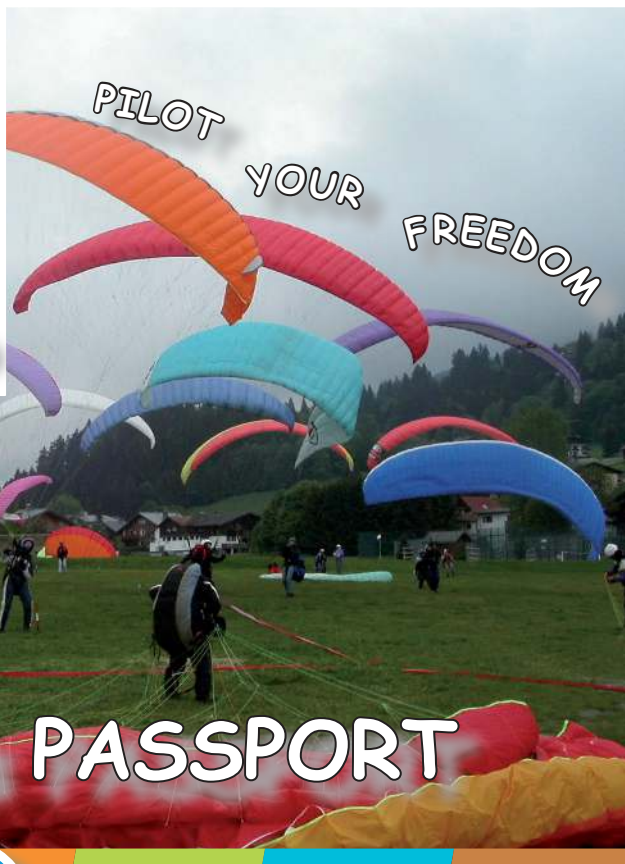




PARAGLIDING



HANGGLIDING



PILOT  
YOUR  
FREEDOM

PILOT'S PASSPORT



Fédération  
Française  
de Vol Libre

## IDENTITY

Name : .....

First name : .....

Address : .....

.....

Birth date : .....

Blood group : .....

Phone n° : ..... Email : .....

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

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

PHOTO

## INTRODUCTION

### 3 cycles

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

### ANALYSIS

- ✓ It consists in theoretical and practical knowledge, and its application in practice.

### TECHNIQUE

- ✓ Piloting techniques are grouped under the heading Technique.

### MENTAL

- ✓ The psychological elements in relation to the pilot and others come under the heading Mental.

### PRACTICE

- ✓ Includes the rules 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 based on the notion of individual skills.

Your instructor will help you to get the end of each cycle before all the necessary skills are acquired.

## Safety qualifications training - stages of progression

### Licence validation

#### Cycle 1

The initial level attests competency in flying without unassisted in calm conditions on a known site and with the correct equipment. Your instructor will validate that you have achieved competence in practical and theoretical skills up to the green level. This level is certified by the instructor.

#### Cycle 2

The pilot's Licence indicates competency in determining and analysing the conditions for flying at any given site, and in varied meteorological conditions. Available to pilots of 14 years of age or over, the licence marks the end of the second stage of training.

- Validation of the practise is carried out by your instructor and certified by the director of the flying school.
- A theoretical knowledge is tested by a questionnaire of 60 multiple choice questions, to be finished in 1 h. (270 pts/360 pts)
- Issue of your pilot's licence is then recorded by the regional person in charge of training.

#### Cycle 3

The Confirmed pilot's licence attests to your competences for safe flying in all situations. It is validated only at the regional level for the practical skills and theoretical knowledge.

- The practise confirms competency at the brown level of your passport and is validated by observance of a significant flight.
- The theoretical part consists of :
  - A 30 multiple choice questionnaire (135 pts/180 pts).
  - Two charts to complete.
  - A discussion with your instructor.

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

## WHITE LEVEL - INITIAL APPROACH AND HANDLING OF THE MATERIAL

**Objective :** Prepare and pilot your wing on the ground.

*Cycle 1*

**Required theoretical knowledge :**

- ✓ Wind & weather : direction and intensity of the wind
- ✓ Mechanics of flight : balance between pilot and wing (on the ground), pitch, roll and yaw axis control, how the wings flies ? (depending on weight and relative wind)
- ✓ Material : knowledge and description of the glider and all risers

|   | Not acquired | OK | Good |
|---|--------------|----|------|
| <b>Analysis</b>                                   |              |    |      |
| Feel the speed and direction of the wind          |              |    |      |
| Recognise and understand the shape of the ground  |              |    |      |
| <b>Technique</b>                                  |              |    |      |
| Prepare the equipment :                           |              |    |      |
| Unpack the wing into the wind                     |              |    |      |
| Untangle and lay out the wing                     |              |    |      |
| Prepare the harness, put on helmet and other gear |              |    |      |
| Know how to hold risers and brakes properly       |              |    |      |
| Do all pre-flight checks                          |              |    |      |
| <b>Build the launch :</b>                         |              |    |      |
| Choose the right moment                           |              |    |      |
| Pre-inflate, then inflate the wing                |              |    |      |
| Stabilise the wing, re-centre yourself and run    |              |    |      |
| Brake, stop and collapse the wing                 |              |    |      |

HG Handle the wing on the ground (kiting)

HG Straight or traditional Method (hands rotation)

HG Push, finale/stop



## WHITE LEVEL - INITIAL APPROACH AND HANDLING OF THE MATERIAL

|  |  | Not acquired | OK | Good |
|--|--|--------------|----|------|
| Handle the canopy on the ground (kiting) : |  |              |    |      |
|  | Run on the ground with pendulum control on the axes of pitch and roll    |              |    |      |
|  | Manage a straight, smooth ground run, respecting the course decided upon |              |    |      |
|  | Feel the lift  |              |    |      |
|  |  |              |    |      |
| Mental                                     |  |              |    |      |
|  | Observe the environment  |              |    |      |
|  | Respect the equipment  |              |    |      |
|  | Concentrate before practising  |              |    |      |
|  |  |              |    |      |
| Practice rules                             |  |              |    |      |
|  | Know the legal obligations (insurance, authorisations)                   |              |    |      |

Notes : .....

