

DUTIES AND RESPONSIBILITIES

2.9 Tandem Paragliding (TPG) and Tandem Hang Gliding (THG) Pilots

- 1) To be a TPG pilot, it is necessary to have a T2 certificate.
- 2) Tandem Paragliding Pilots (T1) can fly another paragliding pilot with at least a student pilot license as a passenger (non-commercial).
- 3) All tandem pilots working in Travel Agencies must fulfill the Law, Regulation, and this directive's provisions.
- 4) To be a TPG pilot, one must fulfill the requirements of the TAA-311 directive and this directive.
- 5) Pilots must have a valid and up-to-date medical report. The validity period of medical reports is one year if the pilot is 50 years old and over and two years if the pilot is under 50 years old.
- 6) To be a TPG pilot, one must take out personal accident insurance and 3rd Party Financial Liability Insurance.
- 7) The pilot makes sure that the paragliding used has been checked for maintenance and airworthiness. Paragliders lacking maintenance and airworthiness control cannot be used.
- 8) The pilot takes all kinds of precautions for the safety of the passengers on flights. Acrobatics or dangerous movements are prohibited, except on specially authorized shows or record attempt flights. Obligatory maneuvers made to reduce altitude due to meteorological reasons or in cases requiring emergency landing are recorded in writing by the pilot after the flight and delivered to the Slot Service Center together with the camera images.
- 9) The pilot is responsible for protecting and maintaining flight gear and equipment under his/her own bat.
- 10) In paragliding jumps, the pilot personally controls the paragliding and the passenger in terms of psychological and physical suitability for flight and does not perform jumps that do not comply with the conditions.
- 11) The pilot evaluates the health status and physical fitness of the person who wants to fly as a passenger (especially those who have pregnancy or serious illnesses such as heart, asthma, epilepsy, etc., physical disability, and weight over the limits).
- 12) The pilot ensures that the total weight is within the limits of the TPG.

- 13) The pilot uses a safety harness equipment with a lock system in international standards, suitable for both him/herself and the passenger.
- 14) The pilot prepares flight clothes suitable for him/her and his/her passenger. He/she prepares the passenger for the flight. He/she clad the harness gear him/herself, makes the connections.
- 15) The pilot says reassuring and comforting words, taking into account the psychological state of the passenger. He/she makes pre-flight checks of TPG.
- 16) The pilot makes the passenger wear helmets and shoes suitable for flight. It is not possible to fly wearing slippers/sandals.
- 17) The pilot is responsible for the matters specified in the directive, for safety and health measures.
- 18) The pilot carries a radio during flights.
- 19) The pilot notifies the Slot Service Center of persons who do not comply with the flight and ground safety rules.
- 20) The pilot signs the Undertaking the Use of Alcohol Meter and Psychoactive Substance Addiction Control and gives it to the agency he works with.
- 21) The pilots must create a boarding pass via SSC (Slot Service Center) automation for each flight and keep it during flight.
- 22) The pilot evaluates the meteorological conditions in terms of flight limits (if a green flag is hoisted) and jumps upon his/her own decision.
- 23) The pilot must provide all information and documents requested by the District Council of Sports Tourism /Slot Service Center.
- 24) Before the flight, the pilot gives the passenger an informative briefing about the flight plan, the region, the movements to be made during the departure, the circumstances encountered during the flight and the landing.
- 25) The pilot makes take-off and landings only with known standard methods and in headwind conditions.
- 26) The pilot is responsible for the matters specified in this directive, for safety, security, and health measures. He/she must check his equipment. He/she must follow the warnings and reports of the Slot Service Center; he/she must comply with penalties and sanctions imposed by the District Council of Sports Tourism/District Governorship/ Governorate/Ministry.

- 27) The pilot cannot perform commercial or private activities such as flights, shows, etc., that pose a threat to the public safety, public order or endanger him/her or anyone else's safety of life and property. He/she is not allowed to fly live animals, goods, etc.; to carry flammable or combustible materials; to do eating or drinking activities; to carry more than one passenger.

2.10 Amateur Paragliding Pilots of Domestic or Foreign Origin

- 1) Amateur paragliding pilots of domestic or foreign origin who want to jump/fly in the Fethiye Babadağ Region Flight Area must comply with this directive's provisions. During their activities, they sign the relevant documents specified in this directive.
- 2) Amateur pilots cannot perform tandem flights for commercial purposes. To organize tandem flights for other than commercial purposes, amateur pilots must submit the information and documents determined by the SSC to the SSC **at least five** days before the relevant flight.
- 3) Amateur paragliding pilots of domestic or foreign origin are responsible for their flights. It is mandatory that amateur pilots who will fly solo have at least a P3 certification, and those who will fly tandem must have at least a Tandem certification.
- 4) Amateur pilots with a P2 license are personally responsible for their flights.
- 5) The pilots with a P2 license can fly at the altitude and wind limits deemed appropriate by the Flight Instructors from the airstrips in Babadağ.
- 6) The pilots with a P3 license can fly solo with single paragliding under their own bat.
- 7) Hang Gliding pilots with an H2 license cannot fly in the region except for an approved training activity and under the instructor's control.
- 8) Hang Gliding pilots with an H3 license can fly under their own bat.
- 9) Amateur pilots are responsible for taking out personal accident insurance and keeping it updated.
- 10) They must submit the necessary documents to the Slot Service Center for the flight and complete the registration and control procedures.
- 11) Amateur pilots must create a boarding pass for each flight via SSC automation and keep it during flight.
- 12) They use paragliders suitable for their level in flights. Flights are made from runways suitable for their level and within wind limits.
- 13) They must carry out pre-flight maintenance and controls of the paragliding.

