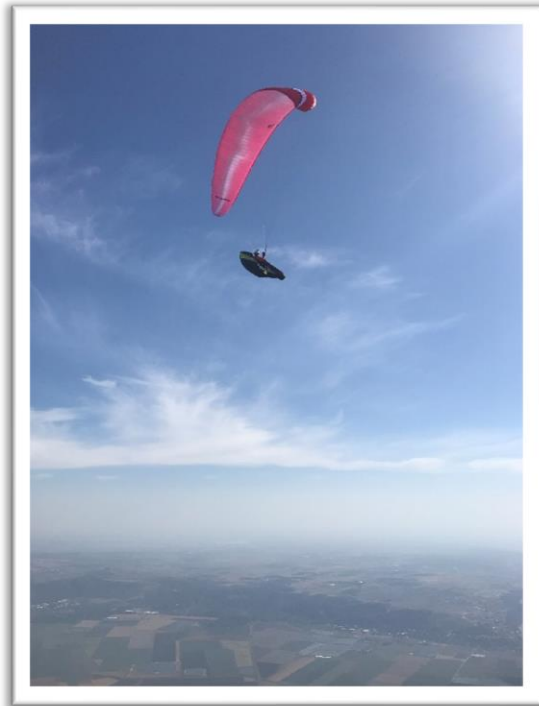


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Airlaw and Theory
Dual / Tandem Paragliding

# 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:*

*The index and sidebar include hyperlinks to the respective pages.*

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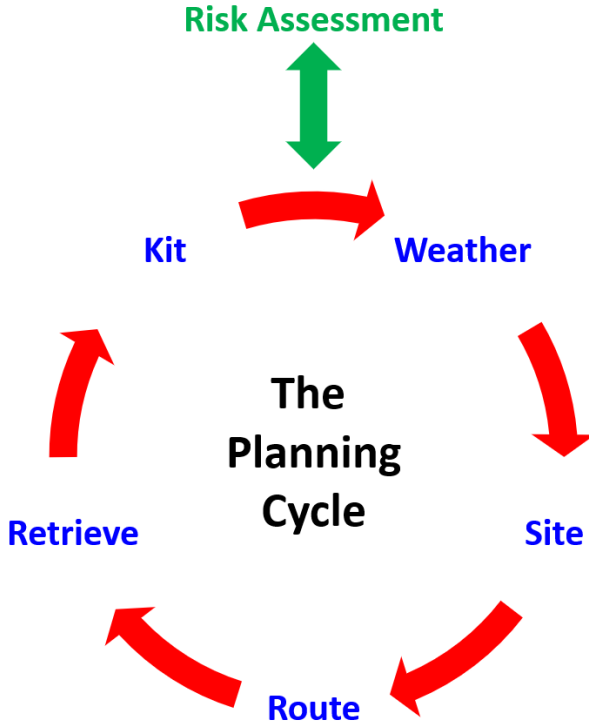
# NOTES TO USERS

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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 [wolfcorser@gmail.com](mailto:wolfcorser@gmail.com), referring to 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.

Review your initial risk assessment for a go/no-go decision.

# RISK ASSESSMENT

Answer honestly to determine your actual preparedness for flight:

Flight Planning	Fit to fly?	I'M SAFE:		
		Illness, Medication Stress, Alcohol, Fatigue, Eating & Emotion		
Normal Procedures	I am	Qualified	Licensed	Insured
	Emergency Procedures	Flights per year	< 50	50 – 100
Days on ground		> 30	< 14	< 7
First Response	Ground handling	never	sometimes	regularly
	Last SIV	never	> 2 years	< 2 years
Airlaw and Theory	Last servicing	> 2 years	< 2 years	< 1 year
	Reserve repack	> 1 year	> 6 months	< 6 months
Dual / Tandem Paragliding	Harness check	never	sometimes	regularly
	Wing check	never	sometimes	regularly
	Weather			
	Site	blindly	had	fully
	Route	follow others,	a brief	planned, ideal
	Airspace	risky	look, marginal	
	Retrieve			
	Search & Rescue	nothing	LiveTrack24	InReach/Spot
	First Aid	untrained	trained but not current	trained & current