## YELLOW LEVEL - SMALL FLIGHTS ON TRAINING HILL

**Objective :** Respect a simple flight plan on a training hill. HG with a high flight wing.

Cycle 1

**Required theoretical knowledge :**

- ✓ Wind & weather : concepts of airflow (wind flow patterns, air turbulences)
- ✓ Mechanics of flight : fundamental concepts (forces, angles) of stabilized straight and level flight, airspeed and groundspeed, flight paths, flight plans, pendular stability and hang strip position considerations
- ✓ Piloting : hand positions in flight (where to grip the bar and movements required) - (brake lines, risers)

|   | Not acquired | OK | Good |
|---|--------------|----|------|
| <b>Analysis</b>   |              |    |      |
| Recognise and understand the variations of the wind speed and direction                                       |              |    |      |
| Choose an adequate take-off site on the slope   |              |    |      |
| Choose the right moment to launch   |              |    |      |
| <b>Technique</b>  |              |    |      |
| <b>Take off :</b>   |              |    |      |
| Prepare the canopy and do all pre-flight checks   |              |    |      |
| Respect the three steps of the take-off (inflation, control/stabilisation, run)                               |              |    |      |
| Accelerate (forward lean, body pressing on the chest strap, long powerful steps)                              |              |    |      |
| 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 |
|---|--------------|----|------|
| Follow a simple flight plan :   |              |    |      |
| Fly straight ahead - directional control  |              |    |      |
| Be able to correct your course  |              |    |      |
|   |              |    |      |
| Perform a landing :   |              |    |      |
| Final approach (speed, stability)   |              |    |      |
| Round landing (standing up in the harness, braking and landing)   |              |    |      |
|   |              |    |      |
| Mental  |              |    |      |
| Follow the safety rules   |              |    |      |
| React correctly to the instructor's advice  |              |    |      |
|   |              |    |      |
| Practice rules  |              |    |      |
| Respect the obligations relating to the sites (access, limitations of private property, other users, etc) |              |    |      |

Notes : .....

## ORANGE LEVEL - FIRST LONG HIGH FLIGHTS

**Objective :** Perform high flights in calm conditions with assistance

**Required theoretical knowledge :**

*Cycle 1*

- ✓ Wind & weather : changing conditions during the day, different winds types (upslope wind, valley wind, sea wind)
- ✓ Mechanics of flight : understanding the mechanics of the turn
- ✓ Material : harness (different types, adjustment, use)
- ✓ Piloting : turn inputs and coordination (reaction speed, duration and amplitude of control input ), use of the harness as a piloting tool
- ✓ Technique of flight : flight path (axis, drifts, reference marks on the ground, loss of altitude), prepare landing (ground obstacles with thier effects on wind flow, various approaches), increasing airspeed
- ✓ Regulations : rules of in-flight priority, site rules

|   | Not acquired | OK | Good |
|---|--------------|----|------|
| <b>Analysis</b>   |              |    |      |
| Be aware of the ground reference points (shape of the slope on the take-off site, landing site) |              |    |      |
| Recognise and understand the wind conditions (strength, velocity, direction, consistency)       |              |    |      |
| <b>Technique</b>  |              |    |      |
| <b>Handle the take-off :</b>  |              |    |      |
| Adapt to the shape of the take-off site   |              |    |      |
| Keep the course, and get away   |              |    |      |
| <b>Sit back in a piloting position :</b>  |              |    |      |
| Sit properly and comfortably in the harness (lateral and forward/backward sensitivity)          |              |    |      |
| upward movement/control bar : stretching movement   |              |    |      |
|   |              |    |      |



## ORANGE LEVEL - FIRST LONG HIGH FLIGHTS

|   | Not acquired | OK | Good |
|---|--------------|----|------|
| Handle :  |              |    |      |
| Be able to turn (90°, 180°, 360°)   |              |    |      |
| Pilot both with weight shifting in the harness and handling risers/brake lines              |              |    |      |
| Follow a flight plan :  |              |    |      |
| Understand your situation in space (direction, course, landmarks on the ground)             |              |    |      |
| Move around and respect the flying zones  |              |    |      |
| Perform an approach and a landing :   |              |    |      |
| Reduce height   |              |    |      |
| Do the final approach (proper flight regime, equilibrium canopy/pilot)                      |              |    |      |
| Get out of the harness, round landing on feet, into the wind                                |              |    |      |
| Mental  |              |    |      |
| Manage the anxiety linked to the change of reference points and the height above the ground |              |    |      |
| Be aware of your reactions (feelings, fears, desires)                                       |              |    |      |
| Practice rules  |              |    |      |
| Respect the rules of the sites  |              |    |      |
| 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 :** Fly without technical assistance in calm conditions, on a known site, with proper equipment.

*Cycle 1*

**Required theoretical knowledge :**

- ✓ **Meteorology/Wind :** classification of cloud types, differences in wind types and breezes, meteorological traps to avoid, different types of thermals
- ✓ **Mechanics of flight :** concept of speed polar curves ; turns and associated pendulum motion
- ✓ **Material :** efficient folding of the wing, factors regarding ageing of the wing material, twist of the risers/lines, manipulating the reserve parachute
- ✓ **Regulations :** basics of air regulations (international and local rules for unpowered aircrafts, rules of VFR flight, regulation of radio use)

|  | Not acquired | OK | Good |
|--|--------------|----|------|
| <b>Analysis</b>  |              |    |      |
| Gather the relevant information on and around the site before the flight                               |              |    |      |
| Recognise and understand wind and weather changes during the flight ; adapt your flight plan & landing |              |    |      |
| <b>Technique</b>   |              |    |      |
| <b>Handle a flight without assistance :</b>  |              |    |      |
| Turn off the radio   |              |    |      |
| Choose a flight plan   |              |    |      |
| <b>Pilot the wing :</b>  |              |    |      |
| Pitch in small amplitudes (pitch-up, overshoot, acceleration)  |              |    |      |
| Roll (banking the wing): inverting the small turns angle   |              |    |      |
| Do big ears  |              |    |      |
| Handle various speed   |              |    |      |

# **INITIAL CERTIFICATE - GREEN LEVEL - FIRST STEPS TOWARDS AUTONOMY ON A KNOWN SITE IN CALM CONDITIONS**

|  | Not acquired | OK | Good |
|--|--------------|----|------|
| Adapt to the evolution of situations :                                     |              |    |      |
| Handle flights with other people in the air                                |              |    |      |
| Adapt to problems with the brake lines                                     |              |    |      |
| Recognise and understand the general environment during the flight         |              |    |      |
| Handle a landing approach without assistance :                             |              |    |      |
| Elaborate several approaches   |              |    |      |
| Know how to approach the landing site simultaneously with other wings      |              |    |      |
| Control the canopy on the ground in stronger winds (10 - 15 km/h)          |              |    |      |
| Static control (forward/backward)  |              |    |      |
| Techniques of collapsing the wing on the ground                            |              |    |      |
| Mental   |              |    |      |
| Evaluate the level reached, the requirements and the risks of the activity |              |    |      |
| Practice rules   |              |    |      |
| Practice in a secure environment (school, club)                            |              |    |      |

Notes : .....

