

OPERATIONS

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OPERATIONS

REQUIREMENTS

OPERATING STANDARDS

The Association shall establish standards for the activities listed in this Organisation and Procedures Manual. The standards shall:

1. Be relevant and not conflict with any of the CAR.
2. Take into account all requirements under CAR.
3. Provide an acceptable level of safety.
4. Be administered to ensure that the standards remain current and valid for its intended use and are reviewed on a regular basis.
5. Include, where applicable: notification and authorisation of airspace used; selection of launching, flying and landing sites; use of ground signals; use of aerodromes and launching methods.

OPERATING PROCEDURES

The Association shall establish procedures for administration of operating standards for the activities listed in the Organisation and Procedures Manual.

PROCEDURES

GENERAL

The requirements in CAR Part 91 and Part 106 for the operation, flight, and maintenance of hang gliders and paragliders are prescribed by the Director.

OPERATING STANDARDS

UNITS OF MEASUREMENT

1. In this OPM, all wind speed measurements are to refer to knots, and all height measurements are to refer to feet.

PILOT QUALIFICATIONS

Each pilot of a hang glider or a paraglider shall:

1. Be a bona fide member of the NZHGPA and a club affiliated to the Association. *Reference CAR Part 106.5 (1)*
2. Submit to and have accepted by the NZHGPA, a Fit and Proper Person declaration and be authorised to fly a hang glider or paraglider by the Association as prescribed in this manual. *Reference CAR Part 106.5.*
3. Comply with the privileges and limitations of their authorisation as prescribed in this manual. *Reference CAR Part 106.5 (3)*
4. Comply with the operational standards and procedures of the Association as prescribed in this manual. *Reference CAR Part 106.5 (4)*
5. Have attained the age of 16 years, or have written parental consent. Pilots under the age of 16 are limited to flight certificates no higher than PG 2 Certificate (Paragliding) or Intermediate Certificate (Hang Gliding).
6. Have completed a medical declaration in accordance with [OPMF00](#).
7. Keep a record of flying activities.

VISITOR PILOTS

Hang glider and Paraglider pilots visiting from overseas may carry out flights within New Zealand provided:

1. They are a bona fide member of a hang gliding organisation, namely a Visitor Member of the NZHGPA
2. They hold an appropriate hang glider pilot certificate, namely a Temporary Visitor Member Pilot Certificate
3. They have undertaken a briefing by an NZHGPA Instructor or completed the NZHGPA VFR exam in order to familiarise themselves with New Zealand conditions, airspace, rules and procedures.
4. They comply with the privileges and limitations of their authorisations as prescribed on their certificate and in this manual
5. Comply with the operational standards and procedures of the Association as prescribed in this manual.

TRANSFERRING OVERSEAS RATINGS

For guidance regarding foreign pilots seeking to transfer overseas ratings to NZHGPA ratings, refer TRAINING STANDARDS – TRG P2.

FIRST AID CERTIFICATES

Where pilots are required to have a current First Aid Certificate (e.g Tandem Pilots and Instructors) they must have passed a First Aid course during the past 2 years, and provide evidence, such as a

copy of a certificate, to the Administrator. Where a pilot does not have a current first aid certificate, their applicable ratings are considered not-current.

Acceptable First Aid courses:

- St Johns First Aid Course
- Red Cross Basic First Aid Course
- Any other course meeting the requirements of NZQA Unit Standards 6400, 6401 and 6402.
- Any other course (including specialist professional refresher courses) that covers similar material to the above, and that is acceptable to the NZHGPA Chief Medical Advisor.

OPERATING RULES

AIRWORTHINESS

Each pilot member shall ensure that their hang glider or paraglider has a current warrant of fitness issued by their club.

Reference CAR Part 106.17 (b)

REGISTRATION

No person shall operate a hang glider or paraglider unless:

1. They are registered in the Association Identification Register by way of a Pilot Identification Number (PIN) or a glider identification mark.

Reference CAR Part 106.9 (b) 2

MAINTENANCE

No person shall operate a hang glider or paraglider unless:

1. It has a warrant of fitness authorised by the Association as prescribed in this manual.

Reference CAR Part 106.17(b)

EQUIPMENT

No person shall operate a hang glider or paraglider unless:

1. It is fitted with the equipment and instruments as prescribed in this manual.
2. They, or their glider, are equipped with an altimeter that shows height above the ground to an accuracy of 100 feet.
3. They wear a serviceable, rigid, protective helmet conforming to standards laid down by the Association.
4. They use a harness of a type conforming to the standards of a hang gliding organisation.

