

APPENDIX A

SITE SOVEREIGNTY - CODE OF PRACTICE

To avoid inter-club and inter-sport disputes and help protect existing sites the following Code of Practice applies to both clubs and individual pilots.

1. Before attempting to use any site the following steps must be taken, and in reasonable time before the proposed use:
 - (a) check with the local BHPA Club(s) to see if the site has been adopted by any air related user.
 - (b) if it is already in use following the existing site rules
 - (c) if it is not seek permission from the landowners and ask if there is any other air related sport using the site
 - (d) if there is any existing air related sporting club using the site all negotiations with the landowners must be made in conjunction with that club - it may advise you to go ahead on your own subject to certain conditions
 - (e) in view of landowners' differing attitudes to the necessity of written agreements it should be noted that the existence of a written agreement is not a prerequisite to prove existing club usage

2. In the event of a new site being negotiated by a club the following procedure should be adopted to protect your interests:
 - (a) register the site on the Sites Database.
 - (b) if it is a surface based towing site it cannot be used to tow launch within an ATZ or above 60 metres agl until a valid CAA Tow Site Permission has been obtained
 - (c) try to agree with the landowners that in the interests of safety, and convenience to them, all future enquiries from other air related sports will be passed to your club.

By following this procedure your club will be recognised as being the operating authority (Resident Club) for that site and you will be supported as such in the event of any site problems.

3. If a club chooses not to use a site anymore it should notify the BHPA. If there are 'sensitivities' or safety implications you will remain the resident club and the site will be marked as 'closed' with a brief note of the reason(s) for closure. This information can then be used to answer subsequent enquiries, thus preventing accidents and further aggravation for landowners. It also means that we don't have to start again from scratch when landowners change.
4. If your club ceases to exist as an Association Club or the relevant CAA Tow Site Permission lapses, it will be assumed that you have relinquished all claims as resident club.
5. The management of sites is delegated to local clubs, but we encourage an open policy, for the benefit of all BHPA members, where practical. Sites should only be restricted to club members if requested by the landowner/ATC, or for safety reasons if persistent overcrowding is an issue.

Clubs are expected to provide reasonable assistance to other pilots wishing to fly their sites. It must not be forgotten that it can cost a club considerable time and expense negotiating and keeping a site and that it is the landowner's wishes that are paramount.
6. This Code of Practice relies upon the integrity of both individual pilots and the clubs. Our flying depends upon the use of others' land and this must not be jeopardised by internal disputes or thoughtless behaviour.

BHPA Executive Council