

INSTRUCTIONS FOR USE OF TAKE-OFF AND LANDING PLACE

in accordance with the provisions of Article 18, paragraph 2, item 6 of Decree on hang gliding and paragliding (OG RS 13/1999 of 05 March 1999)

1. Airspace usage

- **Local flying:** Local flying is conducted in uncontrolled airspace, classification "G", maximum height limit of 9500ft above Mean Sea Level (MSL) and is governed by the Visual Flight Rules (VFR) and by Visual Meteorological Conditions (VMC).
- **XC flying:** XC flying may be conducted in all directions. In conducting XC flights certain provisions regarding restrictions and airspace discipline must be considered (flying is only allowed in uncontrolled airspace, classification "G" (Aeronautical Information Publication SR – AIP) and is governed by the general rules of VFR in accordance with the provisions of Article 19 of the Decree). See Annex 1.

2. Organized flying and responsibility of a leader of the group.

- **Conduct of Training/schooling:** When conducting training/schooling for pilot of the glider (hang glider or paraglider), an authorised flight instructor, conducting the training is responsible for organisation and guiding the flight. The person responsible (leader of the group) needs to define and conduct organisation and guiding, flight coordination and other procedures, which need to be conducted in compliance with Article 22 of the Decree. See Annex 2.
- **Competitions:** The organizer appoints the leader of the group. The leader of the group define and conducts organisation, guiding, flight coordination and other procedures, which need to be in compliance with Article 22 of the Decree. In the case of organized flying of five or more pilots for sport flying, the pilots need to appoint the leader of the group, who defines and conducts organisation and guiding, flight coordination and other procedures, which need to be in compliance with Article 22 of the Decree. See Annex 2.
- **Events:** The organizer of event appoints the leader of the group. The leader of the group define and conducts organisation, guiding, flight coordination and other procedures, which need to be in compliance with Article 22 of the Decree.. See Annex 2.
- **Organized flying of five or more individual pilots:** In case of organized flying of five or more pilots the organizer appoints the leader of the group. The leader of the group define and conducts organisation, guiding, flight coordination and other procedures, which need to be in compliance with Article 22 of the Decree.

- Individual flying: Recreational flying and sport flying of less than five glider pilots is conducted individually, using Visual Flight Rules. Pilots are responsible for safety and order of traffic in the area of airspace used. Users of the take-off point and landing place do so at their own risk.

The contact person, mentioned in the Instructions, must be notified in writing, and at least 72 hours in advance, of any organised flying. The notification must contain the first and last name of the leader of the group.

All flights must be in accordance with the regulations in force. The pilot of the glider must observe the following rules, exceptions and restrictions:

1. The pilot may fly the glider from half an hour before sunrise until half an hour after sunset, by the rules of VFR.
2. The pilot may fly the glider in uncontrolled airspace, classification "G", as published in Aeronautical Information Publication (AIP) of the Republic of Slovenia and according to the provisions of Decree on hang gliding and paragliding.
3. Flying the glider in sport airport and take-off zones located in classification "G" is only allowed, if the glider pilot obtains the consent of sport airport or take-off zones manager, or the leader of the group of sport airport.
4. Flying the glider above the specified area in uncontrolled airspace, classification "G", which is by the law declared forbidden zone, is prohibited. Flying in conditionally forbidden and training zones in given time under certain conditions is forbidden. This is published by means of a notification to pilots (NOTAM).
5. Individual take-offs may be conducted at places other than take-off points, only when flying individually or when conducting basic training for obtaining the glider pilot license in accordance with the training course, in so far as such flying does not occur in protected areas.
6. When conducting XC flights with a glider, the landing is permitted outside the landing place. An altimeter is compulsory when XC flying.
7. Glider pilot may fly below the lowest altitude, defined for visual flying, in accordance with regulations governing the rules of aircraft flight. The lowest altitude permissible is that which allows a safe landing. Glider pilot should fly at least 50 metres above the roads, railways, cableways, power lines and other infrastructures and groups of people.
8. The interval between take-offs, or the distance between gliders on the same take-off point needs to be sufficient to allow safe take-off.
9. Gliders approaching head on, on the same altitude, should turn to the right and ensure that the distance between each glider is at least 50 metres.
10. If two gliders fly on the same altitude and their routes cross, the right-hand side glider has priority over the left-hand side glider. The glider which does not have priority, should turn right and allow the glider with priority to continue its way at a minimum distance of 50 metres. Crossing routes of the gliders characterises the routes of two gliders crossing at an angle between 70 and 160 degrees.
11. A glider being overtaken by a faster glider has priority. The faster glider should overtake the slower glider at a minimum distance of 50 metres.
12. When two gliders are approaching head on, on the same altitude near the slope, priority is given to the glider with the slope on its right-hand side. The other glider needs to turn right and away from the slope.
13. Overtaking at the same altitude is prohibited, if the slope is on the right-hand side of both gliders. If the slope is on the left-hand side of both gliders, the glider flying faster should overtake the glider flying slower from the right-hand side.
14. If more gliders fly in the same thermal at similar altitudes, the priority is given to the glider which first began circling. Gliders should circle in the direction established by the first glider to begin circling in the thermal (left or right).
15. Cloud flying is prohibited.
16. If more pilots try to land at the same time, the priority is given to the glider pilot closer to the ground.
17. Competition flying must be conducted under the rules, which are determined by Regulation, adopted for the competition by AAS (Aeronautical association of Slovenia) in accordance with regulations of FAI.

18. One person may fly with a glider, whereas tandem is designed to carry two people in accordance with the rules laid out therein.

3. Emergency procedures

The Information Board provides basic information (telephone number for the Notification Center) in the event of an emergency. The radio frequency of an FM radio station, which the pilots use for communication, is also used in the case of an emergency.

Instructions in case of paragliding accident:

- In case of emergency call 112 and give description:
- Location of accident (GPS coordinates and altitude)
- Conditions of a injured person (probable injuries)
- Communication with a injured person (radio / GSM)
- Colour of the canopy of paraglider and time of accident.

Every emergency, even if no help is needed should be reported to 112 – to avoid unnecessary rescue operation.

Rescue team often informs pilots about the arrival of a rescue helicopter on frequency 147.800MHz.

Respect the notices and retreat from the area of rescue in time!

Instructors and group leaders must monitor the situation and notices at the official freeflying frequency!

IN GERMAN LANGUAGE

Anleitung im Falle eines Unfalls:

Bei einem Unfall rufen Sie 112 an und beschreiben Sie den Unfall.

Unfallstelle (GPS Koordinaten und Höhe).

Zustand der verletzten Person (Art der Verletzungen)

Besteht eine Verbindung zu der verletzten Person (Funk / Handy)

Farbe des Gleitschirms und Uhrzeit des Unfalls.

Jeder Notfall, selbst wenn keine Hilfe benötigt wird sollte umgehend bei 112 gemeldet werden, um zu verhindern daß eine unnötige Rettungsaktion gestartet wird.

Das Rettungsteam verständigt normalerweise die Piloten über die Ankunftszeit des Rettungshubschraubers über die Frequenz 147.800MHz.

Folge der Anweisung und verlasse den Bereich des Unfalls umgehend!

Fluglehrer und Leiter von Gruppen müssen einen Kontakt zu der Frequenz 147.800MHz haben, die Situation beobachten und an die Teilnehmer seiner Gruppe weiterleiten!