# WEATHER

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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



# SITE

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## 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) \*

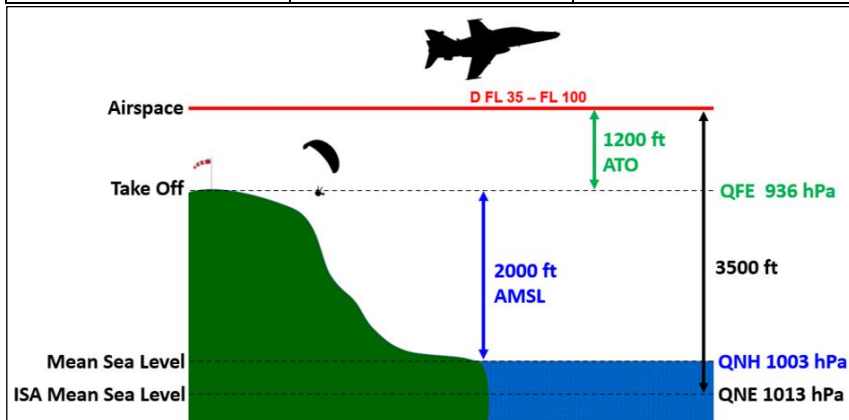
<https://notaminfo.com/>  
<https://airspace.xcontest.org/>  
<https://flybubble.com/weather/>

## 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

*Note:*

*Do not rely on mobile signal once on the ground.*

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

## 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/>

## 2. Public Transport

Train timetables

Bus services

Ferry

## 3. Ride share

Uber

BlaBlaCar (Alps)

