

**BAY AREA PARAGLIDING ASSOCIATION  
STABLES AND MORI POINT SITE REGULATIONS**

Revised December 17, 2007

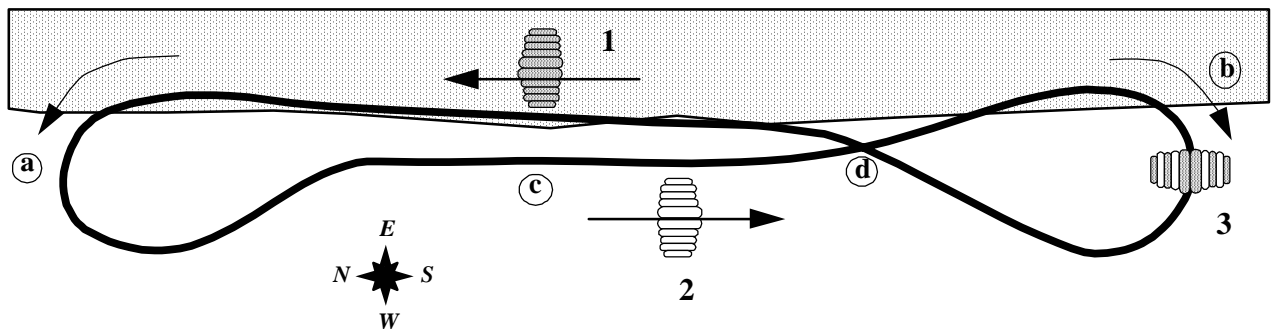
***IT IS EACH PILOT'S RESPONSIBILITY TO KNOW, UPHOLD,  
AND ENFORCE THESE RULES***

- I. **Pilot Qualifications:** Every pilot flying at the Stable or Mori Point must wear a current BAPA Stables and/or Mori Point sticker clearly visible on their helmet. To obtain a sticker, the pilot must:
- A. be a current member of the United States Hang Gliding Association (USHGA), or proof of equivalent insurance coverage to that of the USHGA.
  - B. possess proof of a current USHGA Paragliding Intermediate rating, plus RS and AWCL special skills signoffs, or better, or a current and approved foreign equivalent.
  - C. fill out an application and waiver.
- II. **Pilot Waiver:** (See attached Pilot Waiver) Signing the sticker application form to use this site is your agreement to know, abide by, and enforce the rules and regulations contained in this document. Failure to do so can result in privilege suspension.
- III. **Park Special Use Permit:** The Bay Area Paragliding Association (BAPA) is designated by the National Park Service through a special use permit to coordinate paragliding activities at the Stables launch site on Olympic Club property. Each pilot flying at the Stables paraglider park is issued a sub-permit from the club allowing that pilot, only, to: a) fly a paraglider in Park airspace, and b) launch and land in the designated area for the Stables. This sub-permit will be revocable at any time at the discretion of any Park Official.

**THE NATIONAL PARK SERVICE HAS THE FINAL  
AUTHORITY  
OVER FLYING AT THE STABLES AND MORI POINT**

**IV. Flight Rules:** In addition to F.A.R. Part 103, the following flight rules apply to the Stable and Mori Point (see pages 8-10 for Mori Point-specific restrictions, rules and regulations):

- A. ANY VIOLATION OF THE TERMINAL CONTROL AREA (2,100 FEET VERTICAL FROM THE STABLES TO THE NORTH END OF THE GAP AT WESTLAKE, AND 1,500 VERTICAL FEET SOUTH OF THE WESTLAKE GAP) JEOPARDIZES THE SITE, AND MAY RESULT IN THE LOSS OF USHGA RATING, CITATIONS, AND OTHER PENALTIES.
- B. No pilot may fly within 25 ft. of any person, in the air or on the ground. Pilots must yield to people on horseback. Courtesy (especially toward spectators) is mandatory of all pilots at all times.
- C. Pilots must fly safely and courteously, clearing all turns and maneuvers, and observing International Ridge Soaring Rules.
  - 1. Make all reversing turns away from the ridge, into the wind.



