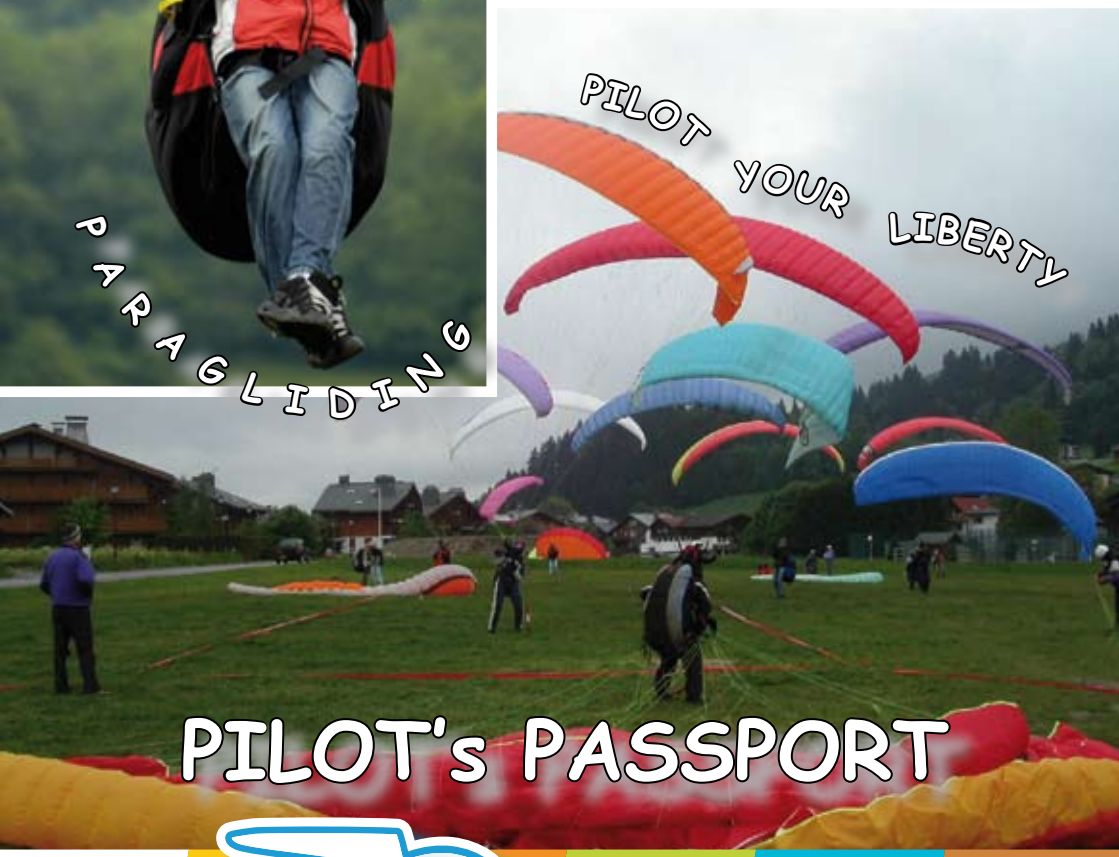

PILOT's PASSPORT

EFVL
École française de vol libre

Fédération Française de Vol Libre

MY IDENTITY

Name : .....

First name : .....

Address : .....

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Birth date : .....

Blood group : .....

PHOTO

Tél. : ..... E-mail : .....

Delivered on : ..... by : .....

License number : ..... Club/School : .....

INTRODUCTION

3 cycles

① The first steps towards expertise, the progression to pilot consists of three cycles.
② Each cycle has a corresponding licence with one or two colour levels.
③ All the skills necessary to fly in a responsible and safe manner are programmed throughout the training in four distinct but inseparable areas:

ANALYSIS

✔ The use of knowledge in a practical situation requires analysis.

TECHNIQUE

✔ Piloting techniques are grouped under the heading Technique

STATE OF MIND

✔ The psychological elements in relation to the pilot and others come under the heading State of Mind.

PRACTICE

✔ Includes the rules and regulations, and environmental and social aspects of the flying environment.

THIS PASSPORT IS ABOVE ALL A TOOL FOR THE PILOT

The validation of the different levels is resolutely based on the notion of individual skills. To this end, the 3 colours presented in each level allow self-assessment.
Your instructor will help, before validating the end of the cycle, once all the necessary skills are acquired.

Safety qualifications training - stages of progression
Licence Validation

Cycle 1

The Initial Licence attests to the competence to fly unaided in calm conditions on a familiar site and with suitable equipment. It is validated by your instructor and attests to the acquired practical skills and knowledge of theory up to the green level of progression. It is certified by the school director.

Cycle 2

The Pilots Licence validates the ability to research and analyze the information allowing you to fly alone on all sites with suitable equipment and in varied aerological conditions. It is attainable from the age of 14 and marks the end of the second cycle.

- The practical part is validated by your instructor and certified by the school director.
- A multi-choice questionnaire of 60 questions must be completed in 1 hour. (270 pts/ 360 pts) It attests to your knowledge of theory.
- The Pilots Licence is registered by the director of regional training.

Cycle 3

The Experienced Pilots Licence attests to the ability to fly safely in all flying conditions. It is validated only at a regional level for the practical and theoretical parts.

- The practical part corresponds to the validation of all the skills at the " brown" level of your passport, including a significant flight.
- The theoretical part consists of :
  - a multi-choice questionnaire of 30 questions(135 pts/ 180 pts).
  - two technical papers
  - a possible interview

The certifications must be completed in "Stages of training and qualifications" (page 16)

WHITE LEVEL - DISCOVERING THE ACTIVITY, MANIPULATING THE EQUIPMENT

Objective : To prepare and pilot one's canopy on the ground. Cycle 1

Required theoretical knowledge :
- ✔ Wind & weather : Direction and velocity of the wind
- ✔ Aerodynamics : Kiting ; balancing the canopy on the ground ; Why does a wing fly ? (Weight, relative speed)
- ✔ Equipment : Knowledge and description of the glider and all risers

	Not acquired	OK	Good
Analysis			
To feel the speed and direction of the wind			
To recognise and understand the shape of the terrain			
Technique			
To prepare the equipment :			
To unpack the canopy into the wind			
To untangle and lay out the canopy			
To prepare the harness, put on helmet and other gear			
To know how to hold risers and brakes properly			
To do all pre-flight checks			
To build the launch :			
To choose the right moment			
To pre-inflate, then inflate, the canopy			
To stabilise the wing, re-centre oneself, start the run			
To brake, stop and collapse the wing			

WHITE LEVEL - DISCOVERING THE ACTIVITY, MANIPULATING THE EQUIPMENT

	Not acquired	OK	Good
To handle the canopy on the ground (kiting) :			
To handle a ground run with pendulum control (axes of pitch and roll)			
To manage a straight, smooth ground run, respecting the course decided upon			
To feel the lift			
State of Mind			
To observe the environment			
To respect the equipment			
To concentrate before initiating a launch			
Regulatory Framework			
To know the legal obligations (insurance, authorisations)			

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YELLOW LEVEL – SMALL FLIGHTS ON TRAINING HILL

Objective : To respect a simple flight plan on a training hill

Cycle 1

Required theoretical knowledge :

- ✔ Wind & weather : Notions of w ind flows (under the wind, into the wind, turbulences)
- ✔ Aerodynamics : The basics of a stabilised, straight flight (forces, angles, angle of attack); the notions of airspeed and groundspeed; trajectories; flight regimes; pendulum configurations
- ✔ Piloting : use of the controls (brake lines, risers)

	Not acquired	OK	Good
Analysis			
To recognise and understand the variations of the wind's speed and direction			
To choose an adequate take-off site on the slope			
To choose the right moment to launch			
Technique			
To take off :			
To prepare the canopy and do all pre-flight checks			
To respect the three phases of the take-off (inflation, control/stabilisation, run)			
To accelerate (forward lean, body pressing on the chest strap, long powerful steps)			
To control the equilibrium canopy/pilot (axis of the wing, speed of canopy/pilot, direction of the acceleration)			

YELLOW LEVEL - SMALL FLIGHTS ON TRAINING HILL

	Not acquired	OK	Good
To follow a simple flight plan :			
To follow a course in a straight flight – directional control			
To be able to correct one's direction			
To perform a landing :			
To handle the final approach (speed, stability)			
To round up and land (standing up in the harness, braking and landing, running)			
State of Mind			
To respect the security recommendations			
To react adequately to the instructor's commands			
Regulatory Framework			
To respect the obligations relating to the sites (access, limitations of private property, other users, etc)			

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ORANGE LEVEL – FIRST HIGH FLIGHTS

Objective : To perform high flights in calm conditions, with assistance

Cycle 1

Required theoretical knowledge :

- ✔ Wind & weather : Evolution of the wind conditions during the day; the different types of winds and breezes (slope breeze, valley breeze, sea breeze)
- ✔ Aerodynamics : Understanding the mechanics of a turn
- ✔ Equipment : Harness (different types, adjustment, use)
- ✔ Piloting : Turning, understanding control inputs (amplitude, speed of execution, duration), use of the harness as a piloting tool
- ✔ Flight technique : Devising a flight plan (axis, derivation, landmarks on the ground, losing height), assessing the position relative to the ground (placing oneself according to the site and the wind, using various approaches), increasing airspeed
- ✔ Regulations : Right of way rules; rules of access to, and use of, the sites

	Not acquired	OK	Good
Analysis			
To gather the proper topographical information (shape of terrain at take-off site, height, understanding the landing approach pattern, landing site)			
To recognise and understand the wind conditions (strength, velocity, direction, consistency)			
Technique			
To handle the launch :			
To adapt to the configuration of the take-off site			
To keep the course, and steer away from the mountain			
To sit back in a piloting position :			
To sit properly and comfortably in the harness (lateral and forward/backward mobility)			

ORANGE LEVEL – FIRST HIGH FLIGHTS

	Not acquired	OK	Good
To maneuver :			
To be able to turn (90°, 180°, 360°)			
To pilot both with weight shifting in the harness and handling of risers/brake lines			
To follow a flight plan :			
To understand one's situation in space (direction, course, landmarks on the ground)			
To move around, and respect the zones of evolution			
To perform an approach and a landing :			
To lose height			
To do the final approach (base and final legs, proper flight regime, equilibrium canopy/pilot)			
To get out of the harness, round up and land, on feet, into the wind			
State of Mind			
To manage the anxiety linked to the change of reference points and the height above the ground			
To be aware of one's reactions (emotions, apprehension, desire)			
Regulatory Framework			
To respect the rules for using the sites			
To respect right of way rules in flight			

Notes :.....
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INITIAL CERTIFICATE - GREEN LEVEL - FIRST STEPS TOWARDS AUTONOMY ON A KNOWN SITE IN CALM CONDITIONS

Objective : To fly with technical assistance in calm conditions, on a known site, with proper equipment.

Cycle 1

Required theoretical knowledge :

- ✔ Meteorology/Wind : Classification of the clouds, difference between winds and breezes, air traps, different types of ascending winds
- ✔ Aerodynamics : Speed polar; turns and associated pendulum motion
- ✔ Equipment : Proper folding and packing of the canopy, factors of ageing of the canopy, twist of the risers/lines, manipulating the reserve chute
- ✔ Regulations : The basics of aerial flights (international and local rules for unpowered aircrafts, rules of visual flight, use of the radio)

	Not acquired	OK	Good
Analysis			
To gather the relevant information on and around the site before the flight			
To recognise and understand wind and weather changes during the flight; adapt one's flight plan & landing accordingly			
Technique			
To handle a flight without assistance :			
To be weaned off the radio			
To choose a flight plan			
To pilot the wing :			
To pitch in small amplitudes (pitch-up, overshoot, acceleration)			
To roll (banking the wing): inverting the turns at small angles			
To do big ears			
To handle various speed regimes			

INITIAL CERTIFICATE – GREEN LEVEL – FIRST STEPS TOWARDS AUTONOMY ON A KNOWN SITE IN CALM CONDITIONS

	Not acquired	OK	Good
To adapt to the evolution of situations :			
To handle flights with other gliders in air			
To adapt to problems with the controls			
To recognise and understand the general environment during the flight			
To handle a landing approach without assistance :			
To construct several approaches			
To know how to approach the landing site simultaneously with other wings			
To control the canopy on the ground in stronger winds (10 - 15 km/h)			
Static control (forward/reverse)			
Techniques of collapsing the wing on the ground			
State of Mind			
To evaluate the level reached, the exigencies and the risks of the activity			
Regulatory Framework			
To practice in a generally secure environment (school, club)			

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PILOT CERTIFICATE - BLUE LEVEL - AUTONOMY IN VARIED CONDITIONS

Objective : To fly without assistance on different types of sites and in varying conditions. To make the most of the day's conditions.

Cycle 2

Required theoretical knowledge :

- ✔ Meteorology/Wind : The basics of meteorology (depression/anticyclone, clouds, stability/instability of the air masses), understanding of the weather reports, understanding of the dangerous meteorological phenomena
- ✔ Aerodynamics : Evolution of the lift with the angle, impact of the speed bar, impact of the big ears, spiral neutrality, pendulum stability
- ✔ Flight technique : Different landing techniques according to the situation
- ✔ Piloting : Transitory phases (getting in and coming out of a thermal, wind gradient), wing collapse (causes, effects, remedy - appropriate behaviour), use of speed phases, making best use of the wind polar
- ✔ Equipment : Speed bar (setting it up, using it), the different categories of wings and their requirements as to piloting, folding and packing the reserve chute and knowing the conditions for its use
- ✔ Regulations : Aviation regulations (how to read maps, looking for information), certification of the equipment and its airworthiness

	Not acquired	OK	Good
Analysis			
To "read" and understand a site (topography, wind conditions)			
To confront the meteorological data to the on-site observations			
To plan the possible evolution of conditions over the day			
Technique			
Using different take-off techniques :			
To adapt the techniques (face and reverse launch) according to the strength of the wind and the inclination of the slope			
To inflate and take off with crosswind (45° max)			
To develop an active piloting (using the brake lines/risers and shifting the weight in the harness, alternatively or simultaneously)			
To induce and stop pendulum motion on the different axes (pitching, rolling, twists) during 360° turns, wing-overs and overshoots; proper surge control			
To use the different flight regimes; to position oneself adequately to exploit the dynamic soaring lifts			
To maintain a proper angle, modify the radius of one's turn, in order to exploit a homogeneous thermal (wide and not very turbulent)			

PILOT CERTIFICATE – BLUE LEVEL – AUTONOMY IN VARIED CONDITIONS

	Not acquired	OK	Good
To react properly (trajectory, angle, pendulum motion) in situations of frontal or asymmetrical collapse of small amplitude			
To adapt one's flight technique :			
To elaborate and fulfil a flight plan in varied wind conditions			
To exploit homogeneous dynamic and thermal lifts			
To respect right of way rules in flight (near to, and far from, the mountain, in thermals)			
To use the speed bar in simple situations (wind, big ears)			
To use the speed bar simultaneously with the big ears and keep directional control			
To assess and use an area of downward wind			
To construct a landing approach in varied wind conditions			
To handle the derivation angles near the ground ("crabbing" to lose height without entering the landing field)			
To land with precision, using the adapted flight regimes in the final phase and the round up			
To adjust and maintain the equipment :			
To adjust the harness (seat, chest strap)			
To adjust the speed bar			
To take into account the various factors of wear and tear of the equipment			
To measure the aggregate time of use of one's wing			
To be sensitised to the use and maintenance of the reserve chute (taking it out, folding and packing it; how to maintain it)			
State of Mind			
To behave responsibly in a heavy-traffic area, on the ground and in air			
To develop the capacity of self-evaluation			
To be able to fly for at least one hour (handling the tiredness, the stress, the euphoria, concentration)			
To know when to land (evolution of wind conditions, personal level)			
To seek competent persons and structures to progress further			
Regulatory Framework			
To identify the different types of practice and the requirements for each			
To be aware of the importance of one's actions for the future of the activity			

CERTIFICATE OF CONFIRMED PILOT – BROWN LEVEL – OPTIMISING THE PILOTING

Objective : To analyse and make best use of the available conditions

Cycle 3

Required theoretical knowledge :

- ✔ Meteorology/Wind : detailed air fronts, notions of stability / instability applied in practice, regional phenomena, confluences
- ✔ Aerodynamics : Speed polar applied in flight (influence of the wind), flight incidents, exits of the flight area
- ✔ Piloting : Different types of turns, speedy descents

	Not acquired	OK	Good
Analysis			
To plan the day's wind conditions :			
To seek and confront meteorological data			
To be able to do the observation in the area			
To anticipate the wind conditions of an area from a topographical map			
To follow up the analysis of the conditions and their evolution during the whole flight			
To know how to choose a take-off site in an unknown location			
To anticipate the choice of a landing zone in rural areas			
Technique			
Mastering different types of take-off :			
To adapt the technique to the situation (wind condition, slope, wing)			
To neutralise the canopy in strong wind (preventing it from dragging or lifting the pilot)			
To pilot both sensitively (proper balance in the harness, precise dosage of the control inputs) and dynamically (use and management of the pendulum motion) in order to :			
anticipate and handle flight incidents			
exploit the different types of thermals			
To optimise the flight technique :			
To seek the thermal (identify potential sources, earmark the direction and the strength of the flow, position oneself according to the mountain and the clouds)			
To adapt one's mode of displacement to the situation (transiting, wending, standing by)			

CERTIFICATE OF CONFIRMED PILOT – BROWN LEVEL – OPTIMISING THE PILOTING

	Not acquired	OK	Good
To use the speed bar to improve flight performance			
To use the technique of rapid descent adapted to the situation (conditions, proximity of the mountain)			
To skilfully use the low speeds near the ground			
To set a flight strategy in place :			
To create a flight scenario and know how to adapt it			
To orient oneself during the flight and position oneself relatively to the ground			
To use the data given by the flight instruments			
To manage one's equipment :			
To be attentive to the signs of ageing of the glider (halyards of the brakes, condition of the fabric, of the seams, of the lines and risers)			
To adapt the adjustment of the harness to one's method of piloting			
To check the reserve chute (simulation, aeration, folding and packing)			
To know the existence, use and functioning of flight instruments (variometer, GPS…)			
State of Mind			
To be able to distinguish between subjective feelings and objective reality			
To anticipate – concentrate on the actions to come while piloting			
To be capable of endurance (resistance to stress, capacity to remain focused, learning how to recuperate during the flight)			
To be aware of one's possibilities and know when to give up			
To be aware of the exigencies and the risks linked to the practice of competition or high performance flights, and integrate them in one's behaviour			
Regulatory Framework			
To prepare one's flight with an aeronautical chart and act as a "captain"			
To manifest a will to keep progressing (other forms of practice, access to qualifications etc)			

STAGES of TRAINING and QUALIFICATIONS

Required and Achieved

INITIAL CERTIFICATE

Stamp

Validated on : .....