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## PILOT CERTIFICATE - BLUE LEVEL - AUTONOMY IN VARIOUS CONDITIONS

**Objective :** Fly without assistance on different types of sites and in various conditions. Make the most of daily conditions.

*Cycle 2*

### Required theoretical knowledge :

- ✓ Weather/meteorology : Basic concept (large weather systems and events, low pressure/ high pressure systems, clouds, stability/instability), weather fronts, general and dangerous weather phenomenas
- ✓ Mechanics of flight : Changing of the wing lift with the wing angle of attack, impact of the speed bar, effect of using the big ears, spiral neutrality, pendular stability, stall characteristics and return to level flight
- ✓ Flying techniques : different landing techniques according to varied conditions
- ✓ Piloting : transitional stages (entry and exit of thermals, wind gradient), wing collapses (causes, effects and how to handle them), using the speed range of the wing, making best use of the speed polar curves
- ✓ Material : 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 : air regulations (reading air charts, searching for flight information), certification of the equipment and its airworthiness

|  | Not acquired | OK | Good |
|--|--------------|----|------|
| <b>Analysis</b>  |              |    |      |
| "Read" and understand a site (topography, wind conditions)   |              |    |      |
| Confront the meteorological data to the on-site observations   |              |    |      |
| Plan the possible evolution of conditions along the day  |              |    |      |
| <b>Technique</b>   |              |    |      |
| <b>Using different take-off techniques :</b>   |              |    |      |
| Adapt the techniques (face and back take-off) according to the strength of the wind and the slope  |              |    |      |
| Inflate and take off with crosswind (45° max)  |              |    |      |
| <b>Develop an active piloting (using the brake lines/risers and shifting the weight in the harness, alternatively or simultaneously)</b>             |              |    |      |
| Induce and stop pendulum motion on the different axes (pitching, rolling, twists) during 360° turns, wing-overs and overshoots; proper surge control |              |    |      |
| Use the different flight speed ; position yourself adequately to use upslope soaring winds   |              |    |      |
| Maintain a proper angle, change the radius of your turn, in order to exploit a homogeneous thermal lift  |              |    |      |

## PILOT CERTIFICATE - BLUE LEVEL - AUTONOMY IN VARIOUS CONDITIONS

|  | Not acquired | OK | Good |
|--|--------------|----|------|
| React properly (trajectory, angle, pendulum motion) in situations of frontal or asymmetrical collapse of small amplitude |              |    |      |
| <b>Adapt your flight technique :</b>   |              |    |      |
| Elaborate and fulfil a flight plan in various wind conditions  |              |    |      |
| Exploit homogeneous dynamic and thermal lifts  |              |    |      |
| Respect right of way rules in flight (near and away from the mountain during thermal lifts)                              |              |    |      |
| Use the speed bar in simple situations (wind, big ears)  |              |    |      |
| Use the speed bar simultaneously with the big ears and keep directional control  |              |    |      |
| Assess and use an area of downward wind  |              |    |      |
| Construct a landing approach in various wind conditions  |              |    |      |
| Handle the derivation angles downward ("crabbing" to lose height without entering the landing field)                     |              |    |      |
| Land carefully, using the adapted flight regimes in the final phase and the round up                                     |              |    |      |
| <b>Adjust and maintain the equipment :</b>   |              |    |      |
| Adjust the harness (seat, chest strap)   |              |    |      |
| Adjust the speed bar   |              |    |      |
| Take into account the various factors of wear and tear of the equipment  |              |    |      |
| Measure the time you use your wing   |              |    |      |
| Beware the use and maintenance of the reserve chute (taking it out, folding and packing it; how to maintain it)          |              |    |      |
| <b>Mental</b>  |              |    |      |
| Behave responsibly in a heavy-traffic area, on the ground and in air   |              |    |      |
| Develop the capacity of self-evaluation  |              |    |      |
| Be able to fly for at least one hour (handling the tiredness, the stress, the euphoria, concentration)                   |              |    |      |
| Know when to land (evolution of wind conditions, personal level)   |              |    |      |
| Seek skilled people and structures to progress further   |              |    |      |
| <b>Practice rules</b>  |              |    |      |
| Identify the different types of practice and the requirements for each   |              |    |      |
| Be aware of the importance of your actions for the future of the activity  |              |    |      |

## CERTIFICATE OF CONFIRMED PILOT - BROWN LEVEL - OPTIMISING THE PILOTING

**Objective :** Analyse and make best use of the available conditions

Cycle 3

**Required theoretical knowledge :**

- ✓ **Meteorology/Wind :** detailed study of weather fronts, concepts of weather stability / instability applied in practice, regional phenomena, confluences
- ✓ **Aerodynamics :** speed polar curves applied to the flight (influence of the wind), upsets, incidents during a flight, exceeding the safe flight envelope
- ✓ **Piloting :** various types of turns, fast descending technics
- ✓ **Material :** the use of the reserve parachute, wing position in the event of opening the reserve parachute, limitations during in-flight «incidence»
- ✓ **Regulation :** knowledge of the various legal institutions (interlocutors, institutions)

|  | Not acquired | OK | Good |
|--|--------------|----|------|
| <b>Analysis</b>  |              |    |      |
| Planning the day's wind conditions :   |              |    |      |
| Seek and confront meteorological data  |              |    |      |
| Be able to do the observation in the area  |              |    |      |
| Anticipate the wind conditions of an area from a topographical map   |              |    |      |
| Follow up the analysis of the conditions and their evolution during the whole flight   |              |    |      |
| Know how to choose a take-off site in an unknown location  |              |    |      |
| Anticipate the choice of a landing zone in rural areas   |              |    |      |
| <b>Technique</b>   |              |    |      |
| Mastering different types of take-off :  |              |    |      |
| Adapt the technique to the situation (wind condition, slope, wing)   |              |    |      |
| Neutralise the canopy in strong wind (preventing it from dragging or lifting the pilot)  |              |    |      |
| Pilot both sensitively (proper balance in the harness, precise evaluation 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 thermal data  |              |    |      |
| Optimise the flight technique :  |              |    |      |
| Seek the thermal data (identify potential sources, earmark the direction and the strength of the flow, position yourself according to the mountain and the clouds)         |              |    |      |

