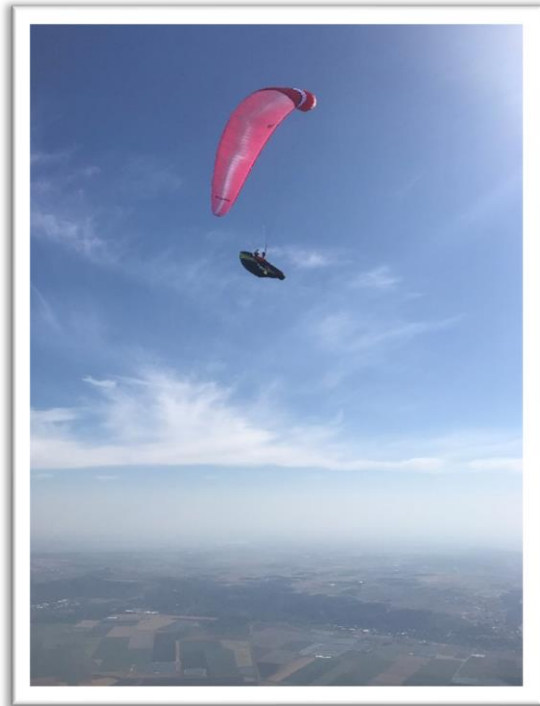


Flight Planning
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Emergency Procedures
First Response
Airlaw and Theory
Dual / Tandem Paragliding

Paragliding



SOPs

WARNING

1. These Standard Operating Procedures (SOPs) are designed as an aide-memoire only.
2. Each pilot must use their own captancy, airmanship, training and judgement to keep safe.
3. These SOPs in no way absolve any pilot from this responsibility nor infer any liability on the author.

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Note:

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AMENDMENT LIST

Flight Planning	Version	Date	Cards	Details
	1.0	26 Jan 2021	All	Initial issue
	1.1	22 Feb 2021	All	Terminology, typos, format, sources, acknowledgements
Normal Procedures	1.2	27 Feb 2021	10 26	Airspace diagram Link correction – Cobra launch
	1.3	6 Mar 2021	1, 5 9, 10	Renamed SOPs NOTAM advisory
	1.4	7 Mar 2021	23	Right of Way - Overtaking
Emergency Procedures				
First Response				
Airlaw and Theory				
Dual / Tandem Paragliding				

NOTES TO USERS

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Emergency
Procedures

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Response

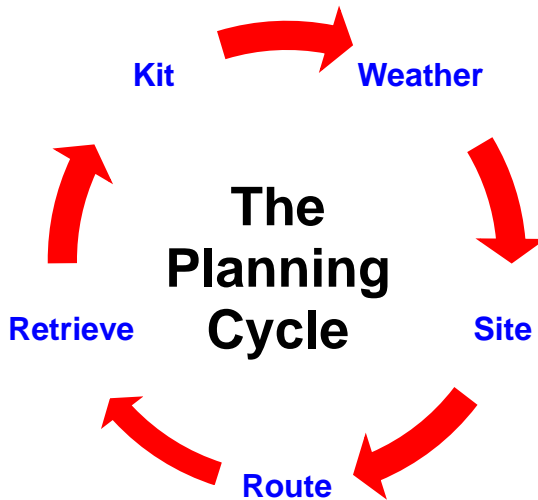
Airlaw and
Theory

Dual / Tandem
Paragliding

1. These SOPs are supplied free of charge.
2. The author accepts no liability whatsoever for the use of these SOPs.
3. These SOPs are not a substitute for instruction by a suitably qualified instructor.
4. These SOPs should be used in conjunction with the following documents:
 - a. BHPA Technical Manual.
 - b. UK CAA airspace and air law manuals.
 - c. Local club rules and concessions.
 - d. Your specific paragliding glider, harness and reserve manuals.
5. **Emergency Procedure actions printed in bold face are time critical and should be completed from memory.**
6. The expected degree of severity of each emergency is colour-coded as per the following examples:
 - a. **STALL**
Immediate action necessary.
Immediate reserve deployment decision needed.
 - b. **PARTIAL COLLAPSE**
Action is necessary but more time for assessment and correction is available.
7. New or amended information will be indicated by sidebars **█**.
8. Deleted information will be indicated by **▶◀**.
9. Sincere thanks to Chris Williams and Sean Simmons for their contributions to this document.
10. Please send suggestions to wolfparagliding@gmail.com. Please make reference of the Paragliding SOPs version, page and paragraph(s) for clarity.

FLIGHT PLANNING

“If you fail to plan, you are planning to fail.”



NB:

A change in one element of the planning cycle will have a ripple effect on the other elements.

Start the cycle again until your planning addresses these changes.

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RISK ASSESSMENT

Answer honestly to determine your actual preparedness for flight:

Flight Planning
Normal Procedures
Emergency Procedures
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Dual / Tandem Paragliding

Liability:

I am

qualified	licensed	insured
-----------	----------	---------

 for this flight.

Currency:

I fly

< 50	50 – 100	> 100
------	----------	-------

 hours per year.