Site : .....

School : .....

PILOT CERTIFICATE

Stamp

Validated on : .....

Theory : .....

Practice : .....

Site : .....

School : .....

CERTIFICATE of CONFIRMED PILOT

Stamp

Validated on : .....

Theory : .....

Practice : .....

Site : .....

School : .....

STAGES OF QUALIFICATION AS A PILOT

(Initiation Course, Intermediate Course, Proficiency and Advanced Course, Competition, SIV Course, Advanced flying techniques, Tow launches, Motorised paragliding, Tandem…)

INSTRUCTOR									
SCHOOL									
LOCATION									
NAME OF COURSE									
DATE									

FIRST HIGH FLIGHTS

These pages are designed to describe and briefly analyse the first high flights. Reflecting on one's experience is a guarantee of progress and increased security. Beyond a certain level, a flight record is a sign of a reflective and safe practice.

FLIGHT ANALYSIS (condition, feelings...)									
DURATION									
HEIGHT									
SITE									
DATE									

FIRST HIGH FLIGHTS (continue)

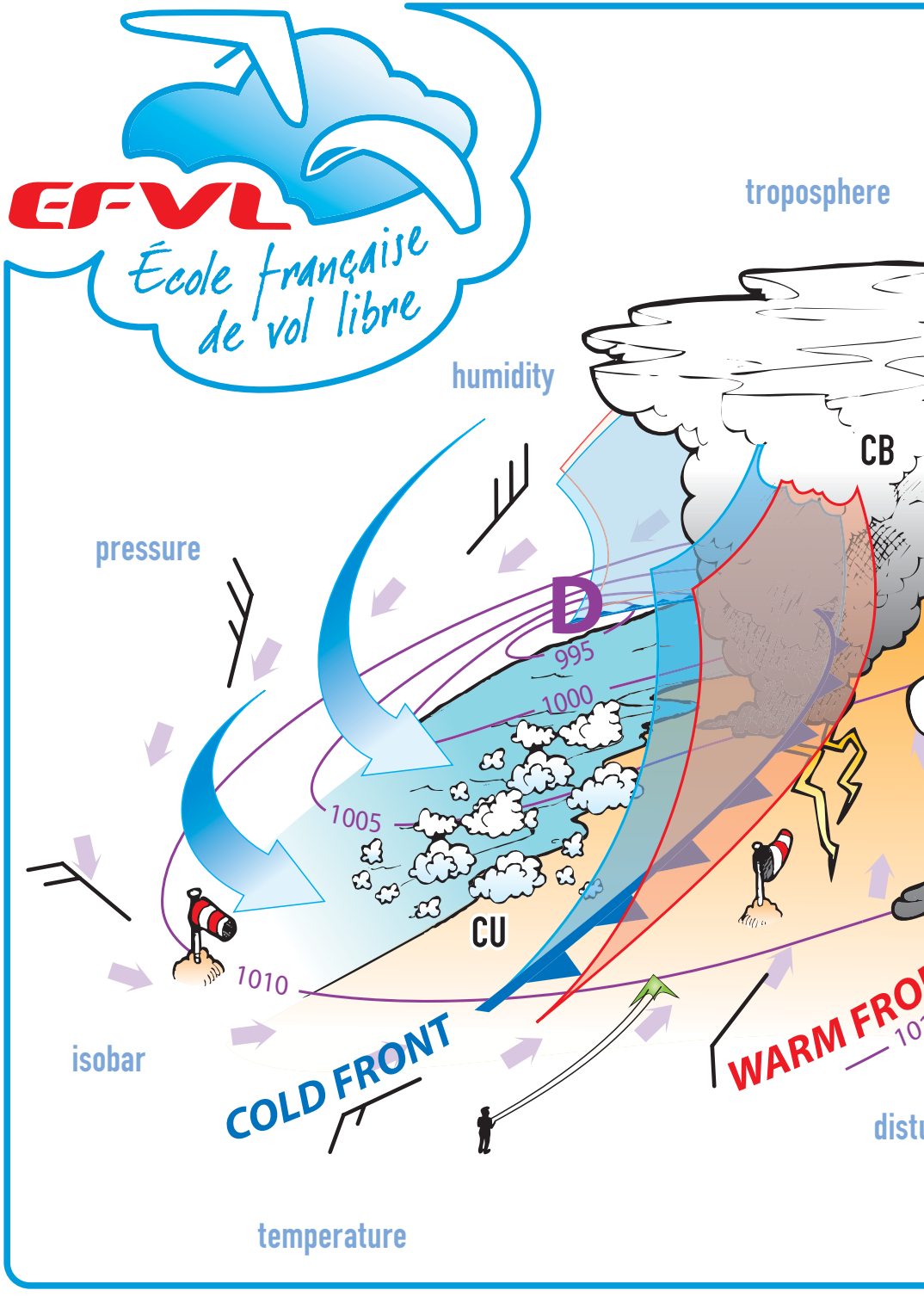
DATE	SITE	HEIGHT	DURATION	FLIGHT ANALYSIS (condition, feelings...)

FIRST HIGH FLIGHTS (continue)

DATE	SITE	HEIGHT	DURATION	FLIGHT ANALYSIS (condition, feelings...)

FIRST HIGH FLIGHTS (continue)

