

<b>Hang Gliding Endorsements</b>	
<b>TS (Thermal Soaring)</b>	<p>The Thermal Soaring Endorsement signifies that the pilot understands the special conditions and has demonstrated the flying skills required to fly safely in moderate to strong thermal conditions (400-1200 fpm, 2-6 m/s)</p> <ol style="list-style-type: none"> <li>1. Demonstrates controlled, calm and confident flight in conditions requiring quick, deliberate, substantial, and correct control application.</li> <li>2. Demonstrates the ability to launch unassisted with strong consistent launches in winds less than 3 mph (5 km/h).</li> <li>3. Demonstrates proper directional control and correction in turbulent conditions.</li> <li>4. Demonstrates sustained flight in moderate thermal conditions without the aid of ridge lift.</li> <li>5. Demonstrates smooth and correctly timed speed control in turbulent conditions. No stall.</li> <li>6. Logs five 30-minute thermal flights without sustaining ridge lift.</li> <li>7. Demonstrates understanding of high altitude conditions (e.g., air density, cloud suck, anabatic and catabatic conditions, hypoxia, hypothermia).</li> <li>8. Demonstrates consistent safe landings in thermic conditions with zero damage to person or glider.</li> </ol>
<b>CR (Coastal / Ridge flying)</b>	<p>The Coastal or Ridge Soaring Endorsement signifies that the pilot understands the special conditions and has demonstrated the flying skills required to fly safely in the strong laminar wind flow found on ridge and coastal sites which in turn makes soaring possible.</p> <ol style="list-style-type: none"> <li>1. Demonstrates 2 high-wind (9-19 mph, 15-30 km/h) launches.</li> <li>2. Demonstrates the ability to judge and allow for proper clearance from a ridge obstacles and aircraft.</li> <li>3. Demonstrates a consistent ability to top land in 12-19 mph (20-30 km/h) laminar flow wind and be able to identify the different approaches needed in landing in those wind speeds.</li> <li>4. Understands and explains the causes, variations and problems associated with venturi.</li> <li>5. Understands and explains the causes, variations and problems associated with wind gradient.</li> <li>6. Demonstrates how to brief and instruct a ground crew in assisted launch techniques and explain when an assisted launch is necessary.</li> <li>7. Explains proper strong wind landing procedures and how to keep from being turned down wind, as well as various strong wind glider unhooking technique.</li> </ol>
<b>GT (Ground-based Towing)</b>	<p>Ground-Based Towing is defined as any method of towing where the mechanism providing the towing force remains on the ground.</p> <ol style="list-style-type: none"> <li>1. Participates in an instructional course whose focus is the theory and practical demonstration of the skills, techniques, methods, equipment and communication skills needed for the type of towing being practiced, ie foot launch, cart, wheel, or vehicle.</li> <li>2. Understands and discusses towing pressure.</li> <li>3. Demonstrates consistent ability to launch in no wind with the method for which the pilot has received instruction, ie foot launch, cart, wheel, or vehicle.</li> <li>4. Demonstrates an ability to communicate both with hand or leg signals and by radio.</li> <li>5. Understands the term "lock out" and describes how to avoid it.</li> <li>6. Demonstrates consistent skill in staying "on line" during tow.</li> <li>7. Demonstrates consistent skill in staying "on line" during a cross wind conditions of up to 30°</li> <li>8. Understands and communicates with the instructor the skills and procedure necessary to safely exit a low level line break.</li> <li>9. Understands and communicates with the instructor the procedure to take should the tow line fail to release or become entangled with the pilot upon release.</li> </ol>

<b>Hang Gliding Endorsements</b>	
<b>AT (Aerotowing)</b>	<p>Aerotowing is defined as any method of towing where the mechanism providing the towing force is an aircraft.</p> <ol style="list-style-type: none"> <li>1. Participates in an instructional course whose focus is the theory and practical demonstration of the skills, techniques, methods, equipment and communication skills required for aero towing.</li> <li>2. Understands and discusses towing pressure.</li> <li>3. Demonstrates consistent ability to launch in no wind with the method for which the pilot has received instruction, ie foot launch, cart, wheel.</li> <li>4. Demonstrates an ability to communicate both with hand or leg signals and by radio.</li> <li>5. Understands the term "lock out" and describe how to avoid it.</li> <li>6. Demonstrates consistent skill in staying "on line" during tow.</li> <li>7. Demonstrates consistent skill in staying "on line" during a turn by the tow plane.</li> <li>8. Understands and communicates with the instructor the skills and procedure necessary to safely exit a low level line break.</li> <li>9. Understands and communicates with the instructor the procedure to take should the tow line fail to release or become entangled with the pilot upon release.</li> </ol>