Reference CAR Part 106.15 /19

ALCOHOL AND DRUGS

A person shall not operate, or instruct in the use of a hang glider or paraglider while:

1. Under the influence of alcohol.
2. Under the influence of any drug to such an extent as to impair the pilot's ability to fly the hang glider or paraglider.

A pilot shall not have consumed any banned drug prior to or during competition flight, including cross-country competitions (see Drug and Doping Policy in [Section 8- Miscellaneous](#)).

CARELESS OR RECKLESS OPERATION

No person shall operate a hang glider or paraglider in a careless manner so as to endanger the life or property of others.

TAKE OFF AND LANDING AREAS

Pilots may only launch a hang glider or a paraglider from a launch site authorised by a hang gliding organisation. *Reference CAR Part 106.59*

No person shall operate a hang glider or paraglider unless they ensure their landing and takeoff areas are suitable. Pilots shall ensure that approval has been granted for use of takeoff and landing areas.

AIRSPACE RESTRICTIONS - RESTRICTED AND DANGER AREAS

No person shall operate a hang glider or paraglider within a restricted area designated under CAR Part 73 unless that person has permission in writing from the agency using the area or the area's specified controlling authority.

For VFR flight within an instrument approach restricted area designated under Part 73, the pilot must:

1. Operate the aircraft no closer than 1000ft vertically and 1 NM horizontally from cloud and with visibility of at least 5km, or
2. Establish that no aircraft is conducting an instrument approach procedure by maintaining two-way radio communications on the appropriate frequency.

No person shall operate an aircraft within a danger area designated under Part 73 unless that person has established, after due consideration of the information provided by the using agency specified for the area under Part 73, that flight in the area will not affect the safety of the aircraft.

Until CAR Part 73 comes into force, restricted and danger areas are designated under Part 19

All pilots shall make themselves aware of airspace restrictions, and should open and close General Aviation Areas (previously known as Glider Flying Areas) where applicable.

FLIGHT RULES

CONDITIONS FOR FLIGHT

A person shall not fly a hang glider or paraglider at night.

Reference CAR Part 106.57

(Civil Twilight being 30 minutes before sunrise and 30 minutes after sunset)

LAUNCH SITES

Each club shall authorise launch sites through their OSO in accordance with and using form OPMF41 Launch Authorisation Form.

Pilots should only launch from club-authorised sites.

Pilots with either PG2, Intermediate or higher Pilot Certificates may self authorise sites for their personal recreational use on a day by day basis.

Pilots self authorising a site for their personal use must adhere to the following procedure:

1. Pilot gains/confirms they have permission to access the property and launch.
2. Pilot has confirmed that their flight plan from the launch will not breach airspace, CAR's or NZHGPA rules.
3. Pilot has assessed the launch for hazards.
4. Pilot has assessed that their flight plan poses no risk or nuisance to the public.
5. The pilot **MUST** confirm their self authorisation by writing the location plus the words "*self authorised*" in their log for the flight.

The right to self authorise sites excludes commercial operations.

Reference CAR Part 106.59

OPERATING LIMITATIONS AND EMERGENCY EQUIPMENT

Before any flight a pilot shall be familiar with their glider's performance characteristics, and any emergency equipment carried and its operation in an emergency.

Reference CAR Part 91.219(5)

OPERATING ON AND IN THE VICINITY OF AN AERODROME

Each Pilot-in-command of a hang glider or paraglider on or in the vicinity of an aerodrome shall:

1. Observe other aerodrome traffic for the purposes of avoiding collision.
2. Unless otherwise instructed by ATC, conform with or avoid the traffic pattern formed by other aircraft.

Reference CAR Part 91.223

Where gliders are flown in the vicinity of an aerodrome operating a radio control service, the pilot shall maintain two-way radio contact on the prescribed frequency and obtain clearance prior to landing at that aerodrome or entering its control zone.

OPERATING NEAR OTHER AIRCRAFT

The Pilot-in-command shall not operate a hang glider or paraglider:

1. So close to another aircraft as to create a collision hazard.
2. In formation flights except by arrangement with the Pilot-in-Command of each hang glider or paraglider in formation.

