

Hong Kong Paragliding Association

香港滑翔傘協會

Operations Manual

www.HKPA.net



HKPA Operations Manual

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Revisions

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| Appendices | A. | HKPA certificate Equivalence Table reference updated |
| | C. | HKPA paragliding area sign examples updated |
| | G. | ASFS HKPA cooperation agreement added |



Definitions

In this manual, unless the context otherwise requires-

"Accident" in relation to a paraglider means: an occurrence associated with the operation of an aircraft that takes place after the time any person boards the aircraft with the intention of flight and no later than the time all persons who boarded with that intention have disembarked, if applicable, in which:

- a person is fatally or seriously injured; or
- the aircraft sustains structural failure or damage; or
- the aircraft is missing or is completely inaccessible.

(HONG KONG CIVIL AVIATION (INVESTIGATION OF ACCIDENTS) REGULATIONS (CAP. 448B OF THE LAWS OF HONG KONG))

"Aeroplane" means: a power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight; (L.N. 77 of 2008)
(AIR NAVIGATION (HONG KONG) ORDER 1995 (CAP. 448C OF THE LAWS OF HONG KONG))

"Aircraft" means: a machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface; (L.N. 77 of 2008). The use of this term in this manual is to be read to include paragliders.
(AIR NAVIGATION (HONG KONG) ORDER 1995 (CAP. 448C OF THE LAWS OF HONG KONG))

"Air Service" means: any service performed by any aircraft for hire or reward: Provided that a member of a club carried in an aircraft belonging to the club for the purposes of instruction shall not, if the instructor is also a member of the club, be deemed to be carried for hire or reward, notwithstanding that payment is made for such instruction or carriage;
(Air Transport (Licensing of Air Services) Regulations (Cap. 448A of the Laws of Hong Kong))

"Altimeter Setting": For details, please refer to ICAO Document 8168 or ENR 1.7 of HKAIP

"APPI" means: Association of Paragliding Pilots and Instructors

"ATIS" means: Aerodrome Terminal Information Service.

"BOI" means: Board of Inquiry formed to investigate an incident or accident.

"CAD" means: The Hong Kong Civil Aviation Department.

"Commercial" means: Any service or operation for the carriage of passengers or goods by air for hire or reward.

"Congested area" in relation to a city, town or settlement, means any area which is substantially used for residential, industrial, commercial or recreational purposes.

"Controlled Airspace (CTA)" means: a control area or control zone which has been notified by CAD as Class A, Class B, Class C, Class D or Class E airspace, please refer to HKAIP for details.



“*Daily Maintenance*” means: the replacement of component parts which require only assembly and no sewing other than hand tacking.

“*DGCA*” means: the person for the time being lawfully discharging in Hong Kong the functions of the office of Director-General of Civil Aviation
(AIR TRANSPORT (LICENSING OF AIR SERVICES) REGULATIONS (CAP. 448A OF THE LAWS OF HONG KONG))

“*Direct Supervision*” means: the detailed-on site personal supervision and direction of pilot training operations.

“*EC*” means: Executive Committee of the HKPA

“*FAI*” means: Federation Aeronautique Internationale (French) The international body that administers sport aviation throughout the world.

“*Flight Time*” means: the total time from the moment at which an aircraft first commences movement for the purpose of takeoff until the moment at which it comes to rest at the end of a flight.

“*Foreign Instructor License*” means: A valid instructor license, certificate or rating issued by a FAI Certified Country Authority.

“*Foreign License*” means: A valid pilots license, certificate or rating issued by a FAI Certified Country Authority.

“*FSD*” means: The Hong Kong Fire Services Department.

“*GFS*” means: Government Flying Service. Search and rescue services are typically provided by a GFS helicopter in Hong Kong.

“*Hard Landing*” means: a landing made while the aircraft is experiencing an excessive rate of descent or excessive ground speed.

“*HKAC*” means: The Hong Kong Aviation Club

“*HKPA*” means: The Hong Kong Paragliding Association

“*HKPA Website*” means: <http://www.hkpa.net>

“*ICAO*” means: International Civil Aviation Organization.

“*Incident*” in relation to a paraglider, means: an occurrence, other than an accident, associated with the operation of the aircraft that affects or could affect the safety of the operation of the aircraft.

“*Injury*” means: Any injury including fatal or serious injuries.

“*Instructor*” means: a person who holds an HKPA recognized Instructor rating.

“*Instructional tandem*” means: a paraglider with one other person on board if the flight is conducted for the purpose of providing dual flight instruction.



“Integral Part” means: any part which would affect the safe operation of the aircraft.

“IPPI” means: International Pilot Proficiency Identification program initiated by FAI in 1992

“Maintenance” means: the restoration of any part of a paraglider assembly to its original specifications and/or condition. It does not include alteration of existing components or construction of alternative sections for the aircraft assembly.

“Major Modification” means: any modification to a structural component or an integral part of an aircraft.

“Major Repair” means: any repair to a structural component or an integral part of an aircraft.

“NAC” means: National Aerospport Control Organization. Each FAI member country has only one NAC assigned by the FAI.

“Night” means: The time between half an hour after sunset and half an hour before sunrise, sunset and sunrise being determined at surface level.

(AIR NAVIGATION (HONG KONG) ORDER 1995 (CAP. 448C OF THE LAWS OF HONG KONG))

“Normal Flight” means: flights in accordance with the OM in the designated flying areas.

“NSA” means: National Sports Association as designated by the SF&OC.

“OFCA” means: The Office of the Communications Authority.

“OM” means: Operations Manual of the HKPA.

“Paraglider” is a heavier than air aircraft. An aerodyne, or parachute, or parascending parachute, in which the shape of the fabric / film aerofoil is primarily maintained by inflation by dynamic pressure due to air speed thus forming a tensioned membrane structure. It has no primary rigid structural parts although secondary semi rigid parts such as battens or sealed inflated fabric bodies are not excluded. Its function is gliding and soaring free flight and it may be launched after its inflation by any glider launching method or by foot. It must be portable by one person.

“Pilot certificate” means: any pilot or instructor certificate or rating, and any endorsement issued by the HKPA or issued by a licensing authority recognized by the HKPA.

“Pilot in Command (PIC)”, in relation to an aircraft, means the pilot designated by the operator or the owner, as appropriate, as being in charge of the aircraft without being under the direction of any other pilot in the aircraft and charged with the safe conduct of a flight; (L.N. 77 of 2008)

(AIR NAVIGATION (HONG KONG) ORDER 1995 (CAP. 448C OF THE LAWS OF HONG KONG))

“QNH Altimeter Setting” means: that pressure setting which, when placed on the pressure setting subscale of a sensitive altimeter located at a reference point, will cause the altimeter to indicate the vertical displacement of the reference point above mean sea level.



“Radio” means: a transceiver capable of operating on the frequency 145.9875Mhz.

“Recreational tandem” means: a paraglider with one other person on board if the flight is conducted for the purpose of recreation.

“SAR” means: Search and rescue.

“Serious injury” means: An injury which is sustained by person in an accident and which— (L.N. 115 of 2017)
(a) requires hospitalization for more than 48 hours commencing within 7 days from the date on which the injury was received; or (L.N. 115 of 2017)
(b) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); or
(c) involves lacerations which cause nerve, muscle, or tendon damage or severe haemorrhage; or
(d) involves injury to any internal organ; or
(e) involves second or third degree burns or any burns affecting more than 5 per cent of the body surface; or (L.N. 115 of 2017)
(f) involves verified exposure to infectious substances or injurious radiation, (L.N. 115 of 2017)
and seriously injured shall be construed accordingly. (L.N. 115 of 2017)
(HONG KONG CIVIL AVIATION (INVESTIGATION OF ACCIDENTS) REGULATIONS (CAP. 448B OF THE LAWS OF HONG KONG))

“SF&OC” means: Sports Federation & Olympic Committee of Hong Kong, China.

“SIV” means: Simulation d'Incidents en Vol (French) a structured format course for learning how to prevent and deal with unexpected situations in normal flight.

“SMS” means: Safety Management System.

“SOP” means: Standard Operating Procedure.

“STSC” means: Safety and Training Sub-Committee.

“Student Pilot in Command under Direct Supervision” means: as a student in actual control of the aircraft, under the direct supervision of an instructor either in the aircraft or observing from the ground.

“Supervision” means: the periodic surveillance, assessment, and correction of pilot training operations and of persons engaged in those operations.

“Tandem Flight” means: any flight or intended flight in which a passenger in addition to the pilot in command is carried (or intended to be carried) in an aircraft.

“VFR” means: visual flight rules.

“XC” means: Cross Country flight typically transitioning between areas of thermal lift used to remain airborne and travel in a specific direction.



1. General

1.1. Introduction

The Sports Federation and Olympic Committee of Hong Kong, China (SF&OC) has designated the Hong Kong Paragliding Association (HKPA) as the National Sports Association (NSA) responsible for administering and governing the sport of paragliding in Hong Kong. The HKPA issue Paragliding certificate in Hong Kong. The Fédération Aéronautique Internationale (FAI), the World Air Sports Federation, authorize the HKPA to issue FAI IPPI card.

The HKPA is not a school, or operator but the non-profit administrator of paragliding in Hong Kong. The HKPA supports and encourages many paragliding schools in Hong Kong. The HKPA require that a pilot undergo training.

Through unity in operating standards and procedures the safety of our sport will be enhanced.

1.2. Format of the Operations Manual

Paragliding activities in Hong Kong are subject to the rules and regulations of the HKPA as set out in this Operations Manual. This manual should be read with the other manuals published by the HKPA and in conjunction with the regulations published by the CAD and ICAO and with reference to the HKPA website.
www.HKPA.net

To effectively control and administer the sport the HKPA has established standards for operations, pilot certification and licensing, and, for pilot training. Operation in accordance with these standards ensures that the requirements of the CAD regulations are met. Operations that are not in accordance with these standards and procedures may result in breaches of the CAD regulations and Hong Kong law. These standards and any amendments are prepared by the HKPA and submitted for review by the CAD and FAI.

HKPA members operating in breach of these standards may be subject to discipline as described in the Articles of Association and this manual.