Recency:

I last flew

> 30	< 14	< 7
------	------	-----

 days ago.

Ground Handling:

I ground handle

never	sometimes	regularly
-------	-----------	-----------

SIV:

I last did SIV

never	> 2 years	< 2 years
-------	-----------	-----------

 ago.

Wing Servicing:

My servicing was

> 2 years	< 2 years	< 1 year
-----------	-----------	----------

 ago.

Reserve:

My repack was

> 1 year	> 6 months	< 6 months
----------	------------	------------

 ago.

Harness:

I check my harness

never	sometimes	regularly
-------	-----------	-----------

Wing:

I check my wing

never	sometimes	regularly
-------	-----------	-----------

Planning habits:

Weather

follow others	had a look	planned
---------------	------------	---------

Site

follow others	had a look	planned
---------------	------------	---------

Route

follow others	had a look	planned
---------------	------------	---------

Airspace

follow others	had a look	planned
---------------	------------	---------

Retrieve

follow others	had a look	planned
---------------	------------	---------

Search & Rescue:

I have

nothing	LiveTrack24	InReach/Spot
---------	-------------	--------------

First Aid:

I am

untrained	trained but not current	trained and current
-----------	-------------------------	---------------------

WEATHER

Flight Planning
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1. Surface Pressure Chart

<https://www.metoffice.gov.uk/weather/maps-and-charts/surface-pressure>

Airmass	Arctic / Polar / Tropical / Maritime / Continental / Returning Polar
Isobars	Wind speed, direction and changes QNH (surface pressure)
Fronts	Precipitation, visibility
Troughs	

2. Regional Atmospheric Soaring Prediction (RASP)

<http://xcpara.co.uk/index.php/weather/rasp-synoptic>

Star Rating – Foot Launchers
Thermal Updraft Velocity
Thermalling Height
Base Level Average Wind
Base Level Convergence
Cumulus Potential
Overdevelopment (OD) Potential
Skew-T (click on balloons 📍 on map)

3. Windy FlyBubble

<https://www.windy.com>

<https://flybubble.com/weather/>

Wind Speed, direction and changes
Sounding (right click on map)
Compare to previous data

4. Mountain Weather Information Service (MWIS)

<https://www.mwis.org.uk/>

5. Local Knowledge

House thermals
Convergence
Rotor
Valley Winds
Warnings

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SITE

1. Club

<https://www.bhpa.co.uk/clubs/>

Join

Rules

Tips

Warnings

2. NOTAMS (Notices to Airmen) *

<https://notaminfo.com/>

<https://airspace.xcontest.org/>

<https://flybubble.com/weather/>

3. Notify aircraft via CANP (Civil Aircraft Notification Procedure)

[CANP for free fliers \(logans.me.uk\)](http://logans.me.uk)

4. Google Maps & Google Earth

<https://www.google.com/maps>

Parking

Hiking Route

Water Sources

Size

Shape

Slope

Surface

Landing options

Hazards

5. Mobile Network coverage

<https://www.gsma.com/coverage/>

* NOTAMS through these servers may be inaccurate.
 Consider registering with <http://www.nats-uk.ead-it.com>.
 This also applies to the NOTAM links on Page 10.

ROUTE

1. Fly XC

<https://flyxc.app/>

- Airspace
- Airways (previous tracks)
- Plan track
- Download to instrument

2. NOTAMS (Notices to Airmen) *

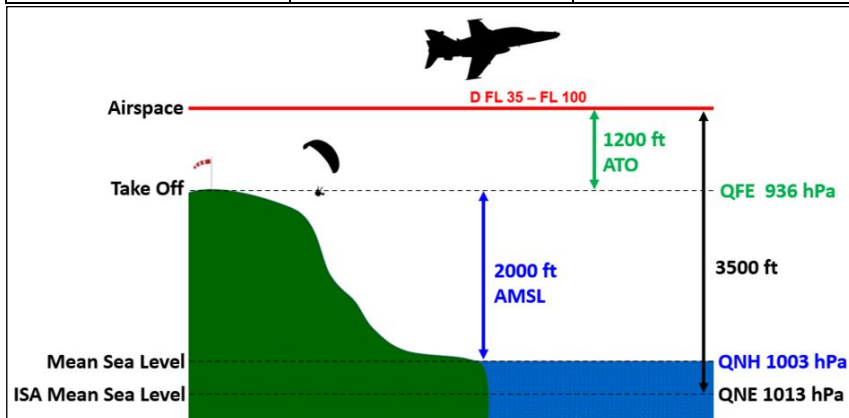
<https://notaminfo.com/>
<https://airspace.xcontest.org/>
<https://flybubble.com/weather/>

3. LoA (Letters of Agreement)

<https://members.glidering.co.uk/>

4. Altimeter corrections for airspace using Flight Levels (FL)

QNH Pressure	Correction to Airspace	
973 hPa	- 400 m	- 1 200 ft
983	- 300	- 900
993	- 200	- 600
1003	- 100	- 300
1013	0	0
1023	+ 100	+ 300
1033	+ 200	+ 600



RETRIEVE

Flight
Planning

Note:

Do not rely on mobile signal once on the ground.