Reference CAR 91.227

SAFETY OF HANG GLIDERS AND PARAGLIDERS

Each pilot-in-command shall:

1. Ensure the safe operation of the hang glider or paraglider and the safety of any passenger.
2. Determine whether the hang glider or paraglider is in a condition for safe flight.

Each commercial tandem pilot-in-command shall:

1. Use a documented NZHGPA accepted procedure or system over and above the standard pre-flight check to verify both pilot and passenger are securely clipped-in to the glider.

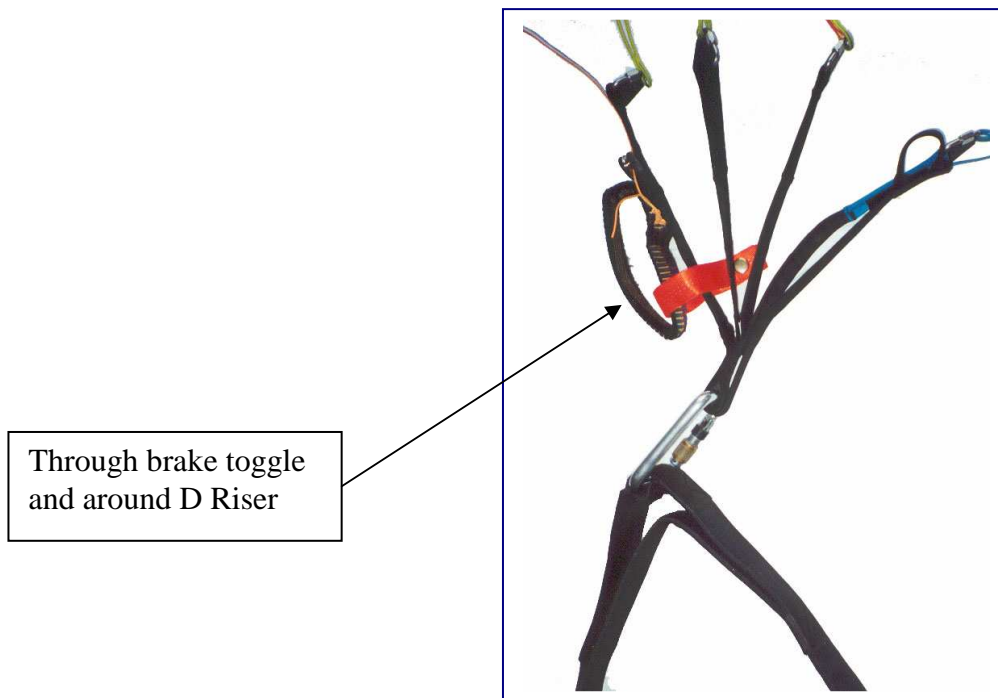
Commercial Tandem Paraglider Flight Clip-in Verification System

NZHGPA has adopted the “QCP Safety Seal” as the standard system of clip-in verification.

Pilots may use alternative systems after submission to and approval by the NZHGPA paragliding operations manager.

QCP Safety Seal - Description

The Safety Seal is a bright coloured band of webbing with a dome or velcro closure. On the ground and prior to pre-take off checks the Safety Seal is looped through one brake handle and around the D-riser.



Through brake toggle
and around D Riser

QCP Safety Seal - Use

After clip-in: Immediately prior to take off when Pilot and Passenger are attached to the riser straps (clipped in) the Pilot will transfer the Safety Seal to the Right Hand Leg Strap of the Passenger Harness. This action indicates that the final check of all Passenger and Pilot Harness and Helmet Buckles is complete.

Aborted takeoffs: If an aborted takeoff occurs then the Pilot will transfer the Safety Seal back to the Right Hand brake toggle before he/she releases (unclips) the Passenger from the riser straps to reset the Paraglider and re-do the pre-take off checks.

Landing: When the pilot has landed and the glider is completely stationary on the ground the pilot will transfer the Safety Seal back to the Right Hand Brake Toggle of the Paraglider prior to detaching the passenger from the riser straps.

Commercial Tandem Hang Glider Flight Clip-in Verification System

NZHGPA has adopted the following as the standard system of clip-in verification.

Pilot and passenger clip-in will be verified by a launch assistant.

As part of this system, the tandem pilot/commercial operator is responsible for:

1. ensuring that they have a competent launch assistant assisting them prior to each flight.
2. assessing that their launch assistant is competent to verify passenger and pilot clip-in.
3. charging their launch assistant with the responsibility for Clip-in verification.
4. the verification procedure and signals to be used by their launch assistant.
5. that they use another verification system accepted by the NZHGPA should no competent launch assistant be available to assist with any particular flight.

