

# 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!**

To download this document, visit [www.BigOpenSky.com](http://www.BigOpenSky.com), where you can also order a copy of the Guide Book to the Best Flying Sites in Slovenia and a beautiful Paragliding calendar.



# 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.

Do not drink and fly.

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.

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.

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

## PARTNERS AT YOUR SERVICE

**BOHINJ SLOVENIA**  
www.bohinj.si

**PARK LIJAK**  
PARAGLIDING CENTER LJAJAK  
www.parklijak.com

**Dolina Soče** Paragliding paradise!  
www.visit-soca.com

**WWW.TOMATSPORT.si**  
Nova Gorica +386 68 170 540  
all for paragliding

**ADRENALIN**  
PARAGLIDING TEAM  
GORNJE POSOČJE

**navTer**  
naviter.com

**CAMP GABRJE**  
www.camp-gabrje.com

**MAGPARA**

**FLYZONE SLOVENIA**  
PARATAXI, BED & BREAKFAST  
Wolfgang Reinelt +386 41 810999  
paragliding-adventure.com

**flymania.si**  
**NIVIUK**  
tel.: +386 40 127 630 mail: info@flymania.si

1981  
**DPL Posočje**  
www.kobala.si

**TRIPLE SEVEN**

Kobarid - Soča valley  
Shuttle-service, Rooms  
+386 41 953 370  
**PARAGLIDING CENTER**  
**JELKIN-HRAM.COM**

**HUU HUU**  
Paragliding  
www.huuhuu.si

**Kranjska Gora -**  
**Stairway to the Julian Alps**  
www.julijana.info

**MIST DULE**  
MistyDule@gmail.com  
**NOVA**  
GO HARD AND LAND SOFT

# FLY SAFE

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

Version 2.0, June 2015, English

## BEFORE FLYING PREPARE YOURSELF

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.

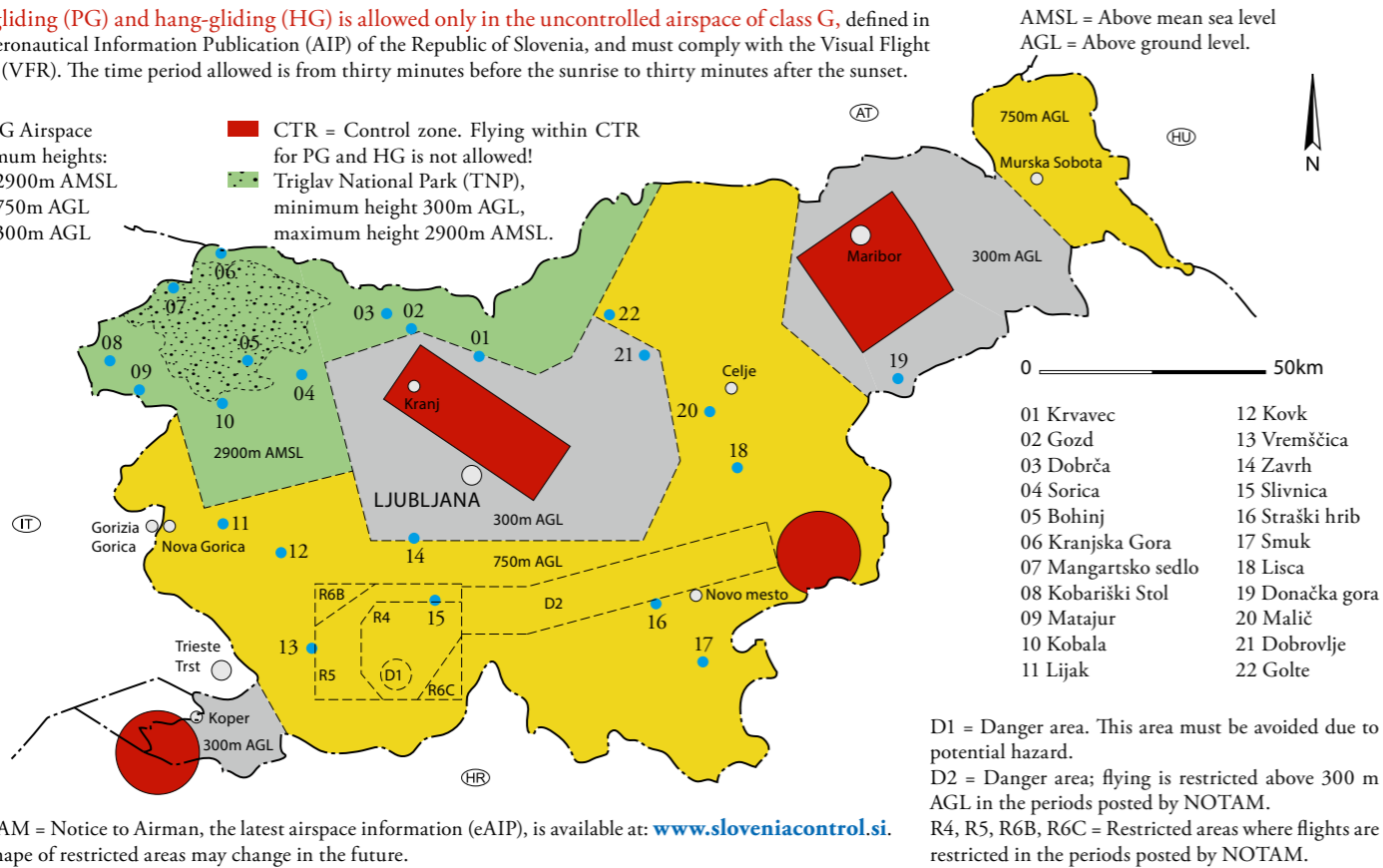
Pilots flying independently need their national licence and IPPI card level 4 (for participants of XC competitions level 5 is mandatory), otherwise flying is allowed only under the supervision of a flying instructor. A valid local vignette is also required and a third-party insurance is highly recommended.

