

LESC STANDARD OPERATING PROCEDURE

CFIG ONBOARDING, QUALIFICATION, AND AUTHORIZATION

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Approved By: Tim Kreiner - Chief Instructor

1. PURPOSE

The purpose of this Standard Operating Procedure (SOP) is to establish clear, consistent, and professional standards for the onboarding, qualification, and authorization of Certified Flight Instructors – Glider (CFIGs) at LESC.

The objective of flight instruction at LESC is to provide high-quality, standardized instruction in all aspects of glider aviation, including safe and effective glider operations, club and airport procedures, preparation of students for FAA practical tests, and the development of long-term judgment, safety awareness, and soaring proficiency.

2. SCOPE

This SOP applies to all current and prospective CFIGs instructing at LESC, the Chief Instructor and designated alternates, and any individual involved in instructor evaluation, checkout, or authorization.

3. REFERENCES

Applicable FAA regulations and guidance

LESC Training Syllabus

LESC Instructor Standardization Document

4. GENERAL POLICY

All instructors operating at LESC must meet or exceed FAA requirements and comply with additional club-specific standards designed to ensure instructional quality, safety, and consistency.

LESC – CFIG Onboarding and Authorization SOP

No instructor may provide flight instruction at LESC until all applicable requirements of this SOP have been met and formal authorization has been granted by the Chief Instructor. All existing instructors as of this date are grandfathered into this program.

5. MINIMUM QUALIFICATION REQUIREMENTS

5.1 FAA Certification

All instructor candidates must hold a current and valid FAA CFIG certificate.

5.2 Additional LESC Requirements (Non-Power CFIs)

Instructor candidates who do not hold a Power CFI certificate must meet the following minimum experience requirements:

- Minimum of 100 hours Pilot-in-Command (PIC) glider time
- Experience in at least five different glider types
- Operational experience at a minimum of five different airports

5.3 Power CFI Credit

Power CFIs with more than 100 hours of instructional experience may qualify with a minimum of 50 hours PIC glider time, provided all other requirements are met.

6. CLUB SYSTEMS AND OPERATIONS TRAINING

All instructor candidates must receive training in and demonstrate proficiency with LESC-specific systems and procedures, including instructor and aircraft scheduling, airport operations and SOPs, and student training records and endorsements.

Candidates must demonstrate the ability to accurately teach and reinforce these procedures to students and new club members.

7. INSTRUCTIONAL DEMONSTRATION REQUIREMENTS

7.1 Candidates Without Prior Instructional Experience

Candidates with no formal flight instruction background must demonstrate the ability to instruct clearly, efficiently, and thoroughly across all maneuvers contained in the LESC Training Syllabus and Instructor Standardization Document.

This evaluation will typically require multiple instructional flights. Topics not previously taught or practiced, including wave and ridge soaring where applicable, must be adequately covered.

7.2 Candidates With Prior Instructional Experience

Candidates with prior instructional experience must demonstrate a sufficient range of instructional material to establish proficiency. Depending on performance, this evaluation may be completed in a single flight.

8. FINAL CHECKOUT AND AUTHORIZATION

All instructor candidates shall complete a final checkout flight with the Chief Instructor or a designated alternate CFIG approved by the Chief Instructor.

All checkout flights and evaluations shall be coordinated by or through the Chief Instructor. Direct coordination for checkout purposes with individual club instructors is not authorized.

Authorization to instruct at LESC is granted only upon successful completion of all requirements in this SOP.

9. RECORD KEEPING

Instructor qualification, evaluation, and authorization records shall be maintained in accordance with LESC record-keeping procedures.

10. REVISION CONTROL

This SOP is subject to review and revision as required due to regulatory changes, operational experience, safety recommendations, or club governance decisions.

Revision History

Revision 1.0 — Initial Release — 1/30/2026 — Approved by Tim Kreiner - Chief Instructor