## CERTIFICATE OF CONFIRMED PILOT - BROWN LEVEL - OPTIMISING THE PILOTING

|  | Not acquired | OK | Good |
|--|--------------|----|------|
| Adapt your way to the situation (transiting, wending, standing by)   |              |    |      |
| Use the speed bar to improve flight performance  |              |    |      |
| Use the technique of rapid descent adapted to the situation (conditions, proximity of the mountain)  |              |    |      |
| Skilfully use the low speeds near the ground   |              |    |      |
| <b>Set a flight strategy in place :</b>  |              |    |      |
| Create a flight scenario and know how to adapt it  |              |    |      |
| Find your bearing during the flight and position yourself relatively to the ground   |              |    |      |
| Use the data given by the flight instruments   |              |    |      |
| <b>Manage your equipment :</b>   |              |    |      |
| 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)   |              |    |      |
| Adapt the adjustment of the harness to one's method of piloting  |              |    |      |
| Check the reserve chute (simulation, aeration, folding and packing)  |              |    |      |
| Know the existence, use and functioning of flight instruments (vario-meter, GPS...)  |              |    |      |
| <b>Mental</b>  |              |    |      |
| Be able to distinguish between subjective feelings and objective reality   |              |    |      |
| Anticipate - concentrate on the actions to come while piloting   |              |    |      |
| Be capable of endurance (resistance to stress, capacity to remain focused, learning how to recover during the flight)                        |              |    |      |
| Be aware of your possibilities and know when to give up  |              |    |      |
| Be aware of the exigencies and the risks linked to the practice of competition or high performance flights, and adapt them to your behaviour |              |    |      |
| <b>Practice rules</b>  |              |    |      |
| Prepare your flight with an aeronautical chart and act as a "captain"  |              |    |      |
| 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. Thinking about your experience is a guarantee of progress and increased security. Beyond a certain level, a flight record is a sign of a thoughtful and safe practice.

| FLIGHT ANALYSIS<br>(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...) |
|------|------|--------|----------|--|
|      |      |        |          |  |
|      |      |        |          |  |
|      |      |        |          |  |
|      |      |        |          |  |
|      |      |        |          |  |
|      |      |        |          |  |
|      |      |        |          |  |
|      |      |        |          |  |
|      |      |        |          |  |