To foster the highest level of safety among the participants of the sport additional recommendations for standard operating procedures (SOP) have also been developed. Further development and refinement of these SOPs is encouraged and will be incorporated in future revisions to this manual.

This manual is intended to be distributed to all paraglider pilots in Hong Kong via the HKPA website and to include:

- The information required by paraglider pilots to operate in accordance with the requirements of the HKPA and the CAD.
- Information relating to the rights, privileges, and responsibilities of HKPA members.
- Details of the way the HKPA is organized.

The units of measurement used in this manual are established in standard aviation practice in Hong Kong:

- Feet (ft) for the measurement of height (above the ground) and altitude (above mean sea level)
- Meters (m) or kilometers (km) for horizontal distances
- Hectopascals (hPa) for pressure
- Knots (kn) or Kilometer per Hour (km/h) for wind speed and aircraft speed.



The HKPA welcomes all pilots to join our association. In all HKPA publications “he” and “his” have been used for simplicity but must be read to include “he and she”, and “his and hers”.

Chinese and English are used in HKPA publications where practical. HKPA do not translate any of manuals issued by other party to avoid any possibility of ambiguity or contradiction. This manual has been translated for ease of use but in the case of any ambiguity or contradiction the English version shall prevail.

1.3. Objectives of the HKPA

The aims, objectives, and policies of the HKPA are intended to guarantee the continuance and development of the sport of paragliding in Hong Kong.

The HKPA strives to be a community of like-minded paragliding enthusiasts who share common objectives and in doing so increase the standard of safety for the sport.

The HKPA strives to maintain its good standing with the local authorities by participating in an open, honest, and inclusive communication with all government departments.

The HKPA’s strong safety focus and cooperation with governmental bodies, site owners and administrators are crucial for the maintenance and development of paragliding in Hong Kong.

1.4. Organization of the HKPA

The Executive Committee (EC) is elected by the members of the HKPA as per the HKPA Articles of Association and will consist of the following members:

- Chairman
- Vice Chairman
- Executive Secretary
- Treasurer
- Safety Officer

The Non-Executive Committee members and Officers are assigned by the Chairman, his Delegate, or Executive Committee. Roles are defined on an individual basis and positions may be added or removed as appropriate.

Examples are:

- Chief Pilot
- Competition Officer
- Radio Officer
- PR officer
- Sub-Committee member

For the sake of ease of amendment of the names of the committee members and officers they will be promulgated on the HKPA website as and when they change.

The role of the Chairman of the HKPA:

- Assisting with the managerial direction of the HKPA
- Planning and running meetings
- To make a report of the HKPA at the AGM
- Acting as spokesperson / figurehead in all Public Relations / Media and HK Government Departments
- Other roles as necessary for the betterment of the HKPA.
- Delegate Officers to HKPA tasks as necessary



- Supervise review and update as necessary this Operations Manual
- To fulfil the role of a committee member
-

The role of the Vice Chairman of the HKPA:

- To act as Chairman in a meeting in the event of the early retirement of the Chairman before the end of his term
- To fulfil the role of a committee member

The role of the Executive Secretary of the HKPA:

- Supporting the administration of the organization
- To make a report of the HKPA at the AGM
- Facilitating and supporting committee meetings
- Keep minutes of the HKPA meetings
- To fulfil the role of a committee member

The role of the Safety Officer of the HKPA:

- To create incident / accident reports for statistical purposes
- To design, implement and monitor the SMS
- To publish safety statistics
- To review and update as necessary this Operations Manual
- To liaise with appropriate authorities (CAD/Police/FSD/GFS etc.)
- To promulgate Safety Articles and Notices to the members of the HKPA as appropriate
- To report to the Chairman any recommendations which will promote the safety of the sport
- To issue HKPA certificate against the HKPA certificate Equivalence Table
- To validate foreign paragliding license
- To fulfil the role of a committee member

The role of the Treasurer of the HKPA:

- Keeping an overview of the finances of the organization
- To make a report of the HKPA at the AGM
- Reporting to committee meetings
- Making sure the organization has the right financial policies and procedures in place
- To fulfil the role of a committee member

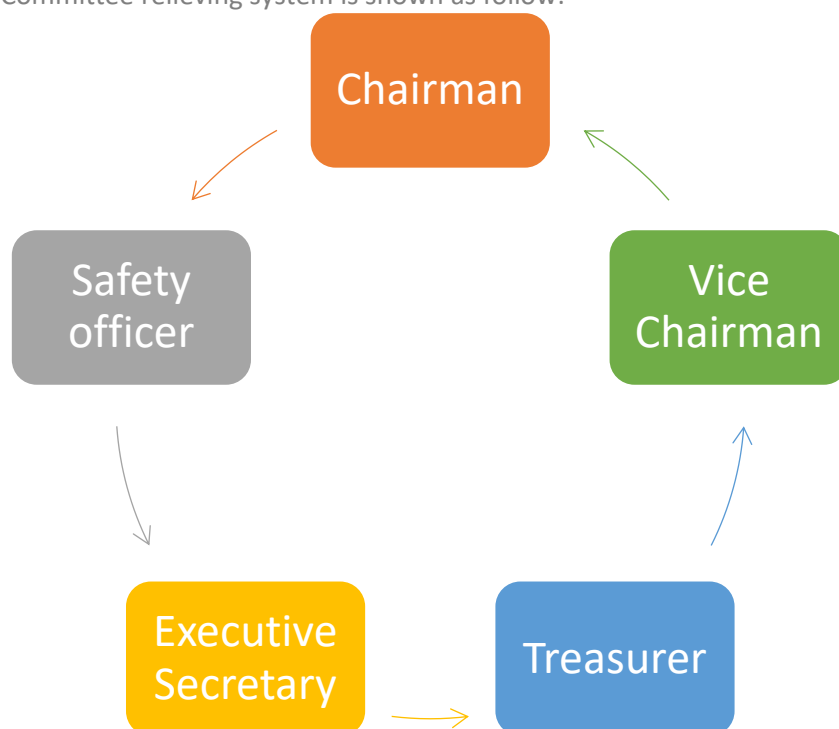
The role of an Executive Committee Member of the HKPA:

- Commits to preparing for and attending meetings
- Has a good understanding of the HKPA
- Is not afraid to ask questions and state their point of view
- Agrees to abide by the majority vote
- Supports executive committee members
- Acts as an advocate for the organization
- Undertakes tasks at the behest of the Chairman as voted by the committee.



Relieving system

Executive Committee relieving system is shown as follow:



Executive Committee member at arrow tail is to relieve that at arrowhead.

1.5. Sub-Committees

The Chairman or his delegate may establish Sub-Committees to oversee and research various tasks as and when appropriate. The Chairman or his delegate will establish the protocol, agenda, and mandate for the Sub-Committee. The Sub-Committee will report back to the Chairman with the findings of the Sub-Committee. The Chairman will present the findings to the EC who then decide the outcome.

The role of the Sub-Committee member of the HKPA is as designated by the Chairman or the Chairman's delegate.

1.6. Board of Inquiry

The EC may deem it necessary to investigate an incident or accident further and the EC may call on individuals to sit on a Board of Inquiry (BOI). The members of the Board may consist of:

- HKPA members
- Instructors
- Members of overseas paragliding associations
- Other third parties as the EC may determine appropriate.

A Board of Inquiry will be required for all accidents that lead to permanent substantial injury, death or which are considered to be significant by the EC. The purpose of the investigation is solely accident prevention, and not to apportion blame or liability.



1.7. The CAD

The CAD is the civil aviation authority in Hong Kong. CAD also issues safety guidance on paragliding activities which can be found on <https://www.cad.gov.hk/english/paragliding.html>, for paraglider pilots' reference.

1.8. The SF&OC

The Sport Federation & Olympic Committee of Hong Kong, China (SF&OC) is duly represented by the President and the Honorary Secretary General, who undertakes to respect the provisions of the Olympic Charter and the World Anti-Doping Code and to abide by the decision of the International Olympic Committee. The SF&OC in accordance with its mission and role at the national level, participate in actions to promote peace and to promote both genders equally in sports and also undertakes to support and encourage the promotion sports ethics, to fight against doping and to demonstrate a responsible concern for environmental issues.

The HKPA and SF&OC support, coordinate and promote local athlete's participation in various competitions around the world including Olympic level events such as the Asian Games.

1.9. The FAI

The FAI is a world federation consisting of national and international aeronautic and astronautic organizations. FAI activities include ballooning, power flying, gliding, helicopter flight, parachuting, aeromodelling, aerobatics, hang gliding, microlight flying, amateur building of aircraft, man powered flying, paragliding, and all other aeronautic and astronautic sporting activities.

The federation was formed in 1905 with the aims to:

- Make evident the essentially international spirit of aeronautics as a powerful instrument for bringing all people closer in mutual understanding and friendship regardless of political, racial, or religious considerations, thereby helping to create international goodwill and thus build a better and more peaceful world.
- Promote physical and moral qualities, technical knowledge, and skill as basic to astronautical activities and air sports.
- Bring together the air sports men and women of the world in international competition.
- Educate young people through sport in the spirit of mutual understanding and friendship.
- Coordinate its members' separate efforts to further aeronautics and astronautics throughout the world.
- Protect and safeguard the interests of its members in the use of air space; and
- Provide a forum for the exchange of information and discussion of mutual problems with other elements of civil aeronautics.
- The FAI is the sole international body governing air sports and world records.

Details of the constitution of the FAI are contained in the FAI Statutes and the Bylaws to the FAI statutes. The rules regarding international competition and world records that are common to all air sports are contained in the FAI Sporting Code General Section.

All members of the HKPA competing in the sport of paragliding are required to abide by the FAI Sporting Code

1.10. The NAC

The National Aeronautics Control Organization (NAC) is designated by the FAI for each member country. Only one NAC is assigned for each member country. The NAC for Hong Kong is the Hong Kong Aviation Club (HKAC). The HKAC assign the HKPA to administer the issue of FAI Sporting Licenses for Hong Kong pilots to compete in FAI sanctioned competitions.



2. Membership

2.1. Types of Membership

Classes of membership of the HKPA are set out in the Articles of Association. It shall be open to the members to establish such other classes of membership at the annual general meeting, as they shall deem fit. Membership is available to any person subject to payment of all relevant membership fee. Membership to the HKPA can be obtained via the HKPA website.