Remember to send a Spot/InReach “safe” message after landing.

Normal
Procedures

1. XC Retrieve

Register with Live Track 24

<https://www.livetrack24.com/>

Install Telegram on your mobile phone

<https://telegram.org/>

Bookmark XC Retrieve on your mobile phone

<http://xcrt.aero/>

Follow the instructions on Tim Pentreath’s website

<https://flyaszent.com/xc-retrieve/>

Emergency
Procedures

2. Public Transport

Train timetables

Bus services

Ferry

First
Response

3. Ride share

Uber

BlaBlaCar (Alps)

Airlaw and
Theory

4. Hike! 😊

Dual / Tandem
Paragliding

KIT

1. Charge all electronics fully.
2. Update all apps, maps and airspace.
3. Test all kit locally before an international trip or vol biv.
4. Copy wing, harness, reserve & instrument manuals to your mobile.

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<p>Flying Kit:</p> <input type="checkbox"/> Backpack <input type="checkbox"/> Duct Tape <input type="checkbox"/> Extra Lines <input type="checkbox"/> Harness <input type="checkbox"/> Helmet <input type="checkbox"/> Hook Knife <input type="checkbox"/> Hydration Pack <input type="checkbox"/> IPPI Card <input type="checkbox"/> License <input type="checkbox"/> Logbook <input type="checkbox"/> Maps <input type="checkbox"/> Paraglider <input type="checkbox"/> Reserve Chute <input type="checkbox"/> Site Rules <input type="checkbox"/> Wing Tape	<p>Electronics:</p> <input type="checkbox"/> Anemometer <input type="checkbox"/> Camera <input type="checkbox"/> Chargers <input type="checkbox"/> Extra batteries <input type="checkbox"/> GoPro <input type="checkbox"/> GPS <input type="checkbox"/> Headlamp <input type="checkbox"/> Laptop <input type="checkbox"/> Mobile Phone <input type="checkbox"/> Plug adaptor <input type="checkbox"/> Power Bank <input type="checkbox"/> Radio <input type="checkbox"/> Spot / InReach <input type="checkbox"/> Solar Charger <input type="checkbox"/> Variometer	<p>Flying Clothes:</p> <input type="checkbox"/> Balaclava <input type="checkbox"/> Boots <input type="checkbox"/> Buff <input type="checkbox"/> Down Jacket <input type="checkbox"/> Gloves <input type="checkbox"/> Hand warmers <input type="checkbox"/> Hat <input type="checkbox"/> Sunglasses <input type="checkbox"/> Thermal Socks <input type="checkbox"/> Thermals <input type="checkbox"/> Wind Jacket <input type="checkbox"/> Windproof Trousers
<p>Survival:</p> <input type="checkbox"/> Energy Gel <input type="checkbox"/> Flares <input type="checkbox"/> Food <input type="checkbox"/> Heliograph <input type="checkbox"/> Multi-Tool <input type="checkbox"/> Lighter <input type="checkbox"/> SAR Plan <input type="checkbox"/> Sleeping Bag <input type="checkbox"/> Space Blanket <input type="checkbox"/> Tent / Bivvy <input type="checkbox"/> Whistle <input type="checkbox"/> Water Filter	<p>First Aid:</p> <input type="checkbox"/> Antihistamine <input type="checkbox"/> Antiseptic <input type="checkbox"/> Bandages <input type="checkbox"/> First Response Form <input type="checkbox"/> Imodium <input type="checkbox"/> Insect Repellent <input type="checkbox"/> Painkillers <input type="checkbox"/> Plasters <input type="checkbox"/> QuickClot <input type="checkbox"/> Rehydration <input type="checkbox"/> Sunscreen <input type="checkbox"/> Toilet Paper	<p>Extras:</p> <input type="checkbox"/> Backpack Cover <input type="checkbox"/> Camping Mattress <input type="checkbox"/> Camping Pillow <input type="checkbox"/> Gas Stove <input type="checkbox"/> Hiking Poles <input type="checkbox"/> International Roaming <input type="checkbox"/> Paper & Pen <input type="checkbox"/> Passport <input type="checkbox"/> Travel Insurance <input type="checkbox"/> Traveller's Cheques <input type="checkbox"/> Visa <input type="checkbox"/> Wallet <input type="checkbox"/> Waterproof Bags

SEARCH AND RESCUE (SAR) PLAN

Flight
Planning

Consider this example:

I will be paragliding at _____ with the plan to fly from _____ to _____, as per the [attached map](#). I'll be flying with a tracker that uses satellites, instead of the mobile network, to ensure that tracking is always available. Whilst flying, the tracker will plot my location every ____ minutes.