**EFVL**

École française  
de vol libre

troposphere

humidity

pressure

CB

D

995

1000

1005

CU

1010

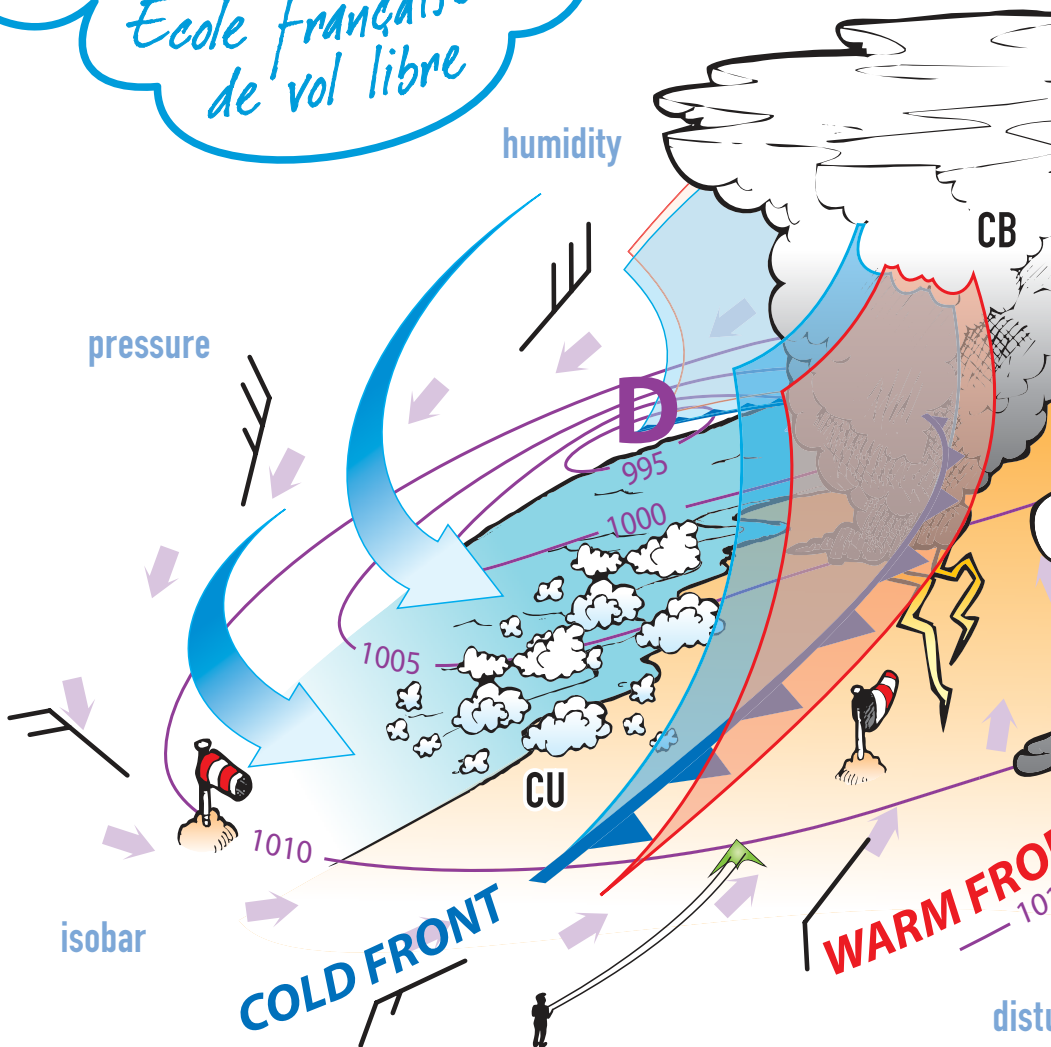
isobar

**COLD FRONT**

**WARM FRONT**

disti

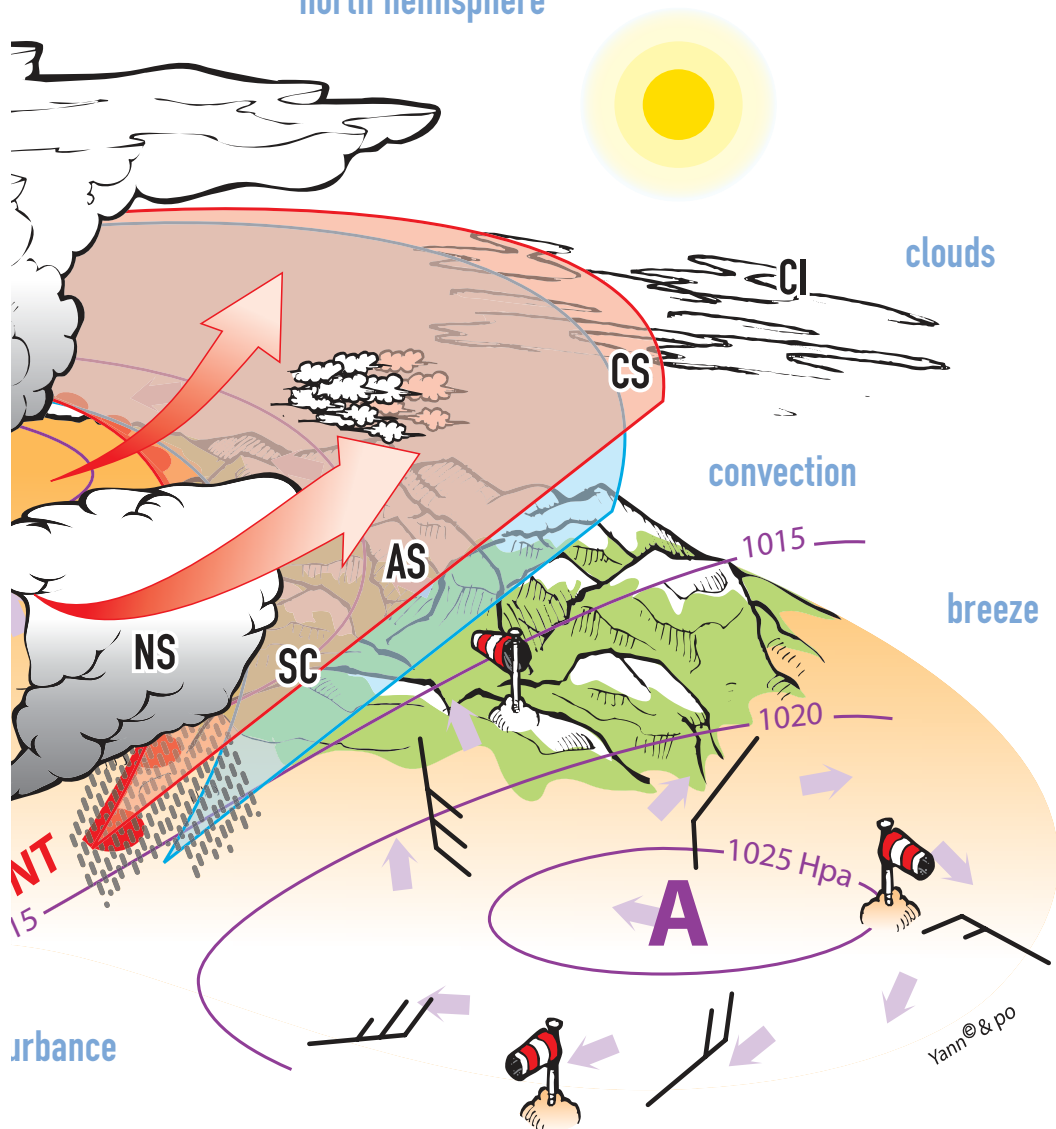
temperature



# the weather

*analysis and forecasts*

north hemisphere



