

## **GUIDANCE FOR HG AND PG PILOTS VISITING THE UNITED KINGDOM**

### **INTRODUCTION:**

The UK is a fairly small island with some very crowded skies – protecting the commercial airliners has resulted in little space left over for the recreational fliers – and even this is shared with military jets. Because of this, cross country flying in the UK will almost always involve complex navigation around airspace that you must not enter.

There are very few mountains in the UK, so local flying is invariably hill soaring. Typically hills of 100 to 200 metres top-to-bottom distance are dynamically soared in winds of 25km/h or so. For paraglider pilots good reverse launching skills are a must. Hills in the South East of the UK can be very busy with hang glider and paraglider pilots.

### **Making Contact**

There are approximately 120 hg/pg clubs in the UK, and they will have negotiated with landowners for permission to fly at the various sites within the locality, which will be subject to site rules. Before visiting an area look up the Club Contact at the BHPA web site ([www.bhpa.co.uk](http://www.bhpa.co.uk)) and make contact: he (or she) will be able to fully brief you and hopefully ensure that you get a warm welcome and some first class flying.

Insurance: Most sites in the UK have been negotiated on the basis that pilots will have £2million insurance. You will need to carry proof that you have suitable third party cover.

IPPI card: You should carry your IPPI card so that clubs can ensure that you are suitably qualified to fly their sites.

### **Rules for avoiding aerial collisions**

#### **General**

The prime rule is the first one!

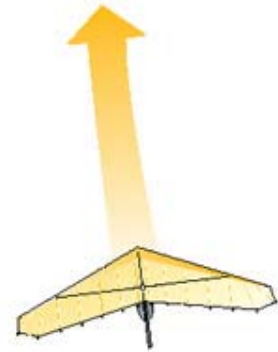
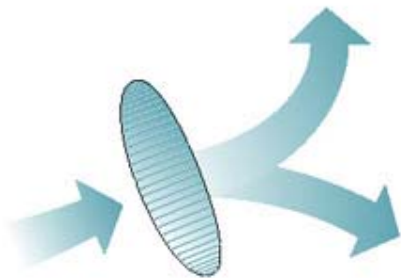
- It is the pilot's responsibility to take all possible measures to avoid a collision with any other aircraft.
- An aircraft shall not be flown so close to another aircraft as to create a danger of collision.
- No formation flying is permitted unless all the pilots have agreed.
- When required by these Rules to give way, an aircraft shall avoid passing over, under or ahead of another unless well clear.
- An aircraft that has right of way under these Rules shall maintain its course and speed.

#### ***Converging***

Other than in the cases of approaching head-on and overtaking:

- A powered aircraft shall give way to airships, gliders and balloons.
- An airship shall give way to gliders and balloons.

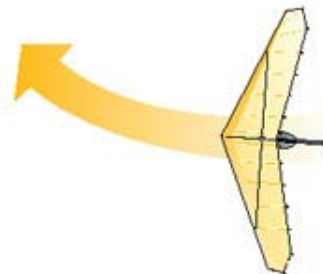
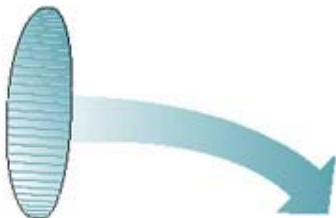
- A glider shall give way to balloons.
- When two aircraft of the same classification converge at approximately the same altitude, the one with the other on its right shall give way.



*Converging courses (Giders and distances not to scale – You would never be anywhere near this close!)*

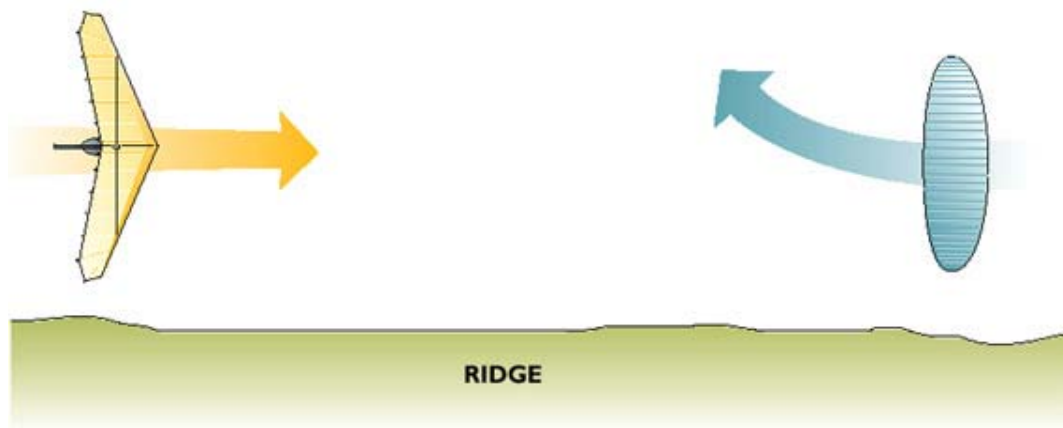
### **When approaching head-on**

When approaching approximately head-on with a risk of collision, both aircraft shall alter course to the right.



