

Fellow Feathers of Fort Funston Hang Gliding Club

Rules and Regulations

IT IS THE RESPONSIBILITY OF EVERY PILOT TO KNOW, UPHOLD, AND ENFORCE THESE RULES.

1. **ANY INTRUSION INTO FAA Class "B" CONTROLLED AIRSPACE JEOPARDIZES THE SITE AND WILL BE DEALT WITH MOST SERIOUSLY.** Pilots may not fly above 2,100' when north of the Westlake Gap or above 1,500' when south of the Westlake Gap. Pilots should refer to the SFO Terminal Area Chart for details.
2. **No pilot may fly within 25' of any person on the ground.** Pilots must yield to pedestrians and people on horseback. No pilot may launch when there are spectators in the launch area. **Courtesy, especially toward spectators, is mandatory of all pilots.**
3. Pilots shall comply with the laws and regulations under surveillance and enforcement by the GGNRA / NPS which include **cooperation with rangers and law enforcement officers.**
4. Pilots must fly straight and level in the launch window, speed not to exceed 30 MPH. The launch window is from the sand trail just south of launch, to the north end of the observation deck, 100' up, 100' out, and 25' below launch.
5. Pilots must fly safely and courteously, clearing all turns and maneuvers, observing International Ridge Soaring Rules and avoiding any conduct that could reasonably be expected to create conflicts with other pilots. Harassment and intimidation are prohibited.
6. Pilots must launch from the designated launch area on the south side of the observation deck. The landing zone is the field south of the parking lot and should be used whenever possible.
7. Advanced (H-4) pilots may fly south of the Training Bowl without restriction. The first two flights south of the Training Bowl by pilots without H-4 ratings must be supervised by a pilot who has made at least 25 flights to Westlake.
8. Pilots must be current members of the United States Hang Gliding and Paragliding Association (USHPA) and must have proof of at least an USHPA Novice (H-2) rating. Current Fort Funston stickers are required and must be worn on helmets.
9. Pilots must remain clear of clouds and fog.
10. All H-2 flights shall be supervised by a Sponsor approved by a majority of the Executive Committee. On their first four (4) flights, an H-2 must glide directly to the beach without attempting to soar. On subsequent flights, H-2's may soar only if approved to do so by their Sponsor.
 - a) All H-2 flights, from launch to landing, shall be under direct supervision of their Sponsor.
 - b) H-2 pilots shall be limited to smooth winds of 15 mph or less, and gusty winds of 10 mph or less. Wind shall not be more than 15 degrees cross.
 - c) H-2's may fly only as far north as the drain pipe just north of launch, and only as far south as the south end of the training bowl below the golf course.

H-2 rules continued on next page;

- d) H-2's must land on the beach. (No top landings).
- e) H-2's must fly a bright colored 6' streamer from their kingpost.
- f) If an H-2 violates any Fellow Feathers rule during their sponsored flight, their Sponsor shall be subject to the same suspension.
- g) Only one H-2 may be in the air at any one time. H-2 flights shall be limited to 30 minutes if another H-2 pilot is waiting to launch.

11. Pilots must not fly north of the North Gap during Bank Swallow nesting season; March 15 through August 15, or dates otherwise specified by the GGNRA

12. No motorized, experimental, or paragliding flight is allowed at Fort Funston.

By signing the sticker application form, the pilot agrees to know, abide by, and enforce the rules and regulations contained in this document. Failure to do so may result in a suspension of flying privileges.

Park Service Special Use Permit:

The Fellow Feathers of Fort Funston Hang Gliding Club is designated by the GGNRA / National Park Service through a special use permit to manage hang gliding activities at Fort Funston. Each pilot flying at Fort Funston is issued a sub-permit from the club allowing the pilot to:

- a) Fly a hang glider in the park airspace.
- b) Launch and land in designated areas at Fort Funston.

The sub-permit is revocable at any time at the discretion of any park official.