Full Member: Any person interested in the sport of paragliding or activities associated therewith who meets the requirements of the association as laid down from time to time by the Executive Committee. Rating shall be granted against section 3 of Hong Kong paragliding association operation manual. Membership shall be granted for 365 consecutive days from date of confirmation of details and credentials.

Discovery Member: Any person interested in the sport of paragliding or activities associated therewith who meets the requirements of the association as laid down from time to time by the Executive Committee. Rating shall be granted against section 3 of Hong Kong paragliding association operation manual. Membership shall be granted for 180 consecutive days from date of confirmation of details and credentials. No voting rights will be granted. This membership type is designed for persons who wish to try out the services of the association without a long commitment. It is available for one-time only to any person.

Life Member: Any person belonging to the founding executive committee of Hong Kong Paragliding Association.

Perpetual Member: Any person who is recommended as a Perpetual Member by the Executive Committee and elected by a two-third (2/3) majority of those present and voting at a General Meeting.

2.2. Fees

Subscription fees are determined and updated from time to time by the members at the annual general meeting and are set out below:

	Life Member	Perpetual Member	Full Member	Discovery Member
Membership fees	N/A	N/A	HK\$500	HK\$250
Insurance Supplement	N/A	HK\$300	HK\$300	HK\$150

Small fees are charged by the HKPA for additional services such as, but not limited to, the issue of FAI IPPI card and the issue of FAI Sporting Licenses required to compete at FAI sanctioned competitions. These fees are determined by the EC and available on request.

2.3. Member Identification

When flying in Hong Kong ALL pilots must carry their valid HKPA certificate, or, recognized foreign license and IPPI card and shall produce with these licenses, on demand, to:

- An HKPA Master Instructor, HKPA Instructor or HKPA Assistant Instructor
- An HKPA Executive Committee member
- Officers from the CAD, Police, Agriculture and Fisheries Department, or Leisure and Cultural Services Department



2.4. Visiting pilot

A visiting pilot may become a Full Member of the HKPA and enjoy 3rd party liability insurance coverage. The visiting pilot is required to complete the online membership application form and submit their current valid license and FAI IPPI card via the HKPA website for inspection.

Visiting pilots are highly recommended to team up with a local pilot when visiting the designated paragliding areas in Hong Kong for the first time. As a member of the HKPA the visiting pilot is required to adhere to the rules and regulations as set out in the HKPA Operations Manual. A visiting pilot must fill out their contact information on the HKPA website and may choose if this information will be disseminated to all the members via the email list.

2.5. Insurance

Members of the HKPA who paid the insurance supplement fee are covered with third-party liability insurance to the value of HK\$10,000,000 should an accident occur while flying a paraglider in Hong Kong. **Members must be flying in compliance with the Operations Manual for the insurance to be valid.**

Visiting Pilot: Visiting pilots who wish to fly in Hong Kong must register with the HKPA as a full member **or** have their own private equivalent insurance.



3. Pilot Training and Ratings

3.1. HKPA Ratings

The HKPA certificate is aligned with the Association of Paraglider Pilots and Instructors (APPI) system. The standards will be maintained based on the APPI rules. The teaching methodology will follow the APPI syllabus. A waiver from individual rules or standards of the APPI may be granted in writing by the EC in exceptional circumstances if it is deemed necessary and appropriate. The title of each rating indicates the purpose of the rating. A pilot must complete all tasks and, or requirements in each level before he may be rated at that level. **Only HKPA certified instructor or HKPA certified tandem pilot for tandem passengers may carry out paragliding training. Please refer to the HKPA site guide on the HKPA website (<https://www.hkpa.net/Site-Guides>) on the availability of training sites and the rating requirement of each flying site. A brief summary of site information is presented in Section 11 Appendix F.**

HKPA ratings are issued by the EC of the HKPA where:

- The applicant is a member of the HKPA and.
- Any and all outstanding fees are paid and.
- The appropriate documentary evidence from the Qualification paragraph for each rating below is uploaded to the applicants HKPA website profile.

Professional rating holders must have a valid certificate issued by APPI. Therefore, the validity of HKPA professional rating such as Tandem pilot (HKPA T1), Advanced Tandem Pilot (HKPA T2), Assistant Instructor (HKPA In1), Instructor (HKPA In2), Master Instructor (HKPA In3) and Provisional Instructor (HKPA InP) will be review annually upon membership renewal.

For the purposes of training “HKPA certified instructor” may be read to include Assistant Instructor (HKPA In1), Instructor (HKPA In2), Master Instructor (HKPA In3) or Provisional Instructor (HKPA InP).

Refer to the APPI rules and syllabus:

www.appifly.org

3.2. Logbooks

A record of takeoff type, landing type, flying site, height attained, length of flight, distance travelled, and instruction lessons undertaken will be used to verify experience when applying for rating upgrades. Keeping a logbook is highly recommended for all paragliders.

Keeping a logbook is mandatory in Hong Kong for:

- Solo Novice (HKPA 1), Club Pilots (HKPA 2) and Pilot (HKPA 3). An instructor is to sign off tasks undertaken, and flights made on the day they are completed.
- Instructors Flight, training, and task details of all Solo Novice (HKPA 1), Club Pilots (HKPA 2) and Pilot (HKPA 3) under instruction including site details, windspeed and accidents or incidents, if any, must be recorded.
- Any pilot who wishes to advance to the next HKPA certificate rating and is required to show evidence of experience. It is essential enough verifiable documentation is kept for this purpose.

3.3. Novice (HKPA 0)

Description

A Novice (HKPA 0) is a complete beginner, but he has gained their first experience of paragliding.



Qualification

- (a) Attend a minimum 1-day discovery training course/ tandem flight with a HKPA certified instructor or HKPA Advanced Tandem Pilot.

Training

The training includes basic theoretical knowledge about weather, mechanics of flight, piloting, and equipment.

Privileges and Limitations

- At this level, all activity is performed under a HKPA instructor or HKPA Advanced Tandem Pilot's direct supervision.
- ALL STUDENTS MUST BE REGISTERED ON THE HKPA WEBSITE BEFORE ANY TRAINING BEGINS.

3.4. Solo Novice (HKPA 1)

Description

The entrant to the sport is known as a Solo Novice (HKPA 1). The student learns how to prepare, inflate, and control the wing on the ground (Ground Handling) and have his first solo flight experience.

Qualification

- (a1) Attend a minimum 3 day course with a HKPA certified instructor. This includes a minimum of 1-day ground handling. Have completed the theoretical, ground handling and practical tasks described in the APPI logbook in the Discover Pilot (APPI 1) section.

AND

- (a2) A signed logbook endorsement from a HKPA certified instructor attesting that the applicant has completed the required course of training and reached the required standard.

OR

- (b) The holder of a Discover (APPI 1) rating.

OR

- (c) The holder of a FAI Safepro Para Stage 1 equivalent Rating and training level assessed against the HKPA certificate Equivalence Table.

AND IN EVERY CASE

- (d) Passed the HKPA Hong Kong Site Knowledge and Safety Exam.

Training

The training includes basic theoretical knowledge about weather, mechanics of flight, air-law, piloting and equipment, mental state, and emotional awareness. Practical emphasis will be placed on ground handling tasks and essential safety procedures. High flights might be performed but are not necessary for the qualification.

Privileges and Limitations

- At this level, all activity is performed under an HKPA certified instructor's direct supervision.
- A Solo Novice (HKPA 1) pilot should display a ribbon trailing from the middle rear of the trailing edge of their paraglider when airborne to highlight that they are new to the sport and should be given more room to operate by other pilots. It is important that they understand that they still must follow the normal "Rules of the Air" with regard to navigation and giving way.
- Solo Novice (HKPA 1) pilots should discuss any medical problems with their instructor before commencing any training.
- ALL STUDENTS MUST BE REGISTERED ON THE HKPA WEBSITE BEFORE ANY TRAINING BEGINS.



3.5. Club Pilot (HKPA 2)

Description

A Club Pilot (HKPA 2) is a school pilot improving his skills and knowledge on his way to becoming an independent pilot. At the flying site used for learning, and, with the instructor's oversight, he is capable of flying from the take-off to the landing zone in stable weather conditions

Qualification

- (a1) Solo Novice (HKPA 1) certificate holder.
AND
- (a2) Have attended a minimum 10 day course in total with a HKPA certified instructor. Completed the theoretical, ground handling and practical tasks described in the APPI logbook in the Explore (APPI 2) section. Logged a minimum of 10 high flights under instructor's supervision, signed in the applicant's logbook.
AND
- (a3) A signed logbook endorsement from a HKPA certified instructor attesting that the applicant has completed the required course of training and reached the required standard.
OR
- (b) The holder of an Explore (APPI 2) rating.
OR
- (c) The holder of a FAI Safepro Para Stage 2 equivalent Rating and training level assessed against the HKPA certificate Equivalence Table.
AND IN EVERY CASE
- (d) Passed the HKPA Hong Kong Site Knowledge and Safety Exam.

Training

The training includes theoretical knowledge about weather, mechanics of flight, air-law, piloting and equipment, psychological management, and self-analysis. The practical element is about improvement of ground handling skills, high flights, and the mastering of safety procedures.

Privileges and Limitations

- At this level, a HKPA Instructor's direct supervision is no longer required but instructor oversight must be maintained.
- A Club Pilot (HKPA 2) may only fly under instruction with radio communication and in the presence of his instructor.
- A Solo Novice (HKPA1) under Club Pilot (HKPA2) training may only carry out gliding flight (sled ride) with height and distance from the terrain, no soaring is allowed.
- A Club Pilot (HKPA 2) should display a ribbon trailing from the middle rear of the trailing edge of their paraglider when airborne to highlight that they are new to the sport and should be given more room to operate in by other pilots airborne. It is important that they understand that they still must follow the normal "Rules of the Air" regarding navigation and giving way.
- A Club Pilot (HKPA 2) should discuss any medical problems with their instructor before commencing any training.
- ALL STUDENTS MUST BE REGISTERED ON THE HKPA WEBSITE BEFORE ANY TRAINING BEGINS.

