



Supervised Cross-country flying. (Powered and Unpowered flight).

To fly cross-country requires navigating around controlled airspace and safely identifying and setting up a landing in a previously unknown location. This requires a certain level of knowledge and skill. This level is identified by the BHPA as holding the "Pilot" qualification. It is very strongly recommended that all members achieve their Pilot rating (and therefore demonstrate an appropriate level of skill and knowledge) before any cross-country flight.

There are exceptional situations when someone who does not yet have their BHPA Pilot rating may wish to attempt a cross-country flight, this is permitted by the BHPA **only** in specific circumstances where the flight has been thoroughly briefed and approved by a qualified senior coach or instructor* and that briefing has been documented and signed by both parties. E.g. During a BCC or PPG "Discovery" Competition, or when overseen by a school, development school or senior coach. (Not AEI's). A sample of a suitable briefing is below. Declarations must be retained by the School/ Senior coach and copies submitted to the BHPA without delay.

Briefing declaration.

This declaration is applicable to all cross-country flights* on a hang glider, paraglider or powered variant of these aircraft, where the pilot has a BHPA "Club Pilot" rating, but does not hold the BHPA "Pilot" rating.

Take off point: Windspeed & direction:

Anticipated direction of flight:

Expected landing area. May not exceed:

Pilot name: BHPA No:

Senior Coach/ Instructor name:BHPA No:

1/ The pilot has received and understood a detailed briefing of the days' expected meteorological conditions, including anticipated convection activity, convergence lines, cloud cover, and any frontal effects (including sea breeze fronts). Including discussing and understanding conditions which would require terminating the flight for safety reasons.

2/ The pilot has received and understood a suitable briefing, made with reference to a current aeronautical chart, which addresses all controlled airspace or hazards to aviation that may be encountered along the anticipated route of the flight (including NOTAM's), up to the "Do not exceed" limit detailed above. If none, enter Nil below.

Controlled Airspace/ hazards:

The pilot must demonstrate awareness of the geographical limits and altitude, height or flight level limits of such areas or hazards. Both the pilot and the coach must be confident of the pilots' ability to navigate and safely avoid any such areas or hazards. If the flight should stray outside the anticipated "cone" of the briefed track, or reached the "May not exceed" limit, the flight must be discontinued.

Pilot: Coach/ Instructor: Date:

3/ (Powered aircraft only). The pilot has received and understood a suitable briefing covering fuel consumption, ground speed and time in the air and has calculated the anticipated fuel required. The pilot is aware of the need for an adequate fuel reserve, to periodically monitor their engine performance, and the procedure required in the case of a precautionary or forced landing.

Pilot: Coach/ Instructor: Date: