

BHPA Certification Factsheet for aircraft flown by BHPA members.

BHPA members are advised to fly wings that have a Certificate of Airworthiness for Type issued under the BHPA, HGMA, DHV/LTF, EN, AFNOR or DULV schemes, and that carry the appropriate sail badge or wing placard. The BHPA considers that the schemes operated by these certifying authorities or bodies are suitable independent verifications of a wing's airworthiness when manufactured.

What is an uncertified wing?

The BHPA considers that any wing is uncertified if it has not been verified by one of the schemes listed above, notwithstanding that it may carry alternative certification by another scheme.

For paraglider wings certified under the EN Standard system (including paragliders for powered flight), an acceptably certified wing will have an EN class rating in accordance with EN 926-2 (flight safety characteristics). A paraglider is uncertified if it complies only with EN 926-1 (paraglider structural strength).

The DGAC scheme is a manufacturer's declaration and the BHPA does not regard this as an acceptable independent verification of a wing's flight safety characteristics. A wing is uncertified if registered under the DGAC scheme only.

For wings certified under the BHPA, HGMA, DHV/LTF, EN, AFNOR or DULV schemes, the certification is not valid for any wing that is flown outside its certified minimum and maximum weight limits, or is modified, or adjusted beyond any certified operational range.

Flying an uncertified wing.

BHPA members wishing to fly any wing that is uncertified in any way must understand that they may be undertaking the role of a test pilot, and must accept the additional risks involved in using equipment that has not been independently verified to a standard acceptable to the BHPA. Acceptance of this is indicated upon signature of the membership application form, or for existing members, upon application through the annual membership renewal process.

Additionally, the following conditions apply to members flying uncertified aircraft:

- BHPA members who choose to fly an uncertified aircraft may only fly solo. Dual flying on uncertified wings or on wings flown outside their certified weight range is expressly excluded.
- Members flying an HG, PG or PA must hold at least a Club Pilot rating in the relevant discipline and be qualified in the environment.
- Members piloting an SSTR aircraft must hold a valid CAA PPL/NPPL, Certificate of Experience and medical certificate and have complied with CAA SSTR registration requirements.
- Members flying a Human Powered Aircraft must possess the skills necessary to do so, and operate in winds of less than 10 mph, at heights below 100ft agl and only within the confines of an airfield.
- Members under training (up to Club Pilot level at schools and in other licensed operations) must only use appropriately certified wings for all flight exercises (refer to the Technical Manual). A dispensation has been granted to the BHPA schools authorised to operate speed flying training, allowing them to use specific uncertified speed flying wings for teaching the speed flying Club Pilot course.

Members not meeting these conditions are operating outside the BHPA Rules and Requirements, and the 3rd party insurance cover and other benefits of membership may cease to apply to the activity, flight or operation. The BHPA may also consider withdrawal of membership or licence in these circumstances.

It is strongly recommended that all members fly their aircraft (certified or otherwise) in compliance with the instructions and operational limits defined by the aircraft manufacturer.

For more information on EN certification and appropriate pilot experience levels, please refer to the BHPA's EN 926 summary factsheet, available through the BHPA's website.