- 2. Gliders approaching each other head-on give way to the right. When passing right, the northbound glider, regardless of relative altitude, should give way by moving in towards the cliff a safe distance. The southbound pilot should give way by moving seaward enough to clear the other glider by at least one-half a glider wingspan horizontally. This passing clearance is to reduce the maximum effect of wake turbulence, as a courtesy, and to reduce the danger to the northbound pilot when both pilots are close to the terrain in marginal lift.
- 3. The traffic pattern will be defined as an elongated figure-8, as shown above. At the ends of the pattern, marked (a) and (b), the pilot will turn toward the ocean (away from the cliff). At (c), Pilots 1 and 2, meeting head on, will pass to the right of one another. At (d), if there is room for Pilot 2 to safely move in behind Pilot 3, then Pilot 2 will follow into the turn portion of the pattern. If there is not room to follow before Pilot 3 completes the turn, then Pilot 2 must pass to the right of Pilot 3.
- 4. A pilot overtaking a slower glider must pass on the inside between the slower glider and the ridge. This is to allow the other pilot turn away from the hill according to the standard traffic pattern. Pilots should always keep an eye on traffic behind them as well as in front of them.
- 5. A pilot may not fly close under or over another glider. This is especially true with gliders flying in the same direction, because the upper glider may be restricted by traffic or terrain and may be left with no choice but to descend. Also, as a courtesy, a pilot should avoid flying low and to the outside of a glider travelling in the same direction, because the upper glider will receive a steady stream of wake turbulence.

- D. Pilots flying south of Thornton Beach must carry current Westlake ratings, and carry a current Westlake sticker.
- E. **HELMETS** are required.
- F. **VISIBILITY REQUIREMENT:** All pilots must maintain enough distance and visibility with cliff, clouds, fog, and other pilots so as not to endanger themselves or other pilots.
- G. **TANDEM FLYING, COMMERCIAL INSTRUCTION, STUNT FLYING and AEROBATICS, MOTORIZED PARAGLIDING and HANG GLIDING** are prohibited in the permitted area.

V. **Site Boundaries and Flight Zone Restrictions - Stables:** See attached maps for site boundaries.

- A. The launch window is designated on the accompanying map (C).
- B. Pilots must launch from the designated launch area. The landing zone is the area to the east of the launch area, and should be used whenever possible.
- C. The north-most end of the site is the knob on the south end of the old training bowl. No flight into Fort Funston airspace is permitted.
- D. No flight within 200 feet of Westlake houses is permitted.
- E. Paraglider pilots will not fly at golf course altitude when they are within 200 feet of a fairway.
- F. When winds are less than 13 m.p.h. (as measured at Fort Funston launch), no more than 8 paragliders are allowed to fly on the ridge of the Olympic Club Easement.
- G. When winds are less than 13 m.p.h. (as measured at Fort Funston launch), no more than 15 paragliders are allowed to fly the Westlake Cliffs.

VI. **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 Stables stickers and proper ratings.
- B. Appointing a pilot to manage the launch line when six or more gliders are in line.
- C. Establishing limits of air time as traffic and conditions demand.
- D. Verifying that the launch window is clear of traffic and that the launch area is clear of spectators before clearing a pilot to launch.

- E. Checking that pilots who intend to depart for Westlake are properly qualified according to Westlake rules.
- F. Helping to keep the landing zone clear of pedestrians and equestrians and reminding pilots to land clear of spectators and equestrians.
- G. Cooperating with other pilots and spectators to keep the set up area and path to the launch area safe.

**VII.Enforcement of Rule Violations:** Any violation of established rules as determined by the National Park Service or BAPA Officers will result in disciplinary actions or suspensions as may be appropriate.

- A. Written warning
- B. One month suspension
- C. Six month suspension
- D. One year suspension
- E. Permanent suspension

Once a pilot is issued a warning, it will remain on file for a period of two years from the date of the issuance. If the pilot has another rules violation within that two-year period, at least the next level of penalty will be applied. Only BAPA club officers, site committee members, Park Rangers, and Park Police may issue citations. However, any person may act as a witness to rules violations and register a complaint with the club officers.

It is possible to receive a verbal warning and a suspension in one day. Repeated rules violations can amplify the duration of suspension when the site committee evaluates the situation.