Porcher **SPORT**

**EFVL**

École française  
de vol libre

aeronautical map

clouds

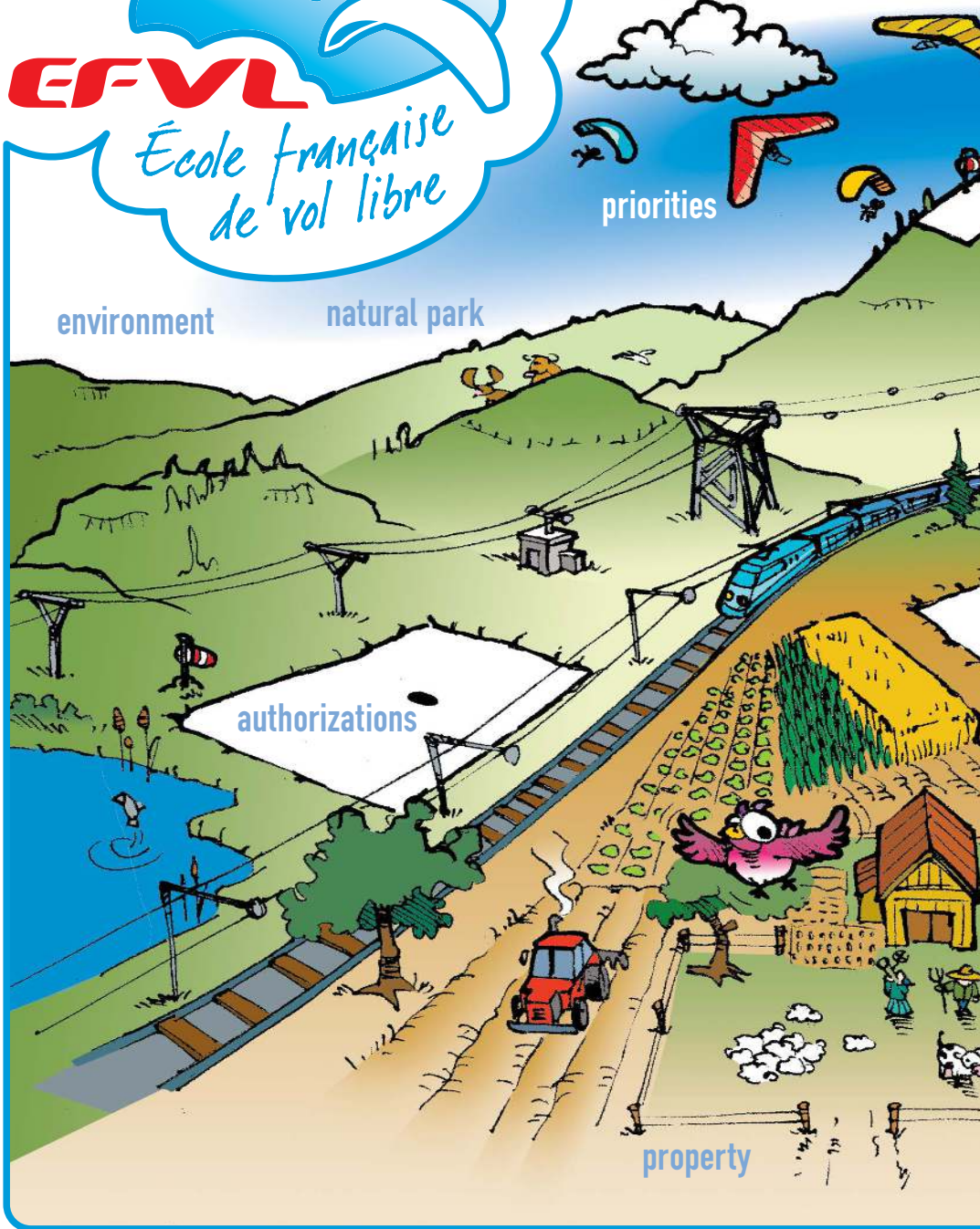
priorities

environment

natural park

authorizations

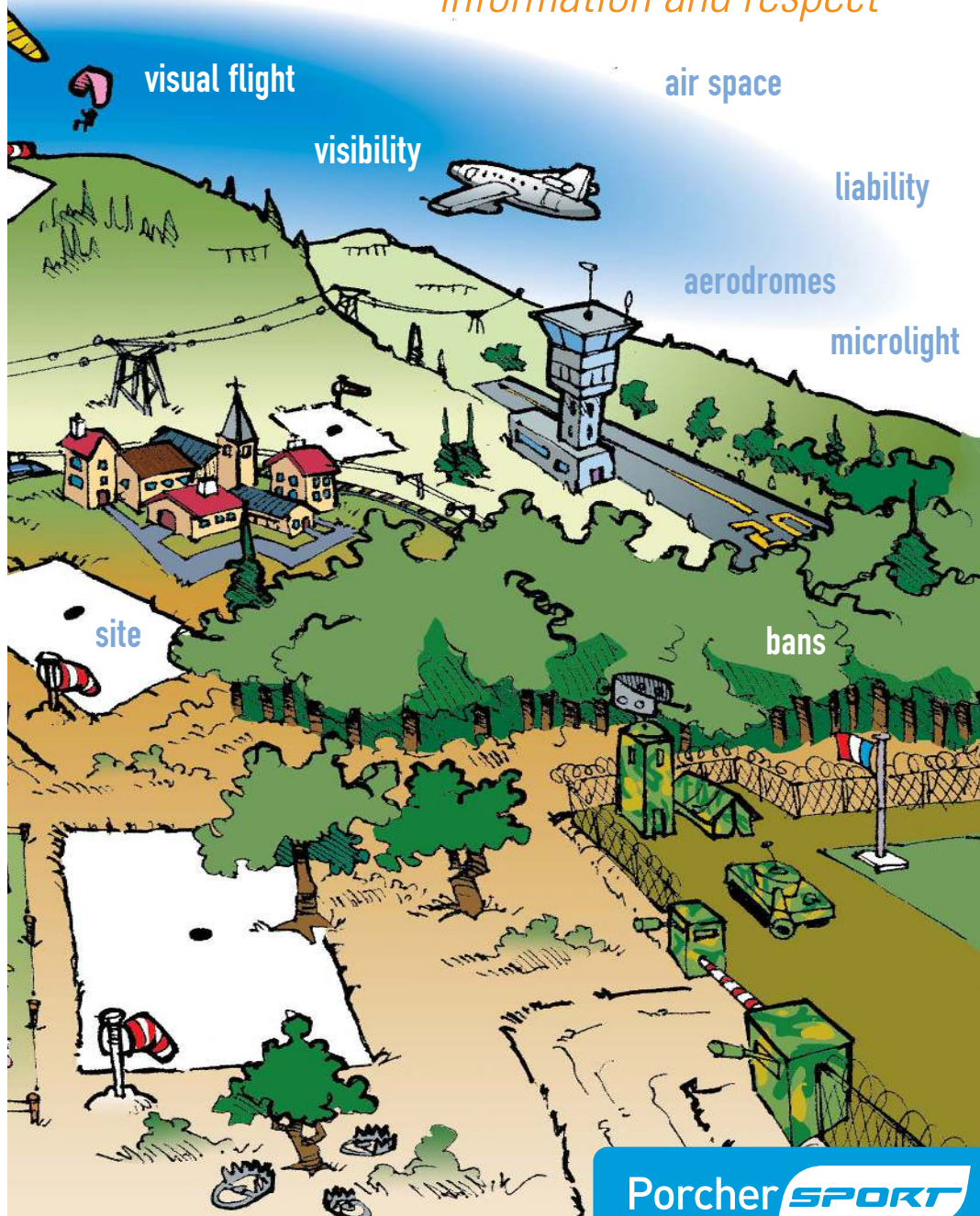
property





# the setting

*information and respect*



Porcher **SPORT**