RIGHT OF WAY RULES

Reference CAR Part 91.229

Each pilot of a hang glider or paraglider:

1. Shall maintain a lookout to see and avoid other aircraft.
2. That has right of way shall maintain heading and speed, but shall not be relieved from the responsibility of taking such action, including collision avoidance manoeuvres, as will best avert collision.
3. That is obliged to give way to another aircraft shall avoid passing over, under or in front of other aircraft, unless passing well clear and taking into account the effects of wake turbulence.

Approaching Head On

Each pilot, when approaching another aircraft head on or nearly so, shall alter heading to the right.

Aircraft Converging

Each pilot of a hang glider or paraglider that is converging at approximately the same altitude with another aircraft that is to its right shall give way.

Overtaking Aircraft

Each pilot of a hang glider or paraglider that is overtaking another aircraft soaring shall pass on the right side of the overtaken aircraft.

Overtaking Aircraft (Ridge)

Each pilot of a hang glider or paraglider that is overtaking another aircraft soaring on a ridge shall pass on the ridge side of the overtaken aircraft.

Reference CAR 106.51(b)

Ridge Soaring

Each Pilot-in-command of a hang glider or paraglider that has the ridge on the right has right of way. The other aircraft converging must move to the left. *Reference CAR 106.51(a)*

Thermalling

Pilots of hang gliders or paragliders converging on a thermal shall allow the first glider to thermal (regardless of altitude) to dictate the direction of turning.

Landing

Where the landing area is restricted in size, the pilot of a hang glider or paraglider at the lowest altitude has right-of-way.

Take off

A hang glider or paraglider pilot shall not take off if there is an apparent risk of collision with another aircraft.

Aircraft in Distress

Each pilot of a hang glider or paraglider shall give way to any aircraft in distress.

DROPPING OF OBJECTS

A pilot of a hang glider or paraglider shall not allow any object to be dropped from their aircraft in flight unless they have taken reasonable precautions to ensure the dropping of the object does not endanger persons or property.

Reference CAR Part 91.235

COMPLIANCE WITH ATC CLEARANCE AND INSTRUCTIONS

Each pilot shall:

1. Comply with any ATC clearance or instruction
2. When a deviation from an ATC clearance or instruction is required for the safe operation of the hang glider or paraglider, notify ATC of that deviation as soon as possible
3. A pilot shall not comply with an ATC clearance or instruction if such compliance is a violation of any rule in this Part.

Reference CAR Part 91.241

OPERATIONS IN CLASSIFIED AIRSPACE

Each pilot shall obtain an ATC clearance prior to entering airspace designated:

1. Class C or D.
2. Maintain two-way radio communication with ATC on the prescribed frequency.

Reference CAR 106.245

FLIGHT PLAN

Each pilot of a hang glider or paraglider may fly under VFR without submitting a VFR flight plan to an appropriate ATS unit if they do not require an alerting service.

Reference CAR Part 106.307

CLOUD AND VISIBILITY DISTANCES FOR VFR

Each Pilot-in-command of a hang glider or paraglider shall not operate under VFR when the flight visibility is less, or at a distance from cloud that is less, than that prescribed for the corresponding altitude and class of airspace in the table below.

Airspace		Distance from Cloud	Flight Visibility
Class C, D		2 km horizontally 1000 ft vertically outside a control zone. 500 ft vertically within a control zone.	8 km at or above 10,000 ft AMSL 5 km below 10,000 ft AMSL
Class G	Above 3000ft AMSL or 1000ft above terrain whichever is higher	2 km horizontally 1000 feet vertically	
	At or below 3000ft AMSL or 1000ft above terrain whichever is higher	Clear of clouds and in sight of the surface.	5 km

NOTE: Description of Airspace Classes and Terminal Areas can be found in Section 7 Appendix under **VISUAL FLIGHT RULES EXAM GUIDE (OPMF 34)**

MINIMUM ALTITUDES FOR VFR FLIGHTS

No pilot shall operate a hang glider or paraglider under VFR:

1. At an altitude not less than that required to execute an emergency landing without undue hazard to persons or property on the surface.
2. Over any populous area, or over any open air assembly of persons, at an altitude of not less than 1000ft above the highest obstacle within a horizontal radius of 2000ft of the hang glider or paraglider.
3. Over any other area, at a height of less than 500ft above the surface.

