

The Fellow Feathers of Fort Funston Hang Gliding Club **Rules and Site Regulations**

By signing the membership 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.

1. Pilots must be current members of the United States Hang Gliding and Paragliding Association (USHPA) and have a minimum Intermediate (H3) rating. Pilots must have a current Funston sticker visible on their helmet.
2. **ANY INTRUSION INTO FAA CLASS “B” CONTROLLED AIRSPACE JEOPARDIZES THE SITE AND WILL BE DEALT WITH MOST SERIOUSLY.** There are 5 ceiling changes between Fort Funston and Devils Slide. Pilots must refer to the SFO Terminal Area Chart for details.
3. **NO PILOT MAY FLY OR LAND WITHIN ONE WINGSPAN 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 for all pilots.
4. Pilots shall comply with all Fort Funston site regulations, USHPA SOP's, and FAR-103, as well as the laws and regulations under surveillance and enforcement by the GGNRA / NPS which include cooperation with Rangers and law enforcement Officers.
5. Stunt flying and aerobatics are prohibited at Fort Funston. Pilots may not perform aerobatic maneuvers anywhere in the area from the south end of the Training Bowl up to Sloat Blvd. Aerobatic maneuvers will be defined as any turn with a bank angle in excess of 60 degrees, or where the pitch attitude of the glider exceeds 30 degrees above or below horizontal.
6. Pilots must fly safely and courteously, clearing all turns and maneuvers and observing International Ridge Soaring Rules. Harassment, intimidation, or any conduct that could reasonably be expected to create conflicts with other pilots, flying related or otherwise, are prohibited at Fort Funston and at club events.
7. Pilots must launch from the designated launch area on the south side of the Observation Deck. The designated landing zone is the field south of the main parking lot.
8. Advanced (H4) pilots may fly south of the Training Bowl without restriction. The first two flights south of the Training Bowl by pilots without H4 ratings must be supervised by a pilot who has made at least 25 flights to Westlake.
9. During Bank Swallow season, March 15 through August 15, pilots shall not fly north of the northern beach access trail into the Bank Swallow habitat area unless they are at least 500' AGL.
10. Motorized, experimental, or paragliding flights are not permitted at Fort Funston.

11. Pilots must not commit any act or behavior that could jeopardize the GGNRA Special Use Permit, or the Fellow Feathers of Fort Funston USHPA Chapter site insurance.
12. Pilots may not launch if emergency vehicles are in the setup, launch, or landing area.
13. The use of illegal drugs, including marijuana, is prohibited on Federal property.
14. "Rule of 6" (In written agreement with the Wings of Rogallo GGNRA SUP).
 - A. All pilots shall observe International Ridge Soaring Rules.
 - B. All pilots shall use caution and courtesy when flying near other aircraft:
 - i. Pilots shall not pass upwind of another aircraft in such a way that would intentionally and dangerously wake the other aircraft.
 - ii. Pilots shall respect a minimum safe distance from other aircraft of 25' in all directions, unless prior mutual consent is obtained.
 - C. No pilot shall linger upwind or in front of any launch site in such a way that would prevent another pilot from launching safely.
 - D. No pilot shall linger upwind or in front of any landing zone or landing window in such a way that would prevent another pilot from landing safely.
 - E. No pilot shall enter an established soaring pattern if their joining that pattern would create a safety hazard or cause another pilot to take evasive action to remain in that pattern.
 - F. No pilot shall deliberately intimidate another pilot by flying in an aggressive or threatening manner.
15. All Novice (H2) flights shall be supervised by a Sponsor who has been approved by a majority of the club members present at a club meeting. H2's must glide directly to the beach without attempting to soar.
 - A. All H2 flights, from launch to landing, shall be under direct supervision of their Sponsor.
 - B. H2 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. H2's may fly only as far north as the drainpipe just north of launch, and only as far south as the south end of the training bowl below the golf course.
 - D. H2's must land on the beach. (No top landings).
 - E. H2's must fly a bright colored 6' streamer from their kingpost.

- F. If an H2 violates any Fellow Feathers rule during their sponsored flight, their Sponsor shall be subject to the same suspension or disciplinary action.

