

# EMERGENCY CALL 112

Call 112 if you or any other pilot is in need of immediate medical assistance or need help from a Mountain Rescue Service (GRS).

Rescue service for saving life and preventing injuries is free of charge. With most accidents time is of vital importance. Act immediately and to the best of your ability.

When calling 112, state the following:

- What is YOUR NAME
- WHAT happened
- WHERE did it happen (location, GPS coordinates, altitude)
- WHEN did it happen
- Nature of INJURY
- Type of ASSISTANCE required
- WEATHER CONDITIONS at the scene of the accident
- What is the WING'S COLOUR

Remain calm, as this is the only way to help yourself as well as others.

Begin by seeking help from those closest to you or from people at the accident site.

If the situation is beyond your control, call 112 immediately. Keep the phone near you so you can direct the rescue team and allow them to arrive at the place of accident faster.

## Rescue services have priority!

When the helicopter is approaching, help the rescue teams complete their mission safely.

Listen to the 147.800MHz frequency, rescue team often informs pilots about the arrival of a rescue helicopter. If flying, clear the helicopter's activity area.

Secure the zone:

- Pack and remove all gear;
- Put the gear well out of the helicopter's downdraft;
- Evacuate the operation zone and organise a large security perimeter;
- Clear the public from the zone.

**Don't take off during the whole period the helicopter is operating in the zone.**

Landing on a tree doesn't only happen to other people...

In case of emergency, when you land on a tree or a cliff and you are OK, first secure yourself. If you are not completely sure of yourself, don't climb down alone. Call friends or 112.

Even when there are no injuries, call 112. Say if your wing has been left in the area and indicate its colour. Recover your wing as soon as possible, and again inform 112.

Remember: a wing left unfolded for a while away from the take-off can cause many emergency calls. Avoid having the rescue services called out for a wing in the trees when you have already left the scene by your own means.

In case of an accident help to the best of your abilities! Helping someone in trouble has absolute priority over reaching goals we set for ourselves.

**112 = Emergency phone number.**

Disclaimer: neither the author nor the publisher shall be responsible for any direct or indirect damages or accidents suffered by the user of this leaflet. It is each individual user's responsibility and decision to choose which current objective and subjective circumstances allow or prevent safe flying.

# SAFETY IS No. 1

Make sure that you do not put those around you or the environment in danger through any of your actions.

In paragliding and hang gliding, risk management based on judgement, skills and personal responsibility is essential. Always balance your goals with your skills, equipment and current weather conditions. Up there it's just you and the elements, so you need to be prepared.

Most of the paragliding and hang-gliding in Slovenia takes place in the mountains where the weather is often harsh and can change very quickly, a lot more quickly than you might think. Those who are not used to flying in the mountains are advised to use extra caution.

Those who are learning to fly or are new to flying should not fly in the strongest thermal activity of the day. A morning or late-afternoon flight will not only be a lot safer but also a much more rewarding experience.

When in doubt as to the flying conditions, refrain from flying and find something else that is fun to do. A new opportunity to fly will come soon!

Come prepared! Keep your first-aid and personal security kits always near-by for cases such as emergency landings on trees or cliffs.

To ensure your safety, stay connected with others through a VHF radio and a fully-charged mobile phone.

Do not drink and fly.

If you have any questions, please contact the local pilots or flying-related service providers.

Other useful information, including the automatic wind stations, are available at: [www.sffa.org](http://www.sffa.org).

**147.800MHz = The official frequency for PG & HG in Slovenia.**

**112 = Emergency phone number.**

# PARTNERS AT YOUR SERVICE

Information and tips for pleasant and safe paragliding and hang-gliding in Slovenia



Version 1, May 2012, English

# BEFORE FLYING PREPARE YOURSELF

Check the weather forecast for the day and the projected weather conditions. Check the wind on the local automatic wind stations. Compare the current weather situation with the forecast and act accordingly. Consult the locals.

**Weather:** [www.meteo.si](http://www.meteo.si).

If you need more detailed weather information, you can call the Ljubljana Airport Aviation Meteorological Forecast at +386 4 2804500.

Before flying, you have to make sure you are well prepared and trained, ensure a careful planning of the flight as well as other necessary preparations and inform someone of your plans.

