

# General Site Rules

Public safety is of primary concern. Pilots are requested to conduct their operations with this in mind. The following rules have been put in place to provide for this concern. Local advice in respect to flight operations and conditions of the day can help you fly safer and comply with these rules. If you would like advice on any matter relating to Club or flight procedures on the hill, please speak to either the onsite Duty Pilot, Safety Officers and or local Flight Schools.

## 1. Requirement for a Duty Pilot

A Safety Officer or one of the experienced pilots present should be appointed as Duty Pilot whenever

- o It is a weekend or public holiday *or*
- o Whenever pilots preparing to launch request one *or*
- o Restricted Pilot Certificate holders are operating *or*
- o There are pilots launching down slope in strong winds

### **The Duty Pilot shall undertake to**

- o Oversee operations at Launch
- o If necessary, appoint a deputy duty pilot to oversee the landing area(s).
- o Regularly monitor conditions and consult with local pilots to assess the continuance of operations.

2. All pilots that fly at Stanwell Park must be able to provide on request evidence of current HGFA membership AND either full or associate membership to the SPHGPC.
3. Stanwell Park is an INTERMEDIATE rated site.
  - o Restricted Pilots may only fly if a Duty Pilot is appointed to oversee operations.
  - o Student pilots may only fly if under the direct supervision of their instructor.
4. First time flyers at Stanwell Park are required to undergo an induction to the site. Such an induction should be sought from a local onsite Club officer.
5. Official Launch and Landing zones have been designated for this site. These zones must be used whenever launching from Bald Hill or landing on the Stanwell Park Beach or Top Landing. Please familiarise yourself with these zones before you fly.
6. The official Launch and Landing areas should be clearly defined to the public prior to launch, particularly for Training or Tandem operations.
7. HGFA regulations for flight operations must be observed at all times.
8. All pilots must wear helmets.
9. All Paragliders must be fitted with speed systems.
10. There is a NO FLY Zone, which covers the Car Park and grass area to the Point, the area known as the saddle, and over the East Launch.

Please familiarise yourself with the names and zones on the site maps before take off.

# Procedures Of Operations

## Pre Flight Requirements

Civil Aviation Order 95.8 requires all pilots to maintain separation distances of 100 feet vertically and 25 metres horizontally from a public road, persons other than those persons directly associated with the operation of hang gliders at the launch and landing sites, or a dwelling except with the permission of the occupier. Only CASA is able to vary this, and special conditions will apply to any area where a variation has been authorised.

The conditions for the use of landing areas detailed in this procedures manual form the basis of such a variation.

The variation to CAO 95.8 provides for hang gliders and paragliders, which are landing in the designated areas at Stanwell Park to operate closer than 25 metres from public roads and the public so long as those operations are conducted in accordance with this local procedures document.

Both the HGFA and the Stanwell Park Hang Gliding & Paragliding Club will encourage pilots to comply with, and actively enforce these conditions.

### Pre Flight Requirements

All pilots flying from this site must be members of both the HGFA and the SPHGPC. Pilots may be prevented from launching if on request they fail to provide evidence of these memberships.

All pilots should be encouraged to familiarise themselves with the zones depicted in the photos and diagrams within this manual and on signs around the site before taking to the air.

### Requirement for a Duty Pilot

A Safety Officer or one of the experienced pilots present should be appointed as Duty Pilot whenever

- It is a weekend or public holiday **or**
- Whenever pilots preparing to launch request one **or**
- Restricted Pilot Certificate holders are operating **or**
- There are pilots launching down slope in strong winds

### The Duty Pilot shall undertake to

- Oversee operations at Launch.
- If necessary, appoint deputy duty pilots to oversee the landing area(s).
- Regularly monitor conditions and consult with local pilots to assess the continuance of operations.

### Equipment

- All pilots are required to wear a helmet.
- All Paragliders must be fitted with a speed system.