Monitoring:

The monitoring process is required as part of the agreement with the Park Service. All pilots are responsible for the following:

- a) Checking for current Funston stickers and proper ratings.
- b) Allocating airtime as traffic and conditions permit.
- c) Verifying that the launch window is clear of traffic and the launch area is clear of spectators before clearing a pilot to launch.
- d) Checking that pilots who intend to depart for Westlake are properly qualified according to Fellow Feathers rules.
- e) Helping to keep the landing zone clear of pedestrians and reminding pilots to land clear of spectators.
- f) Cooperating with other pilots and spectators to keep the set up area and path to launch safe.

Tandem Regulations:

Any pilot wishing to fly tandem at Fort Funston must first be approved by the Funston Tandem Director. The complete Fellow Feathers Tandem regulations can be found at: <http://www.flyfunston.org/tandem.php>, or by request from an Executive Committee member or the Fort Funston Tandem Director.

Enforcement of Rule Violations:

THE NATIONAL PARK SERVICE HAS FINAL AUTHORITY OVER FLYING AT FORT FUNSTON

Any violation of established rules, as determined by the National Park Service or Fellow Feathers Officers, will result in disciplinary actions or suspensions as may be appropriate.

A pilot may file a complaint against another pilot alleging a Rules or Permit violation. The complaint should be filed with the President or the Safety Officer. If in the opinion of either the President or the Safety Officer, the complaint warrants further action, the President or the Safety Officer shall call a meeting of the Executive Committee at which time the complaint will be heard. The President shall chair the meeting but may delegate the authority to the Safety Officer. The Executive Committee shall decide by majority vote of the officers present whether a violation occurred and the penalty for the violation.

Discipline

Since it is the Club's duty to administer the hang gliding program at Fort Funston, the Club may revoke or suspend the flying privileges of members or non-members.

Section 1: For violating Fort Funston or generally accepted rules and conduct, a pilot's flying privileges may be suspended in the following manner:

