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European Hang Gliding

and Paragliding Union



The EHPU currently represents 97.000 hang glider and paraglider pilots.

MEMBER LINKS



Belgium

Czech Rep.

Denmark

France

Germany

Italy

Netherlands

Norway

Portugal

Slovenia

Sweden

Switzerland

Unit. Kingdom

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Hang Gliders weigh
20 to 40 kg.
Flexible wings are
steered by pilot
weight shift.

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Rigid wings have in addition steering flaps.
Max speed up to 120 km/h, glide ratio up to 1 : 16.

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Paragliders are steered by brake lines. Max speed up to 60 km/h, glide ratio up to 1:8.



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Hang Glider and Paraglider Pilots take off by running down mountain slopes or by winch towing.

For Hang Gliding aero towing by UL is possible.

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Hang Gliding and paragliding is very hard to control because take off and landing is possible nearly everywhere.

The hang gliding and paragliding federations play an important role, ensuring that restrictions are respected by the pilots.

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They insure especially that Hang Glider and Paraglider pilots are licensed and well informed about airspace structures and that they have the necessary navigation skills to avoid infringements.

Navigation systems (GPS) and flight recorders are widely used.

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In Europe there are 115.000 hang glider and paraglider pilots with 115.000 aircraft. On a day with good thermal conditions a total of 200.000 cross-country km are flown by round about 20.000 hang glider and paraglider pilots.

Normally airspace with ICAO classification G and E is used. On days with high cloud base the best documented hang glider and paraglider flights cover distances between 300 km and 400 km.

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It is important that European Airspace Rules do not restrict hang gliding and paragliding in the future: Cross-country flying is an essential part of our sport. Nearly all hang gliding and paragliding competitions consist of cross-country flights.



The established and well-proven principle of see and avoid for VFR flights should be available in airspace over the whole of Europe, except where there is a demonstrable need for restrictions.

New technologies should only be applied where appropriate, practicable and affordable.



The concerns of the glider pilots are the same as ours.

In addition:

Requirements for equipment like mode S transponders are a problem for us. It is unclear if there will ever be a transponder that is suitable for hang gliders and paragliders.

Another example is the upcoming air radio requirement. 8,33 hand-helds are not available. The usual panel mounted radios cannot be used by hang gliding and paragliding pilots.