### Training or Tandem Operations

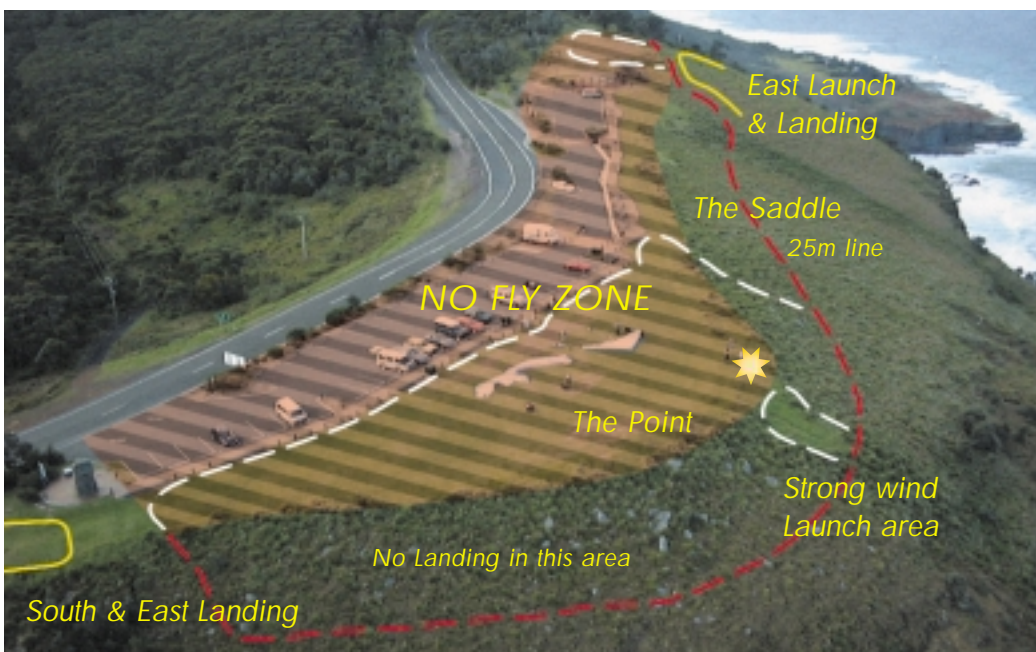
Launch and landing areas must be clearly marked before the commencement of operations.

### Restricted Pilots are required to






- Fly with a red streamer.
- Identify themselves to the Duty Pilot prior to launching.

### Student Pilots

- Must fly under the direct supervision of an instructor.



*The Point. Main launch of Bald Hill shown with gliders being laid out.*

-  **NO FLY ZONE** over carpark and main launch area.
-  25 Meter line and East Launch shown
-  Setup & launch areas
-  Landing zones
-  Spotter Position

# Procedures Of Operations

## Flight, Launch and Landing Procedures

### Flight Procedures

- All pilots should give way to any pilot flying in the 'Hang' position.
- All pilots should give adequate separation to any pilot flying with a red streamer indicating their student or restricted rating.
- All pilots must fly clear of the launch area
- There is a **NO FLY Zone**, which covers the Car Park and grass area to the Point, the area known as the saddle, and over the East Launch.
- Other than while on approach to landing within the designated zones of Stanwell Park normal HGFA rules and provisions of CAO 95.8 shall apply.

### Launch Procedures

Pre-flight equipment checks are essential. Establish which landing area is suitable for the operations. If the choice is top landing then ensure it is marked out as required prior to launch (See Landing Procedures for details).

All new pilots to the site must seek local advice before launch. Persons not associated with the activity of hang gliding or paragliding should be cautioned to stay clear of the launch area while launch preparations are underway.

#### - For all winds from SSW to ESE

- Use the main launch area known as the Point. This is the grass area directly out front of the main car park.

#### - Easterly conditions

- Use the East Launch beyond the toilet block.

Once launched and while in-flight retain safe separation from the launch area to allow others to launch in safety.

### Landing Procedures

Final approach and landing operations must be carried out with public safety as the prime concern.

All landing approaches should be made in the 'Hang' position indicating the intent to land.

Only Suitably certificated or endorsed pilots may perform top landings.

### Bottom Landings

Pilots must be able to land in the dedicated landing area, and may approach as conditions dictate.

#### - For all bottom landings in Stanwell Park

- Use the main landing area, known as the "Chute". This is the area of sand next to the northern lagoon between the park and the beach.
- An Emergency Landing area is also available at the far southern end of the beach.
- All pilots must clear the landing area as soon as possible after landing.
- Paraglider pilots must collapse their canopy immediately after landing as an inflated wing represents a collision hazard for other landing pilots.



Bottom Landing area of Stanwell Park. Landing is in the sand area between the park grassland and the beach.



There is a buffer zone (shown here as strips on the grass) - This buffer area is for the final approach only. No landings are allowed on the grassed area of the Park.