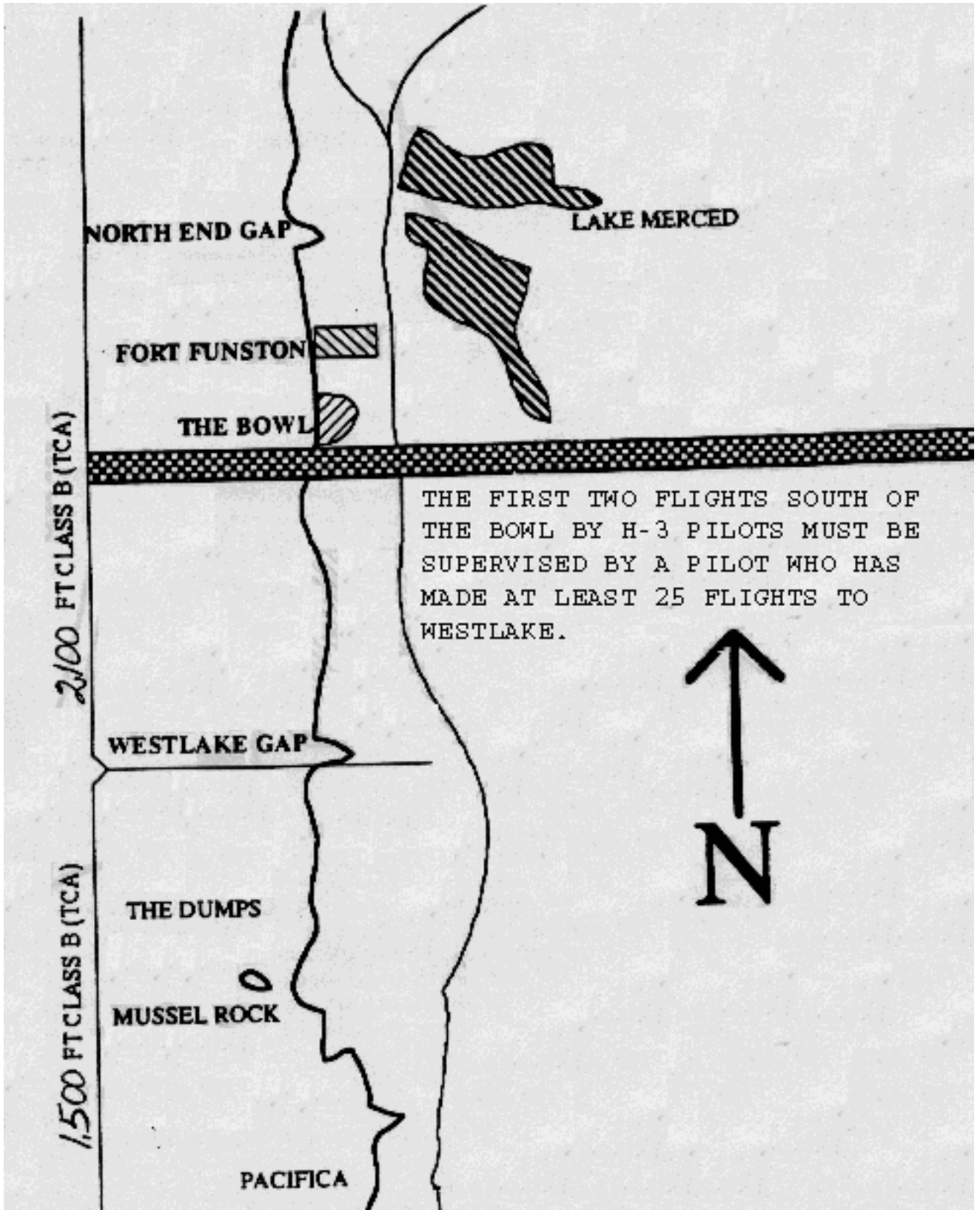
- A.** For up to 7 days by a club officer;
- B.** For longer than 7 days, by a majority vote of the Executive Committee present at a hearing at which at least one witness to the violation or offense testifies and at which the accused pilot has the following rights:
 1. Notice of violation;
 2. Notice of hearing;
 3. Name of witnesses to violation;
 4. Opportunity to question witnesses;
 5. Opportunity to be heard; and
 6. Opportunity to produce witnesses.

C. The hearing shall be conducted by the President or Safety Director.

Section 2: A disciplinary action imposed by the Executive Committee may be modified only by a majority vote of the Executive Committee.

Site Boundaries:

See attached map for site boundaries and airspace restrictions.



Emergency Information:

For emergency assistance; Use the yellow call box located at the west end of the parking lot, stop any National Park Service vehicle, or call 415-561-5656. This number is posted on the clubhouse and on the FF bulletin board in the set up area.

Emergency Procedures

1. CALL EMERGENCY DISPATCH Use the yellow call box or dial 415-561-5656. Call 911 only if other options are not functioning. Be sure the person calling for help knows exactly where the accident occurred and, if possible, the extent or seriousness of injuries. Have them report back to you.
2. STABILIZE THE GLIDER Do not move the pilot unless they are in a life threatening situation.
3. DO NOT REMOVE THE HELMET. This should only be done by an EMT. Always consider the possibility of head, neck, or back injuries.
4. CHECK FOR BREATHING. Administer rescue breathing if necessary.
5. CONTROL BLEEDING. Apply direct pressure if appropriate
6. CHECK THE VICTIM from head to toe for possible indications of injury. This should be done by a person trained in First-Aid.
7. KEEP THE VICTIM QUIET AND STILL. Do not move the victim unless their life is at stake. Don not let the victim move any body parts considered injured.
8. KEEP THE VICTIM WARM and shielded from wind. Treat the victim for shock.
9. KEEP SPECTATORS AWAY.
10. ASSURE THE VICTIM that everything is under control. Keep the atmosphere as calm as possible.

File an accident report with the Fellow Feathers hang gliding club.