## 4. Hike

Route from your furthest/most difficult point

Weather

Fitness

Water

Food

# 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 phone.

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<p><b>Flying Kit:</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Backpack</li> <li><input type="checkbox"/> Duct Tape</li> <li><input type="checkbox"/> Extra Lines</li> <li><input type="checkbox"/> Harness</li> <li><input type="checkbox"/> Helmet</li> <li><input type="checkbox"/> Hook Knife</li> <li><input type="checkbox"/> Hydration Pack</li> <li><input type="checkbox"/> IPPI Card</li> <li><input type="checkbox"/> License</li> <li><input type="checkbox"/> Logbook</li> <li><input type="checkbox"/> Maps</li> <li><input type="checkbox"/> Paraglider</li> <li><input type="checkbox"/> Reserve Chute</li> <li><input type="checkbox"/> Site Rules</li> <li><input type="checkbox"/> Wing Tape</li> </ul>	<p><b>Electronics:</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Anemometer</li> <li><input type="checkbox"/> Camera</li> <li><input type="checkbox"/> Chargers</li> <li><input type="checkbox"/> Extra batteries</li> <li><input type="checkbox"/> GoPro</li> <li><input type="checkbox"/> GPS</li> <li><input type="checkbox"/> Headlamp</li> <li><input type="checkbox"/> Laptop</li> <li><input type="checkbox"/> Mobile Phone</li> <li><input type="checkbox"/> Plug adaptor</li> <li><input type="checkbox"/> Power Bank</li> <li><input type="checkbox"/> Radio</li> <li><input type="checkbox"/> Spot / InReach</li> <li><input type="checkbox"/> Solar Charger</li> <li><input type="checkbox"/> Variometer</li> </ul>	<p><b>Flying Clothes:</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Balaclava</li> <li><input type="checkbox"/> Boots</li> <li><input type="checkbox"/> Buff</li> <li><input type="checkbox"/> Down Jacket</li> <li><input type="checkbox"/> Gloves</li> <li><input type="checkbox"/> Hand warmers</li> <li><input type="checkbox"/> Hat</li> <li><input type="checkbox"/> Sunglasses</li> <li><input type="checkbox"/> Thermal Socks</li> <li><input type="checkbox"/> Thermals</li> <li><input type="checkbox"/> Wind Jacket</li> <li><input type="checkbox"/> Windproof Trousers</li> </ul>
<p><b>Survival:</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Energy Gel</li> <li><input type="checkbox"/> Flares</li> <li><input type="checkbox"/> Food</li> <li><input type="checkbox"/> Heliograph</li> <li><input type="checkbox"/> Multi-Tool</li> <li><input type="checkbox"/> Lighter</li> <li><input type="checkbox"/> SAR Plan</li> <li><input type="checkbox"/> Sleeping Bag</li> <li><input type="checkbox"/> Space Blanket</li> <li><input type="checkbox"/> Tent / Bivvy</li> <li><input type="checkbox"/> Whistle</li> <li><input type="checkbox"/> Water Filter</li> </ul>	<p><b>First Aid:</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Antihistamine</li> <li><input type="checkbox"/> Antiseptic</li> <li><input type="checkbox"/> Bandages</li> <li><input type="checkbox"/> First Response Form</li> <li><input type="checkbox"/> Imodium</li> <li><input type="checkbox"/> Insect Repellent</li> <li><input type="checkbox"/> Painkillers</li> <li><input type="checkbox"/> Plasters</li> <li><input type="checkbox"/> QuickClot</li> <li><input type="checkbox"/> Rehydration</li> <li><input type="checkbox"/> Sunscreen</li> <li><input type="checkbox"/> Toilet Paper</li> </ul>	<p><b>Extras:</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Backpack Cover</li> <li><input type="checkbox"/> Camping Mattress</li> <li><input type="checkbox"/> Camping Pillow</li> <li><input type="checkbox"/> Gas Stove</li> <li><input type="checkbox"/> Hiking Poles</li> <li><input type="checkbox"/> International Roaming</li> <li><input type="checkbox"/> Paper &amp; Pen</li> <li><input type="checkbox"/> Passport</li> <li><input type="checkbox"/> Travel Insurance</li> <li><input type="checkbox"/> Traveller's Cheques</li> <li><input type="checkbox"/> Visa</li> <li><input type="checkbox"/> Wallet</li> <li><input type="checkbox"/> Waterproof Bags</li> </ul>

# SEARCH AND RESCUE (SAR) PLAN

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.

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.

My local contact is \_\_\_\_\_ Mobile number \_\_\_\_\_  
Mountain rescue is \_\_\_\_\_ Telephone no \_\_\_\_\_

There is a 4<sup>th</sup> 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:

Next Of Kin: \_\_\_\_\_ Work contact: \_\_\_\_\_  
Blood Type: \_\_\_\_\_ Allergies: \_\_\_\_\_  
Will location: \_\_\_\_\_

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:*

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

*If altitude permits:*

- 2. Hands** **Up**
- 3. 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. **Stabilo 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)

- |   |  |
|---|--|
| <ol style="list-style-type: none"> <li>1. Avoid</li> <li>2. Aim</li> <li>3. Helmet</li> <li>4. Boots</li> <li>5. Plan</li> <li>6. Landing:</li> </ol> | <p><b>Waves, rapids, currents*</b></p> <p><b>Calm water, close to boats</b> (for rescue)</p> <p><b>Consider removing</b> (to avoid entanglement)</p> <p><b>Consider removing</b> (for easier swimming)</p> <p><b>Sequence of unstrapping</b></p> |
|---|--|

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

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

*As feet touch the water:*

7. Unstrap
8. Swim clear

*If stuck under canopy:*

- |  |  |
|--|--|
| <ol style="list-style-type: none"> <li>9. Avoid kicking</li> <li>10. Breathing</li> <li>11. Seam line</li> </ol> | <p><b>Float on your back</b></p> <p><b>Push the canopy away from your face</b></p> <p><b>Follow in one direction until clear</b></p> |
|--|--|