**EFVL**

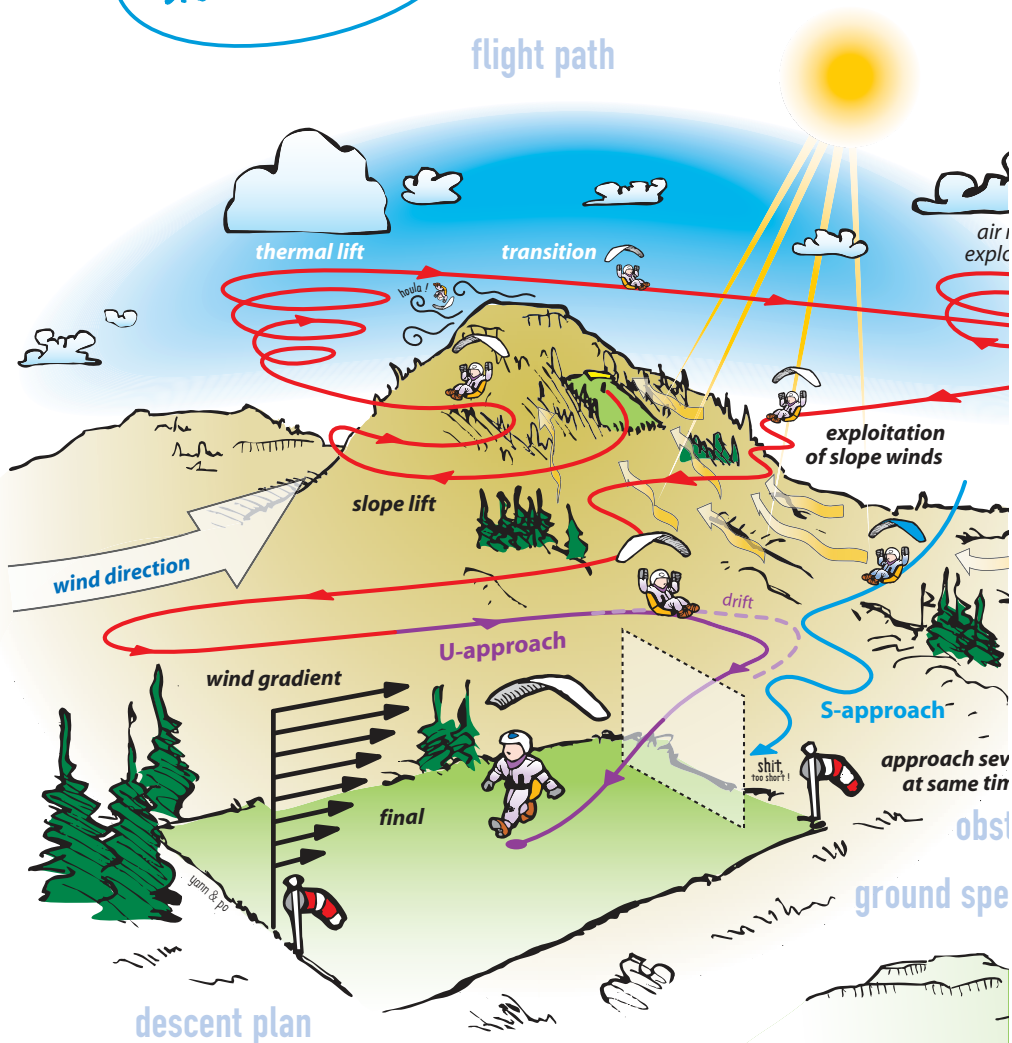
École française  
de vol libre

mécavol  
techniques and tactics

Horizontal

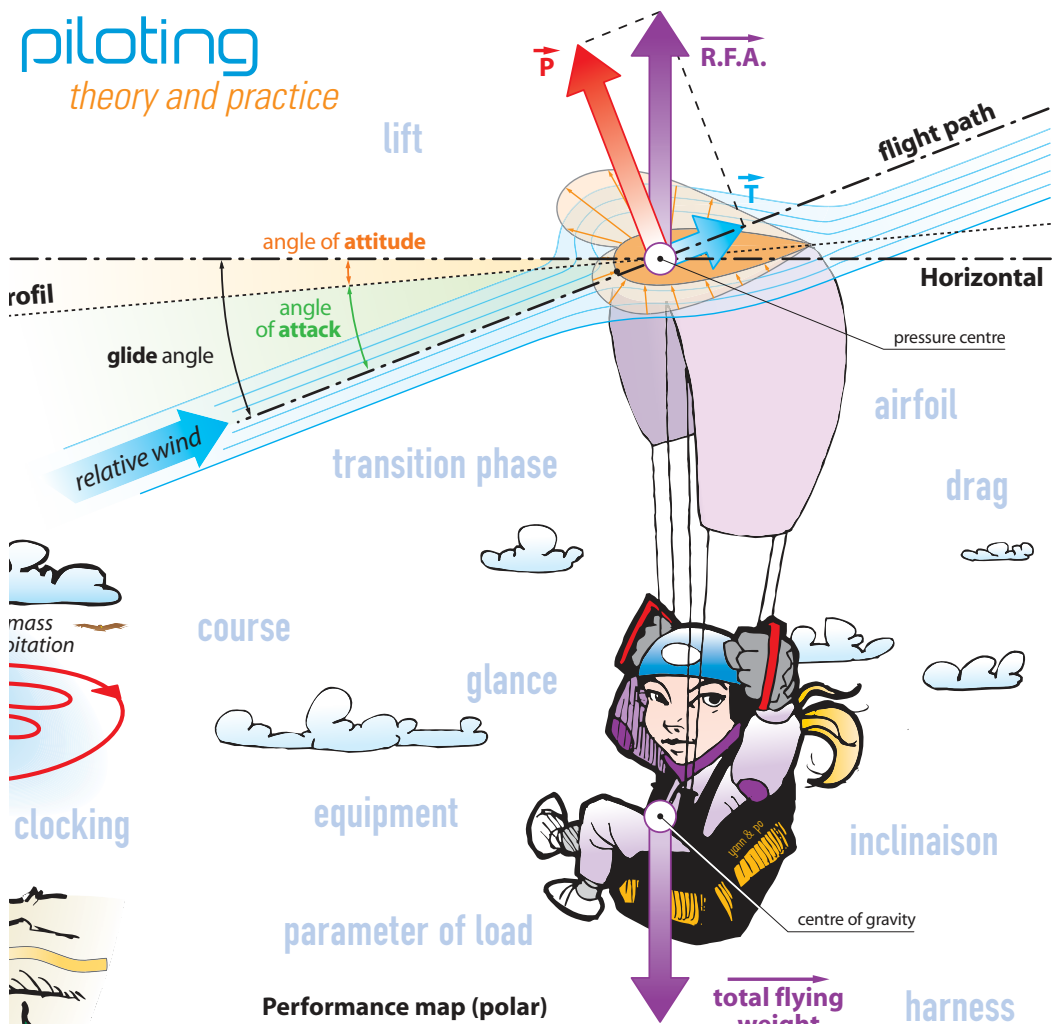
airfile p1

flight path

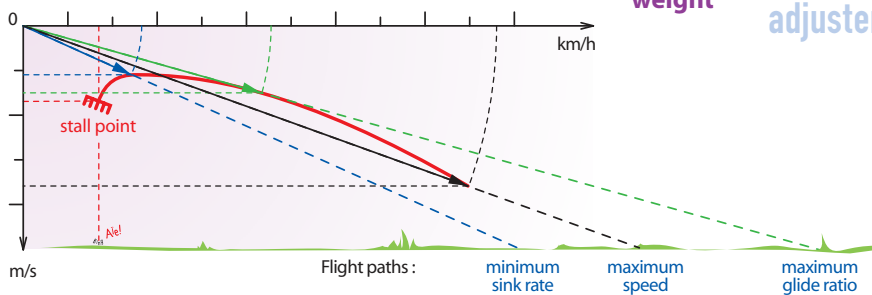


# piloting

theory and practice



Performance map (polar)