The emergency landing area is indicated at the southern end of the beach

# Procedures Of Operations

## Top Landing Procedures

### Top Landings

– Top landings may only be attempted by pilots who

- hold an Intermediate Paraglider certificate

**or**

Advanced Hang Gliding certificate

**or**

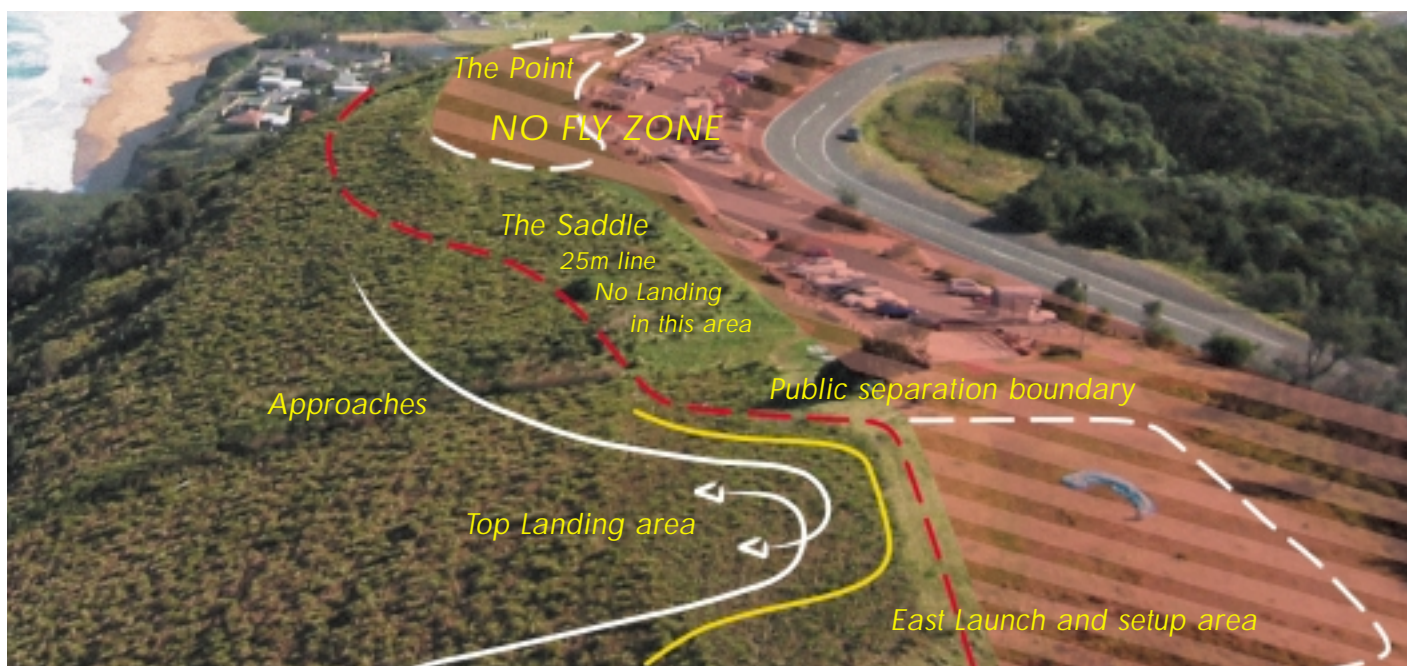
- can provide their signed log book with endorsement for top landing at Stanwell Park

**or**

- are under the guidance of an instructor during the landing.

### Easterly Top Landings

- Use the same area as the Easterly Launch, beyond the toilet block. The signs above the toilet block designate the boundaries of the landing zone
- Approach to Landing must be made to touch down below the grassed launch area.
- Any approach over the toilet block or car park must be avoided
- Intention to land must be indicated to alert those on launch.



### Southerly Top Landings

- Use the area known as **The Strip**. This is the grassed area to the west of the Monument.

Lines on the grass from the monument to the cliff edge designate the separation of the landing area from the launch area of the Point.

The Strip shown with Approach.

Note the cloud formation on the Point - a common occurrence in Spring and Autumn. This can often lead to total white out conditions within minutes.

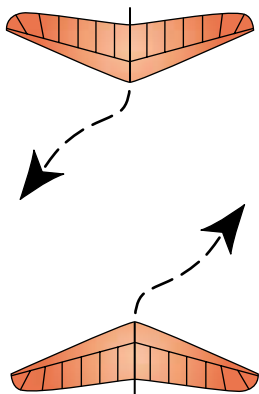
# Procedures Of Operations

## Rules of the Air

The glider with the right of way shall maintain course and speed, according to the following rules. It is the responsibility of all pilots at all times to take all possible measures to avoid collision.