- 14) Amateur pilots who want to fly/jump in Fethiye Babadağ Region Flight Area must get service from the Slot Service Center and follow the instructions.
- 15) They use the paragliding and their certificate/license in line with its scope.
- 16) During the flight/jump, they comply with the aircraft right of way specified in the relevant AICs published for the Fethiye Babadağ Region Flight Area.
- 17) They are responsible for the airworthiness of the paragliding they are jumping with.
- 18) They carry a radio/reserve parachute during flights.
- 19) They evaluate the meteorological conditions in terms of flight limits and decide to fly/jump based on their judgment.
- 20) They must submit all the information and documents requested by the Slot Service Center.

2.11 Motorized Hang Gliding (MHG) / Motorized Paragliding (MPG) Pilots and Parachutists

- 1) MHG and MPG pilots carry out their activities within the framework of DGCA (Directorate General of Civil Aviation) legislation. An application must be made to Fethiye District Governorship 7 days before the activity.
- 2) MHG and MPG pilots personally check the parachutist competence and the paragliding in paragliding jumps.
- 3) MHG and MPG pilots submit their MPG and MHG licenses/certificates obtained from TAA (Turkish Aeronautical Association) or authorized aviation institutions to Slot Service Center's control for their flights in the region.
- 4) Parachutists who will make a free jump with MPG, MHG, and Tandem Paragliding are solely responsible for their paragliding' adequacy.
- 5) Parachutists submit their parachutist documents obtained from TAA or authorized aviation institutions to the pilots of the aircraft they will use and the Slot Service Center.
- 6) They evaluate the meteorological conditions in terms of flight limits and performs flight/jump with their own decision.
- 7) They give priority to non-motorized pilots and avoids actions that put them at risk.
- 8) They avoid any disturbing behavior in the flight zone.
- 9) It is compulsory to have a ground guard on stunt flying, and a pre-flight briefing must be done with all pilots participating in the show.

- 10) In stunt flying, all pilots will make preparations by considering the possibilities, consequences, and hazards that may arise during the show or when the planned place cannot be landed. No risk will be taken to please the organizer or the audience.
- 11) They check the paragliding and the reserve parachute before the jump.
- 12) They perform their jumps following FAI standards and these directive's instructions (paragliding is not allowed at all at low altitude).
- 13) They must submit all the information and documents requested by the Slot Service Center.

2.14 Flight Instructors

- 1) Flight Instructors are individuals having an instructor pilot certificate within the scope of the TAAAY-311 directive, who safely provide flight and training of the group under their responsibility. Persons having TASF (Turkey Air Sports Federation) trainer (pilot) certificates are also subject to the same conditions.
- 2) They are responsible for the flight and safety of pilots. They decide the altitude and wind limit that student pilots will fly. All responsibility belongs to the flight instructors.
- 3) They are responsible for taking measures against the factors that may violate the flight training area's safety rules.
- 4) Flight Instructors must keep all kinds of records and documents related to the training organization carried out with the training group under their responsibility and submit them to the relevant parties upon request.
- 5) All information and documents requested by Slot Service Center must be submitted in the specified format and within the time limit.

2.15 Organizers Organizing Competitions, Festivals, Shows, etc.

- 1) Real and legal persons making organizations must fill the activity plan given in (ANNEX-5) and make a written application to Fethiye District Governorship to obtain an activity license at least 30 days before the organization.
- 2) Organizers and real persons who carry out activities such as competitions, festivals, shows, etc., must conduct a safety risk assessment for flight activities and submit it to the Slot Service Center. This safety risk assessment should include safety hazards and

safety measures related to flight activity. It should be delivered to Slot Service Center at least 30 days before the flight event.

- 3) Real and legal persons who carry out activities such as shows, carnivals, public flights, festivals, competitions, shows, etc. of persons or groups that come together for flight are responsible for the safety, planning, and coordination of their activities.
- 4) For the realized organizations, the organizer submits the Activity Result Report (ANNEX-6) to the Fethiye District Governorship within five days following the organization's completion.
- 5) All information and documents requested by Fethiye District Governorship/Slot Service Center must be submitted in the specified format and within the time limit.
- 6) National or international paragliding activities such as contests, festivals, etc., are held under the Fethiye District Youth and Sports Directorate's coordination.