3.6. Pilot (HKPA 3)

Description



A Pilot (HKPA 3) has achieved the first step to becoming an independent pilot. They are able to analyze different weather conditions, take the appropriate decisions, and perform a safe flight without supervision at their learning sites.

Qualification

(a1) Club Pilot (HKPA 2) certificate holder.

AND

(a2) Have completed a minimum of 15 days course in total with a HKPA certified instructor. Completed the theoretical, ground handling and practical tasks described in the APPI logbook in the Pilot (APPI 3) section. Logged a minimum of 30 high flights under a HKPA certified instructor's supervision, signed in his logbook. Have at least one certification (Thermalling, Dynamic soaring or Winch) validated. Passed the APPI Pilot (APPI 3) practical exam and theoretical exam. Completed practical training at Ma On Shan, Lantau and Shek O.

AND

(a3) A signed logbook endorsement from a HKPA certified instructor attesting that the applicant has completed the required course of training and reached the required standard.

OR

(b) The holder of a Pilot (APPI 3) rating.

OR

(c) The holder of a FAI Safepro Para Stage 3 equivalent rating and training level assessed against the HKPA certificate Equivalence Table. Flight log, practical and theoretical validation may have to be performed to check the pilot's ability.

AND IN EVERY CASE

(d) Passed the HKPA Hong Kong Site Knowledge and Safety Exam.

Training

The training includes theoretical knowledge about weather, mechanics of flight, air-law, piloting, and equipment. The ability to assess dangerous situations and make good decisions. The psychological emphasis is risk management, self-evaluation techniques and planning of the student's own progression. Practical ground handling skills are pushed to the next level, the student will learn how to master a flight, from weather analysis to performing high flights on his learning site, independently, and, with a high level of safety.

Privileges and Limitations

- A Pilot (HKPA 3) must have entered in his logbook an endorsement certifying that he has received a briefing for each individual site he intends to fly. This endorsement must be signed by an Intermediate Pilot (HKPA 4) or above.

Additional certifications

Thermalling

A pilot with thermalling certification has completed a course in one area of mountain valley wind and thermals. He has a minimum of 10 flights in thermal conditions and he can land using U-shape approach.

Dynamic Soaring

A pilot with dynamic soaring certification has completed a course in one area of ridge dynamic soaring. He can take off in relatively strong wind and top land.

Winch



A pilot with winch certification means the pilot has completed a course using a winch system. He has mastered winch safety procedures.

3.7. Intermediate Pilot (HKPA 4)

Description

Once a Pilot (HKPA 3) has completed at least 50 flights, 30 hours at 3 different sites and has both dynamic soaring and thermalling certifications, he may contact a HKPA instructor who will evaluate if his skills match FAI SAFEPRO PARA 4 requirements and philosophy, and if so endorse his logbook.

Qualification

(a1) Pilot (HKPA 3) certificate holder.

AND

(a2) A signed logbook endorsement from a HKPA certified instructor attesting that the applicant has reached the required standard.

OR

(b) The holder of an Intermediate Pilot (APPI 4) rating.

OR

(c) The holder of a FAI Safepro Para Stage 4 equivalent Rating and training level assessed against the HKPA certificate Equivalence Table. Flight log, practical and theoretical validation may have to be performed to check the pilot's ability.

AND IN EVERY CASE

(d) Passed the HKPA Hong Kong Site Knowledge and Safety Exam.

Privileges and Limitations

- An Intermediate Pilot (HKPA 4) can fly on his own at all designated paragliding sites.
- An Intermediate Pilot (HKPA 4) and above may conduct briefings of a Pilot (HKPA 3) and visiting pilots from foreign countries regarding weather, landing zone and site safety for the day.

3.8. Advance Pilot (HKPA 5)

Description

An Advanced Pilot (HKPA 5) is a pilot with a wide range of skills and knowledge. He shows solid experience. This qualification opens the door for more advanced practices like tandem flying.

Qualification

(a1) Intermediate Pilot (HKPA 4) certificate holder.

AND

(a2) Have at least advanced SIV and XC certifications validated.

AND

(a3) Have completed the theoretical, ground handling and practical tasks described in the APPI logbook in the Advanced Pilot (APPI 5) section with a HKPA certified instructor. Logged in their logbook a minimum of 200 flights total, 100 hours on 10 different flying sites. Have at least thermalling, dynamic soaring, advanced SIV and XC certifications validated. Passed the Advanced Pilot (APPI 5) practical exam and theoretical exam.

OR

(b) The holder of an Advanced Pilot (APPI 5) rating.

OR



(c) The holder of a FAI Safepro Para Stage 5 equivalent Rating and training level assessed against the HKPA certificate Equivalence Table. Flight log, practical and theoretical validation may have to be performed to check the pilot's ability.

AND IN EVERY CASE

(d) Passed the HKPA Hong Kong Site Knowledge and Safety Exam.

Training

The training includes high level theoretical knowledge about weather, mechanics of flight, air-law, piloting, and equipment. The psychological element requires having an objective evaluation of risk, self-evaluation techniques and self-planning of progression. Practical ground handling skills are pushed to the next level. In flight the ability to set a flight plan and adapt it to conditions and terrain, improvement of piloting techniques, solid approach skills and accuracy will allow the advanced pilot to widen their flight range with a high level of safety.

Privileges and Limitations

- An Advanced Pilot (HKPA 5) can fly on his own at all designated paragliding sites.

3.9. Tandem Pilot (HKPA T1)

Description

The Tandem Pilot (HKPA T1) rating is the first step towards tandem / instructor qualifications. A Tandem Pilot (HKPA T1) will have solid knowledge of tandem operating, procedures, equipment, and attitude.

Qualification

- (a) The holder of an APPI Non-commercial Tandem Pilot Rating.

Privileges and Limitations

- A Tandem Pilot (HKPA T1) can fly with passengers that hold an HKPA Solo Novice (HKPA1) or above rating as recreational tandem flight.
- Pilots must carry a certified emergency parachute.
- Pilots must use a certified harness.
- Tandem Pilot (HKPA T1) holder is not allowed to offer any air service for hire or reward in Hong Kong.

3.10. Advanced Tandem Pilot (HKPA T2)

Description

The Advanced Tandem Pilot (HKPA T2) qualification is designed to produce tandem pilots with a wide range of tandem skills and experience.

Qualification

- (a) The holder of an APPI Pro Tandem Pilot Rating.

Privileges and Limitations

- An Advanced Tandem Pilot (HKPA T2) can fly with passengers that hold an HKPA Novice (HKPA 0) or above rating as recreational tandem flight.
- Pilots must carry a certified emergency parachute.
- Pilots must use a certified harness.



- Pilot must obtain a permit from DGCA before offering any air service for hire or reward in Hong Kong.

3.11. Assistant Instructor (HKPA In1)

Qualification

- (a) The holder of an APPI assistant Instructor rating.

Privileges and Limitations

- An Assistant Instructor (HKPA In1) cannot teach alone and must operate under the supervision of the holder of an HKPA Instructor (HKPA In2) rating or above.
- Instructional tandem flight for training is allowed as part of a complete course.
- A list of HKPA recognized instructors and schools is available from the HKPA website.
- ALL STUDENTS MUST BE REGISTERED ON THE HKPA WEBSITE BEFORE ANY TRAINING BEGINS.
- Pilot must obtain a permit from DGCA before offering any air service for hire or reward in Hong Kong.

3.12. Instructor (HKPA In2)

Qualification

- (a) The holder of an APPI Instructor rating.

Privileges and Limitations

- Instructional tandem flight for training is allowed as part of a complete course.
- A list of HKPA recognized instructors and schools is available from the HKPA website.
- ALL STUDENTS MUST BE REGISTERED ON THE HKPA WEBSITE BEFORE ANY TRAINING BEGINS.
- Pilot must obtain a permit from DGCA before offering any air service for hire or reward in Hong Kong.
- If the landing cannot be seen from take-off, there shall be two instructors, one on take-off and one on landing with an established two-way communication between them.

3.13. Master Instructor (HKPA In3)

Qualification

- (a) The holder of an APPI Master Instructor rating.

Privileges and Limitations

- Instructional tandem flight for training is allowed as part of a complete course.
- A list of HKPA recognized instructors and schools is available from the HKPA website.
- ALL STUDENTS MUST BE REGISTERED ON THE HKPA WEBSITE BEFORE ANY TRAINING BEGINS.
- Pilot must obtain a permit from DGCA before offering any air service for hire or reward in Hong Kong.
- If the landing cannot be seen from take-off, there shall be two instructors, one on take-off and one on landing with an established two-way communication between them.

3.14. Provisional Instructor (HKPA InP)

Description

Provisional instructor is an instructor interim rating. Holders of corresponding foreign instructor qualifications may apply for the rating. Provisional Instructor rating shall be granted for 365 consecutive days from date of confirmation of details and credentials. Duration of provisional instructor rating shall not be extended unless there is a strong valid reason approved by HKPA EC.



Qualification

(a) The holder of an instructor qualifications issued by the Fédération Aéronautique Internationale (FAI), British Hang Gliding and Paragliding Association (BHPA), United States Hang Gliding and Paragliding Association (USHPA), Hang Gliding Federation of Australia (HGFA) or New Zealand Hang Gliding and Paragliding Association (NZHGPA). Other qualifications will be considered on a case-by-case basis.

AND

(b1) Holder of permit from DGCA on air service for hire or reward in Hong Kong.

OR

(b2) Demonstrate he/she is under CAD vetting for permit from DGCA on air service for hire or reward in Hong Kong.

AND

(c) Provide flight logs and reference letter from the organization issuing the foreign qualifications.

Privileges and Limitations

- Provisional instructor rating holder have to attend APPI pro-workshop during the period of instructor interim rating to validate their pedagogical skill and attain APPI certification, in order to retain the integrity of HKPA single education standard policy.
- Provisional Instructor can only issue up to HKPA 3 rating to his student. He/she will have to inform HKPA EC for any rating issued.
- Instructional tandem flight for training is allowed as part of a complete course.
- A list of HKPA recognized instructors and schools is available from the HKPA website.
- ALL STUDENTS MUST BE REGISTERED ON THE HKPA WEBSITE BEFORE ANY TRAINING BEGINS.
- Pilot must obtain a permit from DGCA before offering any air service for hire or reward in Hong Kong.
- If the landing cannot be seen from take-off, there shall be two instructors, one on take-off and one on landing with an established two-way communication between them.