DATE	SITE	HEIGHT	DURATION	FLIGHT ANALYSIS (condition, feelings...)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COLD FRONT
WARM FRO
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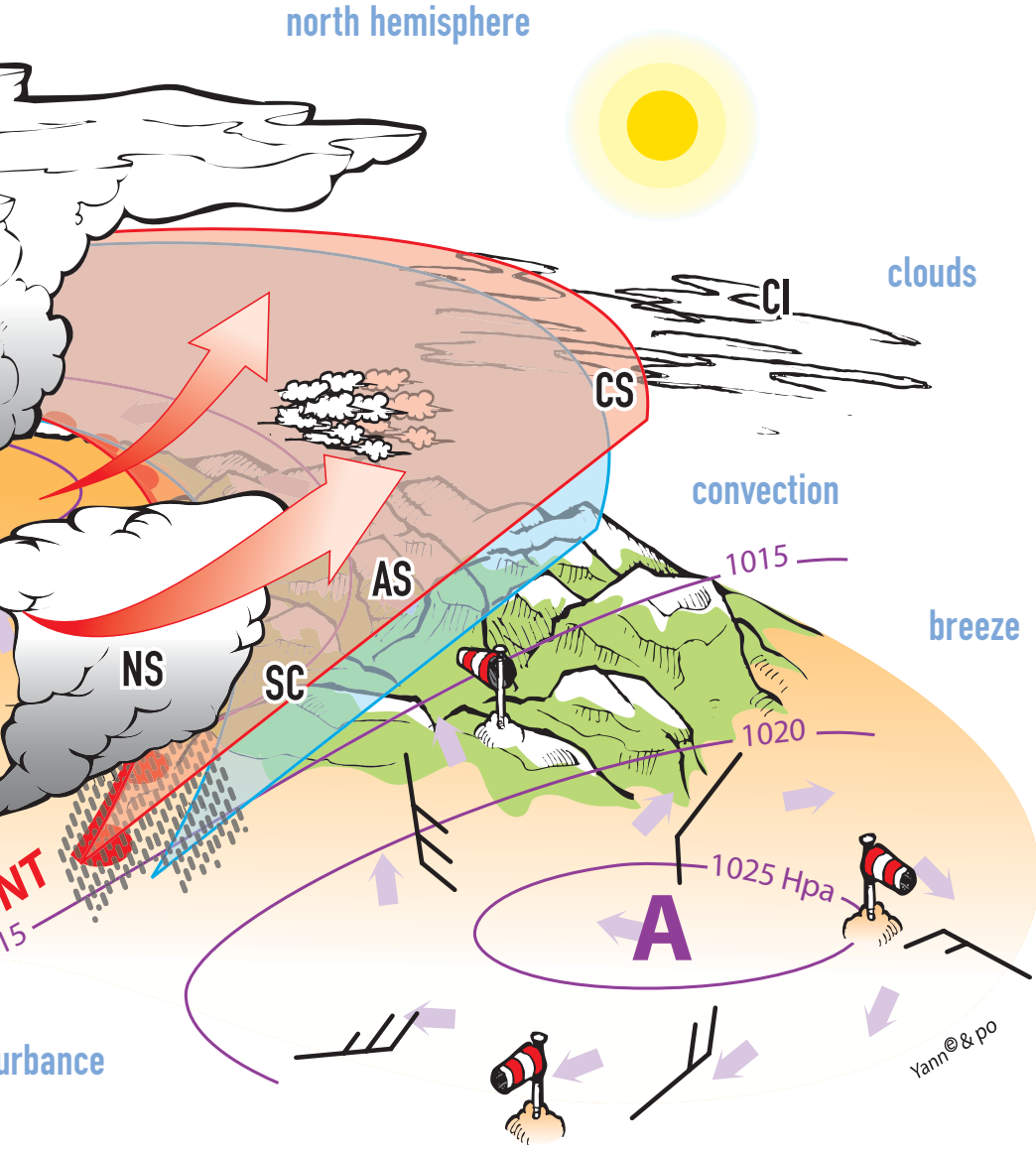
analysis and forecasts



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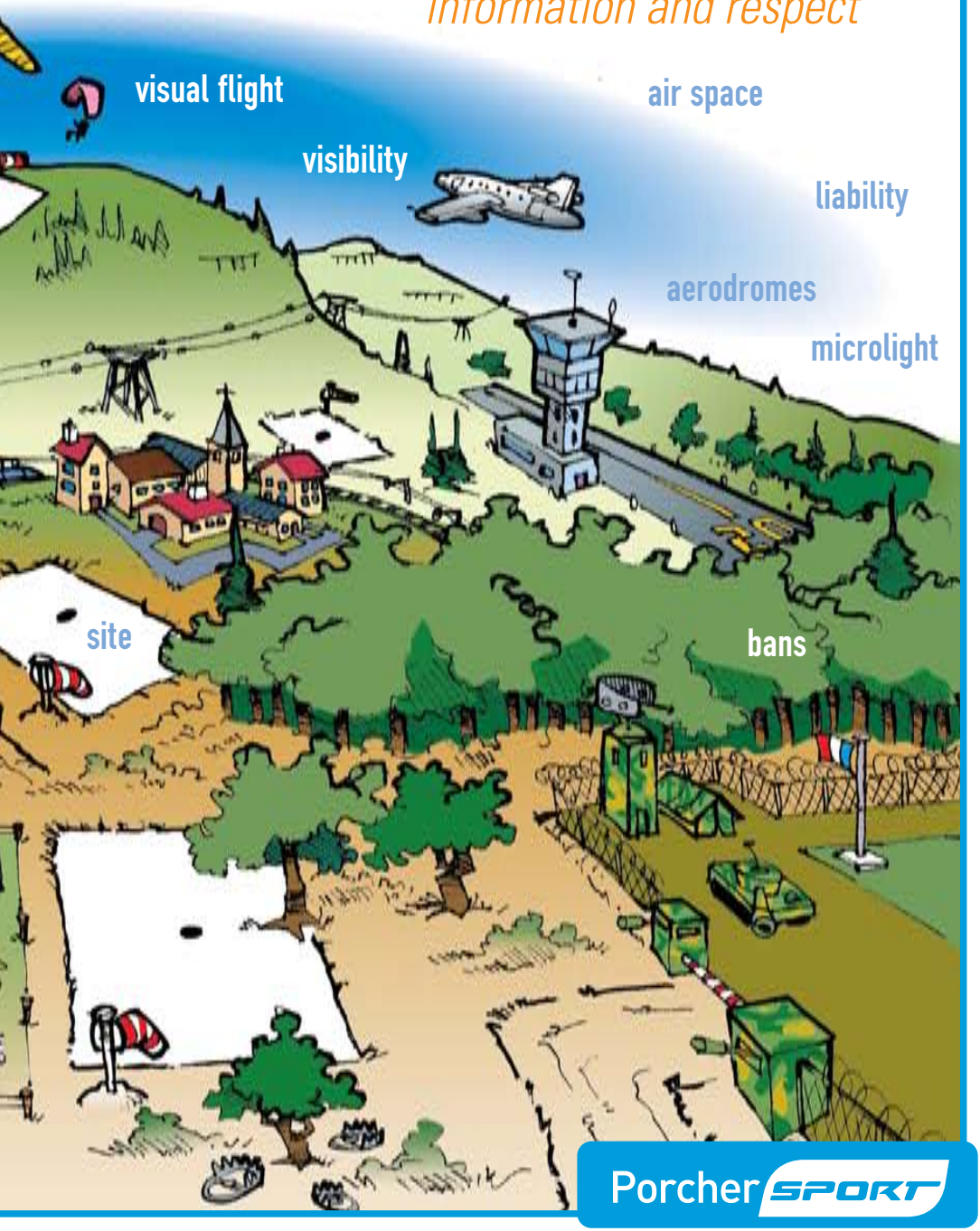
aeronautical map
clouds
priorities
environment
natural park
authorizations
property