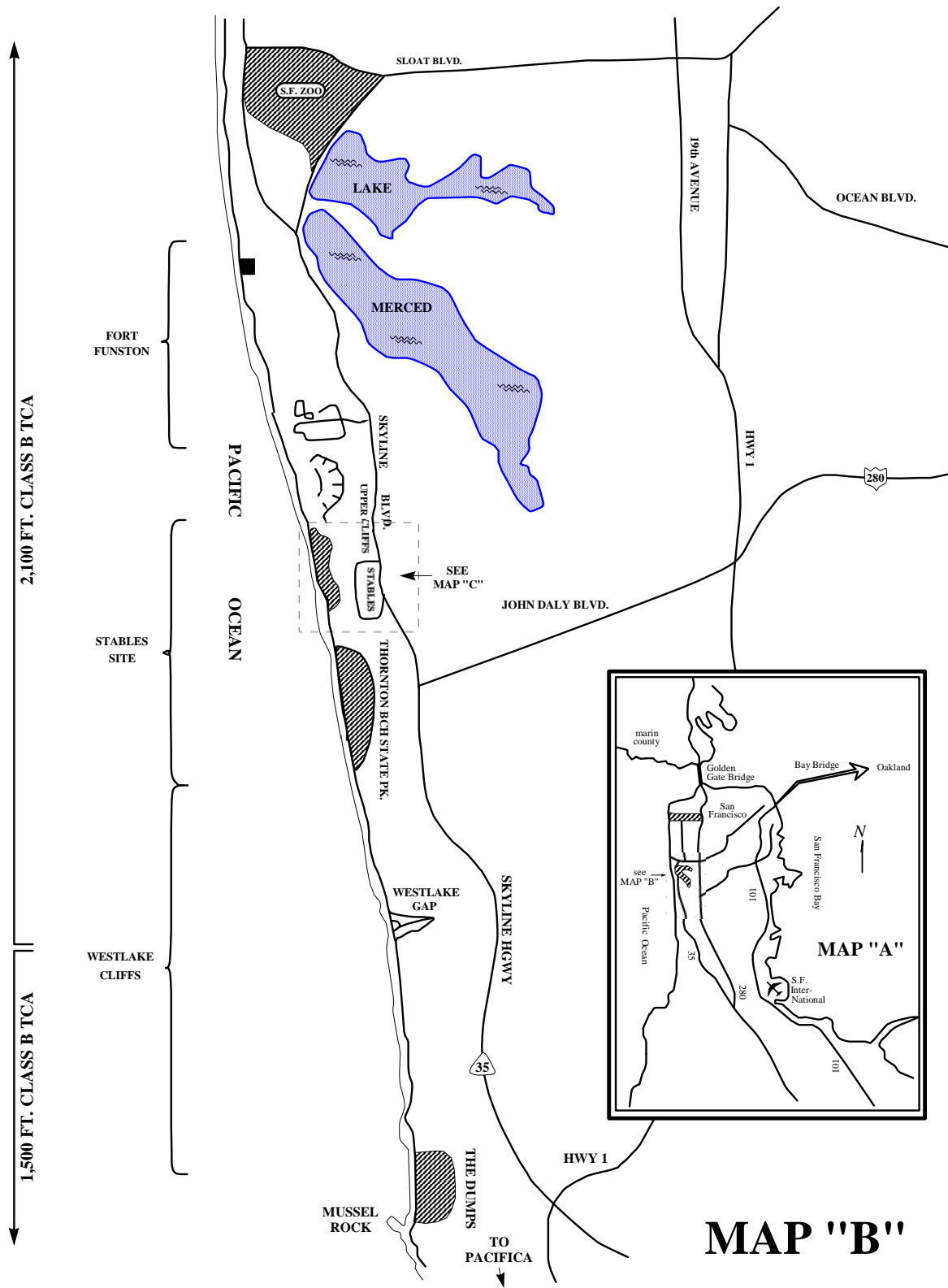
Suspended pilots have the right to appeal through a hearing within ten days of their suspension. A hearing will be called by the site manager, which must include the site director and site committee, the club president, the pilot(s) in question, and the witnesses. Suspensions of a year or longer must be co-authorized by the National Park Service.

**VIII.Emergency Information and Procedures:** For emergency assistance call 911 or 556-7940, both 24 hours a day. Both of these numbers are posted in the phone booth near the Fort Funston entrance. You can also stop any National Park Service vehicle.

- A. **STAY CALM:** Your job is to prevent further injury to the victim and to make them as comfortable as possible until qualified help arrives.
- B. **SURVEY THE ACCIDENT SITE:** Make sure that the pilot can be approached safely prior to providing assistance. Do not cause a second accident in trying to help someone; call a rescue squad if you are not sure. This is particularly important in water rescues. A water rescue requires specialized training and procedures.