*Approaching head-on (Giders and distances not to scale – You would never be anywhere near this close!)*

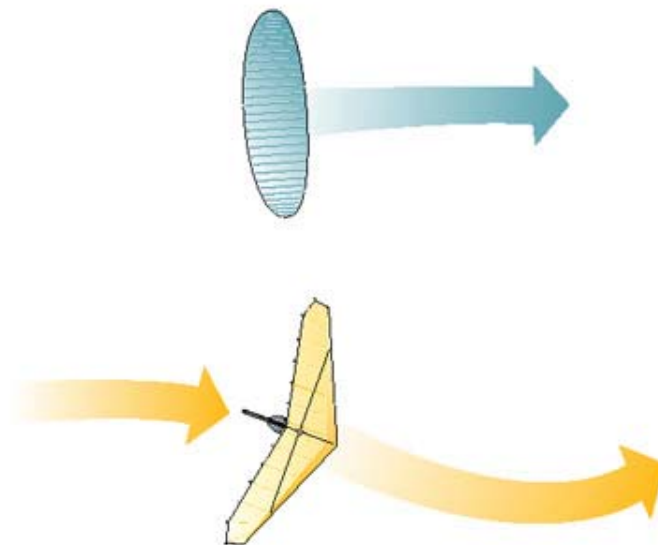
(This rule is modified slightly by UK ridge-soaring conventions: when ridge-soaring, if two gliders are flying towards each other at similar height, the pilot with the ridge on the left should move out so that the other has room to maintain course without having to turn into or over the ridge.)



*Approaching head-on when ridge-soaring ((Gliders and distances not to scale – You would never be anywhere near this close!))*

### **Overtaking**

When overtaking another aircraft you must give way to it and alter course to the right to overtake.



*Overtaking (Gliders and distances not to scale – You would never be anywhere near this close!)*

In the UK a glider may overtake another glider to either the left or right (hang gliders and paragliders are both considered to be gliders).

**When hill soaring in the UK overtaking should be done on the hill side so that the overtaken glider remains free to make a normal turn away from the hill.**

### **Landings**

- An aircraft landing or on final approach has right of way over all other aircraft in the air or on the ground.

- The lowest aircraft of any on an approach to land has right of way, provided it does not cut in front of or overtake any aircraft on final approach.
  - When landing, you should leave clear on the left any glider that is landing, has landed or is about to take off. (This Rule may have to be modified to suit the site.)
  - After landing, you must clear the landing area as soon as possible.
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### **Aeronautical charts**

You must have an up-to-date aeronautical chart if flying cross-country or anywhere other than club sites where you have had a comprehensive local airspace briefing.

Charts are available in two scales: 1:250,000 and 1:500,000. They can be ordered from the CAA's main chart agent: CAA Chart Sales, tel. 0161 499 0013, fax. 0161 499 0298, [www.caacharts.co.uk](http://www.caacharts.co.uk).

#### ***ICAO aeronautical charts***

Scale 1:500,000 (United Kingdom)

These charts (known as 'half mil.' charts) show all airspace. Three charts cover the UK: Scotland, Orkney and Shetland; Northern England and Northern Ireland; and Southern England and Wales.

#### ***Topographical air charts***

Scale: 1:250,000 (United Kingdom)

These charts (known as 'quarter mil.') only show airspace that has a lower limit below 5000 ft AMSL or Flight Level 55. Seven charts cover the UK.

NOTAMs (Notices to Airmen) etc can be accessed at the web site:

Whenever you fly you should call Freefone 0500 354802 to check on royal flights, Red Arrows displays and other Temporary Restricted Airspace (TRAs).

You should also check the NOTAMs for any other activities that may affect your flight ([www.ais.org.uk](http://www.ais.org.uk)).

If flying mid-week there is also a freephone system for warning the low-flying military aircraft of active hang glider/paraglider sites. The local hang-gliding/paragliding club should be able to advise about activation of this or you can visit the 'Notam' page on the BHPA website and follow the instructions on 'Midweek Flying Notification Procedure'.

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### **Radios**

Use of the classic ham-radio on 144 MHz is not allowed in flight.

Only licenced airband radios may be used on specific frequencies.

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