# RESERVE LANDING

*If altitude is critical:*

1. **Parachute Landing Fall (PLF) position**

*If altitude permits:*

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

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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
    - **A**lert – awake and talking?
    - **V**oice – responds to your voice?
    - **P**ain – responds to pain? (pinch earlobe)
    - **U**nresponsive
  - Bleeding**                    Direct hard pressure on any catastrophically 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)
    - If not breathing remove helmet
  - Circulation**                    If not breathing start CPR
    - 30 chest compressions to 2 breaths (chest compressions only is also fine)
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						
Consciousness - Alert, Voice, Pain or Unresponsive						
Breaths per minute						
Pulse per minute						
Pain Score (0 – 10)						
Medication given (what, when, how much)						
General Appearance						
Allergies						
Medical history & Normal medication						

# AIRLAW & THEORY

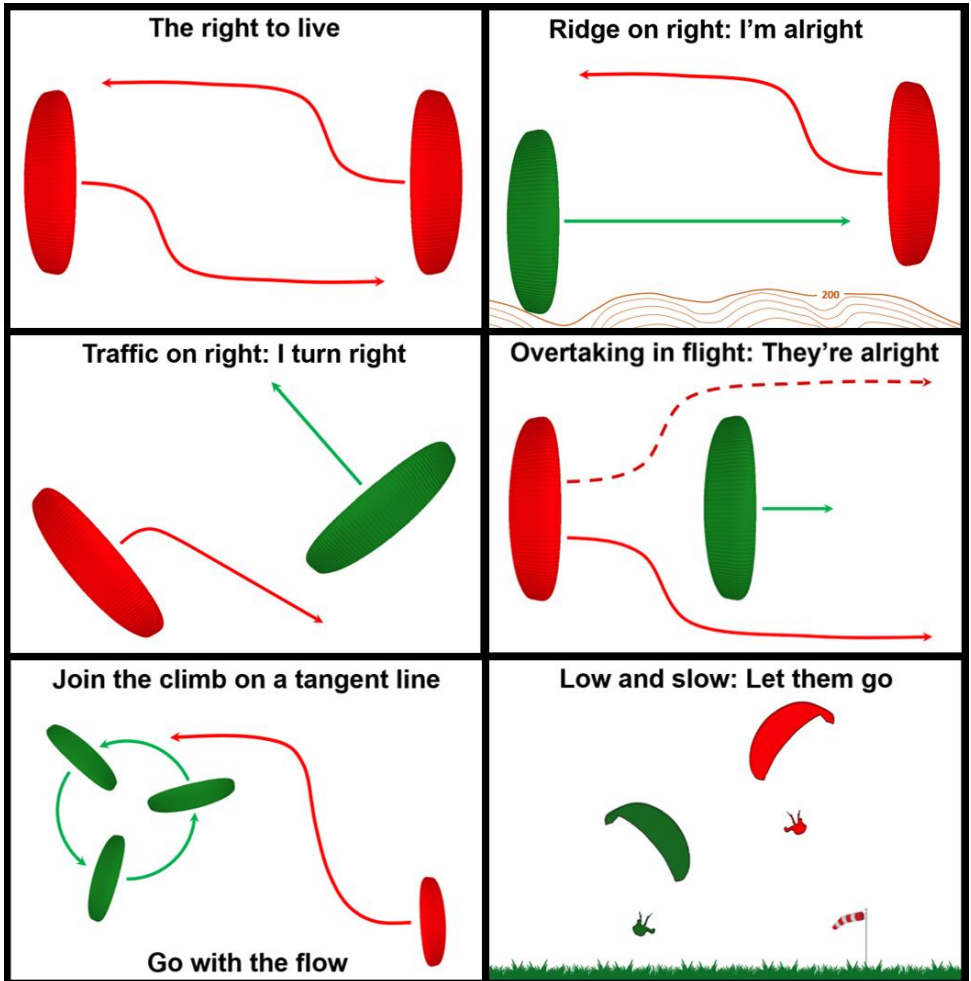
*"Preparation – the difference between knowing your sh\*t and knowing you're sh\*t!"*