STANDARDS

3.3 Standards for Commercial Tandem Paragliding and Tandem Hang Gliding Pilots

- 1) The pilot must have a Tandem certificate/license and a sports license that shows his/her competence.
- 2) Each pilot can fly only within the travel agency to which he/she is affiliated.
- 3) The pilot who wants to make commercial flights outside of the agency he/she is affiliated to must submit his agency official's written request to the District Council of Sports Tourism before the activity, and the agency registration should be revised. A TPG pilot can work in 2 agencies at most, provided that the Board is notified.

3.4 Standards for Amateur paragliding pilots of domestic or foreign origin

- 1) Amateur pilots of domestic or foreign origin must have at least a P3 certificate/license.
- 2) They must comply with the instructions given under the heading "2.8. Amateur paragliding pilots of domestic or foreign origin."

3.5 Standards for Free-jump Parachutist

- 1) Parachutists who will make a free jump with paragliding from TPG and/or MHG must have at least an FAI "C" Certificate before 2000, at least an FAI "B" certificate after 2000, and comply with the requirements of their certificates.

3.6 Standards for Flight Equipment

- 1) Materials to be used in the flight must have passed an internationally valid test standard and be approved. Paraglidings without wing control cannot be used.
- 2) The flight should not be conducted with materials that have completed their flight life.
- 3) Passenger helmets used on TPG flights must be of an appropriate quality with a chin protector.
- 4) In TPG flights, a "T" lock system or harnesses that comply with international standards security criteria should be used.

REQUIREMENTS FOR ORGANIZATIONS

Unlike individual sports activities, this section covers group activities organized by an organizer.

4.1 Amateur / Sports Activities

- 1) These are flight activities that are not covered by any organization, performed by sportspersons. Pilots must comply with the provisions of this directive regarding their certificate and license privileges.
- 2) Sportspersons are responsible for flight and ground safety during the flights.
- 3) They must comply with the Slot Service Center's warnings, the reports it will keep, and the penalties and sanctions imposed by the District Council of Sports Tourism.
- 4) All information and documents requested by the Slot Service Center must be submitted in the specified format and within the time limit.
- 5) Amateur sportspersons cannot engage in commercial activities. The provisions of Article 2634/33 are applied to amateur sportspersons who carry out commercial activities individually. (Unauthorized activity)

4.2 Course and Training Activities

- 1) Clubs and trainers planning flight training in the region must submit a written application to the Fethiye District Governorship/Slot Service Center at least one week

before the activity date by adding the license, insurance, etc., and the approval letter of TAA or TASF.

- 2) Course and training activities are carried out under two authorized instructors' supervision and within a written training program.
- 3) Instructors/Teachers/Trainers must have relevant instructions and documents related to the course during their activities.
- 4) During the training activity, the course instructors must have the following documents with them.
 - a. Flight instructor certificate or pilot level card,
 - b. A valid first aid certificate belonging to the instructor,
 - c. Course training plan and permission letter (issued by TAA or TASF)
 - d. Trainee files (complete documents of the trainees),
- 5) Course instructors/teachers must fill the Organizer Activity Result Report at the end of the training activity and send it to the Slot Service Center's official mail address.
- 6) All information and documents requested by the Slot Service Center must be submitted in the specified format and within the time limit.

4.4 Contests

- 1) The contest organizers must fill the Organizer Activity Plan received from Fethiye District Governorship as stated in article 2.15 of this directive and notify Slot Service Center in writing at least one week before the organization.
- 2) Organizers are responsible for taking precautions for flight and ground safety and informing the competitors and organizers, and other concerned parties about the events and circumstances that develop.
- 3) Organizers must fill the Organizer Activity Result Report at the end of the activity and send it to the Slot Service Center's official mail address.
- 4) All information and documents requested by the Slot Service Center must be submitted in the specified format and within the time limit.
- 5) National and International paragliding contests can only be held directly by TAA and TASF or by the organizers/real and legal persons authorized by them.
- 6) The contests are held under the coordination of the Fethiye Youth and Sports District Directorate.