Golden Gate National Recreation Area (GGNRA) Special Use Permit:

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

1. Fly a hang glider in the park airspace.
2. Launch and land in designated areas at Fort Funston.

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

Monitoring by Members/Pilots:

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

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

Tandem Regulations:

USHPA Tandem rated pilots wishing to fly tandem at Fort Funston must first be approved by the Funston Tandem Administrator. Commercial operation is strictly prohibited. All instructors must be USHPA Certified Non-Commercial (CNC). The complete Fellow Feathers Tandem regulations can be found at: www.flyfunston.org, 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 GGNRA / 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 Club President or Safety Director. If in the opinion of either the President or the Safety Director, that the complaint warrants further action, the President or the Safety Director 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 Director. 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.
 - 6.** Opportunity to produce witnesses.
- C.** The hearing shall be conducted by the Club 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.

Overview

Fort Funston is a beautiful ridge soaring site on the west edge of San Francisco, with a rich history and diverse range of flying conditions. It is soarable from early spring through fall every year, with some favorable pre- and post-frontal days through the winter as well.

The Fort Funston launch sits at approximately 160' MSL and is located west of the main parking area off of Skyline Boulevard. Fort Funston includes vehicle parking, portable toilets, potable water, hang glider set up area, launch, and landing zones, and optional glider storage for members. The following sections describe the flight operations for launching, flying and landing hang gliders at Fort Funston and identifies related risks, along with techniques that can help mitigate those risks.

Pilots must familiarize themselves with these guidelines, club rules, and site briefings before arriving. This information DOES NOT replace the need for an in-person site briefing from a local pilot or instructor familiar with the area.

Use Parameters and key information

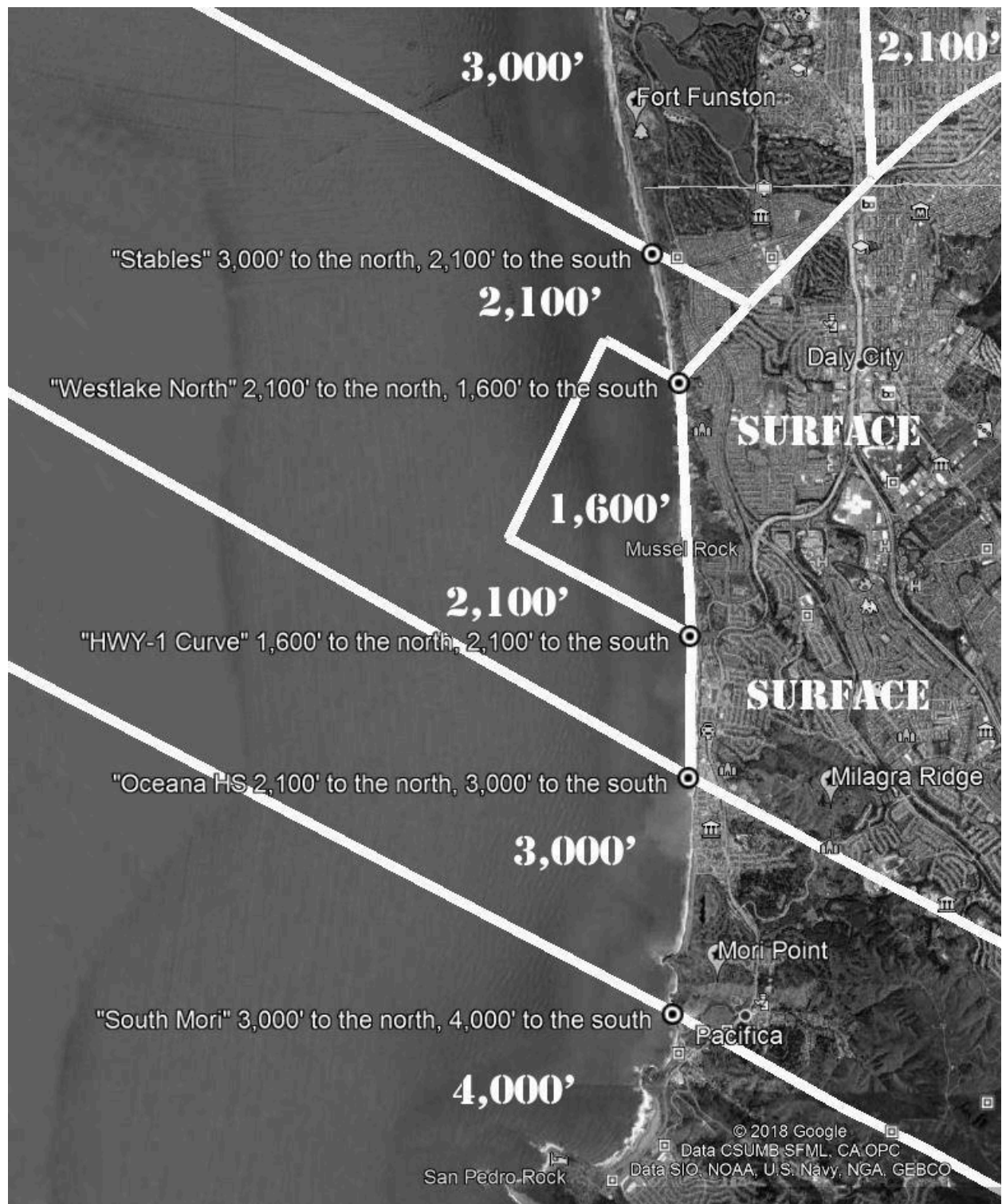
- Minimum Ratings: Intermediate (H3) and current USHPA membership.
- GPS Coordinates: 37.714136, -122.503003.
- Launch Type: Cliff Launch.
- Altitude: 160' MSL.
- Launch Orientation: W.
- Best Wind Direction: W, WSW, WNW* (ideal: 240-265 degrees; ok: 220-280 degrees) // Wind speed: ideal: 15 MPH; ok: 8-20 MPH, max 10 MPH gust differential.
- Best Wind Speeds: 15 MPH; ok: 8-20 MPH, max 10 MPH gust differential.
- Minimum Glide Ratio to LZ's: 1:1, primary LZ is behind launch; secondary LZ is below launch on the beach.
- Vehicle Access: Large, paved public parking lot (free).