### **Application for Student (H1/P1) to Advanced (H4/P4) Rating**

6. Certified instructors are responsible to forward rating applications to the HPAC Office within 10 days of signing the application form.
7. Pilots must send in a scan of the letter from Transport Canada confirming they have passed the HAGAR exam before ratings requiring the HAGAR exam can be recorded at the Office.
8. Ratings received by the office more than 10 days after the date on the application form shall have an effective date of not more 30 days prior to the date of receipt.
9. Rating application forms are available on the HPAC/ACVL website.

### **Requirement for Master Rating**

10. The HPAC/ACVL BoD will award all Master pilot ratings.
11. Pilots seeking a Master Rating can apply in writing to the President. In the application, the candidate must describe his/her accomplishments and contributions to the sport of hang gliding and paragliding. Alternatively, a HPAC/ACVL member can submit a nomination on behalf of a pilot.

12. An applicant for a Master's rating must have an advanced rating and 250 hours of flight time in the activity for which the rating is sought. Upon reception of an application for a Master's rating, the BoD will rate the applicant's accomplishments against the criteria below. A score of 25 points is required to qualify a pilot for a Master's rating.

Accomplishment	Point Value
Service on the Executive, Board of Director and/or Officer level of the national association.	0-6
Service in outreach programs or committee levels of the national association. This includes HPAC/ACVL committee chair person, representative to the FAI/CIVL or provincial or national aviation related associations.	0-4
Service on the Executive or Board of Directors of a Provincial Association	0-4
Service at the committee or officer level of any provincial association. Includes Board of Director's, secretaries, representatives to the HPAC, committee chair persons, representatives to provincial aviation related associations	0-2
Service at the executive or director level of a club or regional association	0-6
Service at the committee or officer level of any club or regional association. Includes secretaries, representatives to the provincial associations, committee chair persons, representatives to local or provincial aviation related associations.	0-3
Responsibility for the organization of a hang gliding or paragliding competition or responsibility for direction of the meet	0-4
Responsible assistance in the operation of a hang gliding or paragliding competition. Eg: launch director, launch assistant, landing director or landing assistant, chief scorer or scoring assistant, pylon judge	0-2
Certification and record of accomplishments as an HPAC Instructor	0-4
Editing a local, provincial or national Newsletter or Webmaster for a Web site pertaining to Hang Gliding and / or Paragliding	0-5
Canadian Correspondent for a foreign hang gliding or paragliding publication	0-2
Contribution of articles on hang gliding or paragliding for publication or for press release	0-2
Representing Canada in FAI/CIVL sanctioned competitions	0-5
Production and release of a documentary, film, television coverage or commercial advertisement on hang gliding or paragliding	0-4
Establishing an FAI approved world record in a category pertaining to hang gliding or paragliding	0-4
Other contributions worthy of consideration — Noting the total point total awarded will take into consideration the weighting of the above criteria	Open

13. Master Pilot ratings will be awarded at the ADM following the receipt of an application provided the application is received no later than two months before the ADM.

14. There is no fee for an application for a Master rating.

**Foreign Rating Equivalent**

15. Current members of the HPAC/ACVL who have or receive a foreign rating, as well as new applicants to HPAC/ACVL are required to contact an HPAC-certified instructor to have their skills and knowledge tested to determine the equivalent HPAC/ACVL pilot rating for which they may be qualified. It is the responsibility of the HPAC-certified instructor to submit a standard rating form to the HPAC office.

**Responsibilities**

16. The BoD is responsible for reviewing applications for, and award, Master (H5/P5) ratings.
17. The Executive Director is responsible for reviewing applications for, and award, Student (H1/P1) to Advanced (H4/P4) ratings.