**Pilots flying independently need their national licence and FAI or IPPI card, otherwise flying is allowed only under the supervision of a flying instructor. A valid local vignette is also required and a third-party insurance is highly recommended.**



[www.sffa.org](http://www.sffa.org)



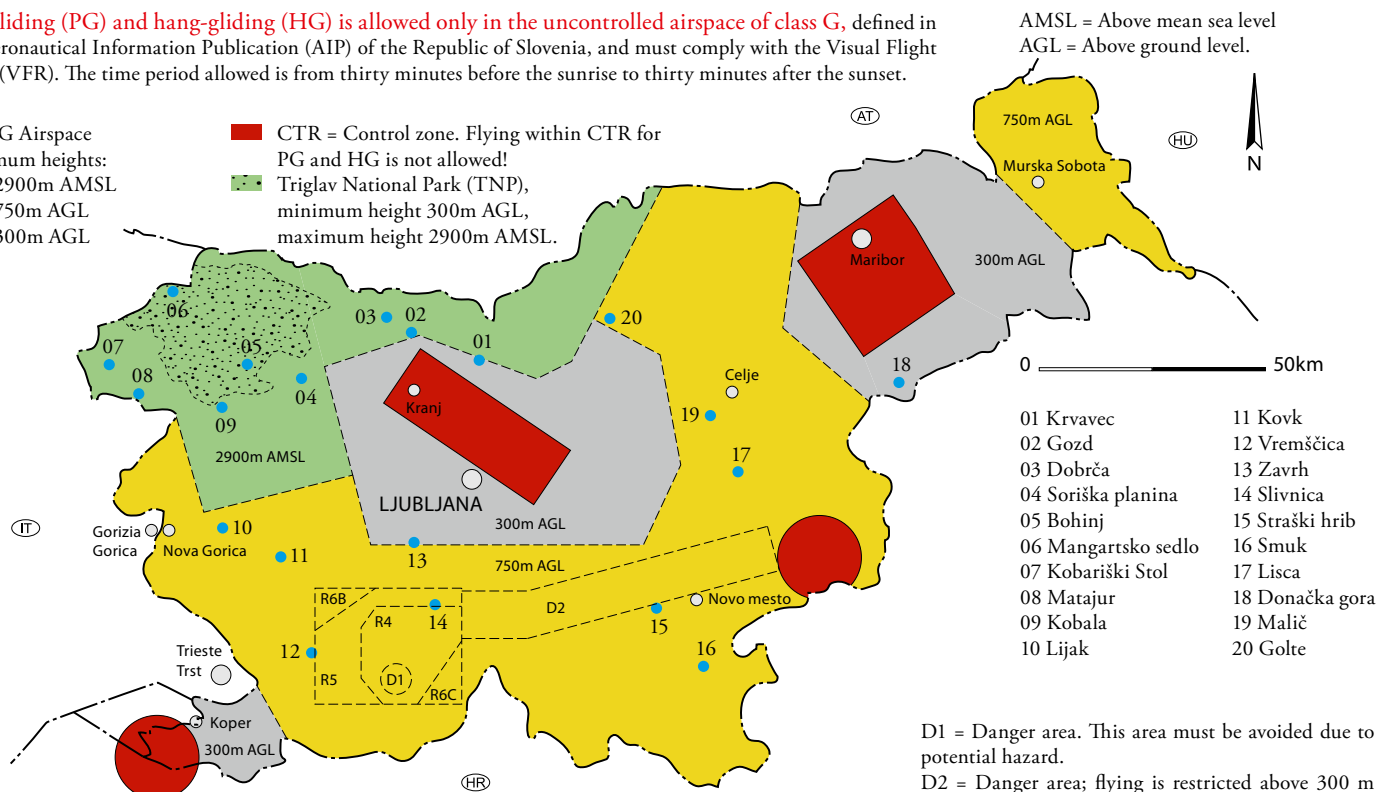
# AIRSPACE

CLASS G ONLY

Paragliding (PG) and hang-gliding (HG) is allowed only in the uncontrolled airspace of class G, defined in the Aeronautical Information Publication (AIP) of the Republic of Slovenia, and must comply with the Visual Flight Rules (VFR). The time period allowed is from thirty minutes before the sunrise to thirty minutes after the sunset.

Class G Airspace maximum heights:  
 2900m AMSL  
 750m AGL  
 300m AGL

CTR = Control zone. Flying within CTR for PG and HG is not allowed!  
 Triglav National Park (TNP), minimum height 300m AGL, maximum height 2900m AMSL.



AMSL = Above mean sea level  
 AGL = Above ground level.

- |                     |                 |
|---------------------|-----------------|
| 01 Krvavec          | 11 Kovk         |
| 02 Gozd             | 12 Vremščica    |
| 03 Dobrča           | 13 Zavrh        |
| 04 Soriška planina  | 14 Slivnica     |
| 05 Bohinj           | 15 Straški hrib |
| 06 Mangartsko sedlo | 16 Smuk         |
| 07 Kobariški Stol   | 17 Lisca        |
| 08 Matajur          | 18 Donačka gora |
| 09 Kobala           | 19 Malič        |
| 10 Lijak            | 20 Golte        |

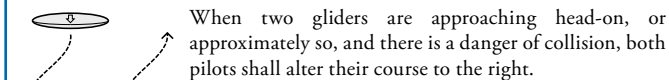
D1 = Danger area. This area must be avoided due to potential hazard.  
 D2 = Danger area; flying is restricted above 300 m AGL in the periods posted by NOTAM.  
 R4, R5, R6B, R6C = Restricted areas where flights are restricted in the periods posted by NOTAM.