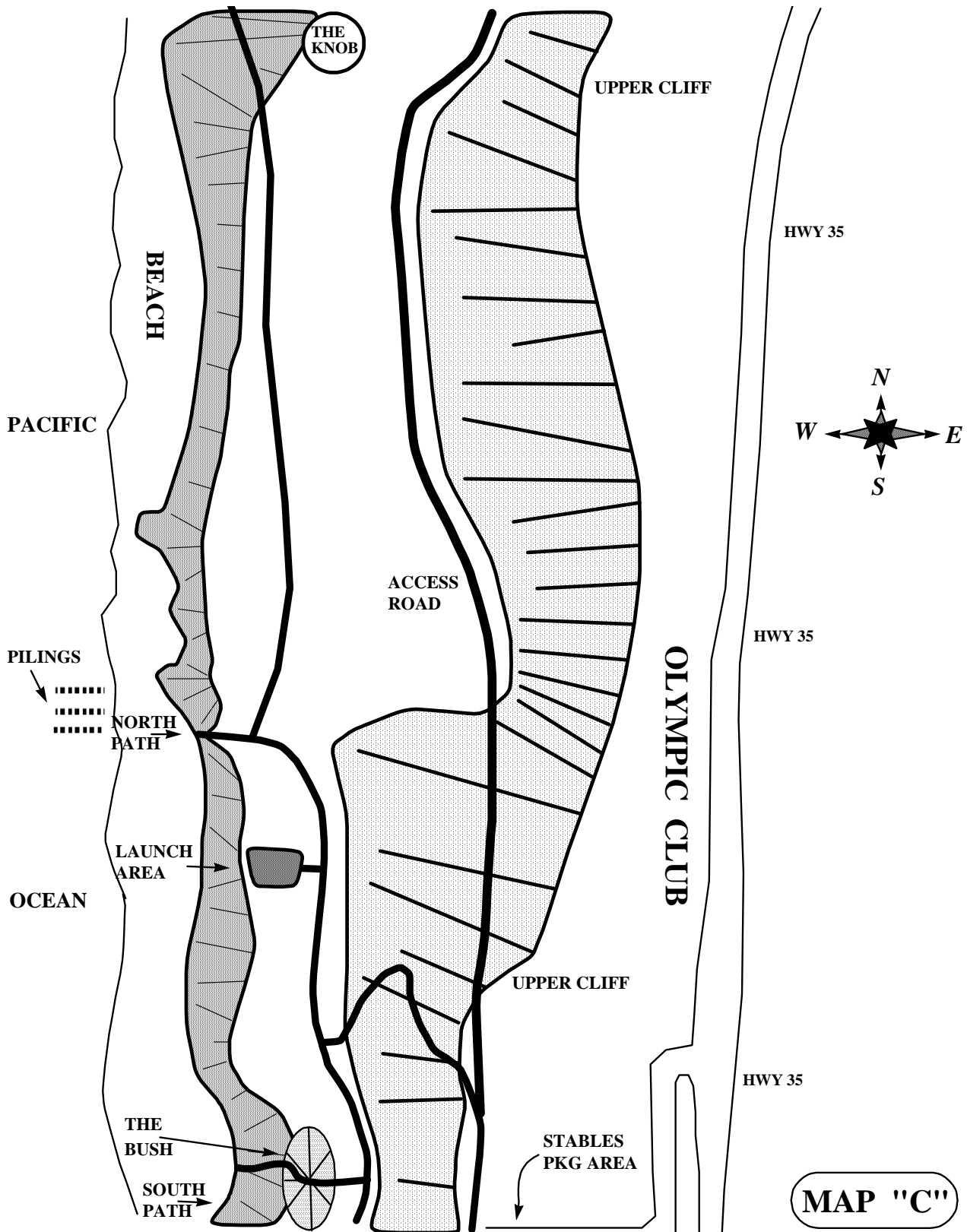
- C. **STABILIZE THE GLIDER** if there is a danger of it moving the pilot further.
- D. **DO NOT REMOVE THE PILOT FROM THEIR HARNESS** or remove the helmet until you are certain this will not injure the pilot further. Always consider the possibility of head, neck, or back injuries.
- E. **CHECK FOR BREATHING** and initiate CPR procedures if necessary and if you are qualified.
- F. **CONTROL BLEEDING** with direct pressure and pressure points.
- G. **PERFORM A FULL BODY** check on the victim for non obvious injuries.
- H. **KEEP THE VICTIM QUIET.** Do not move any part of the person's body unless their life is at stake. Do not let the victim move any of their own body parts that are being considered as potentially injured.
- I. **KEEP THE VICTIM WARM** so as to avoid or treat shock. Shield the victim from the wind.
- J. **KEEP SPECTATORS AWAY.**
- K. Be sure the person going for help knows **EXACTLY WHERE** the accident occurred and, to your best knowledge the **EXTENT OF INJURIES** (helicopter evacuation is available in life threatening situations).
- L. **ASSURE THE VICTIM** that everything is under control. Keep the atmosphere as calm as possible.
- M. File an accident report with the Bay Area Paragliding Association Safety Director.
- N. A first aid box is located in a storage container on launch. The combination for both locks on the container is '0911'.

