

APPI PPG

LECTURE 2:

BASIC AIR LAW

(UK)



Introduction

Please be aware that Air Law is an extensive subject and this is only a brief introduction. This lecture is 1 of 2 Air Law lectures. It is vital that you understand these rules in order not only to fly within the law but also to fly in a safe and responsible manner. In most countries the Air Navigation Order drafts up and controls Air Law; as a Paramotor Pilot you are bound by these laws and must therefore understand them and obey them. The first part of this lecture is not actually Air Law but General Pre Flight Safety Rules:

General Pre Flight Safety Rules

Always carry out the following site assessments, weather, equipment and airspace checks before flying:

- Is the site and the airspace you intend to fly in legal? Check an air map.
- Is the flying site safe? Check for wires, holes, obstacles, pylons, turbulent areas, danger areas, trees, fences, hedges, no fly zones, livestock, other pilots, buildings, people, dogs etc.
- Do you have permission to fly there and are you flying at least 500ft away from any person, vessel, structure or object?
- Always thoroughly check the weather before and during the flight. The weather will be covered in more depth later on but remember the following quote: ***It is better to be on the ground wishing you were in the air, than in the air wishing you were on the ground!***
- Always thoroughly check the equipment before flying. This should include a full wing, motor and reserve parachute check. It is a legal requirement for pilots to ensure before take off that all of their equipment is in a good and safe condition for flight.
- Before taking off always reference the wind sock to confirm the wind direction. Never take off across or downwind. Be aware that the wind may have changed by the time you come in to land.
- If in a busy flying area always check that you are taking off into open airspace and not in close proximity to other pilots. Never launch when others are coming in to land. If flying from registered sites talk to the local CFI regarding take off and landing procedures and no fly/danger areas. It is advisable to gather as much information from local pilots as possible.

Other Checks

- Ensure the throttle operates correctly and the engine is producing full power.
- Six Point Check: 2 x leg straps, 1 x chest strap and 2 x hang points done up and secure and 1 x secured helmet done up with no loose clothing.
- Trimmers on slow and evenly set.
- 'A' lines running clear and not twisted.
- Brake lines running freely.
- Correctly positioned in the centre of the wing facing into the wind. Runway behind you is useless so make the most of the space available.
- Before taking off always check that the airspace around you is clear. Priority goes to pilots coming into land, not taking off.
- On take off keep running into the wind and do not stray more than 15 degrees off the wind line.
- After initialising the launch, briefly look at your wing tips in order to check for any wing tip tucks or other problems before committing to take off.

Collision Avoidance

- When turning ALWAYS check the airspace you are turning into.
- When head-to-head with another Foot Launched Microlight (FLM) always turn RIGHT.
- If you are on converging course with another Paramotor then the pilot on the RIGHT has the 'right of way'. Remember the saying '**On the Right; In the Right**'. The pilot on the left must change course. In order to spot a converging course you should notice that the other aircraft is not moving in accordance to you and the horizon.
- If you wish to overtake another FLM overtake on the either side but be aware of the other pilots wake.
- When thermalling one should copy the other pilots in the thermal. If they are rotating clockwise you should do the same thing. When alone you can thermal in either direction.
- The lower pilot always has the right of way. This is because the lower pilot can not see through the wing. Therefore when coming into land always give way to the lower pilot, apart from when taking off when the pilot landing has right of way.
- When flying at a registered site always adhere to the site rules. These may include certain procedures such as joining a circuit having taken off or when coming into land. If in doubt, ask!

General FLM Flying Rules

- FLM's are only allowed to fly in open airspace, known as classes F and G on an Air Map. In open airspace FLM's must stick to the following Visual Meteorological Conditions (VMC Minima):
 - FLM's must stay clear of cloud below 3,000ft above mean sea level (AMSL). Between 3,000ft and 10,000ft FLM's must remain 1000ft vertically clear of cloud and 1500m horizontally clear of cloud.
 - FLM's must have at least 5km of horizontal visibility at all times.
 - FLM's are not permitted to fly higher than 10,000ft unless they have acquired permission from the CAA.
- Having taken off FLM's and all aircraft must remain at least 500ft away from any person, vessel, structure or object.
- Once airborne you must not recklessly or negligently cause or permit an aircraft to endanger any person or property.
- When following a landmark such as a railway line or road always keep the line feature on the left hand side i.e. fly on the right of the line feature.
- If flying in a large group or in an area with regular military air traffic one should contacts NOTAMS. One should contact them at least 5 hours before they intend to fly. By giving the group size, grid references and flight times NOTAMS will be able to inform all UK military air traffic of your location: <http://www.ais.org.uk>
- NEVER drop anything whilst flying, except ballast in the form of water and sand. This refers to ballooning and should not concern an FLM.
- FLM's must always stay away from any large gathering of people, as it is illegal to fly within 1 km of a crowd larger than 1000 people. It is advisable to not fly at public events as well.
- No FLM may fly at night. Night officially begins half an hour after sunset and half an hour before sunrise, AT GROUND LEVEL.
- When flying over a built up area, FLM's should fly at a height that allows them to glide clear of the town in the event of an engine failure. This should be no lower than 1500ft above ground level (AGL).
- Static kiting, by attaching a paraglider to a car without a release system, is very dangerous and therefore a banned practise. However when done properly a paraglider can be pulled up to 60m without the need for a license.
- At present pilots do not need a license to fly an FLM in the UK. Trikes or Powered Parachutes require a PPL(M) license having sat a BMAA Powered Parachute course. In other countries different rules apply.
- No pilot should EVER fly under the influence of drugs or alcohol. One should keep at least 10 hours between consuming alcohol and flight.
- FLM's give way to all other forms of air traffic.
- Finally, if pilots do not adhere to these rules and regulations the sport will become more and more regulated until it is banned.

ANY QUESTIONS?

END OF LECTURE 2