3.15. Provisional Tandem pilot (HKPA TP)

Description

Provisional tandem pilot is an interim rating. Holders of corresponding foreign tandem pilot qualifications may apply for the rating. Provisional tandem pilot rating shall be granted for 365 consecutive days from date of confirmation of details and credentials. Duration of provisional tandem pilot rating shall not be extended unless there is a strong valid reason approved by HKPA EC.

Qualification

(a) The holder of a tandem pilot qualifications issued by the paragliding association recognized by Fédération Aéronautique Internationale (FAI), which allows them to conduct commercial tandem activities.

AND

(b1) Holder of permit from DGCA on air service for hire or reward in Hong Kong.

OR

(b2) Demonstrate he/she is under CAD vetting for permit from DGCA on air service for hire or reward in Hong Kong.

AND

(c) Provide flight logs and reference letter from the organization issuing the foreign qualifications.

Privileges and Limitations



- Provisional tandem pilot rating holder have to attend APPI pro-workshop during the period of their interim rating to validate their experience and attain APPI certification, in order to retain the integrity of HKPA single education standard policy.
- Pilot must obtain a permit from DGCA before offering any air service for hire or reward in Hong Kong.
- Pilot must carry a certified emergency parachute.
- Pilots must use a certified harness.
- A Provisional Tandem Pilot (HKPA TP) can fly with passengers that hold an HKPA Novice (HKPA 0) or above rating as recreational tandem flight.

3.16. International Licenses

In order to allow HKPA members to fly in other countries, the HKPA will issue FAI IPPI Card to HKPA members based on their HKPA Pilot Rating according to the HKPA certificate Equivalence Table in this manual. A FAI IPPI Card is only valid when accompanied by a current and valid HKPA certificate.

3.17. Foreign Licenses

In order to allow HKPA members with foreign licenses to fly in Hong Kong, the HKPA may issue the holders of valid foreign pilots license an HKPA certificate following review of his overseas pilot rating according to the HKPA certificate Equivalence Table in this manual. The HKPA may deem it necessary for an HKPA instructor or designee to observe and assess flying skills.

3.18. Revocation and Reduction of Ratings

The Executive Committee of the HKPA reserves the right to revoke or reduce pilot ratings or certificate and refuse renewal or revoke instructor ratings or certificates and memberships with immediate effect without any refund of fees paid and without any liability for damages to any business or career related to such decision.

The possession of a rating imposes upon the member a responsibility to exercise and demonstrate consistently those skills and level of judgement which are required to obtain that rating. Failure to do so may be considered just cause for the revocation or reduction of a rating.

Flying or instructing while one's abilities are impaired, whether using drugs or alcohol, by emotional distress, or any other cause of impairment, shall constitute just cause for the revocation or reduction of a rating.

All activity contravening the rules, regulations, privileges, and restrictions as set out in the Operations Manual may be considered just cause for the revocation or reduction of a rating.

Prior to revocation or reduction, the member will be given a verbal and written explanation of the problem and suggested corrective actions to be taken by the member over a specified period. Severe violations may warrant immediate revocation or reduction of a rating.

3.19. HKPA certificate Equivalence Table

See Section 11 Appendix A



4. Safety

Section Transferred

Refer to the Hong Kong Paragliding Association Safety Management System Manual.



5. Flight

5.1. Negligent Operation

Paragliders of any type shall not be operated:

- in a reckless or negligent manner so as to endanger the life or property of others.
- in such a manner, or in such circumstances as is or likely to cause avoidable danger to any person or property (including animals) on land or water or in the air.
- in such a manner to cause public annoyance and complaint regarding noise. Pilots must respect the public right to peace and quiet.

5.2. Dropping of Articles

Nothing may be dropped from a paraglider in flight, except:

- ballast in the form of water or fine sand; or
- components designed to be jettisoned in flight, such as drag parachutes, in case of emergency;

5.3. Low Flying

A paraglider shall not be flown at a height lower than 100 feet within a horizontal distance of 25 meters from:

- public roads,
- any congested area,
- a dwelling except with the permission of the occupier, and
- persons not directly associated, except during launching / landing phases, unless,
- an exemption to these heights and / or distances has been granted by the HKPA Safety Officer in writing.

5.4. Visual Flight

Paragliders of any type shall always be flown under VMC (Visual Meteorological condition), that is:

- remain clear of clouds.
- with constant visual reference to the ground or water.
- during daylight hours.

5.5. Pre-flight inspection

The glider and the harness should be subject to a Daily inspection at the start of each flying day. There should be a quick pre-flight check of equipment before each flight. This inspection should be done every day before flying. Check Canopy, Lines, Harness, Reserve, Helmet

Canopy: As you spread out your paraglider inspect the material for rips and tears. Inspect inside the cells looking for internal damage. Check the placard to make sure the paraglider is suitable. It must be of the right type, and you must be within the weight range. (Remember it is total flying weight - the weight of you plus all the equipment)

Lines: Run your hands up the lines to check for damage. If the line is damaged the inner core of the line will show through as a white fluffy material. Check the maillons that attach the lines to the risers are secure. Check the brake line runs through the pulley cleanly and the knot is secure. Untangle any lines.

Harness: Check the harness is in an airworthy condition, that the straps do not have any excessive wear and tear. Periodically check the webbing under the seat board to ensure it is not worn. Check the buckles and Karabiners. (Karabiners should be replaced every 3 years)



Reserve: Check the reserve pin is in place and the handle is secure. If the reserve pin is not checked it may deploy accidentally and cause an accident. The reserve should be repacked every 6 months and should be less than 10 years old.

Helmet: Wear at all times while flying a helmet certified to either EN966 (airports), EN1077 A & B, ASTM2040 or SNELL rs98 (snow sports). Recent research has shown that a significant proportion of the brain damage from impacts is from rotational forces. Technologies such as MIPS are available in snow sports. The helmet must fit properly and be fastened up so it cannot slip off. (Helmet should be replaced at the end of its life span suggested by the manufacturer)

5.6. Paraglider maintenance standards and inspections

The equipment should also be technique check to ensure the airworthiness subject to the maintenance schedule offered by the manufacture. Owner of the paraglider are recommended to have a logbook regarding the maintenance record.

The canopy: Check the air porosity. The most loaded part in flight is on the upper surface of the edge. Small rips can be repaired by sticking self-adhesive tape Rip-Stop on both sides, taking care to round the corners - make one patch bigger than the other. Large lacerations or damage near seams and main lines should be repaired by the manufacturer or a professional.

The sewing: Check the seams of the canopy, the risers, and the harness. The defective seams can be repaired with nylon thread by a professional.

The Suspension lines: Check brakes are equal length and are set to manufacturers recommendations. Check center A lines are equal length. Measure the length of the total lines and compare it to a line diagram to check the difference between your different lines. A change in the length of suspension lines of more than 1 cm exceeds the tolerance allowed and can cause both a change of profile and of flight behavior. They should therefore be changed, or the glider re-trimmed by a professional. Replace the lines when snagged or torn apart.

Carabiners: Should be checked for cracks and they should be changed every 3 years.

Maillons: Periodically check the maillons on the risers are tight. If you need to change lines. Screw the maillons by hand - line connection maillons are then (nipped) quarter-turned with pliers, do not overturn or you can damage the thread.

The risers: Replace faulty elevators.

The harness: Only specialists should repair defective harnesses. Check the friction point with the Seat board against the leg straps (specially carbon one) and the Harness principal strap.

The Reserve: Repacked every 6 months, less than 10 years old. Unstick and re-stick velcro, check pin and handle. Check maillon connection is secure and are not side loaded. You can use elastic bands or neoprene covers to prevent side loading of maillon. Do not use sticky tape as the glue can affect the webbing. Hang in a harness simulator and do a test pull of the reserve. Make sure the handle is pulling on the inner container.



Cleaning

Gliders should only be cleaned if it is essential. The dirt goes away with use. Very dirty wings should be washed with warm water. (Very mild soap could be used but your fabric will last longer without it.)

Warning: Harsh chemicals can damage the fabric or dissolve the impregnation. If a glider has been in contact with dirty water or sea water, rinse immediately with fresh water and put it to dry. Do not fly a wet glider as you could deform it. Remove dead insects as they turn to acid and put holes in your glider.

Storage

Store paragliding gear only when completely dry and in a dry place. It takes several days to completely dry the harness and the suspension lines. Do not pack too tightly whilst in storage let air circulate.

5.7. Operation in Proximity to other Aircraft

Pilots shall always maintain a good lookout. Avoid abrupt changes in direction and speed when other aircraft are present. Exercise care where other paragliders are displaying a red streamer indicating that the pilot in command is a student or Novice.

An aircraft shall not be flown so close to another aircraft as to create a collision hazard. The following distances from other aircraft are **suggested minima** for separation for paragliders where there is no prior arrangement to fly closer.

Remain clear of:

- (a) Soaring paragliders of any type by at least 25 meters horizontally and 25 feet vertically; and
- (b) other aircraft by at least 500 meters horizontally and 500 feet vertically.

5.8. Kites, Drones and Model Aircraft

Use caution as recreational drones and model aircraft weight 7kg or below may be flown up to 300ft (90m) above the ground. Kites may be flown 200ft (60m) above the ground. These activities may be conducted anywhere in the paragliding areas and Shek O main beach (outside swimming season) is a designated kite flying area.



5.9. Right of Way Rules

1. Head-on

When two aircraft are approaching head-on each aircraft will turn right. ('Drive' on the right side of the 'road').



2. Converging

When two aircraft are converging the aircraft on the right has right-of-way. (On the right is in the right).



3. Overtaking

An aircraft which is being overtaken will have right-of-way over the overtaking aircraft. (Give way when overtaking)





4. Landing

When two or more aircraft are approaching an airport for the purpose of landing, the aircraft at the lower altitude has the right-of-way, but it shall not take advantage of this rule to cut in front of another which is on final approach to land or to overtake that aircraft.



5. Visual Flight

No flying in clouds.



6. General

An aircraft which has the right-of-way will maintain its course and speed, but, if the other pilot does not react appropriately you are expected to take every action necessary to avoid a collision.