the setting

information and respect



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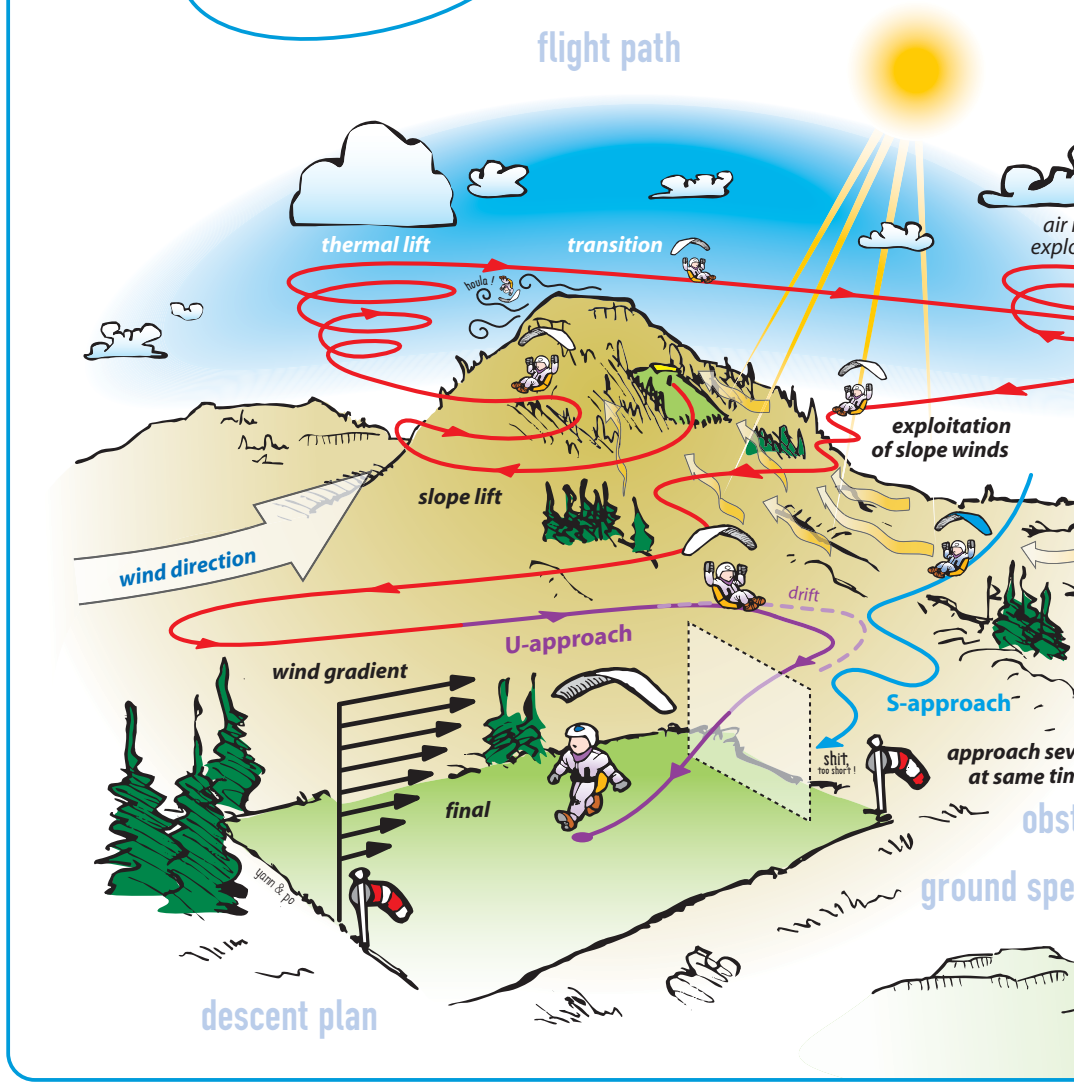
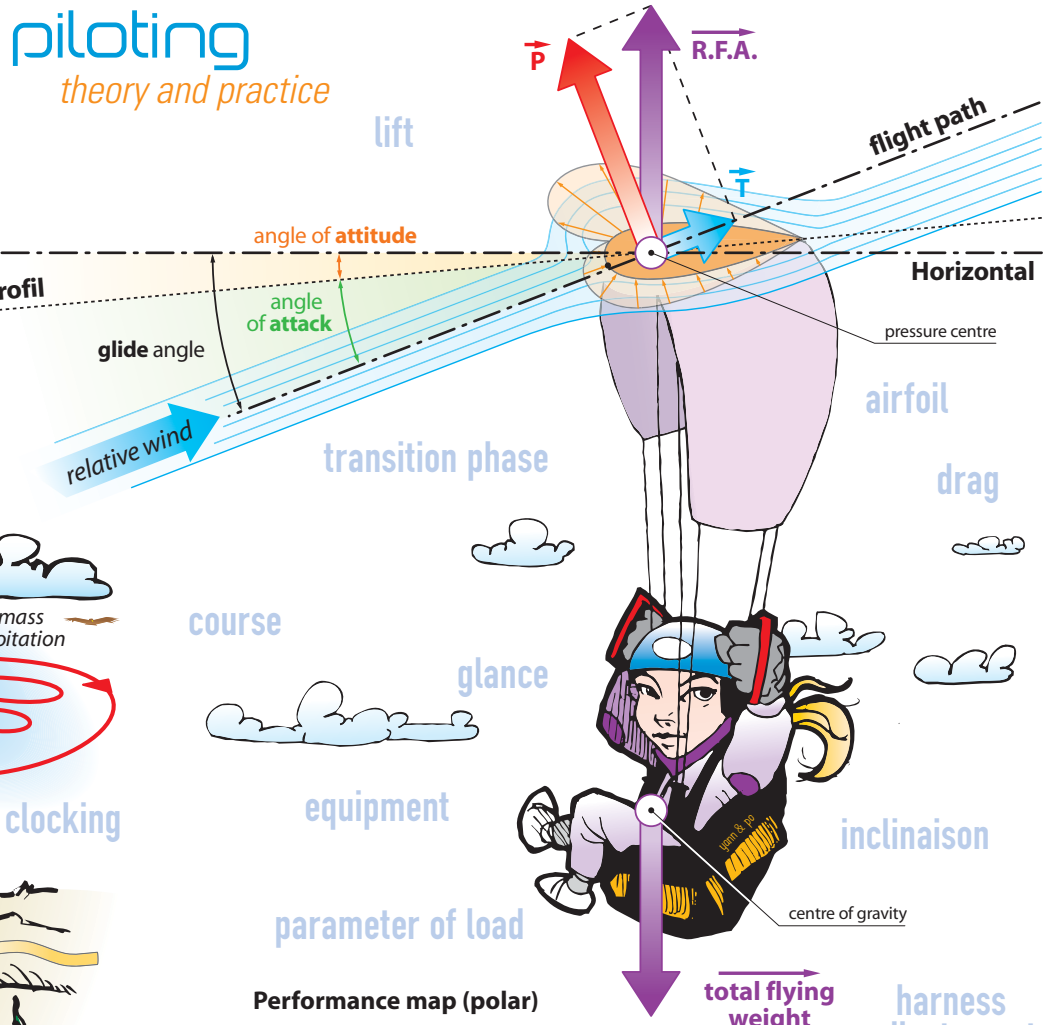
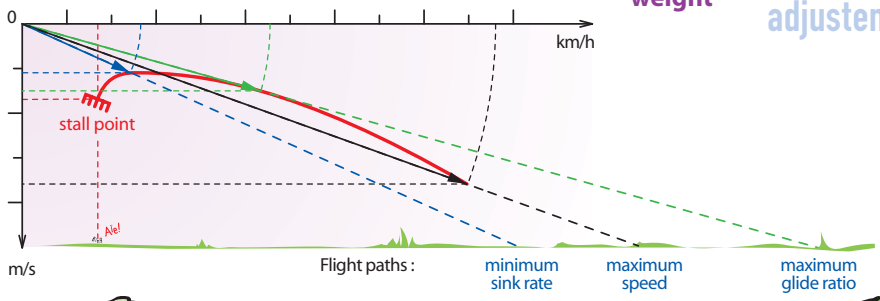
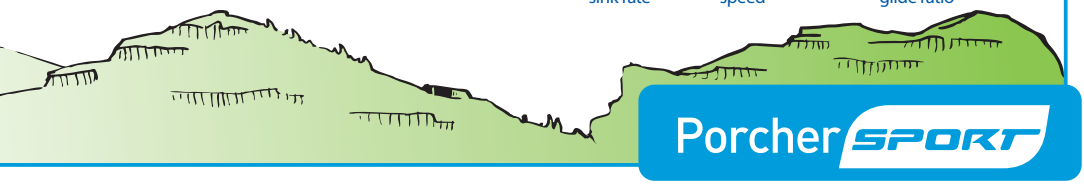


