



CIVL 2016 PLENARY – ANNEX 23A IPPI CARD NEW SCHEME

The IPPI Card is now available per year. Federations that decide so can issue the Card to all its licensed pilots for a small yearly fee. Licenses are renewed every year, so IPPI level can be adjusted accordingly.

The IPPI card was introduced in 1992.

Since then, national associations and pilots throughout the world have benefited from its internationally recognised standards.

The card provides a standard reference by which all national rating programs may be compared.

The SafePro Delta (for hang gliding) and/or SafePro Para (for paragliding) stage on the card reflects the pilot proficiency. For the pilot who flies outside of his known or local area, it is a quick and easy method of providing proof of flying experience and proficiency.

When a pilot travels abroad, the IPPI card - together with the national rating card - will identify the pilot skills. It gives flying site managers, instructors and others responsible for hang gliding and/or paragliding flight operations an easy way of verifying the pilot experience level prior to approval of flight activities.

The card is valid only together with a current national licence or rating card.

Since October 2015, the IPPI Card is available in two ways, according to national federations' choice:

1 – Per IPPI level.

The Card is physical, bought and sold by the national federation to pilots who ask for it.

It is not necessary to renew the card except when a change in the pilot national licence invalidates the IPPI card. For example, if the pilot receive a higher national ranking which corresponds to a higher stage in the SafePro Delta or SafePro Para system, a new card should be issued.

2 – Per year.

The Card is a logo on the pilot national license. The federation has agreed to issue the Card to all its licensed pilots for a small yearly fee. Licenses are renewed every year, so your IPPI level can be adjusted accordingly.

France, Italy, Hungary and Serbia have adopted the new scheme in 2015.

- Please note that the card does not give any insurance cover.
- Please also remember that flight safety is ultimately the pilot own responsibility.
- CIVL encourages all pilots to use the IPPI card.

CIVL would like all national hang gliding and paragliding associations to promote this card. To this end, it recommends that an IPPI card information pack should be sent out with all license and membership applications, as well as registered hang gliding and paragliding schools and clubs.



IPPI CARD INFORMATION PACK

December 2015

Dear Pilot,

Congratulation on your new International Pilot Proficiency Identification Card. We are sure that you will find this very helpful flying from different sites in your country and during visits to fly in other countries.

The card provides a standard reference by which all national rating programs may be compared. When you travel abroad this card, together with your national rating card, will identify your pilot skills. It gives flying site managers, instructors and others responsible for hang gliding and/or paragliding flight operations an easy way of verifying your pilot experience level prior to approval of flight activities.

The SafePro Delta and/or SafePro Para stage on your card reflects your pilot proficiency. Please note that SafePro Delta is for hang gliding and SafePro Para is for paragliding. You can see from the enclosed synopsis of SafePro Delta and SafePro Para what the different stages are.

The card is valid only together with a current national licence or rating card. Please note that the IPPI card does not give you any insurance cover. Please also remember that your flight safety is ultimately your own responsibility. We recommend that you always fly conservatively both regarding the conditions you choose to fly in and the safety margins you allow in your flying.

Even when you have reached the highest stage in SafePro Delta and/or SafePro Para systems there is still a lot to be learned and experienced. The FAI/CIVL international badge system offers you an opportunity of documentation of higher skills than the basic cross country stage. if you are interested in advanced cross country flying these badges are for you.

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Samples

Per IPPI level



Per year



Issuing IPPI Card

The issuing authority for these cards should be the FAI member organization or its designated representative. If the issuing authority is of a nation other than the applicant's nationality, the nation of issuance must also be noted here.

The sample application form found on CIVL website is for the use of national federations only. No individual application can be made directly to the FAI using this form.

Pilots are invited to contact their national federation to obtain an IPPI card.

National federations who want to join the IPPI Card Programme, order or renew their stock of cards can get more information, the price list and payment information from the FAI Office.

Please contact:

Fédération Aéronautique Internationale - Maison du Sport International

Av. de Rhodanie 54 - Ch - 1005 Lausanne - Switzerland

Attention : Christine ROUSSON - Email : christine@fai.org

Tel : +41 21 345 1070 - Fax : +41 21 345 1077

CIVL Proficiency Badges

CIVL proficiency badges are standards of achievement, which do not require to be renewed. They are intended to provide a graduated scale of difficulty to measure and encourage the development of a pilot's flying skill, particularly in cross-country flying.

The Bronze badge should be achievable by most pilots within the first year of active flying and landing accuracy, with the silver following in the next year or two. The gold badge should be achievable for most pilots within the first five years of cross country flying. The diamond badge should be achievable by perhaps half of all pilots within ten years of flying.

In any one year, we would expect that for advanced-rated (IPPI 4 or 5) pilots, the bronze badge distance would be flown by 100% of them, the silver badge distance would be flown by more than 75%, the gold badge distance would be flown by 50%, and the diamond badge distance would be flown by perhaps 15-25%. Results may vary from one nation to another, however the qualifications are the same in every country. Delta badges are for pilots flying hang gliders in classes 1, 2 4 and 5. Paragliding badges are for class 3. Accuracy badges are for Paragliders.

Requirements

Any type of open or closed course may be used for the distance requirement of the Delta and Paragliding Bronze, Silver and Gold badge. For the Delta and Paragliding Diamond badge, the open course may be either straight distance or distance via 3 turn points. The closed course may be out-return, or triangle of any shape.

Delta Bronze Badge

Distance	30 km
Or Duration	1,5 hours
Or Gain of Height	500 m

Delta Silver Badge

Distance	100 km
and Duration	3 hours
and Gain of Height	1000 m

Delta Gold Badge

Distance	150 km
and Duration	5 hours
and Gain of Height	2000 m

Delta Diamonds

There are three separate Delta Diamonds, which may be obtained independently from each other

Diamond Open Course:	300 km
Diamond Gain of Height:	3000 m
Diamond Closed Course:	300 km

Paragliding Bronze Badge

Distance	30 km
Or Duration	1,5 hours
Or Gain of Height	500 m

Paragliding Silver Badge

Distance	75 km
And Duration	3 hours
And Gain of Height	1000 m

Paragliding Gold Badge

Distance	125 km
And Duration	5 hours
And Gain of Height	2000 m

Paragliding Diamonds

There are three separate Paragliding Diamonds, which may be obtained independently from each other

Diamond Open Course:	200 km
Diamond Gain of Height:	3000 m
Diamond Closed Course:	200 km

Bronze Landing Accuracy

Four consecutive landings within 1m of the centre of the target

Silver Landing Accuracy

Four consecutive landings with a total score of 1m or less

Gold Landing Accuracy

Four consecutive landings on the pad within 10cm of the centre of the target

Diamond Landing Accuracy

Four consecutive landings with a combined total of 10cm or less

Special Conditions

The pilot shall be alone on the hang glider.

For soaring badges, flights may be completed in any order and any flight may count for any badge for which it fulfils the requirements.

For Accuracy badges, flights shall be completed in FAI sanctioned competitions, and the scores shall be validated in the final results of the competitions.

Issue of Badges

Badges shall be issued by the appropriate NAC, which shall keep a register of pilots' names and dates of completion of the badge flights.

Sporting Licence Requirements for Badge Flights

A FAI sporting licence is required for badge flights. An official observer is recommended for soaring flights, but is not required provided an acceptable validation method is used (e.g. WXC, OLC, Leonardo, etc). In Accuracy flights, the Chief or Event Judge will validate the scores, which are then included in the competition results.