document is advisory only in nature and 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.

WGC Pilot and Aircraft Requirements

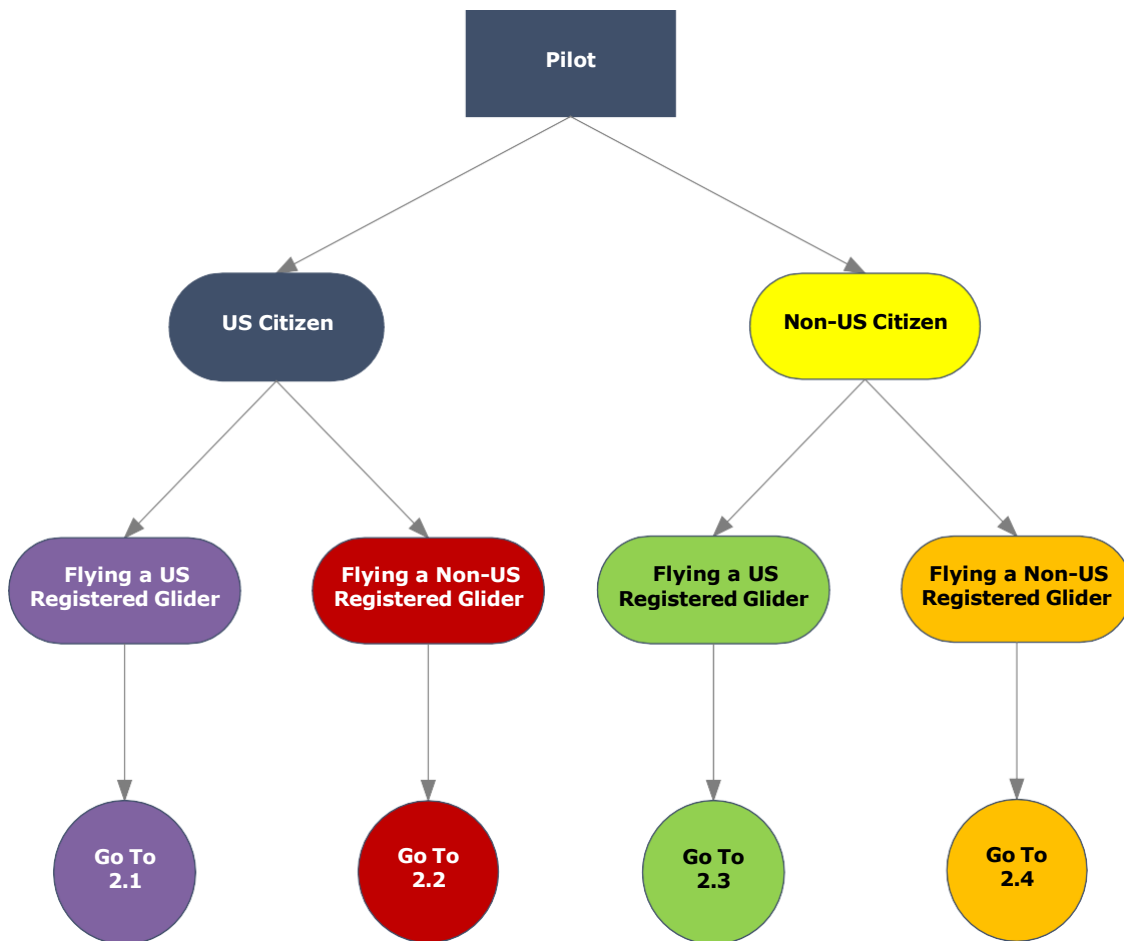
I. Introduction

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 conformity 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 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.