The following additional rules are internationally recognised for glider pilots:

7. Ridge-soaring Head-on

When approaching head-on while ridge-soaring ONLY the glider with the ridge on the left will be able to turn right.



8. Ridge-soaring Overtaking

When overtaking while ridge-soaring always pass between the other glider and the ridge.



9. Thermals

When joining a thermal always circle in the same direction as the gliders that have entered before you.





6. Incidents and Accidents

6.1. Search and Rescue Operations

On witnessing an incident or accident it is important to take the following steps:

- Take note of the time of the incident and exact location of the injured party.
- Contact the emergency services with the location, recommend site access and the status of the injured party.
- DO NOT rush to the scene. Think before you place yourself in a dangerous situation and complicate the rescue.
- Try to reach the pilot and apply first aid.
- To coordinate Search & Rescue operations with the emergency services, members are requested to contact the Safety Officer immediately in case of any accident or incident including all reserve parachute deployment and accidents or incident even when the pilot escapes without injury. It is likely that a civilian has noticed the event and informed the police and emergency services. HKPA Safety Officer: Safety@HKPA.net

6.2. Emergency Services

Do not hesitate to call the emergency services via telephone by dialing 999 if necessary.

If the injured party is in a remote area give:

- Your latitude and longitude coordinates
- If possible, a link to your GPS location
- The approximate bearing and distance from you to the injured party.
- Agree on a meeting point and lead the responders directly to the scene.

If you are having difficulty making yourself understood with the '999' operator, ask to speak to a supervisor and clearly state your request. Be prepared to give the 999 operator your name; you may be asked to stay on the line.



6.3. GFS Helicopter

When there is a GFS helicopter SAR mission on going in designated paragliding area, all paragliders MUST land and secure any loose canopies immediately. The agreed GFS 'signal' that they intend to conduct Search and Rescue Operations is:

- Helicopter Flying Slowly
- Helicopter Wheels Down
- Helicopter Lights ON
- Helicopter loud hailer broadcast ON
- Helicopter hovering or circling
- The helicopter crew MAY attempt contacts on 145.9875Mhz

Please noted GFS helicopter may operate within the area for at least 30 minutes or even longer, before departing for the hospital. In case any paragliding pilots got airborne too soon, it may cause unnecessary delay to the rescue operation. It is advised paraglider to resume their activities 15mins AFTER GFS helicopter departed from the scene to ensure clearance.

6.4. Incident and Accident Reporting

Members are required to report all incidents and accidents in which they are involved or that they witness to the Safety Officer or other designated person via the HKPA website accident reporting system. The reports are de-identified.

Refer to the Hong Kong Paragliding Association Safety Management System Manual.



7. Sites

7.1. Designated Paragliding Areas

The CAD has designated 8 areas of high-density paragliding activity. Refer to AIP ENR 5.5-1 in the Appendices of this Manual. These areas are designated for paragliding in Hong Kong subject to any additional limitations set out by the CAD. Flying outside of designated paragliding zones is strictly prohibited - any incident that occurs outside the designated areas will not be condoned by the HKPA and will not be covered by any insurance.

7.2. Site Information

The HKPA has established primary take off sites in the designated areas. Detailed site information can be obtained from Site Guide published by HKPA on the HKPA website www.HKPA.net. See Section 11 Appendix F for brief summary.

The site guide on the HKPA website is a 'living document'. It is intended to be updated with member's input and information from the authorities as and when new obstructions and hazards or restrictions come and go.

Before flying at any site for the first time it is highly recommended you receive a briefing from a current HKPA Intermediate Pilot (HKPA 4) or above. In addition, physically visit the landing area. Take the time to carefully plan your flight to achieve the best and safest outcome.

7.3. Site Etiquette

To protect our paragliding sites, it is required to observe the relevant country parks regulations, protect the nature and avoid damage to trees and the environment.

Members are required to carry out what they bring in. All rubbish should be taken along during the flight and disposed of properly. Consider taking extra rubbish with you if you can safely achieve it.

All flora and fauna on takeoff and landing sites should be protected and kept intact. Leave only footprints, take only pictures.

7.4. Site Access

Access to designated paragliding in Hong Kong has been carefully negotiated and established over many years by the HKPA. HKPA members should be appreciative of and courteous towards residents at all takeoff and landing zones. If there is a need to discuss any aspect of paragliding with a member of the public, remember that you are representing the entire HKPA during your paragliding operation and must act accordingly. If you have had to land outside of the authorized landing zone remember that your conversation and reaction may have an adverse reaction from the public, so be humble in your approach to these situations. You do not wish to damage the reputation of our association.

7.5. Site Marking

Signs are installed at many of the take-off sites recommended by HKPA. These signs provide a web link to the appropriate Site Guide on the website with information about the paragliding rules in Hong Kong. See Appendices HKPA Paragliding Area Sign Examples.



Windssocks are easily made and are an important tool to improve safety. One windssock should be placed at takeoff and one windssock at landing. Flexible bamboo or plastic tubes are recommended as poles. Inexpensive ribbon is available at any stationery shop for using as a wind streamer. If available, a calibrated windssock should be used.



8. Equipment

8.1. Mandatory Safety Equipment

All pilots and passengers must fly with:

- Airworthy Paraglider.
- Airworthy Harness.
- A reserve/emergency parachute attached appropriately to their harness.
- A helmet certified to either EN966 (airsports), EN1077 A & B, ASTM2040 or SNELL rs98 (snow sports)
- A radio transceiver set to our local safety frequency 145.9875 MHz.

All equipment should be replaced at the end of its lifespan defined by manufacturer.

8.2. Recommended Equipment

It is recommended that all pilots:

- Have with them a variometer and altimeter to help gauge their altitude and vertical rate of ascent and descent.
- Wear suitable gloves.
- Carry with them within ease of view a compass.
- Have a safety hook knife within ease of reach to cut away lines if necessary, in an emergency.
- Carry a GPS device to help with locating their position and tracking.
- Carry sufficient drinking water and food given we operate in a tropical environment with extremely difficult access.

8.3. Radios

All paragliders in Hong Kong are required to fly with a radio transceiver to monitor the emergency frequency:

- **VHF 145.9875Mhz**

This frequency is primarily intended for emergency, distress, urgency and safety priority calls, the frequency may also carry routine calls used to establish communication before switching to another working channel.

The working channels currently used by the HKPA are:

- UHF 437.4250MHz (CTCSS Tone: 67.0Hz required)
- UHF 437.1250MHz (CTCSS Tone: 67.0Hz optional) – intended for instruction
- UHF 437.2500MHz (CTCSS Tone: 67.0Hz optional) – intended for instruction
- UHF 437.3750MHz (CTCSS Tone: 67.0Hz optional) – intended for instruction

The paragliding emergency frequency must be monitored. Pilots may wish to use a 'dual watch' function on their radio or consider using two radios. A HKPA certified instructor may take responsibility for his students' responsibility to monitor the emergency frequency if the students are under his direct supervision.

Radio Usage Rules:

- Three licenses are required to operate a radio:
 1. Amateur Station License (ASL). It belongs to the HKPA. Similar to fleet car license.
 2. Radio License (RL). This is the 'machine license' and must be carried along with the radio. Similar to car registration.
 3. An Authority To Operate (ATO) license. The Radio Officer is usually the designated ATO. Similar to driver's license.



- When operating the radio, a valid HKPA ATO license holder must be within Hong Kong boundary as HKPA members operate under this ATO.
- Licensed radios may be used solely for paragliding activities.
- Periodically (every 15 mins) announce the HKPA radio call sign **VR2ZPJ**

Notes on Radio Licenses:

- Applications for renewal or adding new radio license will be announced by the radio officer periodically.
- Application may take up to 3 weeks' time.
- At most a member may apply for two radio licenses.
- Radio Licenses are valid for one year.
- Non-members are not eligible to apply for a radio license.
- 'Technically' the radio transceiver belongs to the association once it is registered and licensed.
- Lost or damaged radios must be reported to the Radio Officer for cancellation from OFCA.
- Please reduce radio usage if possible, in front of government officers to avoid unnecessarily trouble or delay.
- If being inspected by a government official, please report that the radio is HKPA property and show your valid Radio License.
- Avoid using high power transmission unnecessarily.
- If you use VOX (Voice Operate Transmit), please adjust the sensitivity appropriately. Do not block the channel.

Paragliding clubs and schools are encouraged to apply for an independent radio Amateur Station License (ASL) and frequency directly with OFCA. It is critical that uninterrupted communication between student and instructor can be maintained.

Please do not jeopardize this vital safety resource because it is easily lost and hard for the HKPA to acquire. Operating a radio without following the rules is an offence. YOU are the final person responsible for your radio usage.

Radio Officer Role:

- To maintain the Radio License list on behalf of the HKPA
- To liaise with OFCA as required
- To maintain their personal radio License with OFCA if applicable
- To communicate with members on radio licensing issues

8.4. Altimeter Setting (QNH)

In order to stay within the vertical boundary of the designated paragliding areas, pilots should fly with an Altimeter. The appropriate altimeter setting can be received via:

- Hong Kong International Airport ATIS Freq: 128.20Mhz
- ATIS recording by telephone: +852 3141 2820



8.5. Trailing Edge Ribbons

Instructors should provide ribbons for student pilots to trail from the middle trailing edge of their paragliders to highlight that they are students under instruction when airborne. This is to highlight to other pilots airborne that they are under instruction and should be given more room; it is important that students understand that they still must follow the normal “Rules of the Air” with regard to navigation and giving way. A Pilot (HKPA 3) can also trail a ribbon from the middle trailing edge of their paragliders as an option.



9. Disclaimers

All members understand that paragliding is a potentially hazardous sport which implies a risk of personal injury and undertake not to hold the HKPA or any of its members liable for any injury or damage which they may make.

All pilots warrant that they are not suffering from any psychological or physical defect or infirmity and have not suffered any previous injury, disease, or condition, which could increase the risk of a claim under the insurance policy of the HKPA. They undertake to report any such condition when it arises.

The HKPA reserves the right to declare certain equipment, models, or brands, unsuitable. No such equipment may be used for paragliding by HKPA members in Hong Kong.