Reference CAR Part 91.311

MINIMUM ALTITUDE

Notwithstanding the above, a hang glider or paraglider may be flown below a height of 500 ft for ridge soaring, if such flight does not endanger persons or property on the ground.

Reference CAR Part 106.55

CERTIFICATION FOR SITES

Pilots may only fly the sites that they are certified for. They may fly sites one classification higher than their certification provided they are under the direct supervision of an Instructor, or failing that a pilot certified for that site who has a sound knowledge of that site and has the minimum flight certificate of a Hang Glider Advanced Certificate or Paraglider 3 Certificate.

PILOT CERTIFICATES

Pilot Certificates shall be available for inspection when undertaking all flying activities.

PILOT IDENTIFICATION

Pilots must identify themselves as "Hang XXXX" (Hang Glider) or "Para XXXX "(Paraglider) [X = NZHGPA PIN] when communicating on air-band radio frequencies with ATC.

COUNTRY CODE

Association members dependent on good relations with farmers and others who own the land we fly on. Pilots shall adhere to the guidelines in the Country Code to ensure they and other pilots will be able to continue to fly:

1. **ALWAYS CHECK** with local pilots before flying at new sites.
2. **ALWAYS ASK PERMISSION** to fly unless you are absolutely certain that the owner allows use of the site without asking.
3. **CHECK AGAIN** at spring time as most farms have pregnant and new-born stock that can easily be frightened and injured.
4. **DO NOT** show displeasure or abuse an owner if permission is refused. This could hamper getting permission in the future.
5. **ALWAYS GET PERMISSION** to take a vehicle on to property. Ensure that vehicles without gliders are not taken on to the property. Put all gliders on/into one car rather than having a convoy crossing the property. If stock is near, drive slowly.
6. **LEAVE GATES** as you find them. Gates may be closed to keep stock in or open to allow stock to feed. Ensure that all pilots and drivers understand.
7. **USE STILES** and gates wherever possible. If you must cross a fence, cross at a post or strainer post.
8. **AVOID** hay, standing or cut, unless permission has been given to cross it.
9. **AVOID** landing in paddocks containing crops or stock. Carefully move off crops to avoid damage.
10. **DO NOT LIGHT FIRES** at any time.
11. **DO NOT SMOKE** during times of fire risk.
12. **DO NOT TAKE DOGS** onto any farm or property.
13. **DO NOT** disturb plants or machinery, move around it.
14. **LEAVE NO RUBBISH.**

GROUND SIGNALS

Standardised ground signals should be used at all times:

WIND INDICATIONS

Persons giving wind direction indication from the ground shall:

1. Have their back to the wind facing the aircraft with their arms forward to form an arrow.
(Their arms should always be downwind like the sock on a windsock and face the aircraft so that you are aware of its movements.)

SPECIAL FLIGHT OPERATIONS

AEROBATIC FLIGHT

No person may operate a hang glider or paraglider in aerobatic flight:

1. Over, or within a horizontal distance of 2000ft, of any populous area.
2. Over, or within a horizontal distance of 2000ft, of any open air assembly of persons.
3. Within any controlled airspace, except with the approval of ATC.
4. No pilot shall carry a passenger in aerobatic flight unless they hold an aerobatic rating issued under Part 61.

Reference CAR Part 91.701

EQUIPMENT AND INSTRUMENT REQUIREMENTS

HANG GLIDER AND PARAGLIDER EQUIPMENT

A person shall not operate a Hang Glider or Paraglider unless it is equipped with:

1. A harness of a type conforming to NZHGPA standards.
2. A serviceable, rigid, protective helmet conforming to NZHGPA standards.
3. An altimeter accurate to within plus or minus 100ft.
4. Back protection of a type conforming to NZHGPA standards for all tandem paraglider passengers and paragliding student pilots.
5. A tandem reserve for all tandem flight operations.

Reference CAR Part 106.15/19

The following shall also apply to tandem paragliding flights:

6. Carabiners used to connect risers to spreaders must have a minimum breaking strain of 24kn (from 1 Jan 2008)
7. Primary reserve bridled connections are to be adjacent to risers (from 1 Jan 2008)
8. T-buckle (or similar system) passenger harnesses are mandatory for all commercial tandem flights (from 1 Sept 2008)

RESERVES

Reserve parachutes are recommended for all flights but are compulsory for Association National competitions, league events and tandem flights.