2.2 **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). Must also carry Foreign Certificate on board. 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

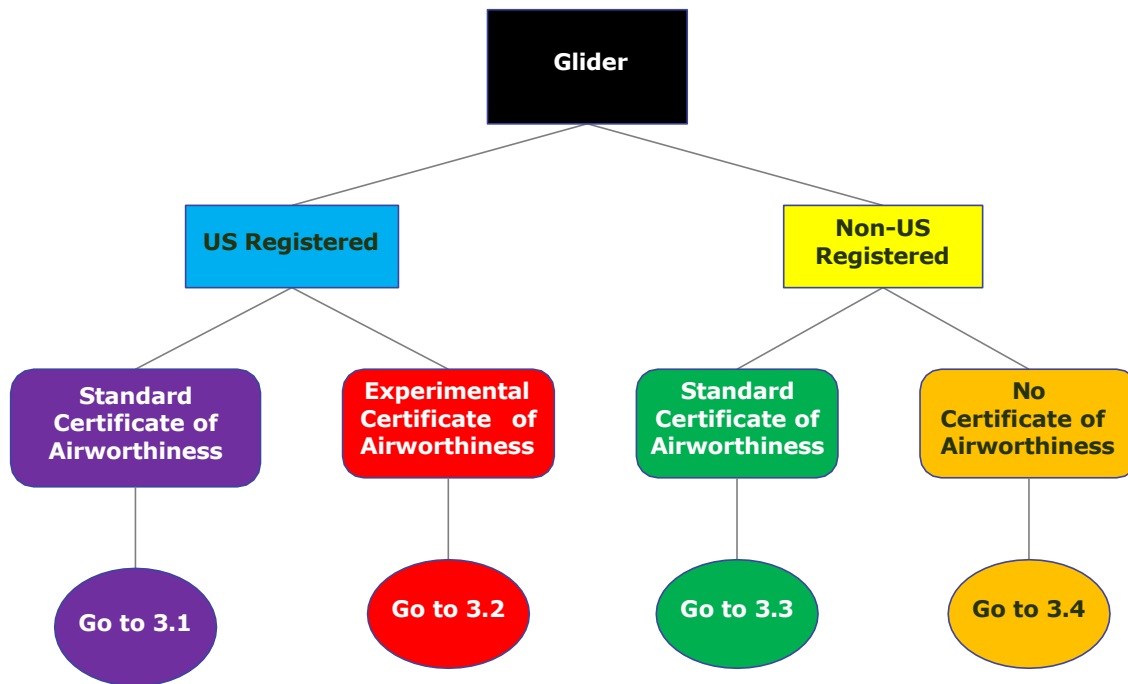
Note: Documents required to be carried in the glider or on your person are underlined below

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. Also, in the case of Pilot and Aircraft Certification of EU countries (plus Switzerland) where cross mixing is allowed.
- Approved for Aero Tows
- A Medical Certificate, 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)
 - FR's approved by IGC before the beginning of Technical Checks and meeting the requirements of the current version of Technical Specifications for GNSS Flight Recorders shall be accepted.
 - A maximum of two FR's may be designated. One must be designated as primary.

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.

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 IACRA system will reflect Verification (Letter of Authorization) when process is complete.

The applicant should immediately logon to <https://iacra.faa.gov/IACRA/Default.aspx>

Create an account, be assigned an FTN#, sign in, complete the US Pilot Conversion process noted on front web page and upload Foreign Pilot Certificate as well as Medical Cert. (not required for US Glider Certificate but load it if you have such). When you arrive in the U.S. you must bring your Logbook, Foreign Pilot License, Foreign Pilot Medical, Passport and Visa with you.

Our Certification Team will coordinate the issuance of your US Pilot Certificate at WGC in Uvalde. We can also coordinate your required Flight Review.

Note: Your new FAA Pilot Certificate is based on your Foreign Pilot License. This means that you required to carry both certificates with you.

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), to the following email address:

certification@wgc2024uvalde.com

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.

If you have any questions about this process, please contact the Certification Team at certification@wgc2024uvalde.com

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/>

38th FAI World Gliding Championships Regulations

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

US Aircraft Registration Database

- https://www.faa.gov/licenses_certificates/aircraft_certification/aircraft_registry/n_numbersAdditional Guidance Materia
- AC 61-65E - Certification: Pilots and Flight and Ground Instructors
- Guidance for obtaining a US Pilots License based on a foreign pilots license

