Paramotor note – 26 March 2020

**Taking-off and landing**

“Wherever possible a Paramotor should take off from a recognised and/or non-public area. One possibility is an existing microlight airfield which has the appropriate Local Authority permissions. When Pilots take off from existing microlight areas they should familiarise themselves with and comply with local rules, particularly those relating to noise sensitive areas and numbers of Aircraft movements per day.

lf a Paramotor takes off from other areas permission should be obtained from the owner of the land.”

*Source:* <http://www.paraglide.co.uk/pdf/Paramotor_Code_of_practice.pdf>

**Taking-off and landing – planning approval**

“Unless the land is in a special zone such as a conservation area you can usually fly from a temporary take-off area on twenty-eight days in any twelve months. lf you fly on more than twenty-eight days without Planning Approval the owner of the land may be served with an enforcement notice by the Local Authority and could be subject to a fine. Local Authorities will generally include all of the land in one ownership in an enforcement order so don't try to argue that you are taking off from different fields and they each have a twenty-eight day dispensation. The Local Authority may also have local bye laws which should not be contravened.”

*Source:* <http://www.paraglide.co.uk/pdf/Paramotor_Code_of_practice.pdf>

It should be noted, that recent minutes from Winteringham PC has asked residents to log when/where paramotors are taking-off from due to reoccurring issues with disturbance.

It was mentioned during the March 2020 Recreational Disturbance meeting that Section 59 of the Police Reform act could be used for paramotor disturbance, however I have not been able to find any examples of prosecutions being raised and I am not sure if it is only applicable to unsociable hours (11pm-7am).

**Low flying**

Rules of the Air Regulations Section II states that an aircraft shall not fly closer than 500 feet to any person, vessel, vehicle or structure. This is measurable in any direction for example horizontally or vertically.

The only time this flight rule can be ignored during paramotor flights is whilst taking off or landing. This rule can also be ignored by paramotor or glider pilots that switch their engine off while hill-soaring.

Additionally, an aircraft shall not be flown below such height as would prevent it making an emergency landing without causing danger to persons or property on the surface in the event of an engine failure.

*Source:* <https://www.aurora.nats.co.uk/htmlAIP/Publications/2019-01-31-AIRAC/html/eAIP/EG-ENR-1.2-en-GB.html>

A search of CAA prosecutions only found 3 successful cases linked to low flying, but these were over Stonehenge monument, Glastonbury Festival and a seaside resort – none were linked to wildlife disturbance.

<https://www.caa.co.uk/News/News-files/2016/Paramotor-pilot-fined-for-Glastonbury-airspace-breach/>

<https://www.caa.co.uk/Blog-Posts/Stonehenge-prosecution-sends-message-to-paramotor-pilots/>

<https://www.somersetcountygazette.co.uk/news/18243062.david-william-john-hoare-somerset-court-flying-paramotor-aircraft-500ft/>