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# EFVL

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de vol libre

## laws for height &

**SUPERIOR AIR SPACE  
A,B,C or D FORBIDDEN**

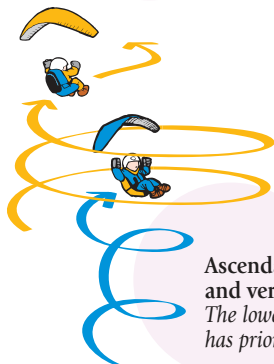
### Priority rules



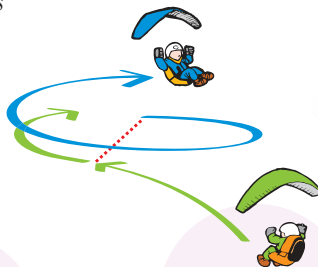
**Face to face:**  
Each one moves  
to the right



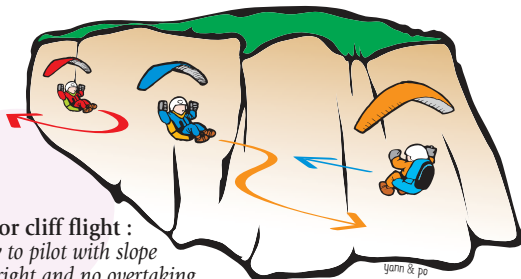
**Converging paths :**  
priority to the right



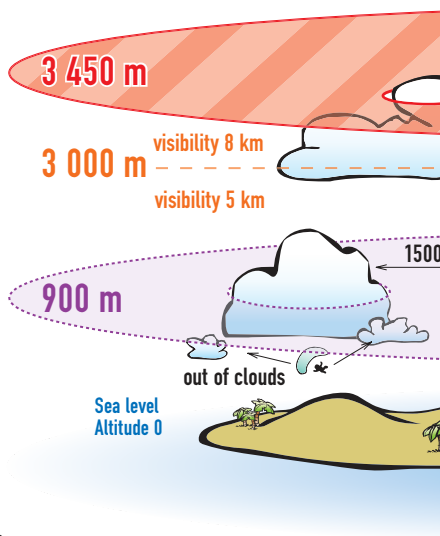
**Ascendance flights  
and vertical lift :**  
The lowest pilot  
has priority



**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



### 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.**

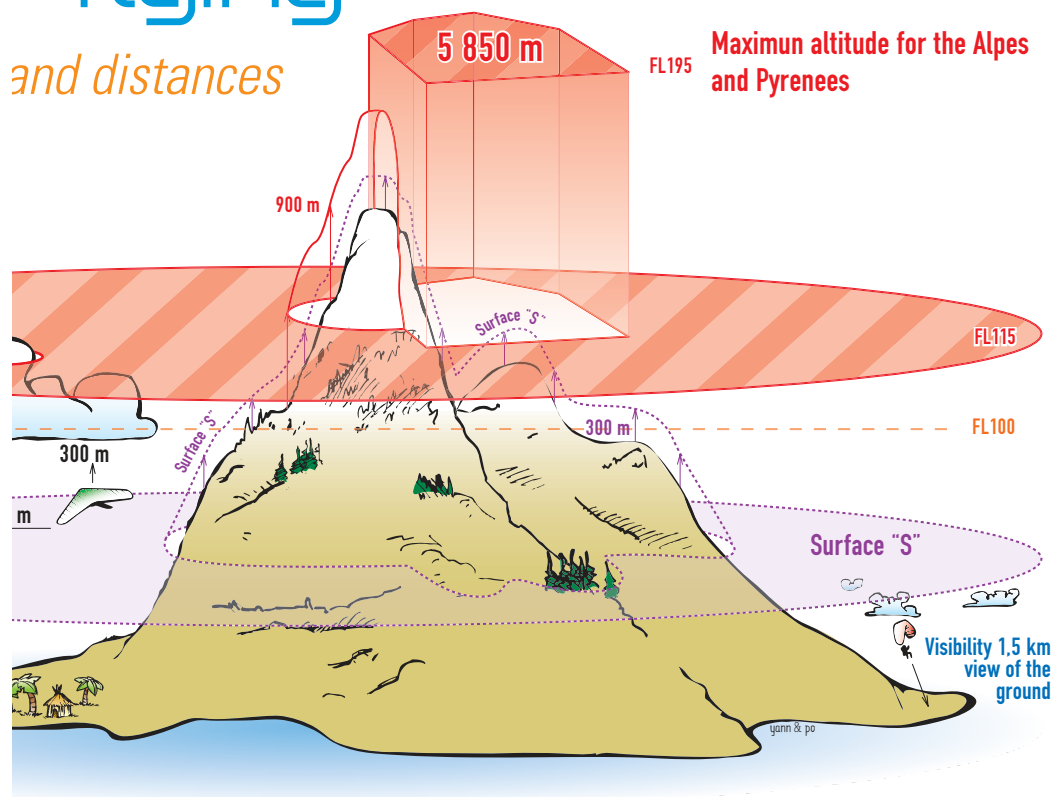
#### MAIN BANSIt, is forbidden to :

- Fly in controlled air space classed A ou B ou C
- Fly in zones with particular status P or R active
- 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 c

#### 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

*and distances*



1 Code is a criminal offence.

$$D_{\mathfrak{g}}^*(*)$$


On the local aviation authorities)  
 0m above the ground,  
 2 Alps and the Pyrenees  
 one of these aerodromes

of buildings

OWNER has granted PERMISSION  
TO BE GROUND

ION  
3

**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 1 and 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 NOTICES

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 any time.

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 you are 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 feeling of, 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.

Credit photo : A. Cortinovis, R. Berbey, É. Sénécal, copyright FFVL 2007

Concept&design : po.box@wanadoo.fr & J. Bouvard, J. Joviado

Illustrations : Yann Engel et Pierre-Olivier

Fédération  
Française  
de Vol Libre



« 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



Porcher **SPORT**



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