In the event of a contradiction between this manual, or any HKPA documentation, and the laws of Hong Kong or International Law, as applicable, the laws of Hong Kong or International Law will take precedence.



10. Review

The EC will periodically review the OM. Any member or interested party can contact the EC or one of its members with suggestions and recommendations regarding the OM. The OM and appendices will be periodically updated incorporating any safety notices and addenda.

The OM will be kept on the HKPA website for consultation at any time by any party. Any amendment will be uploaded to the HKPA website and noted in the Revisions Section of this manual.



11. Appendices

Appendix A. HKPA certificate Equivalence Table

Holders of foreign and other pilot and instructor ratings may apply for HKPA ratings through direct equivalence. Equivalence to HKPA Intermediate Pilot (HKPA 4) level and above may be approved, subject to the assessment by the EC, on the merit of the individual case and supporting documentation provided.								
Place of origin		Pilot Level						Reference
Hong Kong	HKPA	Novice (HKPA 0)	Solo Novice (HKPA 1)	Club Pilot (HKPA 2)	Pilot (HKPA 3)	Intermediate Pilot (HKPA 4)	Advanced Pilot (HKPA 5)	HKPA Ops Manual Section 3
-	FAI IPPI SAFEPRO PARA	No IPPI equivalent	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5	https://www.fai.org/page/safe-pro-para-training (1/2022)
-	APPI	Paragliding Introduction Tandem Flight	Discover (APPI 1)	Explore (APPI 2)	Pilot (APPI 3)	Intermediate Pilot (APPI 4)	Advanced Pilot (APPI 5)	https://flyappi.org/home/ (1/2022)
USA	USHPA		P1	P2	P3 + TUR P4	P4 + RS, P3 + TUR + RS,	P4+XC	https://www.usHPA.org/page/ippi-cards-for-international-travel (1/2022)
Great British	BHPA		---	Elementary	Club Pilot	Pilot	Advance Pilot	https://www.bHPA.co.uk/documents/safety/overseas/ (1/2022)
New Zealand	NZHGPA		PG1	---	PG2	---	PG3	http://www.nzhgpa.org.nz/members/pilot-ratings (1/2022)
Switzerland	SHV FSVL		Übungshang	Höhenflüge	Einfaches Soaring	Thermik	Streckenflieger	https://www.shv-fsvl.ch/mitgliederservice/fliegen-im-ausland-ippi-karte/ (1/2022)
China	CHINA		LEVEL A	---	LEVEL B		LEVEL C	https://www.hkpa.net/resources/Documents/Shenzhen%20Hong%20Kong%20paragliding%20agreement.pdf (1/2022)
France	FFVL		Niveau Orange	Niveau Vert	Brevet Initial	breveté pilote	breveté pilote confirmé	http://parapente.ffvl.fr/ (1/2022)
Australia	SAFA		PG1	PG2	PG3	PG4	PG5	https://www.safa.asn.au/training/stay-safe-be-certified (1/2022)
Thailand	RASAT		ParaPro 1	ParaPro 2	ParaPro 3	ParaPro 4	ParaPro 5	http://www.rasatthailand.com/frontend/web/ (1/2022)
Taiwan	CTAF		P1	P2	P3	P4	P5	http://www.ctaf.org.tw/ (1/2022)

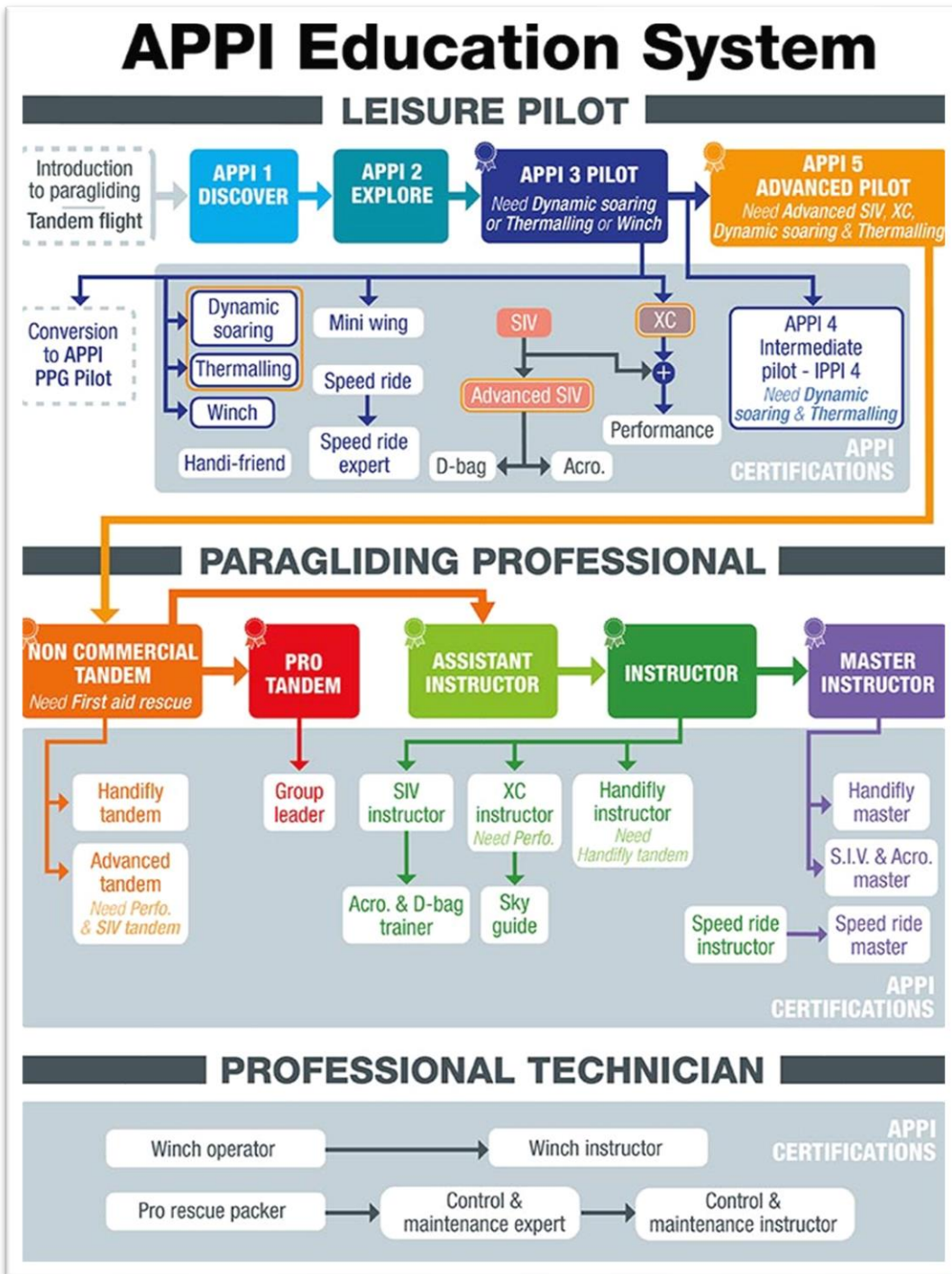


HKPA certificate Equivalence Table Continued

<u>Tandem / Instructor Level</u>						<u>Reference</u>
HKPA	Tandem Pilot (HKPA T1)	Advanced Tandem Pilot (HKPA T2)	Assistant Instructor (HKPA In1)	Instructor (HKPA In2)	Master Instructor (HKPA In3)	HKPA Ops Manual Section 3
APPI	Non-commercial Tandem Pilot	Pro Tandem Pilot	Assistant Instructor	Instructor	Master Instructor	https://flyappi.org/home/ (1/2022)
<p>*HKPA 4 applicants are required to submit two 20km+ open distance/flat triangle/FAI triangle track logs certifying they are eligible to the scheme.</p> <p>**HKPA 5 applicants are required to submit three 30km+ open distance/flat triangle/FAI triangle track logs AND SIV training records certifying they are eligible to the scheme.</p> <p>*** HKPA EC reserve the final decision on granting the HKPA rating through foreign paragliding license.</p>						



Appendix B. APPI Educational System





Cooperation Agreement

This cooperation agreement is entered into by and between the following parties as of Friday 08/05/2020.

1. Association of Paragliding Pilots and Instructors ("APPI")
2. Hong Kong Paragliding Association ("HKPA")

Whereas, APPI is an independent organization offering pilots and instructors a unified worldwide education system.

Whereas, HKPA is a National Sports Associations under the Sports Federation & Olympic Committee of Hong Kong, China.

Now, therefore, the parties hereby agree as follows:

AGREEMENT

Both parties agree to keep, perform and fulfill the promise and conditions set out in this agreement:

Scope of Cooperation

-APPI agrees to share with HKPA all educational resources.

-APPI agrees to provide HKPA pilots with free access to its online exam system in order to have HKPA pilots take theoretical exams. In order to achieve this, HKPA pilots will have to become APPI members (free of charge).

-Theoretical and practical exams will be conducted by APPI certified instructors. Certifications will be issued only upon reaching APPI published standards.

-HKPA agrees to officially recognize APPI solo, tandem, instructor and master certifications.

-HKPA understands that a resident of Hong Kong might learn paragliding in any APPI school worldwide and earn APPI certifications.



-APPI instructors with a permit granted by the Director-General of Civil Aviation (DGCA) of Hong Kong will be allowed to teach in Hong Kong.

-Due to the very specific situation, in order to fly in Hong Kong an APPI member will have to learn about the specifics of Hong Kong airspace use and site specifics and procedures. These procedures are promulgated by the Civil Aviation Department, Agriculture, Fisheries and Conservation Department, and the Hong Kong Paragliding Association. They might need to complete a Hong Kong Air law Quiz and contact any HKPA+APPI pro-rated pilot for site briefing.

-HKPA agrees to publish an Operations Manual and a Safety Management System Manual reviewed by Civil Aviation Department of Hong Kong. Links to these documents will be available on the APPI website.

-HKPA will provide a set of questions (Hong Kong Paragliding Air law Quiz) to check that an APPI member wishing to fly in Hong Kong airspace has understood specific local regulations. These will be incorporated in the APPI exam system and the HKPA will be automatically informed when an APPI member takes this test and the result of it. If the check is validated, it will appear on the APPI member's page, which is directly accessed thru the APPI license QR code.

