

Principles of Admission to the CLVV and Training Procedure

Summary of Mandatory Steps

Phase 1 – Preparation

- **Step 1: Participation in an introductory course (1 day) at the CLVV**

Purpose: Establish first contact with the club and give the candidate an overview of the daily organisation of our activities and of the training programme. This course serves as the basis for the decision of both the candidate and the CLVV (based on the instructor's assessment) regarding the admission request.

- **Step 2: Admission request**

The request must be submitted to the training manager, who will provide additional information regarding the training programme and the online test "CLVV – Initial Knowledge Test Before Practical Training", which must be completed before the start of training. A parental authorisation is required for minors.

- **Step 3: Acquisition of the *Glider Pilot Manual***

(ISBN: 978-2364937529 – available on digital platforms for approx. €40 or at the CLVV for €50)

The candidate must complete autonomous theoretical preparation before the start of practical training (Phases 1, 2 and 3 of the *Glider Pilot Manual*). This step ensures that the candidate knows the basic terminology and rules required to participate in our activities from the very beginning.

The candidate must complete the online test "CLVV – Initial Knowledge Test Before Practical Training". If the score is below 75%, the candidate may repeat the test once.

- **Step 4: Admission to the training programme and to the CLVV**

Upon passing the test, the head of the gliding school will inform the candidate, who will then receive confirmation and the password for the members-only section of clvv.lu via email.

Admission becomes final only after payment of €1,250, which includes:

- €350 membership fee & €100 student pilot insurance
- €500 flat-rate credit for the pilot account (used for flight fees)
- €300 club entry fee (including the Training Kit)

The candidate will receive a Training Kit (progress sheet, logbook, and winch training sheet).

- **Step 5: Autonomous theoretical preparation before the start of practical training**

This step ensures that the candidate knows the basic terminology and rules required to participate in our activities. Mandatory documents (available on our website):

- CLVV – Service Manual* PowerPoint presentation "Small Fire Extinguishers"* CLVV instructors are available to support candidates in their theoretical preparation.

Phase 2 – Training up to First Solo Flight

- **Step 6: Practical training**

Practical training is mainly carried out on our two-seaters (ASK21 / DG1000). Candidates typically require 60 to 100 dual flights (with an instructor) before being cleared for solo flight.

Progress is documented on the Progress Sheet, which remains the property of the student until the first solo. Students must bring their Progress Sheet to every training session and ensure that all exercises and sessions are recorded by the instructors.

- **Step 7: Winch Operator Training**

In parallel with glider training, the candidate must complete the winch operator training. Solo flight is only authorised once this training has been completed (certificate required).

- **Step 8: First Solo Flight**

Before the first solo flight, the student must present their medical certificate to the training manager.

Practical training is considered complete only when all items on the Progress Sheet have been signed off by the instructors. The student signs the sheet to confirm that all elements have been completed.

At least two instructors must sign the "Before Solo" section on the front of the sheet and hand it to the training manager or deputy.

The training manager (or deputy) will verify that all conditions are met (medical certificate, complete sheet, minimum number of flights, etc.) and will authorise the first solo flight.

Phase 3 – Training for the Licence

(With one launch method, generally winch launch)

- **Step 9: Continuation of practical instruction**

- 1) Student solo flights**

All solo flights by a student (without a glider pilot licence) must remain within the geographical limits defined by the duty instructor. These limits depend on weather conditions, glider type, the student's training level, and any other relevant restrictions.

Each student take-off must be authorised by an instructor who is either present at the launch point or airborne near the airfield to observe take-off and landing.

- 2) Cross-country flights**

Cross-country flights (beyond glide range of the airfield) by solo students are only permitted after passing the theoretical glider pilot exam, including the radiotelephony exam.

a) Cross-country instruction must be preceded by the following theoretical courses:

- *Cross-Country Flying* (offered by the CLVV)
- Official CLVV airspace briefing: *Glider Sectors CLVV Briefing*

After completing these courses, the Cross-Country Training Progress Sheet is issued to the student.

b) Before any cross-country flight, the student must have completed all phases of this sheet, countersigned by an instructor.

c) For every cross-country flight, the student pilot must obtain a flight mission issued by an instructor.

d) The first cross-country flight must be the documented 50 km solo flight (ELUS – First 50 km Flight). The pilot must comply with all instructions for this flight. The flight will be signed by an instructor in the logbook.

The practical exam will be initiated by the training manager using the form required by the national authority.

- **Step 10: Theoretical training**

Student pilots must pass the Theoretical Knowledge Examination during the first season following the start of training. Failure to pass within this timeframe results in exclusion from the training programme.

The theoretical instruction is based on the *Glider Pilot Manual* (French Ministry of Transport) and the *Private Pilot Manual* (regulations and airspace section). The Board and instructors will organise theoretical courses when necessary, taught either by CLVV members or invited external instructors.

A specific course on Luxembourg airspace will be organised. The *Glider Sectors CLVV Briefing* must be completed before the practical exam.

- **Step 11: Glider Pilot Licence – LAPL(S)**

The conditions and examinations for the licence are defined by Regulation (EU) No 1178/2011.

Before taking a practical exam for a licence, rating or authorisation, the candidate must have passed the required theoretical exam, except for candidates in integrated flight training.

Candidates for the LAPL(S) must have completed at least 15 hours of flight instruction on gliders or powered gliders, including:

1. 10 hours of dual instruction
2. 2 hours of supervised solo flight
3. 45 launches and landings
4. One solo cross-country flight of at least 50 km (27 NM), or one dual cross-country flight of at least 100 km (55 NM)

After obtaining the LAPL(S), the pilot may continue training to obtain additional qualifications: Aerotow, Self-launch, Touring Motor Glider (TMG), Instructor, Aerobatics,

Note: The theoretical and practical knowledge of students coming from another gliding school will be assessed by the head of training (together with the instructor team), who will determine the continuation of training. Flights documented in the candidate's logbook count towards the minimum requirements for licences and ratings.