Normal
Procedures

I will send messages to your phone that include a link to show my location in Google Maps. It has 3 message functions that I have pre-programmed:

1. Take-off. "[About to take-off! Will check-in once safely on the ground.](#)" This will be sent as soon as the weather is good for getting airborne.
2. Safe. "[Hi! All is ok. Safely on the ground and doing well.](#)" This will be after landing and/or at the "safe time" for each day at __:__ (Local).
3. Help. "[I need assistance. I'm not in immediate danger. Please check my location & try get someone to me asap.](#)" I will only send this message if something goes wrong. If this message is followed by a "Safe" message (par 2 above) please assume all is well again. Typical scenarios will be minor injuries, a damaged glider, stuck in trees, low on water, etc.

Emergency
Procedures

First
Response

My local contact is _____ Mobile number _____
Mountain rescue is _____ Telephone no _____

There is a 4th message function for an SOS that will go directly to the GEOS Emergency Centre. This will only be used for life-threatening emergencies. They will co-ordinate the rescue and will call you with updates. In such circumstances, the following details may be needed:

Airlaw and
Theory

Next Of Kin: _____ Work contact: _____
Blood Type: _____ Allergies: _____
Will location: _____

Dual / Tandem
Paragliding

If no "Safe" message has been received by "safe time", please log-in to _____ with the following details to plot my position:

User Name: _____ Password: _____

Click on "My locations" and the latest location should be displayed. Please continue as if a "Help" message had been sent.

NORMAL PROCEDURES

*“Muscle memory –
repetition so that, when the brain forgets,
the muscles remember.”*

ARRIVAL CHECKS

- | | |
|-------------|--------------------------------------|
| 1. Pilot | Fit to fly: rest, water, food, focus |
| 2. Weather | Compare to plan |
| 3. Site | Compare to plan |
| 4. Route | Compare to plan |
| 5. Decision | Fly? Wait? Cancel? |

PRE TAKE-OFF CHECKS

BHPA Mnemonic: **Will Geordie Have His Cat Aboard Today?**
Alternative: **We Will Get High Having Caught Awesome Thermals**

- | | |
|-------------------|--|
| 1. Wind | Strength, direction, gusts |
| Weather | Rain, storms, turbulence |
| 2. Glider | Laid out suitably |
| | Wing tips clear |
| | Lines clear – left to right, front to back |
| 3. Helmet | Fitted, fastened |
| 4. Harness | Fitted, fastened |
| | Carabiners closed, secure |
| | Chest strap |
| | Waist strap |
| | Leg straps |
| | Reserve handle orientation, secure |
| 5. Controls | Clear, correctly routed |
| 6. All clear | On the ground, in the air |
| 7. Turn direction | Briefed, rehearsed |

AFTER TAKE-OFF CHECKS

- | | |
|-------------|-----------------------------|
| 1. Wing | Inflated, lines clear |
| 2. Decision | Glide? Soar? Thermal? Land? |

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IN-FLIGHT CHECKS

- | | |
|------------|-------------------------------------|
| 1. Wind | Direction, strength, changes, rotor |
| 2. Weather | Monitor changes |
| 3. Hazards | See and avoid |
| 4. Landing | Assess options |

TURNS

1. Lookout
2. Lean
3. Turn

THERMALS

- | | |
|-------------|---|
| 1. Signs | Gliders / Birds / Clouds |
| 2. Sources | Hot, dark surfaces |
| 3. Triggers | Water / Cold spots / Masts / Trees / Ridges |

GLIDE

- | | |
|----------------|---------------------------|
| 1. Glide Ratio | Assess |
| 2. Speedbar | Adjust |
| 3. Thermals | Search for the next climb |

PRE-LANDING CHECKS

- | | |
|----------------|-------------------------------------|
| 1. Wind | Direction, strength, changes, rotor |
| 2. Hazards | See and avoid |
| 3. Technique | Normal / Big Ears |
| 4. Kill switch | Wing deflation plan |

AFTER LANDING CHECKS

- | | |
|-----------------|---------------------------|
| 1. Wing | Control, collapse, secure |
| 2. Instruments | Stop tracker |
| 3. Landing area | Move clear |
| 4. Safe Message | Send |

EMERGENCY PROCEDURES

*“Fear and panic are two separate emotions.
Fear is healthy. Panic is deadly.”*

WARNING

Proper SIV training with a reputable, qualified team of instructors is the only way to safely train for these scenarios.

INCIPIENT STALL

Symptoms: No wind in your face

If altitude is critical:

1. Reserve Throw!

If altitude permits:

2. Hands Up
3. Brakes Catch the dive

STALL

Symptoms: No wind in your face
Wing falls back, you swing forward
Entire wing deformed

If altitude is critical:

1. Reserve Throw!

If altitude permits:

2. Arms Lock fully down
3. Legs Tuck under
4. Wait until the wing is over your head
5. Hands Ease up to backfly

Once stable with wing overhead:

6. Hands Up
7. Brakes Catch the dive

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INCIPIENT SPIN

Symptoms: Trying to turn too tightly
No wind in your face
Wing starting to yaw strongly

If altitude is critical:

4. Reserve **Throw!**

If altitude permits:

5. Hands **Up**
6. Brakes **Catch the dive**

SPIN

Symptoms: Rapid, undemanded yaw, roll and dive

If altitude is critical:

