Guideline for Paramotoring -Air Based Adventure Tourism Activities

For Registration with Sri Lanka Tourism Development Authority

1. INTRODUCTION

The Para motoring is a popular new flying sport using a mini engine driven by a propeller. The Para motor pilot can climb, descend, turn similar to the convention air craft. Basically, para motoring is a human air craft that allows freedom of flight and great scenery coverage ranging from 100 feet up to 6000 feet above ground level.

The wing is a flexible wing similar to a parachute's wing but much bigger up to 48 Square meters or more in terms of surface area. The propulsion system or motor unit engine is carried on the back of the pilot like a camping back pack.

Basic air rules and regulations should be adhered, when conducting the para motoring activity.

2. BASIC OPERATING PROCEDURE / GUIDELINE

2.1. WEATHER FORECAST

Weather condition report should be examined in the area of operation before every flight / para motor activity.

2.2. LAUNCH FIELDS

a) Launch field must be registered with the Civil Aviation Authority (CAA) and approval must be obtained from the joint panel consist of Civil Aviation Authority (CAA) and Sri Lanka Air Force (SLAF) to operate Para motor activity.

b) If the para motor activity operate from the beach clearance should be obtained from Coast Conservation Department (CCD) and if operate from the land, approval must be obtained from the Local Authority, Department of Wildlife and Department of Archeological etc.

2.3. EQUIPMENT CHECKS

A pre-flight inspection must be carried out on para motor and wing before every launch. The para motoring equipment must regularly check for air worthiness by the certified Master Parachute Rigger. Further no alterations and modifications be carried out without proper approval of Master Parachute Rigger.

2.4. FLYING INSTRUCTIONS

a) The para motoring activities must be conducted according to the air rules and regulations. Fly closer than 500 feet to any building, structure, vessel, and vehicle etc. must be avoided.

b) It also states that shall not fly over any congested area of a city, town, or settlement below a height of 1500 feet above the ground level.

c) Para motor which is flying within sight of the ground and following a road, railway, canal or coastline or any other line of landmarks shall keep such landmarks on its left.

d) If you find approaching another para motor or any aircraft head-on, both should steer right to avoid collision.

e) The operator should avoid always causing a noise nuisance or annoyance to public.

2.5.Ground to air signals;

a) Para motoring activities in operation and radio communications is not used or breakdown the landing zone control signal panels which are visible by Para motor pilots from whatever heights will be used to signal following instructions.

i. When the panels are in the form of an (X) it indicates that conditions are suitable for Para motoring.

ii. When the panels are changed to an (T) it indicates that conditions are not suitable for para motoring.

iii. When the panels are changed in to an (I) it indicates that all Para motor flying temporary suspended.

iv. When the panels are changed to an (L) it indicates that all Para motor flying are suspended and must land immediately.

2.6.GROUND CONTROL ORGANIZATION

a) Before the commencement of Para motoring activity, should establish an operational ground control system to control Para motoring activities and should meet the following minimum requirements.

i. All Para motor pilots must be brief regarding the present weather conditions before commencement of the operation.

ii. The landing zone control must be established and para motor pilot must be nominated with experience in duties and responsibilities for the specific activities.

iii. All para motor pilots log books ad relevant records must be maintained.

iv. Must ensure that the ground to air signals are displayed at all times during the operation.

v. To ensure that landing zone is equipped with a wind sock, signal panels and tele meters are positioned at the most suitable location.

vi. To ensure that the descents of all Para motorists are monitored from the ground control zone. To suspend Para motor activities, if weather conditions are not suitable for same.

vii. All Para motor pilots must ensure that any injuries, incidents, or malfunctions are reported to the operator control room and Civil Aviation Author**ity (CAA).**

2.7.WING CARE AND MAINTENANCE.

a) Make sure fold your Para glider properly, when you store.
b) If there is a broken or torn suspension line, should not fly.
c) If there is a foreign object in your suspension lines, remove before taking off
d) If you are warming-up the engine, it should be done away from para glider. After warming the engine attach the para glider wing to the motor unit, by preventing the possibility of cutting suspension lines with propeller.
e) The wing is made of non-porous nylon attached to suspension lines and risers. The wing can be damaged letting foreign objects enter the wing cells of air canopy.
f) The weather also could reduce the life span of Para glider. Sun rays reduce the strength of suspension lines due to the material is damage by the UV rays.
g) Flying in the rain also damage para glider due to moisture accumulation.

2.8.ADHERE TO EMERGENCY LANDING

a) The para motor pilot must be very clear with prevailing weather and ground condition.
b) Procedure for unintentional water landing in the event of Engine failure must be adhere properly.
c) Continue to steer to avoid any water hazard.
d) Disconnect the leg straps and flare half breaks at 10 feet above the water.
e) Disconnect the chest straps to facilitate out of the harness after landing in the water.
f) Caution must be taken to avoid the main canopy suspension lines.

g) Dive deep and swim out from the center of the canopy.

h) Swim carefully away upwind or upstream to avoid entangling in the suspension lines.

i) Remove any full coverage helmets in the event of breathing difficulties.

2.9.PROCEDURE FOR AVOIDING POWER LINES

a) Power lines near landing zones / areas cause a serious hazard and should identify power lines as early as possible and steer away to avoid them.

b) If a power line landing is unavoidable bring a Canopy to slow flight and switch off the engine and land parallel to the power lines.

2.10. PROCEDURE FOR AVOIDING BUILDINGS AND OTHER OBJECTS

a) Every para motor pilot must plan the landing zone and approach with clear of objects

b) If landing on a building or any object prepare for parachute landing fall (PLF) in paramotoring.

c) After landing on top of any object in Windy conditions, pull one toggle line or disconnect the main riser.

2.11. PROCEDURE FOR HIGH WIND LANDING

a) The para motor pilot must ensure following procedure is adopted for high wind landings

i. Precautions must be taken to release one side of the canopy, when landed and pull one toggle as quickly as possible until the canopy collapse. This action will prevent being dragged the canopy.

2.12. PRE-FLIGHT CHECKS:

Before every para motoring activity, the operator need to check the notice to airmen (NOTAMS) for the area of operation / flying over.

3. REQUIRED DOCUMENTS / APPROVALS

a) Operator must register with Civil Aviation Authority (CAA).

b) Obtain clearance from Ministry of Defense, Civil Aviation Authority, Sri Lanka Air Force and Department of Import and Export Control to import the para motoring equipment.

c) Provide details of the para motor equipment to Civil Aviation Authority (CAA) to obtain clearance for airworthiness.