HANG GLIDER AND PARAGLIDER TOWING

Each pilot of a microlight aircraft towing a hang glider or paraglider shall comply with the aerotowing operating standards and procedures of a microlight organisation. (Part 103)

Reference CAR Part 103

Wheels, Doleys, Skids and Floats.

Hang gliders, capable of being foot launched, that are using Wheels, Doleys, Skids or Floats to assist a safe launch or landing, are considered to meet the definition of foot launched gliders.

The use of the Wheels, Doleys, Skids or Floats must not remove the capability of the glider to be foot launched but purely provide a piece of role equipment that assists with the safe launch or landing of the glider.

RECOMMENDED OPERATING PROCEDURES.

The following procedures are strongly advised to be followed for the daily operation of gliding activities undertaken by all pilots:

1. Pilots should not fly in unsuitable conditions or if an Organisation Safety Officer or Instructor recommends they do not fly.
2. Landing areas should be kept clear for incoming traffic.
3. All pilots should make themselves aware of particular current restrictions relating to the site, e.g. landing area, power lines, landing patterns etc.
4. No pilot shall launch at a site alone. The person accompanying the pilot must be over the age of 12 years.
5. During windy conditions take off and landing should be assisted.
6. All Hang Gliders and Paragliders and associated equipment must be pre-flight checked prior to flying.
7. Pilot Members shall deter from launching gliders which do not hold a current Warrant of Fitness.
8. Pilot should carry authorised back plate protection and reserves where applicable.

AIRWORTHINESS STANDARDS

PARAGLIDER

The Airworthiness standards of paragliders flown under the jurisdiction of the Association shall be:

1. All tandem paragliders flown in New Zealand shall be tested to a CEN/AFNOR or DHV Gutesiegel standard equivalent. This testing can be carried out within New Zealand provided the tests are submitted to the Operations Manager and audited by the Flight Rules Committee.
2. Information on materials and line types stating composition and breaking strength shall be available, along with a full line plan including dimensions and layout. A recommended maintenance schedule of the paraglider's life should also be included.

HANG GLIDERS

The Airworthiness standards of hang gliders flown under the jurisdiction of the Association shall be:

1. All tandem hang gliders flown in New Zealand shall be tested to a German DHV Gutesiegel certification standard and/or the British Hang Glider and Paraglider Association certification standard and/or the United States HGMA certification standard. This testing can be carried out within New Zealand provided the tests are submitted to the Operations Manager and audited by the Flight Rules Committee.
2. Information on materials shall be available along with a recommended maintenance schedule for the hang glider's life.
3. The NZHGPA ratifies the North Wing T2 as an acceptable hang glider for tandem use.

EQUIPMENT PROTECTION STANDARDS

BACKPLATES

1. It is compulsory for all PG students under instruction and PG tandem passengers to use harnesses and carry back protection to the NZHGPA approved certification.
2. NZHGPA approved harnesses include harnesses certified by the DHV and harnesses certified to LTF standard.
3. The back protection / harness combination must be fit for purpose, used as specifically designed and intended by the manufacturer without any modifications and as presented for certification testing.
4. For student harnesses, the back protection must extend continuously from under the pilots middle thigh to extensively cover the back up to the shoulder region. This applies to both airbag and foam based back protection.
5. In situations where back protection use may result in subsequent endangerment such as tow operations over water, specific dispensation may be provided by the PG Operations Manager.

HELMETS

It is compulsory for all pilots to fly using a serviceable hard shell protective helmet conforming to or exceeding the 'Australia and New Zealand Bike Helmet Standard'.

PILOT GROUNDING

The Disciplinary Committee as prescribed in the Association constitution rules carries out notification of pilot grounding. Grounding will occur due to the **non-conformance** and/or non-compliance with laid down procedures prescribed in this manual and /or CAR.

Grounding notification must be discussed with the pilot concerned and rectification of the situation should be laid out within a specified time frame. Grounding will take place on the day of the notification.

The concerned pilot has a right to appeal as laid out in the Constitution. (Part 2)

Pilot grounding can only be executed by the Disciplinary Committee after written submissions from an Organisation Safety Officer, the Operations Manager or the Internal Auditor.

The grounding notification form [OPMF09](#) is prescribed in the Forms section.