FLIGHT AND SAFETY RULES

5.1 General rules

- 1) Aviation requires discipline, diligence and being active, attention, a strong and healthy body, psychological state control, willingness to learn, and self-improvement. To ensure safety in aviation, all fliers should be in a constant effort to learn by acquiring accurate information; know their abilities, their limits, and the limits of the aircraft; be prepared for expected or unexpected situations and act accordingly; evaluate risk factors correctly; keep their options open, and be alert about what is happening around them.
- 2) All flights are carried out in Fethiye Babadağ Region Flight Area, whose coordinates are specified by DGCA and determined by Fethiye District Council of Sports Tourism.
- 3) Commercial Tandem pilots can only fly within their license's requirements, and they cannot act as teachers.
- 4) It is compulsory in TPG flights to create a boarding pass for each flight via SSC automation and keep it during flight. Travel agencies and pilots are jointly responsible for informing the passenger about the flight card's content and filling, signing, and keeping it.
- 5) TPG and amateur pilots are prohibited from flying more than five flights a day. Pilots who are taxpayers and registered to Bağ-Kur can work in a maximum of 2 agencies, provided that their agency notifies the District Council of Sports Tourism before the activity. The total daily flight limit of the pilot in 2 agencies (including amateur flight) is 5.
- 6) Accidents and/or incidents should be reported to Slot Service Center and other relevant authorities as soon as possible by the pilot involved in the accident/incident or the pilots who have seen and informed about the accident/incident.
- 7) On commercial flights, the transfers to be made at departures to the flight areas will be made by the vehicles whose license plates have been previously reported to the District Council of Sports Tourism.
- 8) It is forbidden to take alcohol in the last 24 hours before the flight. If the result of the SSC's alcohol measurement to the pilots is above 0.2 promille, the test result is considered positive, and the case is treated as above limit alcohol use.

- 9) It is forbidden to use psychoactive substances. If any of the substances sought in psychoactive substance screening tests are found, the screening test result is considered positive and taken as psychoactive substance use. The flight is not allowed. The provisions of the Law and Directive are applied.
- 10) Paragliding activities are carried out under Law No. 2634, the Regulation on Tourism Intended Sports Activity and other international/national sports rules, and this directive's provisions.

5.2 Flight Safety Rules

- 1) Flights/jumps are carried out following the General Directorate of Civil Aviation instructions, international paragliding sports rules, TAA Paragliding instructions, and this directive's provisions.
- 2) Flight/jumps are made between sunrise and sunset in visual flight conditions (VFR). The last take-off/jump can be carried out 30 minutes before sunset in coordination with SSC.
- 3) Flying/jumping is prohibited when the red flag is hoisted, under bad weather conditions such as rain, snow, fog, etc., and at night.
- 4) It is forbidden to take off in large cloud clusters, which will jeopardize flight safety and lack visual reference and enter the cloud while in flight.
- 5) The pilot evaluates the meteorological conditions in terms of flight limits and performs the jump upon his/her own decision. If the meteorological conditions change beyond the flight's limitations during the flight, the flight should be terminated as soon as possible.
- 6) It is compulsory to have a reserve parachute within the weight limits on flights.
- 7) All pilots must wear helmets at every stage of flight. Passengers must wear helmets during the take-off and landing phases. In TPG flights, it is compulsory to provide passengers with suitable flight equipment to increase safety.
- 8) In TPG flights, steel locks (carabiners) should be used at the point where the carrier columns meet the harness assembly.
- 9) In commercial TPG flights, flights cannot be made without taking out Personal Accident Insurance or Seat Insurance and 3rd Party Financial Liability Insurance.
- 10) All kinds of actions that disrupt public safety and order and endanger flight safety should be avoided during flight/jumps.

- 11) A student pilot who makes a training flight under the control of an experienced pilot and/or instructor should never be left alone on the hill as the last person.
- 12) People whose psychological and health conditions are not suitable for flight, suspected of using alcohol, psychoactive substance, etc., are prohibited from flying, taking to a flight, and/or being forced to fly.
- 13) All pilots and parachutists have to protect themselves from all factors (alcohol, irregular diet, medication, sleep disorder, low physical condition, etc.) that strain the individual and reduce his/her performance. A pilot whose medical treatment is continuing cannot perform any activities.
- 14) The flights are carried out within this directive's provisions and the limits specified in Paragliding/Hang Gliding's flight manuals.
- 15) Motorized/non-motorized paragliding jumps/flights cannot be made if the surface wind is above 15 km/h on students' solo flights and 25 km/h on flights with passengers at the time and the place of departure.
- 16) Aircraft pilots must fly within their privileges, comply with air traffic rules during the flight, watch and avoid other aircraft, and give the right of way to aircraft with less capability.
- 17) During landings, pilots should not enter others' maneuver areas and give the right of way to the pilot at low altitude. Landings should be made to designated areas.
- 18) Landings must be safe and in headwind conditions.
- 19) Amateur and foreign pilots can fly only upon following the civil aviation rules that have been published in Turkish AIP and this directive.
- 20) All kinds of Motorized Paragliding activities, including stunt flying, cannot be carried out without Fethiye District Governorship's permission.

5.3 Ground Safety Rules

- 1) Pre-flight preparations should be reviewed sequentially, and planning should be done for the flight before and after each flight.
- 2) Each travel agency must have a ground safety officer with a radio in commercial and training flights.
- 3) It is compulsory to have a radio on all flights.
- 4) The maintenance and control of the aircraft should be performed before and after the flight.

- 5) Worn aircraft, an aircraft that is not regularly controlled and maintained, should not be used on flights.
- 6) In TPG flights, the commercial tandem pilot should personally prepare the passenger for the flight, perform harness assembly, helmet, connections, etc., and check it.
- 7) In TPG flights, the pilots and the passenger should use separate harnesses and scales.
- 8) Passengers should never be put at risk during TPG take-off and landing.
- 9) Motorized aircraft should not be operated, and engine controls should not be carried out without ensuring environmental safety and ground safety.