-If there is any disciplinary issue with an APPI member who is a Hong Kong resident, the APPI disciplinary committee will inform the HKPA.

-If there is any disciplinary issue with an APPI member flying in Hong Kong the HKPA will inform APPI disciplinary committee which will investigate and take the appropriate actions.

AMENDMENT



This Agreement may not be amended, altered or modified except by a subsequent written document signed by all Parties.


TERMINATION

This Agreement shall become effective upon signing by the Parties, unless terminated by APPI and HKPA bilaterally.

In witness whereof, the Parties hereto have caused this Cooperation Agreement to be executed as of Friday 08/05/2020

APPI 



Name: Christian Nougaret, APPI treasurer
Bruce Goldsmith, APPI President

HKPA

Name: Paul Zimmerman
Chairman, HKPA



Appendix C. HKPA Paragliding Area Sign Examples


滑翔傘活動安全指引 (浪茄灣)

Safety Guidance on Paragliding Activities (Long Ke Wan)

<p>適合風向 Suitable Wind direction 東, 東南, 東北 E, SE, NE</p> <p>高度限制 Height Limit 2000ft AMSL</p> <p>資歷要求 Required Pilot Rating Solo: HKPA 3 holders or above Under instruction: HKPA 0 holders or above Tandem operation: HKPA T1 holders or above</p> <p>起飛點 Take-off Zone ① 浪茄 Long Ke 430ft AMSL</p> <p>降落點 Landing Zone ② 浪茄灣 Long Ke Wan 0ft AMSL</p> <p>無線電頻率 Radio Frequency 145.9875Hz</p> <p>注意 Warning</p> <ul style="list-style-type: none"> ● 僅在指定的滑翔傘區域內起飛、飛行和降落 Takeoff, fly and land within the designated paragliding area only ● 避免在人群中降落 Avoid crowds gathered at the landing ● 留意並遠離附近的直升機 Watch out for helicopter operations in the vicinity ● 不要在 5 級風情況下起飛 Do NOT takeoff a paraglider in force 5 and above wind condition 	<p>Long Ke Wan Paragliding Area SPC to 2000 FT AMSL</p> <p>浪茄 Long Ke 浪茄灣 Long Ke Wan 飯櫃洲 CONIC ISLAND 破邊洲 PO PIN CHAU Fl. (2) GS</p>
	<p>香港民航處 Civil Aviation Department 滑翔傘活動安全指引 Safety Guidance on Paragliding Activities</p> <p>漁農自然護理署 Agriculture, Fisheries and Conservation Department 郊野公園及特別地區監察守則 Code for Visiting Country Parks and Special Areas</p> <p>香港天文台 HONG KONG OBSERVATORY 飛行運動天氣資訊 Weather Information for Aviation Sports</p> <p>香港滑翔傘協會 Hong Kong Paragliding Association 浪茄灣滑翔傘場地指南 Long Ke Site Guide</p>



Appendix D. CAD and HKPA Communication on Paragliding Activities

 民航處
CIVIL AVIATION
DEPARTMENT

香港大嶼山香港國際機場
東輝路1號民航處總部
Civil Aviation Department Headquarters
1 Tung Fai Road, Hong Kong International Airport,
Lantau, Hong Kong

電話 Tel: 2910 6677
圖文傳真 Fax: 2795 8469
檔案編號 Our ref: (57) in CAD/APS/ASOPS/182 IV
來函編號 Your ref:

香港特別行政區政府
The Government of the Hong Kong Special Administrative Region

By Email: chairman@hkpa.net
(2 pages)
31 July 2018

Mr Richard Threlfall
Chairman
Hong Kong Paragliding Association
GPO Box 7670
2 Connaught Place
Central, Hong Kong

Dear Mr Threlfall,


Paragliding Activities in Hong Kong

The Hong Kong Paragliding Association (HKPA) has been regarded as one of the main contact points for the paragliding community in Hong Kong and a major representative of its interests. We are writing to seek your assistance in promulgating the information below to your HKPA members regarding paragliding activities.

The Civil Aviation Department (CAD) has recently noted from the internet that certain individuals and organisations seemed to be offering some form of paragliding services for hire or reward in Hong Kong. According to Regulation 22 of the Air Transport (Licensing of Air Services) Regulations (Cap. 448A of the Laws of Hong Kong), a person must not use any aircraft for the provision in Hong Kong of any air service except under, and in accordance with the conditions of, a permit granted by the Director-General of Civil Aviation (DGCA).

CAD takes these observations seriously, and would like to take this opportunity to remind your members of the legal requirements under Cap. 448A, including the provision that no air service may be offered by any aircraft without a permit granted by the DGCA. The provisions of Cap. 448A shall be complied with at all times. Any one who contravenes the abovementioned Regulation 22 of Cap. 448A is subject to prosecution with a maximum penalty of 2-year imprisonment and a fine of \$5,000,000.

.../ 2


致力於安全、高效率及可持續發展的航空運輸系統
Committed to a Safe, Efficient and Sustainable Air Transport System



CAD and HKPA Communication on Paragliding Activities Continued

- 2 -

We would be grateful if you could promulgate the above reminders to your HKPA members please. Please also acknowledge receipt of this letter by 10 August 2018.

Thank you for your attention and prompt assistance.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Wong'.

(Ms Y Y WONG)
for Director-General of Civil Aviation



CAD and HKPA Communication on Paragliding Activities Continued







Appendix E. CAD AIP

Please refer to <https://www.ais.gov.hk/>



Appendix F. Site Guide Summary

Site	Pilot Rating	Flyable wind direction	Desirable wind speed
Lantau (East) 南大嶼山(大東山)	Solo: HKPA 3 holders or above Under instruction: HKPA 1 holders or above Tandem operation: HKPA T1 holders or above	South (S-SE)	Force 2-3
Lantau (West) 南大嶼山(鳳凰山)	Solo: HKPA 3 holders or above Under instruction: HKPA 2 holders or above Tandem operation: Not recommended	South (S-SW)	Force 2-3
Long Ke Wan 浪茄灣	Solo: HKPA 3 holders or above Under instruction: HKPA 0 holders or above Tandem operation: HKPA T1 holders or above	East (NE-E-SE)	Force 2-4
Ma On Shan 馬鞍山	Solo: HKPA 3 holders or above Under instruction: HKPA 2 holders or above Tandem operation: HKPA T1 holders or above	East (E-SE)	Force 3-4
Pak Tam Au 北潭凹	Solo: HKPA 4 holders or above Under instruction: No instruction allowed Tandem operation: Not recommended	North (NW-N-NE)	Force 2-4
Pak Sin Leng 八仙嶺	Solo: HKPA 4 holders or above Under instruction: No instruction allowed Tandem operation: Not recommended	South (SE-S-SW)	Force 2-3
Sai Wan 西灣	Solo: HKPA 3 holders or above Under instruction: HKPA 2 holders or above Tandem operation: Not recommended	North East (NNE - NE)	Force 2-4
Shek O (East) 石澳(東)	Solo: HKPA 3 holders or above Under instruction: HKPA 2 holders or above Tandem operation: HKPA T1 holders or above	East (NE-E-SE)	Force 2-4
Shek O (West) 石澳(西)	Solo: HKPA 4 holders or above Under instruction: No instruction allowed Tandem operation: Not recommended	West (SW-W)	Force 2-4



Appendix G. ASFS HKPA Cooperation Agreement



深港两地融合发展合作计划



根据《中共中央、国务院关于支持深圳建设中国特色社会主义先行示范区的意见》坚持全面深化改革，坚持全面扩大开放，支持深圳实行更加开放便利的境外人才引进、技术交流，支持深圳举办国际大型体育赛事和文化交流活动，建设国家队训练基地，承办重大主场外交活动。中共中央办公厅、国务院办公厅印发《深圳建设中国特色社会主义先行示范区综合改革试点实施方案（2020-2025年）》支持深圳突破现有的体制机制框架，先行先试，与香港接轨。先完成深港两地接轨，再扩展到其他城市。

为深港两地滑翔伞飞行员技术交流、人才交流、深度融合、融合发展，推动两地赛事及活动，让更多的深圳飞行员能参加国际赛事，提高国际技术水平，满足飞行员到香港及国际参加赛事及活动需取得 FAI 国际航联 IPPI 国际飞行员证的需求。让更多的国际友人参与到中国航空运动中来，满足香港地区飞行员到祖国大陆参加赛事及活动需取得“中国航空运动协会”飞行员证的需求。

一、“深圳市航空运动协会”认定的会员，已持有“中国航空运动协会”滑翔伞飞行员证需要换发同等级“FAI 国际航联 IPPI”国际飞行员证由“深圳市航空运动协会”、“香港滑翔伞协会”统一办理。

二、“香港滑翔伞协会”认定的会员，已持有“FAI 国际航联 IPPI”国际飞行员证需要换发同等级“中国航空运动协会”飞行员证由“香港滑翔伞协会”、“深圳市航空运动协会”统一办理。

共 2 页 第 1 页



三、深圳地区持有换发的“FAI 国际航联 IPPI”国际飞行员证出境参加赛事及活动执行“FAI 国际航联 IPPI”相关规定，香港地区持有换发的“中国航空运动协会”飞行员证在祖国大陆参加赛事及活动执行“中国航空运动协会”相关规定。

四、深圳香港的飞行员证换发是推动两地航空运动行业国际化发展，在依法依规的前提下试点开展，只针对滑翔伞飞行员证技术等级的互通，与本地其他相关条例无关，与两地本地区的现行法律法规行业标准不冲突，不承担换发飞行员证带来的技术和个人风险。

五、中国航空运动协会 A 级对应换香港滑翔伞协会 HKPA1，中国航空运动协会 B 级对应换香港 HKPA3、HKPA4 或以上根据香港滑翔伞协会相关规定对换。

六、香港滑翔伞协会 HKPA1~HKPA2 对应换中国航空运动协会 A 级，香港滑翔伞协会 HKPA3~HKPA5 对应换中国航空运动协会 B 级，C 级以上由中国航空运动协会统一考试。



2021年8月1日

香港滑翔伞协会

负责人：

2021年8月1日