HANG GLIDER AND PARAGLIDER GROUNDING

The Flight Safety Committee as prescribed in the Association Constitution carries out notification of hang glider and paraglider grounding. Grounding will occur due to **the non-conformance** and/or **non-compliance** with laid down procedures prescribed in this manual and/or CARs. Grounding notification must be discussed with the pilot concerned and rectification of the situation should be laid out within a specified time frame. Grounding will take place on the day of this notification.

Hang glider and Paraglider grounding can only be executed by the Flight Rules Committee after written submissions from an Organisation Safety Officer, Operations Manager or Internal Auditor.

The grounding notification form [OPMF10](#) is prescribed in the Forms section.

HANG GLIDER AND PARAGLIDER INCIDENT PROCEDURE

GENERAL

An Incident is the operational occurrence, other than a hang glider or paraglider accident, which:

1. Jeopardises the safety of the hang glider or paraglider, or;
2. Involves a hang glider or paraglider, and causes injury or severe mental strain to any person, or damage to property

Reference CAR Part 12.1 (b)

PROCEDURES

The Association shall carry out the following functions:

1. Process details of hang glider or paraglider incidents which may be submitted by any Association member or member of the public.
2. Ensure reports are concise and clearly written using [OPMF07](#) and sent to the Operations Manager.
3. The Operations Manager should submit a report to the Executive Council and Flight Rules Committee if decisive action has not been able to take place to correct the situation.
4. The Safety/Incident Committee shall take action as it sees fit, or shall refer the incident to the CAANZ for action.

ALERT LEVEL

If the Operations Manager receives in excess of five incidents, accident or defect reports of a sufficiently similar nature as to be identifiable as a trend, then notification shall be circulated to all Member Organisations. Publication in the official medium should take place and a copy sent to the CAANZ of the trend indicated and recommended corrective action to be taken.

HANG GLIDER AND PARAGLIDER ACCIDENT PROCEDURE

GENERAL

Accident notification is mandatory under the provision of Civil Aviation Rules Part 12.

Therefore any accident involving a hang glider or paraglider shall be reported where:

1. A person is fatally or seriously injured as a result of being attached to the hang glider or paraglider or in direct contact with any part of the hang glider or paraglider including any parts that have become detached from the hang glider or paraglider.
2. The hang glider or paraglider suffers substantial damage, which adversely affects the structural strength, performance or flight characteristics of the hang glider or paraglider that would normally require major repairs or replacement of the affected components. This excludes hang glider minor damage to uprights and battens.
3. The hang glider or paraglider is missing or is completely inaccessible.

Notes:

A **serious injury** is classified as an injury that is sustained by a person in an accident which:

- Requires hospitalisation for more than 48 hours, commencing from within 7 days from the date the injury was received; or
- Results in a fracture of a bone (except simple fractures of fingers, toes, nose or ribs); or
- Involves lacerations which cause severe haemorrhage, nerve, muscle, or tendon damage; or
- Involves injury to an internal organ.

A fatal injury is an injury resulting in death within thirty (30) days of the date of an accident.

An aircraft is considered to be missing when the official search has been terminated without the wreckage being located.

PROCEDURES

It is the responsibility of the pilot involved in the accident (or if he/she is incapacitated, then by the person accompanying the pilot,) to notify:

1. The 24 Hour CAA Accident Hotline on 0508 ACCIDENT (0508 222 433).
2. The local Police (Immediately) in the case of a fatality.
3. The NZHGPA Operations Manager immediately in the case of a fatality, or an accident which could involve third party insurance claims against an organisation or the Association.
4. The local Club Safety Officer within 24 hours.