5.4 Landing Safety Rules

- 1) Babadağ Paragliding activities landing area is Belcekız beach designated by Fethiye District Council of Sports Tourism.
- 2) Emergencies and special leave events are held on Kıdrak beach, in the parts other than the designated sunbathing area. Commercial or amateur flights cannot be made to this area constantly.
- 3) The private landing area within Liberty Hotels Lykia, specified by DGCA, specific to the agency, is used as the landing area. Other businesses cannot use this private area, which is planned to reduce Belcekız beach's density, as a landing area.
- 4) During the landing, pilots should not enter each other's maneuver area and give the right of way to the pilot at low altitude.
- 5) Landings must be safe and in headwind conditions.
- 6) During the landing of amateur and foreign pilots, priority should be given to them as much as possible.
- 7) Passengers should never be put at risk, and acrobatics should never be done during TPG landings.
- 8) Every agency should have warning signs and ground safety personnel in the landing areas. The landings should be done after the ground, and environmental safety is ensured.
- 9) The landings should be planned to the areas far away from the obstructions such as buildings, trees, electric wire - pole, etc., and away from the people in the sunbathing areas.
- 10) Except for emergencies, the landing should not be made to the beach.

ACCIDENTS AND INCIDENTS

6.1 General Evaluation

- 1) Notifying the accidents and incidents is important in preventing accidents and incidents, ensuring the safety of life and property, collecting and evaluating information about accidents and incidents, determining the causes of accidents and incidents, determining the evaluation results, and determining the necessary recommendations and offers.

6.2 Notifying accidents and incidents

- 1) If accidents resulting in injury and death occur, real and legal persons who made/ have made motorized/non-motorized paragliding jumps/flights should immediately inform the Slot Service Center and the responsible law enforcement agency.
- 2) Any accident resulting in emergency and injury during flights/jumps with motorized/non-motorized paragliding and all kinds of incidents that should be reported are immediately notified to the District Council of Sports Tourism by the Slot Service Center, by filling the "Flight Accident-Incident Report" (ANNEX-2) form.
- 3) In reserve parachute opening incidents, the pilot/parachutists who open a reserve parachute fill the "Reserve Parachute Opening Report" (ANNEX-3) form and submit it to the Slot Service Center to be forwarded to the District Council of Sports Tourism.
- 4) The District Council of Sports Tourism evaluates important events and accidents reported by the Slot Service Center. The action is taken following the provisions of the Law, Regulation, and Directive.

ISSUANCE AND CONTROL OF CERTIFICATES

7.1 Issuance of Certificates/Licenses

- 1) The issuance and renewal procedures of the certificates/licenses given in the TAA courses are executed following FAI rules and as explained in the TAA-311 directive for related branches.
- 2) TASF trainers and sportspersons can carry out non-commercial activities in the Babadağ region flight area with the licenses issued by TASF and under the District Governorship of Fethiye's permission within the framework of the procedures and principles specified in this directive.

7.2 Control of Certificates/Licenses

- 1) All pilots jumping/flying in Fethiye Babadağ Region Flight Area must have a valid medical report showing their compliance with the necessary health conditions and personal accident insurance.
- 2) FAI sportsperson license is required to participate in official competitions. TAA issues FAI sportsperson license. FAI Sports Licenses are valid for one year.
- 3) Certificate/license controls are carried out by the Slot Service Center, assigned to ensure flight and ground safety and conduct flights within a plan. These controls can be done with and without notice.
- 4) In the Babadağ flight area, TAA and TASF may inspect those who participate in commercial, amateur, and educational activities for which they have licensed, such as sportsperson, trainers, students, and instructors, following the provisions of their legislation. Besides, the list of pilots who have undergone any disciplinary action or disenfranchised by TAA and TASF is forwarded to the Fethiye District Governorship.

PENALTY AND SANCTIONS

8.1 General Principles

- 1) Real and legal persons who make/organize commercial and amateur/sportive motorized/non-motorized paragliding jumps in Fethiye Babadağ Region Flight Area must attend seminars and training to be held every year by the Slot Service Center, at the beginning of the season and when deemed necessary. The activities of agencies and pilots who do not participate in these seminars and training are not approved. The list of pilots and agencies participating in the seminar is given to the Slot Service Center to be forwarded to the District Council of Sports Tourism. District Council of Sports Tourism has the authority to stop the activities of the companies and pilots who do not participate in these seminars and training or who, although having participated, do not comply with the decisions taken, for a certain time or completely.
- 2) During the controls to be carried out by the Slot Service Center, the company's and the pilots' behaviors against this directive's provisions are reported to the District Council of Sports Tourism. District Council of Sports Tourism imposes the necessary penal sanctions according to the type of violation specified in 8.2. For offenses not regulated in 8.2, the District Council of Sports Tourism makes necessary evaluations and

decides whether sanctions will be imposed. If any, the type of sanction is determined following Law No. 2634, the Regulation on Tourism Intended Sports Activity, and this Directive. Pilots/sportspersons who are determined to exhibit attitudes and behaviors that do not comply with sports discipline can be referred to TAA/TASF disciplinary boards for further action with the Board Decision.