1. Reserve **Throw!**

If altitude permits:

2. Legs **Tuck under**
3. Wait until wing is over your head
4. Hands **Ease up**
5. Brakes **Catch the dive**

LINE TWIST

If altitude is critical:

1. Reserve **Throw!**

If altitude permits:

2. Legs **Kick to oppose twist**
3. Risers **Pull apart**

PARTIAL COLLAPSE

Symptoms: Wing rolls left/right
Wing tip is deflated and flapping

If altitude is critical:

1. **Reserve** **Throw!**

If loss of brake pressure was instantly noted:

2. **Brakes** **One swift, sharp pump on the collapsed side**

If altitude permits and wing has already deformed:

3. **Weight-shift** **Away from “heavy side” (collapsed side)**
4. **Brakes** **Light pressure to hold heading**

FRONTAL COLLAPSE

Symptoms: No wind in your face
Wing falls back, you swing forward
Wing leading edge deformed

If altitude is critical:

1. **Reserve** **Throw!**

If loss of brake pressure was instantly noted:

2. **Brakes** **One swift, sharp pump**

If altitude permits and wing has already deformed:

3. **Legs** **Tuck under**
4. **Wait until wing is over your head**
5. **Hands** **Ease up**
6. **Brakes** **Catch the dive**

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CRAVAT

Symptoms: Wing tip/s entangled in lines
Strong roll and yaw towards the entangled side

If altitude is critical:

- 1. Reserve** **Throw!**

If altitude permits:

- 2. Weight-shift** **Away from “heavy side” (entangled side)**
- 3. Brakes** **Light pressure to hold heading**
- 4. Stabulo line** **Attempt to clear wing tip/s**

If cravat will not clear and roll is manageable:

- 5. Turns** **Gentle and always away from the “heavy side”**

If cravat will not clear and level flight requires more than ½ brake:

- 6. Reserve** **Throw!**

CLOUD SUCK

Symptoms: Close to cloud with significant vertical development
Climb rate increases rapidly without trying to climb

If able to move laterally away from cloud suck:

- 1. Big Ears** **Pull**
- 2. Speedbar** **Smoothly push full bar**
- 3. Move away from the cloud suck ASAP**

If unable to move laterally away from cloud suck:

- 4. Spiral Dive or “Big” Big Ears**
- 5. Land ASAP**

WATER LANDING

Note: Height judgement above water is notoriously difficult. Do not be tempted to jump from your harness (unless the water state* danger exceeds jump danger)

- | | | |
|-------------------|--------------------|--|
| Normal Procedures | 1. Avoid | Waves, rapids, currents* |
| | 2. Aim | Calm water, close to boats (for rescue) |
| | 3. Helmet | Consider removing (to avoid entanglement) |
| | 4. Boots | Consider removing (for easier swimming) |
| | 5. Plan | Sequence of unstrapping |
| | 6. Landing: | |

In light winds: **Downwind** (traps air in leading edge)

In stronger winds: **Into wind** (avoids being dragged face down)

As feet touch the water:

- | | |
|----------------------|----------------------|
| Emergency Procedures | 7. Unstrap |
| | 8. Swim clear |

If stuck under canopy:

- | | | |
|----------------|-------------------------|--|
| First Response | 9. Avoid kicking | Float on your back |
| | 10. Breathing | Push the canopy away from your face |
| | 11. Seam line | Follow in one direction until clear |

RESERVE LANDING

If altitude is critical:

- | | |
|-------------------|---|
| Airlaw and Theory | 1. Parachute Landing Fall (PLF) position |
|-------------------|---|

If altitude permits:

- | | | |
|---------------------------|---|-------------------------------------|
| Dual / Tandem Paragliding | 2. Grab a single, central wing line and pull it in | |
| | 3. Wing | Store on your lap |
| | 4. Radio | “Reserve! Reserve! Reserve!” |
| | 5. PLF | |

FIRST RESPONSE FORM

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1. Phone or text* **999** or **112**
2. Ask for **Police & Mountain Rescue**
3. State **“Fall from height, serious injury, remote location”**
4. **CHALET:**

Casualties	Number, names, ages, injuries
Hazards	To your group and to the rescuers
Access	Terrain, weather, access routes
Location	Latitude & Longitude or What3Words app
Equipment	What do you have with you?
Type	Description of the incident
5. **DR BLEEDING ABC:**

Danger	For you and others (avoid more casualties)
Response	Level of consciousness <ul style="list-style-type: none"> • Alert – awake and talking? • Voice – responds to your voice? • Pain – responds to pain? (pinch earlobe) • Unresponsive
Bleeding	Direct hard pressure on any <u>catastrophically</u> bleeding wound with anything absorbent
Airway	Open by tilting head back and lifting chin
Breathing	Check for 10 seconds (look along chest with your cheek by their mouth) <p>If not breathing remove helmet</p>
Circulation	If not breathing start CPR <p>30 chest compressions to 2 breaths (chest compressions only is also fine)</p>
6. If breathing, thoroughly check for injuries, at skin level, from head to toe. Complete **Casualty Card** (overleaf).
7. **Reassure** casualty. Keep them **warm** and **dry**.
8. Hand completed Casualty Card to paramedics.
9. [Submit Incident Report \(bhpa.co.uk\)](http://bhpa.co.uk) within 48 hours

* Must be registered first. Text “Register” to 999 or 112.

