

Traffic and Right of Way Rules

- A. The primary right-of-way convention is that all pilots must “See and Avoid” as set out in FAR Part 103.13:
 - a. Each person operating an ultralight vehicle shall maintain vigilance so as to see and avoid aircraft and shall yield the right-of-way to all aircraft.
 - b. No person may operate an ultralight vehicle in a manner that creates a collision hazard with respect to any aircraft.
- B. Flight of hang gliders and paragliders under FAR Part 103 is only available to individuals who have assumed all responsibility for their own personal safety. See FAA Advisory Circular AC-103-7.
- C. To assist pilots in seeing and avoiding other aircraft, and potentially reduce the risk of collision that is inherent in the sport, USHPA recommends that pilots flying a particular launch/flight/landing area agree upon and utilize the following right-of-way conventions when flying in the proximity of other unpowered hang gliders or paragliders. It may be helpful to pilots flying a particular launch/flight/landing area, for those managing the area to make it known to those pilots that these or other conventions have been agreed upon.
- D. Recommended Conventions to help reduce the inherent risk of collision:
 - 1. When traveling opposing directions, pass to the right. Yield to the pilot on the “inside” with the ridge to their right.
 - 2. Gliders with greater altitude yield to pilots who are lower.
 - 3. The first pilot to enter a thermal sets the turn direction regardless of altitude. When entering a thermal with other pilots already in it, yield to them.
 - 4. Clear all turns. Look for other gliders that are within your intended flight path and that appear to be headed towards your intended flight path.

5. When overtaking another glider going the same direction as you, pass between the other glider and the ridge, when practical. Consider turning around instead of passing where passing puts you in close proximity to another glider.
6. Pilots on the ground yield to gliders already in the air. Pilots launching should wait for the airspace to be sufficiently clear that they can see, be seen, and avoid glider already in the air. Pilots who have landed should clear the LZ as quickly as practicable.
7. Takeoffs and landings should be made into any significant wind.
8. When ridge soaring, reversing turns should be made away from the ridge and into the wind.
9. Gliders approaching head on should give way by moving to the right. When gliders are approaching head on and one has the ridge to the right and cannot safely give way to the right, that glider has right of way and the other should yield.
10. Pilots should avoid flying directly above or below another glider in close proximity.

The United States Hang Gliding and Paragliding Association, Inc.
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