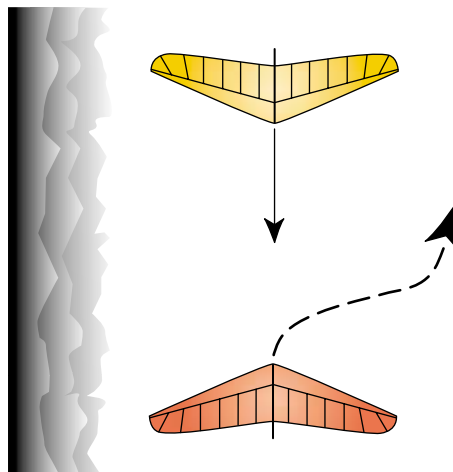
### HEAD ON:

When two gliders are approaching each other head on, or approximately so, each pilot shall turn right.



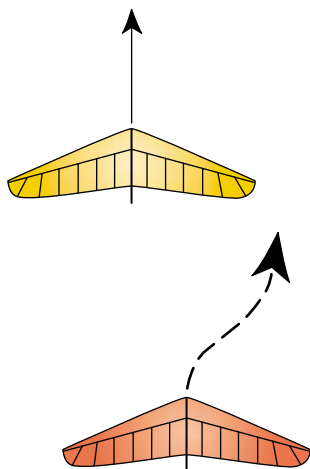
### HEAD ON. ON THE RIDGE:

Pilot with the ridge on their right has right of way (and may stay closest to the ridge).



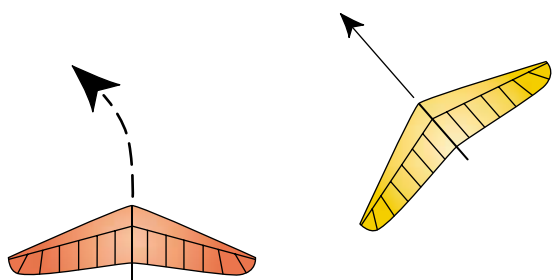
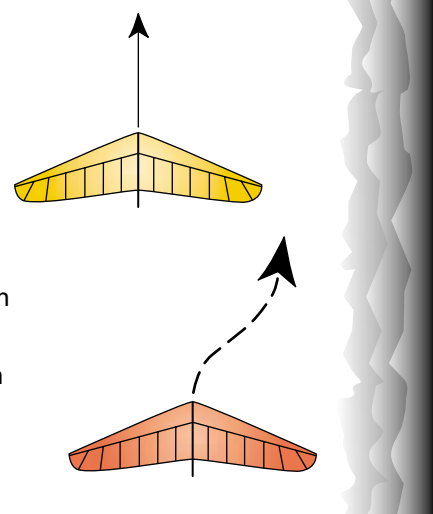
### OVERTAKING:

The overtaking pilot shall keep well clear of the glider they are overtaking by passing on the right side.



### OVERTAKING. ON THE RIDGE:

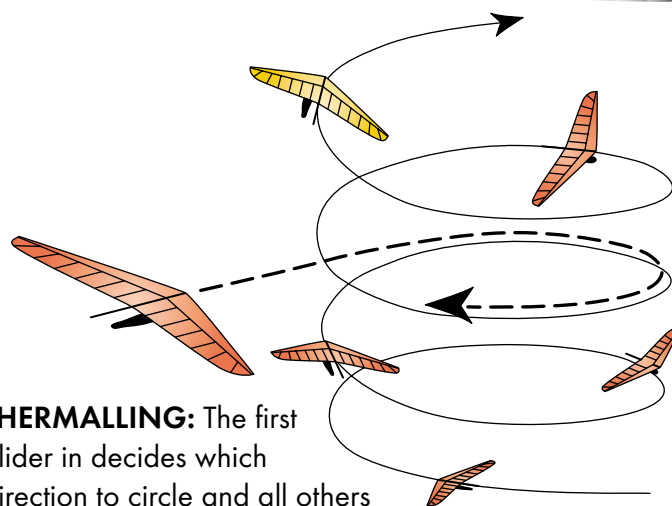
The pilot who is overtaking shall pass between the other glider and the ridge. This is so that the glider being overtaken does not turn into the passing glider. (When ridge soaring, turns are normally done away from the ridge).



**CONVERGING:** When two gliders are converging at approximately the same altitude, the pilot which has the other on the right shall give way.

**LANDING:** The lower glider has the right of way, but should not cut in front of another glider which is on final approach.

If a pilot is aware that another glider is making an emergency landing, they should give way to it if it is possible to do so safely.



**THERMALLING:** The first glider in decides which direction to circle and all others must follow the same direction.

**OVERTAKING WHILE CLIMBING:** The lower glider has the right of way. The top glider must let the lower glider through as the lower glider can not see clearly above. This also applies when ridge soaring.