Casualty Card

Name	Age	Time of Injury	Mechanism of Injury	Injuries (head-to-toe)	Signs & symptoms	Treatment
Time						
Level of Consciousness (AVPU)						
Breaths per minute						
Pulse per minute						
Pain Score (0 – 10)						
Medication given (what, when, how much)						
General Appearance						
Allergies						
Medical history & Normal medication						

AIRLAW AND THEORY

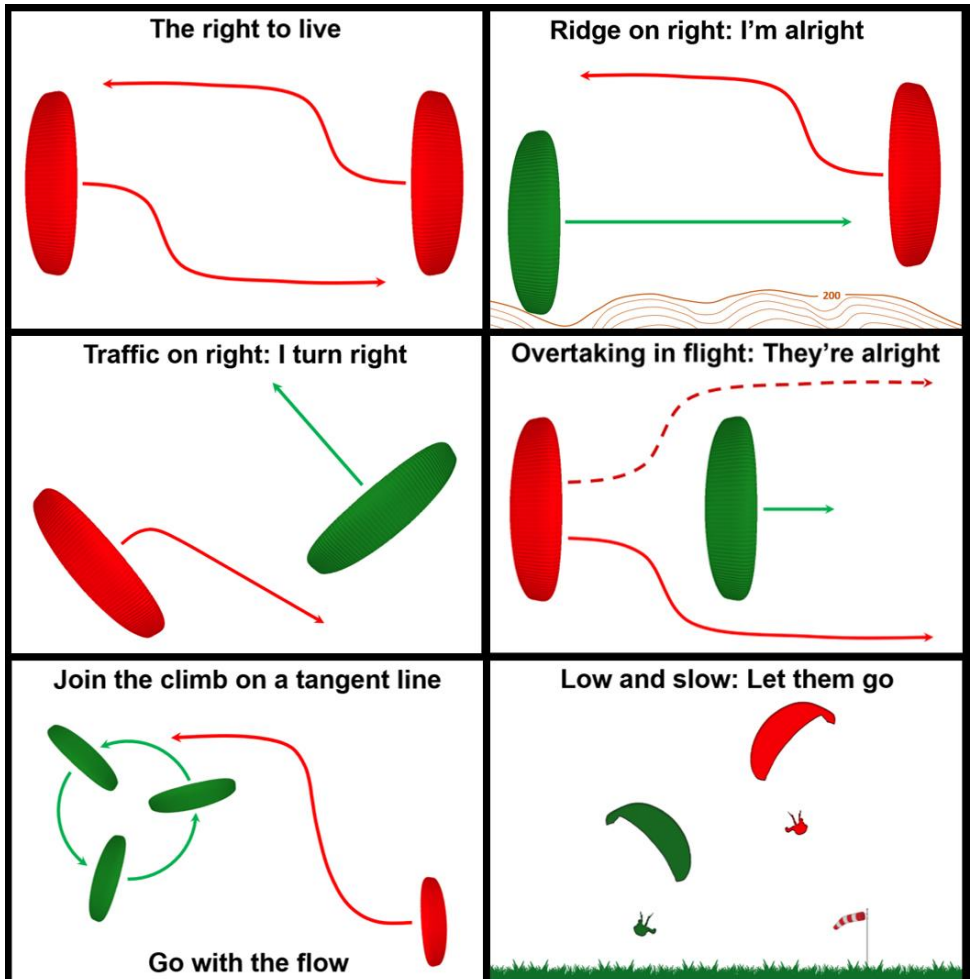
*“Preparation – the difference between knowing your sh*t and knowing you’re sh*t!”*

RIGHT OF WAY

The **green** glider has right of way.

The **red** glider/s **must** yield.

Collision avoidance is in everyone’s best interest – keep a good look out!



RADIO FREQUENCIES

Flight Planning	UK Paragliding	118.675MHz (\leq 5000 ft AMSL)		
	UK Sport Aviation	129.900 120.125	129.950 130.400	130.100