- 3) Real and legal persons and pilots, who act in violation of the provisions of the current legislation and the provisions of this directive, who have/have made paragliding jumps without taking the necessary measures and precautions regarding flight and ground safety, are primarily and exclusively responsible for all kinds of accidents and legal consequences that may occur. The District Council of Sports Tourism and Slot Service Center have no direct or indirect liability. The activities of real and legal persons and pilots who made/have made paragliding jumps that cause such circumstances can be temporarily or permanently stopped by the suggestion of Slot Service Center or directly by the District Council of Sports Tourism; their qualification documents can be canceled following the Tourism Intended Sports Activity Regulation (article. 15).
- 4) Commercial tandem paragliding and commercial tandem hang gliding pilots must take video recordings with a camera during their flights, and their agency must keep them for 30 days.
- 5) Commercial tandem paragliding and commercial tandem hang gliding pilots must submit their camera recordings to the District Council of Sports Tourism/Slot Service Center in case of an accident, incident, or malfunction.
- 6) Suppose the agencies or pilots subjected to penal sanctions for the violations specified in the Types of Violation and Penal Sanctions (Article 8.2) commit the same offense for the second time in a calendar year. In that case, the District Council of Sports Tourism will make the necessary evaluations and decide the type of sanction to be applied to the relevant agencies and pilots following Law No. 2634, the Regulation on Tourism Intended Sports Activity, and the provisions of this directive.
- 7) Acrobatics or dangerous movements are prohibited, except specially authorized show or record attempt flights. Obligatory maneuvers made to reduce altitude due to meteorological reasons or in cases requiring emergency landing are recorded in writing by the pilot after the flight and delivered to the Slot Service Center together with the camera images. In line with the Slot Service Center's recommendation, the decision to be made by the District Council of Sports Tourism is implemented.

- 8) If the following issues are observed, the District Council of Sports Tourism will impose the sanctions specified in the next part;
- a. Behaving outside of discipline during flight and training,
 - b. Violating the flight and ground safety rules,
 - c. Not showing the necessary care in the use of flight equipment and materials,
 - d. Misuse of flight equipment and supplies
 - e. Not paying attention to the warnings and the issues and determination of issues contrary to the provisions of Law No. 2634, the Regulation on Tourism Intended Sports Activity, and other legislation

8.2 Penalties and Sanctions

8.2.1 Operating without Tourism Intended Sports Activity License

1. Travel agencies that will engage in sporting activities for tourism purposes can apply to the Fethiye District Council of Sports Tourism for a Tourism Intended Sports Activity License and perform their activities.
2. An Administrative Fine is imposed, within the scope of Law No 2634, on travel agencies that engage in paragliding activities without having a Tourism Intended Sports Activity License. Besides, the agency is banned from paragliding activity by the Regulation.
3. The businesses that are not a travel agency or individuals engaged in commercial paragliding are also imposed an Administrative Fine within the scope of Law No. 2634. Besides, the business or person is banned from paragliding activity by the Regulation.

8.2.2 Operating with unnotified materials, equipment, and personnel

1. Travel agencies engaged in paragliding activities can operate in the activity type included in the Tourism Intended Sports Activity License, in the specified track, using the materials and equipment specified in the qualification certificate and with the staff notified to the District Council of Sports Tourism.
2. The agency's Tourism Intended Sports Activity License will be canceled if; it includes staff in the activity without notifying the District Council of Sports Tourism; it operates outside the specified track; it uses the materials and equipment

not included in the activity license. Besides, the provisions of Law No. 2634 and Regulation are applied.

8.2.3 Flying Without Creating a Boarding Pass

1. Every travel agency must create a flight card on behalf of their business by entering passenger information into the SSC database before the flight. The boarding pass must be submitted to the officer at the checkpoint authorized by SSC on behalf of the District Council of Sports Tourism, located at the entrance of Babadağ. Flying without creating a boarding pass is not allowed. The pilot, who is engaged in commercial activities without creating a boarding pass, without submitting it to the staff at the checkpoint, stating reasons such as a private vehicle, ropeway and cafeteria customer, viewing terrace visitor, etc., is banned from the activity for three days.
2. The travel agency engaged in commercial activities without creating a boarding pass/ not notifying those participating in the activity is subject to administrative action following Law No. 2634 and Regulation provisions (Article 13.1).

