

This has been a very challenging year for the IAC , with even more challenges on the horizon. This year we saw a complete change of the committee including my own position as IAC chair person. Filling Michael Fullers boots is certainly proving to be a challenge.

The BOD of HPAC has given the IAC the task of reviewing and recommending changes to the rating system that would improve and make it more in touch with all the diverse types of training and flying that we do across this country.

Over the last few months we have been reviewing the input we received from instructors and discuss in depth what is needed to achieve these goals. To that end there have been a few changes made to the rating system to be implemented immediately that you need to be aware of .

### Beginner Rating

1 ) Removal of the flight time and number of flights from the HG/PG beginner rating.

After a lot of discussion on this topic it was felt that at this level the developed skill and Knowledge witnessed by an instructor was far more important than a flight number and airtime that could only fit one type of training or be a compromise .

This not to say that a pilot can get the rating with no airtime as they will still need to demonstrate the required skill and knowledge to their instructor and this alone will take the appropriate amount of airtime.

2) Question #7 HG/PG beginner written test .Removal of the words “from the hill”

This is a small change that does not affect the answer or meaning of the question , just makes it more generic for all types of training.

### Novice Rating

3) Lowering of the required airtime for the Novice paragliding rating to 4 Hours.

It was felt that the lower airtime more reflected the expectations of the Novice rating.

#### 4) Removal of the Beginner prerequisite from the Novice PG/HG rating.

It is felt that the beginner rating is an important stepping stone for new pilots and a good introduction to HPAC through the welcome package as well as a good way for HPAC to keep track of the numbers of people learning to fly. However this being said HPAC recognizes that some of the newer training methods do not avail themselves well to the beginner rating so we have left the door open to them at the Novice level. We do however recommend and encourage the use of the beginner program in your training program.

#### 5) Flight test requirements PG/ #3 and #4

1. Ground handle and launch alone in moderate laminar winds (up to 25 km/h, with visual check).

Change to read : Ground handle and launch alone in moderate laminar winds (up to 15 km/h, with visual check).

2. Ground handle and launch alone in light thermic winds (up to 20 km/h, with visual check)

Change to read: Ground handle and launch alone in light thermic winds (up to 10 km/h, with visual check)

It was felt that these numbers better align themselves better with the expectations of the Novice rating.

#### 6) Flight test requirements PG/ #6 and #7 removal of time requirement.

1. Demonstrate two 360° turns in the same direction within 20 seconds. \*
2. Demonstrate reversing 360° turn within 30 seconds. \*

It was felt that the time requirement and these manoeuvres could be unrealistic and set an unsafe goal at some training sites.

Advanced

#### 7) HG/PG required airtime increased from 50 Hours to 100 hours.

8 )HG/PG required XC distance increased from 10 klm. To 40klm.

9) PG required flights increased from 150 to 200 flights.

The Advanced rating is our top rating and should not be to easily achieved , this should represent our ultimate pilot ,someone to be looked up to.

It was felt that these changes would bring this rating more in line with those expectations.

THIS RATING REVIEW will be an ongoing project for some time to come as we try to fine tune it to the diverse types of flying and training we do in this country. The thing we really need for this to be a success is input from the Instructors ,from the schools, and from the students.

Over the next year you should expect to see small changes and corrections to the rating written tests. These changes will happen quarterly with a notification to instructors.

You should also expect to see the beginnings of a new Special Skills Sign Off System. These will be introduced one at a time as they are prepared . This will be a slow process as there is a lot of background work to be done on each .(we would like to get it right the first Time)

THIS is the HPAC system. This is your system, and it is our objective to try and make it a safe system that fits the HG/PG communities needs while offering a safe guideline for pilots.

Feel free to send your input to your local rep. or to [iac@hpac.ca](mailto:iac@hpac.ca)

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