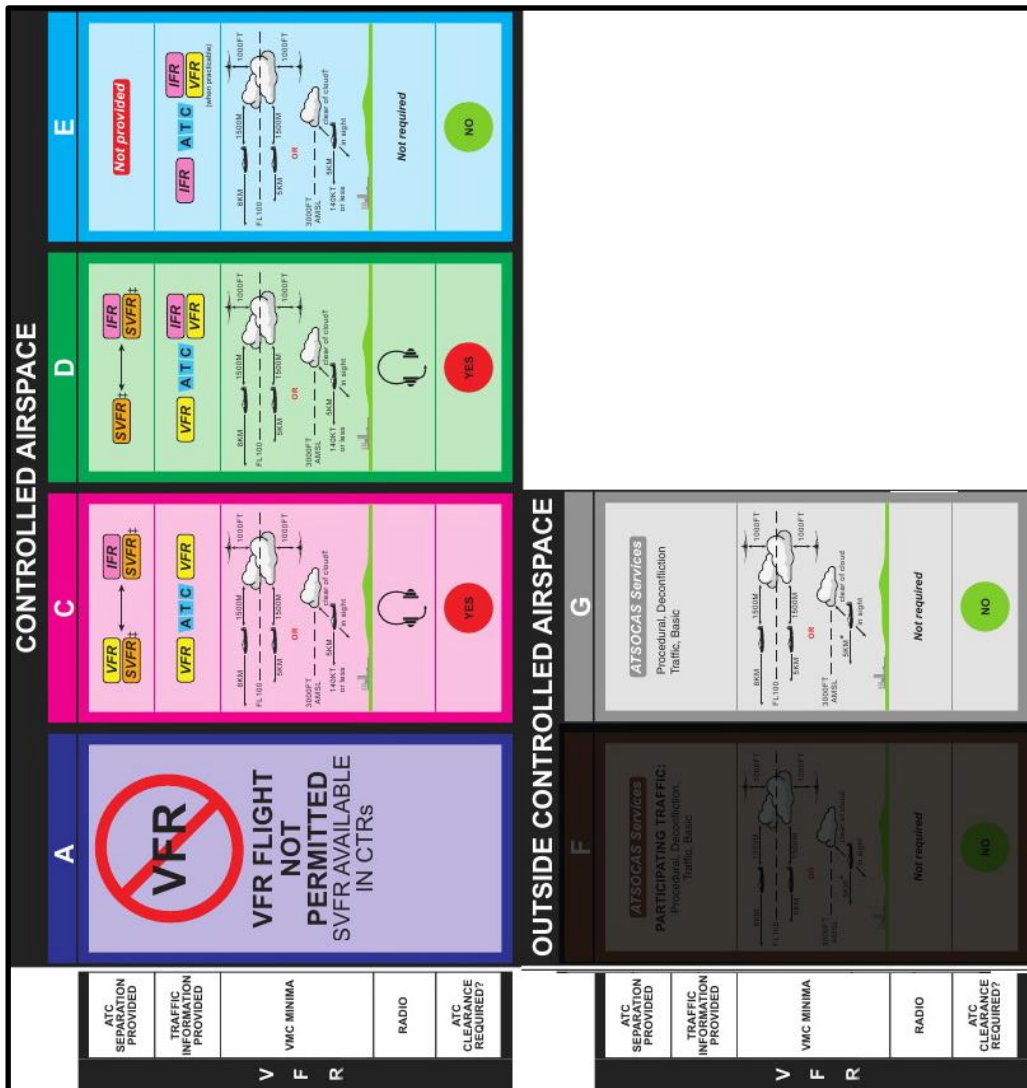
International Distress **121.500**

GENERAL

Normal Procedures	Low Flying	\geq 500ft to person, vessel, vehicle or structure (unless ridge soaring, take-off or landing)
	Congested Areas	Avoid by 1000ft, 600m radius
Emergency Procedures	Night Flying	30min after sunset to 30min before sunrise
	Dropping items	No articles shall be dropped in flight
First Response	Alcohol	No
	Drugs	No!!!
	Displays	Only with CAA approval
Airlaw and Theory	Formation Flying	All pilots must have agreed to it
	Accidents/Incidents	Submit Incident Report (bhpa.co.uk) in 48 hours Do not admit fault or liability (insurance) Beware of media entrapment No names (next-of-kin should be notified first)
Dual / Tandem Paragliding	Ratings	Do not expire
	Licenses	Do expire at the end of BHPA membership

AIRSPACE

A simplified summary of VFR airspace in the UK:



SVFR: Special VFR
 Clear of cloud, ground in sight
 Visibility 1500m

RESOURCES

Flight Planning

Manuals:

BHPA Technical Manual

<https://www.bhpa.co.uk/documents/bhpa/>

Normal Procedures

Books:

Understanding the sky by Dennis Pagen

Thermal Flying by Burkhard Martens

Mastering Paragliding by Kelly Farina

50 ways to fly better by Bruce Goldsmith

Advanced Paragliding by Gavin McGlurg

Emergency Procedures

Podcasts:

<https://www.cloudbasemayhem.com/paragliding/podcast/>

<https://www.theparaglider.com/podcasts>

First Response

Videos:

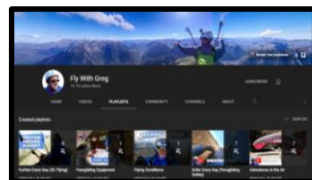
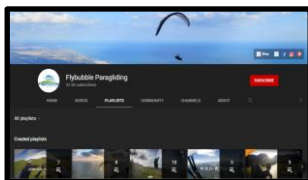
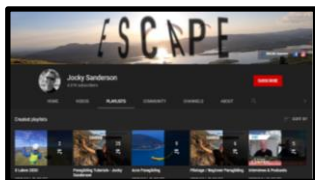
Ground handling



Airlaw and Theory

Flying, XC, SIV

Dual / Tandem Paragliding



DUAL/TANDEM PARAGLIDING

“Every take-off is optional but every landing is mandatory.”