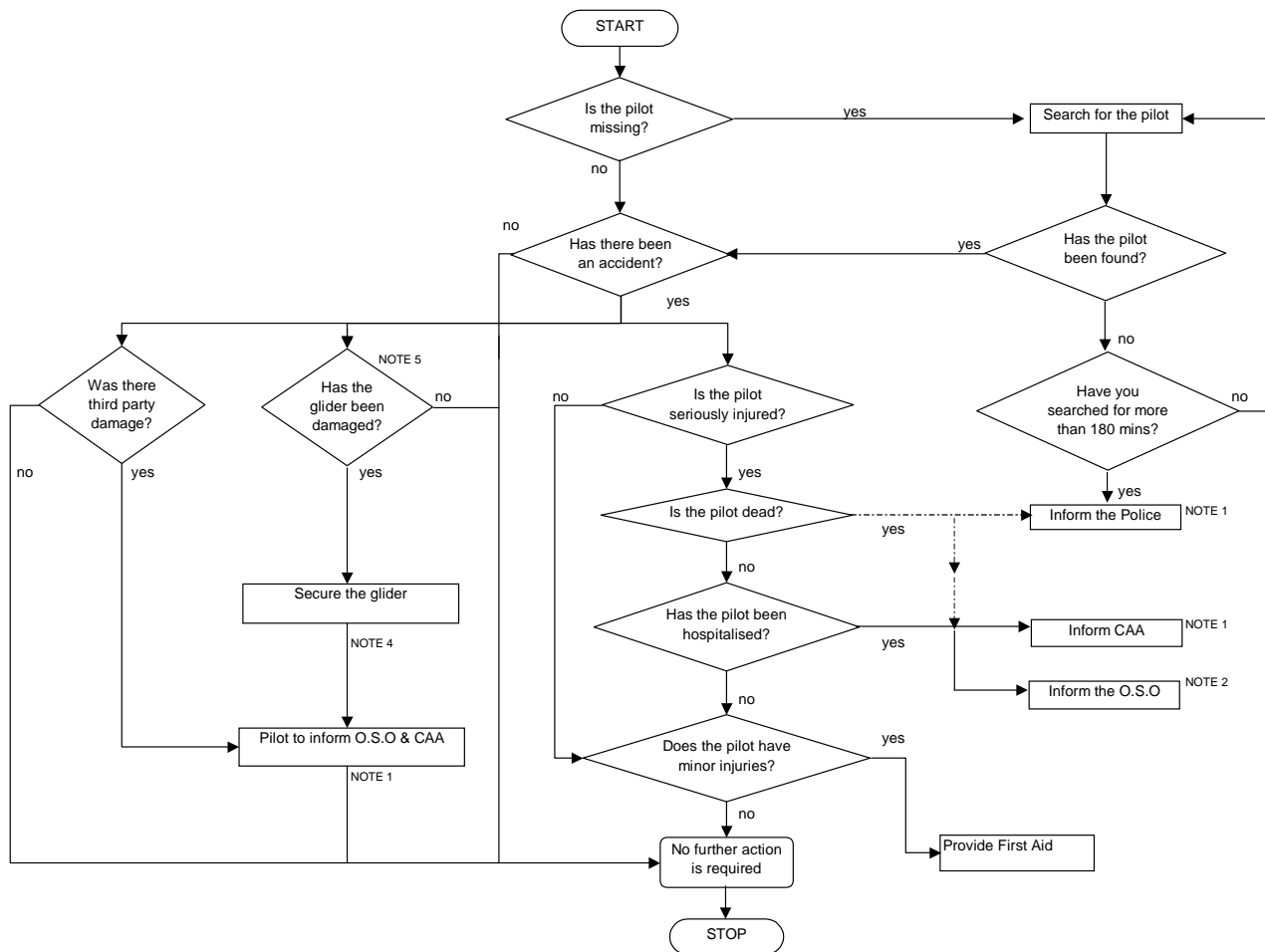
And to submit:

5. A completed accident report within 48 hours.

The Club Safety Officer has the responsibility to:

1. Ensure that notification has been made to the Operations Manager.
2. Forward a duplicate copy of the completed accident report form to the Association Administrator within five (5) days.
3. Keep a record of details pertaining to accidents, should an investigator require further information.
4. Promulgate other relevant information which is brought to their attention relating to flight safety.

ACCIDENT PROCEDURE FLOW CHART



NOTES:

- Note 1: Inform immediately.
- Note 2: Inform within 24 hours.
- Note 3: Inform within 48 hours.
- Note 4: Do not de-rig or shift the hang gliders (CLASS I & II). For CLASS III (paragliders) the Local Club Safety Officer is to retain paraglider canopy, harness and flying equipment.
- Note 5: This excludes damage to A frame, uprights, or battens for hang gliders.

PARAGLIDING SAFETY COURSES OVER WATER

Safety-over-water courses must be approved prior to their running by a club OSO. The OSO must issue a clearance on the day based on conditions at the site.

SCARBOROUGH CLIFFS/TAYLORS MISTAKE

Safety-over-water courses are banned from the Taylors Mistake/Scarborough Cliffs site until further notice. *(Exec council 22 September 1996)*