

NHPA CERTIFIED · P3 NOVICE PILOT RATING

P3 Novice Pilot Curriculum

ParaglidingBawas · 11 Days · Kankeshwar & Murud-Janjira · paraglidingbawas.com

11

Days Training

3+

Assessment Flights

P3

Certification

P2

Prerequisite

77K

Course Fee

TRAINING LOCATIONS

Two sites. Two skill sets.



TRAINING SITE 1

Kankeshwar

Precision, control & emergency judgement

Precision Landing

Figure-8 and aircraft approach patterns; landing inside instructor-defined zones from varied wind angles.

Advanced Meteorology

Sea breezes, valley cycles, frontal deterioration, thermal development — real go/no-go decisions under supervision.

Emergency Landings

Off-field scenarios, turbulent approaches, unplanned altitude loss — judgement that keeps you safe for life.



TRAINING SITE 2

Murud-Janjira

Safety manoeuvres & active glider control

Big Ears

Collapse both wingtips simultaneously, hold position, combine with weight-shift turns and speed bar, then recover cleanly.

Asymmetric Collapses

Induce, hold, and recover from one-sided collapses — the most common in-flight event — until your response is automatic.

Pitch Control

Simulation and dampening of pitch swings (stabilising the glider) and control inputs to manage glider reaction to outside influences.

Spirals (weather permitting)

Rapid descent manoeuvres requiring precise brake and weight-shift inputs to enter and exit safely when coastal air allows.

IN THE AIR

Flight Skills Gained

- **Independent Take-off Decision:** The student is pilot-in-command at take-off. This includes stop-line awareness — the ability to assess conditions and make an active go/no-go decision. If the student decides not to take off, they must demonstrate controlled glider abort and safe canopy recovery before trying again.
- **Turns:** Ordinary speed and at minimum sink, coordinated, no sign of stall.
- **Pitch and roll control:** Simulation and dampening swings (stabilising the glider), speed bar.
- **Big ears:** Collapsing wingtips, holding them, recovering them; big ears and weight-shift turns; big ears plus speed system; other descending techniques.
- **Asymmetric collapse:** Like a one-side big ear or slightly bigger — inducing, holding, recovery.
- **Precision approach and landing:** Safe and inside an area decided by the instructor, figure-8 and standard aircraft patterns.
- **Emergency parachute deployment:** Simulation (*optional*).

Knowledge Gained

Pilot

- **Psychological factors:** Mental strength, stress interactions (motivation, emotions, concentration, personality), actions to lower stress, self-confidence measurement.
- **Learning process:** Description, objectives, individual progress, safety.
- **Judgement:** Insight, evaluations, decisions, being ahead of the game, awareness and tracking of other gliders.

Equipment Maintenance

- Removing debris from inside canopy.
- Awareness of trim checking.
- Cleaning canopy and harness.

Aerodynamics

- **Pitch and roll movements:** Creation by outside influence, glider stability, control inputs.
- **Speed control:** Minimum sink speed, best glide angle including with lift, sink, or wind.
- **Big ears:** Way to descend, increased wing loading, decreased aspect ratio, dangers.
- **Collapse:** Creation by outside influence, glider stability, control inputs.
- **Spin:** At take-off, turning, spin recovery, wind gradient, in landing.
- **Spiral:** An advanced descent manoeuvre that carries real risks. We cover this in full detail in the classroom — causes, entry, hazards, and recovery. Whether to attempt it in the air is entirely the student's choice.
- **Understanding the stall point** in varied conditions — turbulence, unexpected lift, turns, wind gradient, downwind — so you can recognise approach to stall early and maintain safe margins.
- **Full stall and recovery:** Only practised in an SIV (Simulation d'Incident en Vol) course, conducted over water with safety boats present. At P3 level, full stall is understood in theory — entry, recognition, and correct recovery inputs are taught in the classroom so you know exactly what is happening if you approach one unintentionally.
- **Load:** Weight, G-force in turns, pull-outs, wind and lift gradients, gusts and turbulence.
- **Emergency parachute:** How to deploy (handle location, throw technique), when to deploy (decision triggers and altitude thresholds), and what to do with the main canopy after deployment.

Meteorology — Micro Weather

- **Turbulence and gusts — Mechanical:** Behind or lee of obstructions, trees, buildings, hills, wind gradient — how obstacles create invisible hazards directly in your flight path.
- **Wind shifts and shears:** Description, recognition, and dangers — the conditions most likely to cause a collapse or loss of control on approach.
- **Thermal turbulence:** How thermals build through the day, peak in the afternoon, and create the active air you will fly in — and when to land before it gets rough.
- **Breeze systems:** Sea breeze, valley breeze, mountain breeze — how they form, their strength, and how they interact with the glider on your local site.