piloting

theory and practice







Porcher SPORT

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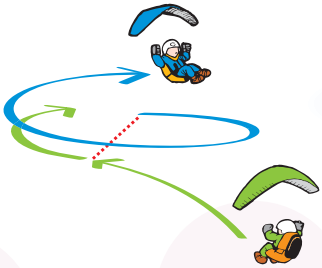
Priority rules

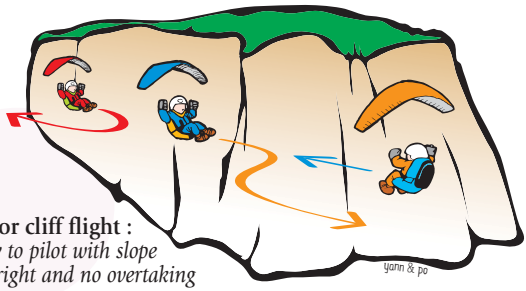
Face to face:
Each one moves to the right

Converging paths :
priority to the right

Ascendance flights and vertical lift :
The lowest pilot has priority



Spiral flight :
Turn in same direction on opposite sides of the spiral



Slope or cliff flight :
Priority to pilot with slope on his right and no overtaking

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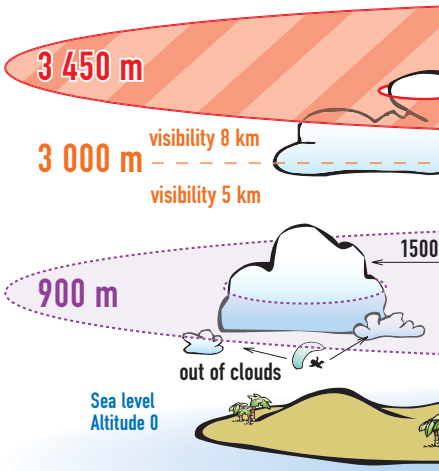

AVIATION LAWS FOR FLYING

Summary valid since 01/01/2004

Failure to comply with the Aviation laws of the Civil Aviation
It will also mean loss of Federal Insurance cover.

MAIN BANSIt, is forbidden to :

- *Fly in controlled air space classed A ou B ou C*
- *Fly in zones with particular status P or R activ*
- *Fly in the clouds*
- *Fly at night (except with written authorization fro*
- *Fly higher than 3 450m above sea level and 90*
  with the exception of LTA sites classed E in the
- *Land on active aerodromes or fly in the flight z*
- *Fly under the influence of alcohol or drugs*
- *Do aerobatics above built-up areas or groups o*

MAIN OBLIGATIONS, you must :

- *Hold an AVIATION LIABILITY INSURANCE POLI*
- *TAKE OFF and LAND ON land for which the ow*
- *NOT ENDANGER PEOPLE OR PROPERTY ON TH*
- *Do everything possible to avoid COLLISION*
- *BE INFORMED OF AERONAUTICAL INFORMAT*
- *Respect AIR RULES and VISUAL FLIGHT RULES*
- *Respect FEDERAL AVIATION LAWS*