## 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

UK Paragliding	118.675MHz	(≤ 5000 ft AMSL)	
UK Sport Aviation	129.900 120.125	129.950 130.400	130.100

**International Distress** **121.500**

## GENERAL

Low Flying ≥ 500ft to person, vessel, vehicle or structure  
(unless ridge soaring, take-off or landing)

Congested Areas Avoid by 1000ft, 600m radius

Night Flying 30min after sunset to 30min before sunrise  
(determined at surface level)

Dropping items No articles shall be dropped in flight

Alcohol No

Drugs No

Displays Only with CAA approval

Formation Flying All pilots must have agreed to it

Accidents/Incidents [Submit Incident Report \(bhpa.co.uk\)](http://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)

Ratings Do not expire

Licenses Do expire at the end of BHPA membership

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# AIRSPACE

UK ATIS AIRSPACE CLASSIFICATIONS		G	E	D	C	A
ATC SEPARATION PROVIDED		UK FLIGHT INFORMATION SERVICES	UK FLIGHT INFORMATION SERVICES	IFR SVFR † VFR ATC VFR	IFR SVFR † VFR ATC VFR	VFR FLIGHT NOT PERMITTED
TRAFFIC INFORMATION PROVIDED		Traffic, Basic	Traffic, Basic			
VMC MINIMA		8KM FL100 5KM 1000FT 1500M 1500M 1000FT	8KM FL100 5KM 1000FT 1500M 1500M 1000FT	8KM FL100 5KM 1000FT 1500M 1500M 1000FT OR† 140Kt or less	8KM FL100 5KM 1000FT 1500M 1500M 1000FT	8KM FL100 5KM 1000FT 1500M 1500M 1000FT The VMC minima in Class A airspace are included for guidance to pilots who are not in receipt of VFR flights in Class A airspace.
SPEED LIMITATION		below FL100	below FL100	below FL100	below FL100	VFR FLIGHT NOT PERMITTED
RADIO		Not required	Not required	Headset icon	Headset icon	
ATC CLEARANCE REQUIRED?		Not required	Not required	YES	YES	

\* Aircraft (including helicopters) may fly at or below 3000FT AMSL, or 1000FT above terrain, whichever is the higher, during day only, at 140KIAS or less, clear of cloud with the surface in sight and a flight visibility of at least 1500metres.  
 † Aircraft may fly at or below 3000FT AMSL, or 1000ft above terrain, whichever is the higher, during day only, at 140KIAS or less, clear of cloud with the surface in sight and: for aircraft other than helicopters, with a flight visibility of at least 5KM; for helicopters, with a flight visibility of at least 1500metres.  
 ‡ SVFR in CTR only.

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

# RESOURCES

## BHPA Technical Manual:

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

## 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

## Podcasts:

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

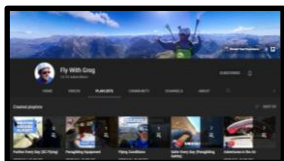
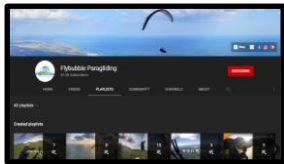
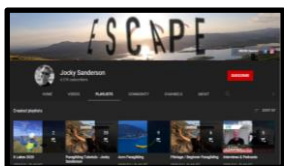
<https://www.theparaglider.com/podcasts>

## Videos:

Ground handling

Flying, XC, SIV

Dual/Tandem



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# DUAL / TANDEM

*“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 3<sup>rd</sup> 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”*

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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 xx 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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