Meteorology — Macro Weather

- **Deteriorating weather:** How to recognise an approaching front, cumulonimbus development, high winds, and strengthening gusts — and why these require you to land or not fly.
- **Pressure systems and wind patterns:** How large-scale weather drives local flying conditions, and how to use a weather forecast to plan your flying day.

- **Weather windows:** Reading the morning condition, anticipating how conditions will change, and making a sound go/no-go decision before reaching the launch.

Rules

- Third-party liability insurance, when available.
- Personal paragliding insurance — strongly recommended and may be required at certain flying sites.
- School and training regulations.
- Airspace: local airspace limitations.

SAFETY

Critical Situations

CLASSROOM FIRST — SKY SECOND

Every situation listed below is fully taught in the classroom before you fly. The cause, how to recognise it, and how to recover from it are all explained and discussed until every question and doubt has been cleared. You will never encounter a critical situation in the air without having already understood it on the ground.

You are always the pilot-in-command. The final decision on whether to perform any task in the air rests with you — not your instructor. You will never be pressured to fly or attempt any manoeuvre you are not comfortable with.

Pre-Flight Preparation Failure

Eventuality: You launch without having properly assessed conditions or completed equipment checks.

- Cause: Rushing, peer pressure, incomplete briefing, or overconfidence.
- Recognition: Forgetting check steps, feeling uncertain on launch, wind reading skipped.
- How we deal with it: Full pre-flight checklist and weather assessment are mandatory before every flight. The instructor will not clear you to launch if the preparation standard is not met.

Poor Take-Off

Eventuality: The wing does not rise cleanly, control is lost, or a poor decision is made at the point of acceleration.

- Includes: Looking down on launch, weak or aggressive acceleration, wing shooting forward or one side rising first, turning back into the hill, getting into the harness before stable flight.
- How we deal with it: Each scenario is walked through in the classroom with discussion on recognition and correct abort technique. Ground handling drills reinforce the right response before any high launch.

Brake Wrap Management

Eventuality: Brake lines are too long to control effectively, requiring wraps to shorten them — or wraps are held when they shouldn't be.

- Risk: Holding wraps when not needed reduces brake travel and can cause asymmetric input.
- How we deal with it: Taking and releasing wraps is taught on the ground with hands-on practice. Students confirm the technique before it is ever needed in the air.

Approaching the Stall Point

Eventuality: The glider slows to stall speed — in turbulence, an unexpected thermal, a tight turn, a wind gradient, or a downwind approach.

- Recognition: Mushy brake response, rear risers going slack, canopy beginning to fold back.
- How we deal with it: The stall point in varied conditions is taught in aerodynamics class. Full stall entry and recovery are practised at safe altitude — only when the student understands it fully and chooses to attempt it.

Active Air Flying

Eventuality: You encounter turbulence, unexpected lift or sink, or a collapse while in the air.

- Includes: Pitch-ups and pitch-downs from thermal edges, asymmetric collapses from mechanical turbulence, rapid climbs in strong lift, and cravat risk.
- How we deal with it: Active air responses — weight shift, brake inputs, timing — are taught in the classroom before your first flight in anything other than calm air. The progression to active conditions is gradual and instructor-led.

Poor Approach and Landing

Eventuality: The approach becomes uncontrolled — wrong pattern, too high, too low, or a decision is made too late.

- Includes: No clear approach plan, overshooting the landing field, low turns below safe altitude, slow flight close to terrain, failure to identify a go-around trigger.
- How we deal with it: Approach planning and go-around decision points are briefed before every landing flight. Figure-8 and standard patterns are practised from high altitude before full approaches are attempted.

P3 EXAM

Assessment & Certification

Experience Required

- Basic safety manoeuvres completed before long flights
- Emergency procedures understood and demonstrated
- 3 flights demonstrating full glider control

Exam Requirements

- Glider control and safety manoeuvres demonstration
- ACI/IPPI online theory examination cleared
- P3 Novice Pilot certificate awarded

FLYING PRIVILEGES

After Your P3 — What You Can Do

You can now fly independently — without direct instructor supervision — at any basic school-rated flying site, provided a P5 or higher rated pilot is present on site to offer guidance and oversight.

You may not:

- Fly alone without a P5+ pilot present on site.
- Fly at sites rated above school level without a qualified instructor.

Your next step:

Thermalling & Cross-Country Clinic — learn to soar in thermals, climb with birds, and fly from place to place. The sky becomes a destination, not just a medium.