**MAPS A&B: Bay Area Stables Paragliding Park Location and Site Boundaries**



**MAP "B"**

MAP C: Stables Cliff, Launch Area, and Access Paths



## **The Mori Point-Specific Site Regulations**

Mori Point is part of the Golden Gate National Recreation Area (GGNRA) and is a protected wildlife space. The site has been closed for a long time due to environmental concerns but, thanks to the efforts of a few determined pilots, Mori Point is open again, albeit with substantial restrictions compared with the previous site.

### Basic Site Facts

Location- Mori Point, Pacifica

MSL- 320' Launch/LZ (hill top).

150' Primary LZ (plateau).

10' Secondary LZ (beach).

Type- Coastal hill and ridge

Good Wind- WSW – NNW (soarable mostly in the winter)

Minimum Rating- P3 (Site Intro Required). Good landing skills in restricted space is highly recommended.

Sticker- Required (available from the Site Administrator)

### Restrictions

BAPA has obtained a Special Use Permit from the National Park Service for the activity of Paragliding at this site. Mori Point is now included with the Stables site on a single permit. The GGNRA established rules and boundaries for paragliding activities at Mori Point. The permit does not include hang gliding, motorized power, or commercial activities and tandem flying is not permitted. Launching and landing within the GGNRA space is permitted only at designated areas. Hiking is permitted only on designated trails. Dogs must be on a leash.

### Mori Point Site Checklist

All pilots must be current members of USHPA or have proof of insurance comparable to USHPA's coverage. A site introduction is required before you fly. A BAPA site sticker will be issued at the introduction. Contact a BAPA Site Administrator - Dan Byrne (650) 359-9001 ([www.sfbapa.org](http://www.sfbapa.org)).

### Special Conditions to be aware of

Wind speed and direction can change in a short period of time. Look for white caps on the ocean. This is a good indicator that the wind is too strong to fly. Check the wind direction as you fly and before you land. Do not land downwind.

Rotors are the severe turbulence found on the lee side of a ridge, spine, trees, or other formation. Rotors change location according to the wind direction.

Shear turbulence is created when two air masses moving in different directions meet. Do not fly in strong shears.

Fog can develop quickly creating poor visibility.



### Site boundaries

Do not fly low over the houses. Landing is permitted only atop the Mori Pt. plateau directly below launch; top landing back at launch; or at the beach north of Mori Point. Do not hike or land in designated protected wildlife areas.

### Other hazards to be aware of

There is very little beach below much of the cliff around the perimeter of the primary landing zone.

The ocean is extremely cold and often has large waves. Landing in the water can be fatal.

There are concrete foundation walls next to the primary landing zone.

During the winter and spring months there are often large puddles next to the primary landing zone.

There are power lines that run along the north side of Old County Rd. (Moris Pt. Rd.).

There are remnants of an old storm drain pipe on the beach north of Mori Point (secondary landing zone).

The airspace is limited and only two gliders are permitted to fly at the same time.

There is no way out of the beach cove to the south of the primary LZ so landing on the beach (if there is one) in that cove is not an option.

### Equipment all pilots should have

Certified glider in good condition.

Harness with quick release buckles.

Helmet, boots, and gloves.

Hook knife.

In an emergency:

Pacifica Fire & Police- 911 or (650) 738-7314

National Parks dispatch- (415) 561-5505

A special thanks goes to David Sondergeld who has worked hard to secure this permit to reopen flying at this site.

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415-602-7847 cell

650-756-4530 home

# MAP - Bay Area Mori Point Paragliding Park Location and Site Boundaries