8.2.4 Coming to flight under the influence of alcohol

Pilots cannot fly under the influence of alcohol. The pilot who refuses to use the Alcohol Meter is not allowed to fly. If a pilot's alcohol level is found to be more than 0.20 promille in the controls performed by the relevant health unit or SSC;

- 1) Upon the District Council of Sports Tourism's recommendation, the travel agency is imposed an administrative action/fine within the scope of Law No. 2634, and the pilot is banned from flying for three months. The pilot's file is forwarded to TAA for disciplinary action.

8.2.5 Coming to Flight Under the Influence of Addictive Chemicals and Natural Substances

- 1) The security forces are informed in writing about the person who is complained or heard of using addictive substances. All kinds of official actions are initiated against the relevant pilot. The pilot who refuses psychoactive substance control is banned from flying for one month.
- 2) If the relevant health institution determines that the pilot uses psychoactive substances, the pilot's flight license is canceled by the District Council of Sports Tourism, and

he/she is not allowed to fly for two years. Besides, correspondence is made with TAA and the relevant Federation to revoke the certificate/license. A criminal complaint is made to the Office of the Chief Public Prosecutor. Besides, the provisions of the Law numbered 2634 are applied to the travel agency allowing the pilot under its responsibility to fly being aware of using psychoactive substances, therefore endangers the pilot's, passengers', and 3rd parties' safety of life and property, disrupts the public order and allows crime in the workplace.

8.2.6 Flying in Non-Permitted Areas, Flying from Permitted Departure Areas when the red flag is hoisted, Endangering Flight Safety

The pilot who takes off from points that are prohibited from flying (inside the course) or when the red flag is hoisted indicating that the flights are on hold/stopped for the sake of flight safety;

- 1) He/she is banned from flying for 15 days since the passenger's and other's life and property safety, as well as him/herself, will be endangered. The pilot is not allowed to work in another agency.

8.2.7 Flight/Jump Without Helmet and Seat Belt, Endangering Flight Safety

A) A pilot who takes off or lands without wearing a helmet on him/herself and his/her passenger in a way that jeopardizes flight safety

- 1) As a result of the evaluation made by the District Council of Sports Tourism, the relevant pilot is banned from the flight for three days.

B) If the columns are not connected;

- 1) Since fatal accidents occur/may occur if columns are not connected, administrative sanctions are imposed on the business within the scope of Article 33 of Law No. 2634 regarding the responsibility of ensuring flight safety, and the pilot is banned from operating for six months to ensure the safety of the passengers and other pilots. Besides, TAA is notified for disciplinary action.

C) Violating Passenger and/or Flight Safety, Putting Passenger in Difficult Situation

- 1) The pilot who jeopardizes the passenger during the flight, who performs acrobatics or dangerous movements despite his/her unwillingness, approaches another aircraft at a

hazardous level, and/or who threatens the flight safety by contacting it banned from the activity for three months.

- 2) Obligatory maneuvers made to reduce altitude due to meteorological reasons are recorded in writing by the pilot after the flight and delivered to the Slot Service Center together with the camera images. In line with the Slot Service Center's recommendation, the decision to be made by the District Council of Sports Tourism is implemented.
- 3) Acrobatics or dangerous movements are prohibited, except on specially authorized show or record attempt flights.

8.2.8 Taking Verbal and Physical Actions to the Staff / Passenger

If the pilot insults the staff or the passenger or takes a physical action;

- 1) In case of insult, the pilot is banned from flying for three days, and the law enforcement officer is reported.
- 2) In case of a physical act (assault, attempted injury, etc.), an Administrative Fine is imposed on the relevant agency within the scope of Article 33 of Law No. 2634, and the pilot is banned from flying for one year from the date of the incident by the District Council of Sports Tourism. District Council of Sports Tourism reports the incident to law enforcement officers and the Chief Public Prosecutor's Office with the relevant documents. Besides, TAA is notified for disciplinary action.

8.2.9 Uncertified / Unauthorized Flights

- 1) Commercial Paragliding operations can only be carried out by travel agencies that have Tourism Intended Sports Activity License. Pilots with appropriate licenses cannot operate individually; they can only work in agencies that possess a license. Persons (amateur or commercial) who do not have a certificate/license showing pilot competence cannot fly/fly passengers in the designated track area or areas. Action is taken against the pilot who flies/attempts to fly exceeding the privileges of the owned pilot certificate, within the scope of Law No. 2634 and the Regulation on Tourism Intended Sports Activity.

- 2) Pilots registered as an amateur cannot make a commercial tandem flight. If they do, they will be treated for making Tourism Intended Sports Activity without permission. The provisions of the Law and Regulation are applied.
- 3) Amateur pilots cannot fly without notification to/approval from SSC. In case of detection, they are not allowed to fly for three days.

8.2.10 Uninsured Flight

- 1) The pilot attempting to make an uninsured flight/fly passenger or who makes fly/jump is not allowed to fly.
- 2) If the pilot flies on behalf of a company, the agency is treated according to Law No. 2634 and the Regulation on Tourism Intended Sports Activities.

