

IPPI cards

A paper for the 2005 CIMA meeting by Richard Meredith-Hardy

CIVL has the IPPI card system (International Pilot Proficiency Identification) which is an international certificate of pilot competence, intended to provide a standard of reference by which all national pilot rating programmes can be compared. http://www.fai.org/hang_gliding/safety/IPPI_intro.asp

I believe they are issued by NAC's on the basis that if their national HG or PG pilot rating at least satisfies the IPPI requirements as laid down by CIVL then, as a FAI member they can also issue an IPPI card. More to the point, I believe they actually work, and are more or less universally recognized internationally.

Until paramotors came along there wasn't really any need for such a thing because practically every nation has some sort of national microlight pilot licence requirement, and also National laws about foreign equivalence. This of course isn't always the case with Paramotors, notably in UK. About the nearest CIMA has at the moment are Colibri badges but these are not really the same thing as an IPPI card.

Should CIMA wish to introduce IPPI cards on a similar basis to the CIVL ones the difficulties are not inconsiderable:

- CIMA would have to publish some sort of standard - a training syllabus really - which establishes a minimum level of pilot competence. .
- There would be distinct advantages in a CIMA issued IPPI card looking and acting like a CIVL issued IPPI card in as much as the concept is well established internationally. However, although an IPPI card as issued by CIVL is a FAI document, the concept is 'owned' by CIVL so there would have to be some sort of agreement between CIMA and CIVL that CIMA could issue these cards for classes of aircraft within CIMA's remit.
- The scheme would have to be monitored quite closely on an on-going basis.

At this stage therefore, I really only want to raise the issue to see if there is sufficient interest amongst delegates to warrant further work.