Details

There are some special considerations to be aware of when flying Fort Funston. Please read on to learn about them:

- **Bush Rotor:** When the wind has a northerly component, launching and landing can be very challenging. Expect strong turbulence walking out to launch, on launch and while landing due to a large rotor downwind of the bush by the setup area. Expect the rotor to extend 200 yards or more downwind of the bush. Pay attention to the windsock and streamers and land in the cleanest air.
- **Pedestrians:** Pilots must stay at least 25' away from pedestrians while launching, flying, or landing.
- **Beach Landing:** Check the tide before you launch to ensure a beach landing will be possible. Plan your approach to land crosswind to the north or south depending on wind direction. Note, the wind direction at the beach may be different than at launch.
- **Westlake:** Intermediate (H3) rated pilots need a Westlake introduction and guided trip before flying to Westlake alone.
- **Ridge Soaring Rules:** International Ridge Soaring Rules take precedent. Pass to the right. Pilot with the ridge to their right has right-of-way. Clear your turns – left, right, up, and down. Lower pilot has right-of-way. Keep track of the number of gliders in the air. Know where other airborne pilots are at all times.
- **Airspace Requirements:** Be aware of altitude limitations along the Funston ridge to Westlake. Refer to the SFO Terminal Area Chart on the following pages of this document.

SFO Terminal Area Chart; DO NOT VIOLATE!



FAA Airspace Transition Points Along the Funston Coast: Do NOT violate!

This diagram shows the airspace ceiling **over the beach**. South of the Westlake Gap, the controlled airspace inland of the beach goes down to the surface, meaning that the ceiling inland is ZERO. Do not fly inland of the beach when south of the Westlake Gap! The most critical point to remember is to stay below 1,600' from the Westlake Gap south to where Hwy-1 curves to the coast, approximately 3/4 of a mile south of Mussel Rock. **Violation of this ceiling could shut down Fort Funston.**