NOTAM = Notice to Airman, the latest airspace information (eAIP), is available at: [www.sloveniacontrol.si](http://www.sloveniacontrol.si). The shape of restricted areas may change in the future.

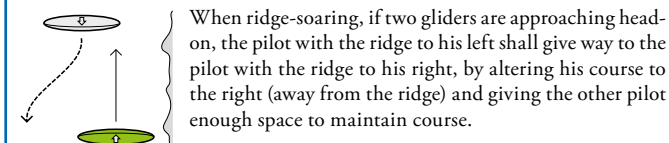
# IN THE AIR

RESPECT THE RULES OF FLIGHT

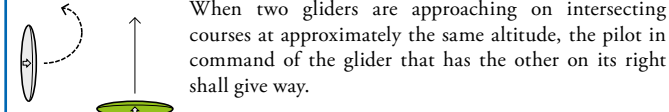
In the air, certain rules must be observed which may vary a bit depending on the country. In Slovenia, the following rules apply:



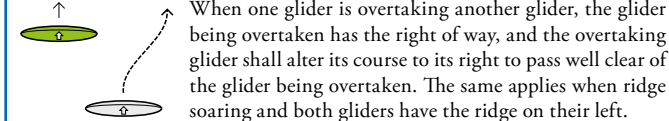
When two gliders are approaching head-on, or approximately so, and there is a danger of collision, both pilots shall alter their course to the right.



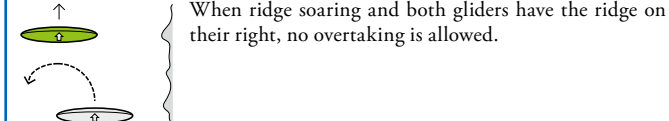
When ridge-soaring, if two gliders are approaching head-on, the pilot with the ridge to his left shall give way to the pilot with the ridge to his right, by altering his course to the right (away from the ridge) and giving the other pilot enough space to maintain course.



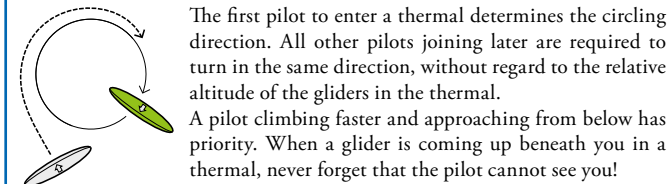
When two gliders are approaching on intersecting courses at approximately the same altitude, the pilot in command of the glider that has the other on its right shall give way.



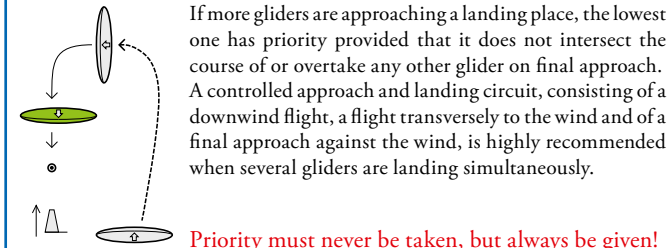
When one glider is overtaking another glider, the glider being overtaken has the right of way, and the overtaking glider shall alter its course to its right to pass well clear of the glider being overtaken. The same applies when ridge soaring and both gliders have the ridge on their left.



When ridge soaring and both gliders have the ridge on their right, no overtaking is allowed.



The first pilot to enter a thermal determines the circling direction. All other pilots joining later are required to turn in the same direction, without regard to the relative altitude of the gliders in the thermal. A pilot climbing faster and approaching from below has priority. When a glider is coming up beneath you in a thermal, never forget that the pilot cannot see you!



If more gliders are approaching a landing place, the lowest one has priority provided that it does not intersect the course of or overtake any other glider on final approach. A controlled approach and landing circuit, consisting of a downwind flight, a flight transversely to the wind and of a final approach against the wind, is highly recommended when several gliders are landing simultaneously.

**Priority must never be taken, but always be given!**

# ON THE GROUND

BE FAIR

Every activity affects the local environment. Paragliding and hang-gliding may disturb the locals, particularly in the more popular areas. Keep in mind that you are only a guest here, paying respectful attention to the locals and the natural world.

As a visitor, please respect the local rules.

Take all litter with you and do not leave any trace behind you.

Park only in designated areas. Parking at or driving over the landing place is prohibited.

To access or leave the area, use only marked and well-trodden trails.

In case of a doubt or uncertainty, seek official and/or local advice.

Following these recommendations when at the take-off and landing place, you will get more pleasure out of your favourite sport, stress less and enhance your own and the safety of others.

Do not unfold the wing until you are prepared to take off and are wearing your harness.

When preparing to take off, tandem flights have priority.

When you land, remove your paraglider or hang glider wing from the landing area, take it aside and pack it there. This frees up space for others, especially the hang-gliders whose landing is more demanding. Do not ground handle at the landing place.

If you have to land outside the official landing spot, make sure to land where you cause the least damage.