FAA IACRA Website for Pilot's Certificate conversion

- <https://iacra.faa.gov/IACRA/Default.aspx>

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 | N 12345 |
| AIRCRAFT SERIAL NO. | 6969 |
| MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT CESSNA C-150L ICAO Aircraft Address Code: | |
| U S A E D T O | ROBERT E. BARO 300 MOERKLE ST ANYTOWN, OHIO 12345 |
| 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 |
| David Hinson ADMINISTRATOR | |
| AC Form 8050-3(11/93) Supersedes previous editions | |

Example of Standard Certificate of Airworthiness

| STANDARD AIRWORTHINESS CERTIFICATE | | | |
|---|---------------------------|---------------------------|-------------|
| 1. NATIONALITY AND REGISTRATION MARKS | 2. MANUFACTURER AND MODEL | 3. AIRCRAFT SERIAL NUMBER | 4. CATEGORY |
| N2631A | PIPER PA-22-135 | 22-903 | NORMAL |
| 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. Exception: NONE | | | |
| 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 81 of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States. | | | |
| DATE OF ISSUANCE | FAA REPRESENTATIVE | DESIGNATION NUMBER | |
| 08-10-95 | MARION W. WILLIAMS | SW-P5DO-OKC | |
| 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 89C-18P8 | |


Example of Experimental Certificate of Airworthiness

| UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE | | | |
|---|---|----------------------------------|------------------|
| A | CATEGORY/DESIGNATION | EXPERIMENTAL | |
| | PURPOSE | OPERATING AMATEUR-BUILT AIRCRAFT | |
| B | MANUFACTURER NAME | N/A | |
| | ADDRESS | N/A | |
| C | FLIGHT FROM | N/A | |
| | TO | N/A | |
| D | N- 485B | SERIAL NO | 9411 |
| | BUILDER MARK W. JACOBS | MODEL | PITTS SIS |
| E | DATE OF ISSUANCE | 04-01-95 | EXPIRY UNLIMITED |
| | OPERATING LIMITATIONS DATED 04-01-95 ARE A PART OF THIS CERTIFICATE | | |
| SIGNATURE OF FAA REPRESENTATIVE | | DESIGNATION OR OFFICE NO. | |
| <i>Darrel A. Freeman</i> | | OKC-MIDO-41 | |


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 8130-7 (10/92) SEE REVERSE SIDE

Example of Experimental C of A Operating Limitations

| | | | |
|---|--|---|----------------------|
|  US Department of Transportation Federal Aviation Administration | Flight Standards District Office Sacramento | 6650 Bellvue Wood Lane Sacramento, CA, 95822 916-422-0272, Fax 916-422-0462 | |
| EXPERIMENTAL OPERATING LIMITATIONS Operating Light-Sport Aircraft Phase 2 <u>Operations outside the Assigned Flight Test Area</u> <small>(These limitations are derived from the national standards contained in FAA Order 8130.2F, 11682004)</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 06. | | | |
| (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(e). 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: <u>a 25 nautical</u> | | | |

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;">APPLICATION FOR FOREIGN AIRCRAFT PERMIT OR SPECIAL AUTHORIZATION UNDER PART 375</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>DO NOT WRITE—FOR OFFICIAL USE ONLY</p> <p>Disposition of Applications:</p> <p><input type="checkbox"/> Approved</p> <p><input type="checkbox"/> Approved, subject to condition(s) on reverse.</p> <p><input type="checkbox"/> Disapproved/Dismissed for reason(s) cited on reverse.</p> <p>Under assigned authority _____</p> <p>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> |
| 1. Name and address of applicant: (operator) | |
| Nationality: _____ | |
| 2. Send authorization to: a. Name and address: _____ b. Telephone: _____ | 3. Aircraft make, model, and registration or identification marks: _____ 4. Country in which aircraft is registered: _____ |
| 5. Name and address of registered owner of aircraft: _____ | 6. Name and address of contractor/charterer: _____ |
| 7. Dates of flights: _____ | |
| 8. Planned routing of flights (indicate non-traffic stops by asterisks): _____ | |
| 9. Description of operations (see instructions) (Check one): Passenger <input type="checkbox"/> Cargo <input type="checkbox"/> Agricultural or Industrial operation <input type="checkbox"/> | |
| 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. | |
| OST Form 4509 (Rev. 2/20/86) | |

[OST Form 4509](#)