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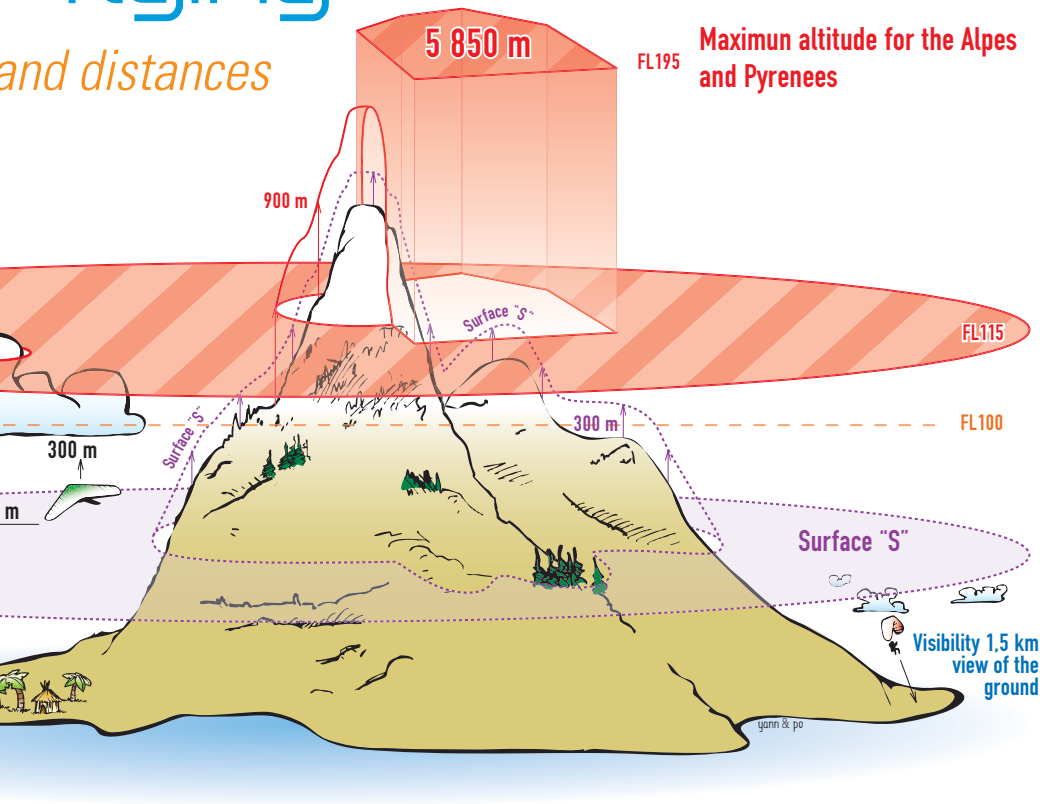

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Flight situation of pilot	Minimum fly over height
1] Take off, landing and all other connected maneuvers :	no minimum
2] Slope flight :	no minimum
3] Flying over (except 1and 2) the ground, water and isolated obstacles :	150 m
4] Flying over (except 1) towns, built-up areas and groups of people :	300m in a 600m radius around the aircraft
5] Flying over Nature Parks and Reserves :	Specific conditions for each site (*)
6] Flying over (except 1) installations bearing the distinctive mark on an aeronautical chart :	300 m

(*) List available in the Complement to the aeronautical charts, conditions published being able to be softened by written specific conventions.

Porcher SPORT

RIGHT OF WAY RULES

Remember that unpowered aircrafts such as paragliders, hang gliders and gliders all have the same level of priority : as a paraglider, you will not be given right of way by other gliders simply because you are less mobile in air.

Remember that paragliding follows the principles of visual flights :
To see and be seen is crucial to avoid accidents.

Head-on approach : Each pilot veers to the right

Converging paths : The pilot coming from the right has right of way

Ascending flights : The lower glider has right of way.
If he is climbing into you, get out of the way and let him go by.

Thermal flights : The first glider in a thermal sets the direction of circling. All gliders entering the thermal afterward circle in the same direction.

Rules of the ridge : When approaching another glider head on, give way to the right. This means that the pilot with the ridge on his left passes to the outside of an oncoming pilot, and that the pilot with the ridge on his right has right of way. No overtaking.

Failure to comply with the Aviation laws of the Civil Aviation Code is a criminal offence. It will also mean loss of Federal Insurance cover.

MAIN BANS

It is forbidden to :

- Fly in controlled air space classed A, B, C, or D
- Fly in zones with particular status P or R active
- Fly in the clouds
- Fly at night (except with written authorization from the local aviation authorities)
- Fly higher than 3 450 m above sea level and 900 m above the ground, with the exception of LTA sites classed E in the Alps and the Pyrenees.
- Land on active aerodromes or fly in the flight zone of these aerodromes.
- Fly under the influence of alcohol or drugs
- Do aerobatics above built-up areas or groups of buildings.

MAIN OBLIGATIONS

You must :

- Hold an Aviation Liability Insurance policy
- Take off and land on land for which the owner has granted permission
- Not endanger people or property on the ground
- Do everything possible to avoid collision
- Be informed of aeronautical information
- Respect air rules and visual flight rules
- Respect Federal Aviation laws

To find out the timetable for the activation of R zones : freephone 0800 245 466

IN CASE OF ACCIDENT

Remember to have the emergency number of the area where you are flying at all times.
In case of accident, call the emergency number and give the following information, as clearly as possible :

1. Identify yourself and give the number you are calling from (important for rescue coordination)
2. Location of the accident
3. State of the victim :
   - Conscious or not ? Able to speak ?
   - Able to move ? Legs? Arms ?
   - Normal breathing ?
   - Is there anybody with the victim ?
4. Colour of the wing
5. Access conditions
6. Particular risks

Contact 112

Be a responsible pilot. Find out about…
- Weather conditions
- Rules and regulations in force on the site
- Air space constraints and obligations

Before taking off, brace yourself and check…
- The conformity between my level, my state of mind, my equipment and flying conditions
- That i'm correctly equipped and securely attached
- That the flight path is clear

At every level, and however proficient you are, ground training helps you develop a proper feel for, and a better handling of, the glider. It is always a guarantee of security.

This passport is an unofficial translation of the « Passeport de pilote - Delta/Parapente », issued by the French Federation of free Flying (Fédération Française de Vol Libre - FFVL). Translated by Christine Habbard, October 2006.
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Fédération
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« I discovered things which were likely to transform our own life, a whole world different from our own world. None of us had ever seen or felt that before.»
Richard BACH

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