8.2.11 Conducting Unethical Verbal or Physical Behaviors to the Passenger

- 1) In case of insulting the passenger through unethical verbal or physical behavior, the pilot is banned from flight for 30 days by the District Council of Sports Tourism. (TPC provisions are also applied for the pilot).
- 2) In case of a physical act (harassment, assault, attempted injury, etc.), the pilot is banned from flight for six months from the date of the incident by the District Council of Sports Tourism. This issue is reported to law enforcement officers. Besides, administrative sanctions are imposed within the scope of Law No. 2634.
- 3) In cases referred to the judicial authorities, the District Council of Sports Tourism evaluates the issue. The pilot's activity may be stopped until a decision of investigation or prosecution is made. If the pilot is found guilty by the court, the provisions of the current legislation are applied by the District Council of Sports Tourism for the relevant travel agency and the pilot, depending on the nature of the crime committed.

8.2.12 Flying with Material Not Approved for Airworthiness

- 1) The pilot who flies using materials whose airworthiness is not approved, old and worn-out to endanger the passenger's life and property safety, is banned from flight for one year by the District Council of Sports Tourism.
- 2) The agency/pilot activities are suspended until the material suitable for flight is obtained with the District Council of Sports Tourism Decision to ensure the safety of the pilot and passenger's safety of life and property.

8.2.13 Exceeding the Daily Flight Limit

- 1) Each pilot is entitled to 5 flights per day, and the number of flights cannot be transferred to the next day or combined with another day. Even if the pilot works in 2 agencies (including amateur jobs), his/her total limit is 5. The pilot who exceeds the daily limit of 5 flights is banned from flying for one month for each violation.
- 2) A pilot, who is found to have made a commercial or amateur jump by creating a flight record (amateur, etc.) in SSC records after completing the daily limit of 5, is also banned from the activity for three months. A criminal complaint is made to the Office of Chief Public Prosecutor about making misleading statements.

7.2.14 Flying Outside Flight Hours

- 1) Administrative sanctions are imposed on the travel agency acting against the hours specified in the Regulation on Tourism Intended Sports Activities (Sports activities start at sunrise, end at sunset. Landing must have been completed at sunset), following the provisions of the Law no.2634. The pilot who jeopardizes the life and property of the passenger and him/herself by flying at night is banned from the activity for one month. The last flight must begin at least 30 minutes before the sunset.

8.2.15 Objections to Sanctions

- 1) Appeals against the sanctions imposed by the District Council of Sports Tourism are made to the places and authorities specified in the Administrative Sanction Decision in time.

MAINTENANCE AND STORAGE OF FLIGHT MATERIALS

The travel agency and the pilot carrying out the flight are responsible for the flight materials' airworthiness/suitability. The principles regarding storage, maintenance, and control of flight equipment are as follows.

9.1 General Rules

- 1) Storing the paragliders at appropriate conditions and controlling the equipment and materials before the flight will protect pilots from many air/ground problems.
- 2) Natural and legal persons who have/have made commercial and amateur/sportive motorized/non-motorized paragliding jumps, including training, are responsible for paragliders' constant airworthiness; they are mainly responsible for maintaining the paragliding in a flight-friendly condition, ensuring that each operational and

emergency equipment present in the paragliding is properly installed and operating, its maintenance and repairs and storage are carried out following the maintenance and/or flight manual issued by the manufacturer.

- 3) Within the scope of the continuous airworthiness responsibility, natural and legal persons who have/have made commercial and amateur/sportive motorized/non-motorized paragliding jumps, including training, must procure service from businesses that are qualified by the Turkish Aeronautical Association (TAA) or District Council of Sports Tourism, for the maintenance and the performance of airworthiness controls under the flight/maintenance manual published by the manufacturer for aircraft.

9.2 Maintenance Conditions

- 1) The checklist and restrictions required for the aircraft's use are available in the user manuals and/or flight/maintenance manuals published by each aircraft manufacturer. The aircraft's maintenance is done according to these user manuals and/or flight/maintenance manuals.
- 2) Suppose damage has occurred due to wear or accidental damage caused by use in any part of the aircraft. In that case, this must be identified and repaired immediately by authorized persons, at appropriate locations, and with proper equipment without negligence.
- 3) The aircrafts worn out due to being old or excessive usage should be controlled frequently and tested to ensure they are suitable for flight.
- 4) The Slot Service Center checks the airworthiness of paragliders through maintenance records.

9.3 Storage Conditions

- 1) Travel Agencies and/or pilots must store flight equipment and supplies in a safe and closed area and under appropriate conditions.
- 2) This area should be protected against insects, pests, and rodents that could damage flight materials and equipment.
- 3) There should be no chemicals and flammable substances in the area where flight equipment and materials are located.
- 4) The temperature should be between 18-22 degrees and the humidity between 40-60% in the depot conditions.

- 5) Flight equipment and materials should not be exposed to direct sunlight.
- 6) More than two pieces of flight equipment and materials should not be placed on top of each other.