BHPA GUIDANCE

Prerequisites: BHPA Technical Manual Section 4 Chap 2 Para 7
<https://www.bhpa.co.uk/documents/bhpa/>

Resources: BHPA Dual Flying Fact Sheet
<https://www.bhpa.co.uk/documents/bhpa/>
Ozone Tandem Video
<https://www.youtube.com/watch?v=ZLUTcr1zgEM>

Recommended: Full face helmet
First Aid Kit

Qualifications:

1. DP
Dual Pilot
Passed Dual Pilot exam
In current practice
2. AEI
Air Experience Instructor
Operating within BHPA school environment
30 Dual flights as Pilot-In-Command
Qualified Instructor in discipline & environment
or
Pass additional exam
Day BHPA membership for passenger (insurance)

Additional checks:

1. Mass
In limits of wing?
In limits of reserve?
Ballast required?
2. Minors
Written parent/guardian consent if under 18 y/o
3. Assistance
Brief those who will be assisting you

DUAL/TANDEM PARAGLIDING CONSENT FORM

Please tick to confirm:

- I want to go on a Dual Paragliding Flight with _____
(hereinafter referred to as "the pilot").
- I have seen the pilot's British Hang Gliding and Paragliding Association (BHPA) membership card.
- I have confirmed that the pilot's BHPA membership card is in date and understand that the pilot is insured, experienced and qualified to fly as the Dual Pilot of a Paraglider (PG).
- I understand and accept that paragliding is a fun and exhilarating adventure sport that does pose an **element of risk** as it is physically demanding and could involve a fall, collision or hard landing.
- I understand and accept that by using his/her skill and judgement, the pilot will reduce this risk to a minimum, but there is still an element of risk over which s/he has no control.
- I understand and accept that the pilot is covered by 3rd party liability insurance through the BHPA and that personal accident is **not** covered by this insurance.
- Before flying I will declare to the pilot any mental or physical defect, infirmity, previous injury, disease or condition which could increase the risk of an accident or the severity of an injury (e.g. epilepsy, pregnancy, brittle bones, heart condition etc.).
- By signing this form, I confirm that I understand and accept the risk that I could suffer personal injury or damage to personal possessions as a result of taking part.

Full name _____

Date of birth ____ / ____ / ____ Mobile No. _____

Address _____

Email address _____

Signed _____ Dated ____ / ____ / ____

If completing this form on behalf of another person (e.g. a child or ward under 18 years of age) please also complete the following section:

Please tick to confirm:

- Passenger understands that there is an element of risk in dual paragliding and, by signing above, you are prepared to accept that risk on their behalf.

Passenger's full name _____

Passenger's date of birth ____ / ____ / ____

Relationship to passenger _____

DUAL/TANDEM BRIEFING GUIDE

“Me – You – This – That – There – Dare”

Flight Planning
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Dual / Tandem Paragliding

1. **Pilot** **Me**
 - Qualified
 - Licensed
 - Insured

2. **Pax** **You**
 - Reason they want to fly
 - Fitness (illness, disorders, pregnancy, medication)
 - Age (< 18 y/o requires consent, > 55 y/o consider health)
 - Mass
 - Clothing (no loose articles, no boot hooks, sufficient warmth)

3. **Kit** **This**
 - Helmet Certified, strap, release
 - Harness Preview of straps, release, protection
 - Safe hand holds
 - Do not touch anything red or metal!**
 - Wing Layout

4. **Weather** **That**
 - Wind Strength, direction, gusts
 - Cloud Assess conditions

5. **Flight Plan** **There**
 - Duration Approximately 30 minutes
 - Altitude Soaring vs Thermalling
 - Sensations Similar to a swing
 - Talking Turn head and speak up
 - Turns Look, lean, turn
 - Landing If unhappy, planned area
 - Airsick Sick bag

6. **Risk** **Dare**
 - Element of risk
 - Consent form
 - Relax!

DUAL/TANDEM BRIEFING GUIDE (continued)

When ready to fly:

1. Fitting

Helmet
Harness

Do not touch anything red or metal!

2. Take-Off

Aim Point
Stay on feet
Walk
Run
Stop
Trust

Resist twisting
Knees bent
Forward/backward
Commit! Keep running!
Stand still
Teamwork. Listen. **Do not sit early!**

3. Flight

Arms
Seat

Back
Into harness

4. Landing

Arms
Seat
Feet

Forward
Slide forward to stand
Stay standing, walk off speed

5. Simulate

Take Off
Flight
Landing

Tug harness as required
Arms, seat
Arms, seat, feet

6. Pax Check

Passenger

Check top-to-bottom

7. Clip-In

Me to wing
Passenger to me

**QuickOuts, Trims
Carabiners, Tug-test all connections**

8. Ready?

Aim Point
Stay on feet

Resist twisting
Knees bent

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