# 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.



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.

# 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.

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# WEATHER IS EVERYTHING

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.

## General information

Slovenia lies at mid latitudes and has very diverse landscape, stretching from the South-West coast area to the Alps in the North-West and flatlands in the East. Slovenia is affected by weather systems mostly from the West and typically passed every 3 to 10 days by a cyclone or a front.

When a cyclone depression is approaching from the West, usually a warm front is to be expected at first, which is more pronounced during the cold months and brings precipitation and bad visibility. During the warm months, it only causes increased cloudiness and provides a stable atmosphere.

After the warm frontal passage, there is a warm sector followed by a cold front. In the warm sector, a typical SW wind is blowing and, if it is not too strong, this provides nice conditions for ridge soaring. The thermals are usually dampened by a bad gradient and sometimes increased cloudiness.

The cold front brings sudden deterioration of the weather conditions, in the warm months this usually means showers and thunderstorms. After its passage, a colder, drier air flows from the NW or NE directions causing the typical NE Bora in the SW part of the country and north Föhn in the Karawanks.

However, as soon as the following day, the weather is suitable for thermal flying, provided that the North wind weakens and there are no post-frontal showers. The best conditions are usually two to three days after the cold front when a nice anticyclone develops. After that, a new cycle follows.

## Weather by region

**Primorska** - the westernmost part of Slovenia stretching from the Adriatic Sea in the South to the Julian Alps in the North.

Primorska is well known for flyable weather all year round. The lack of snow and the vicinity of the warm sea air make thermal flying possible even during the colder winter months.

While the Kovk starting place is directly exposed to the Bora and is not flyable at the slightest NE wind, the Lijak starting place is surprisingly well protected against the Bora. It is usually nicely flyable when the forecast models predict a NE wind of up to 10m/s at 925hPa\* level.

The whole ridge from Lijak to Nanos is perfectly oriented for soaring in the SW wind though. The predicted speeds of up to 10m/s at 850hPa\* level are flyable.

**The Julian Alps** (Julijske Alpe) - the mountain range located in the NW part of Slovenia that stretches to NE Italy. A large part of the Julian Alps is included in the Triglav National Park.

The Julian Alps are flyable from March to October. The best conditions are during the less windy days, ideally less than 5m/s at 700hPa\* level. The air should be dry to provide a high cloud base as the highest peaks are close to 3000 meters. Flying along the southern ridge of the Julian Alps from Sorica to Gemona in Italy is best during the summer months. The wind should be weak, ideally up to 5m/s, with a south component. The thermal gradient is not as important because the south ridges are always heated enough, even in a stable atmosphere. Expect strong valley winds in deep narrow Alpine valleys during the peak thermal hours of the day!

**The Karawanks and the Kamnik-Savinja Alps** (Karavanke and Kamniško-Savinjske Alpe) - the northern part of Slovenia stretching from the Julian Alps in the West to the flatlands in the East.

The Karawanks are normally flyable from February to November, sometimes also

in December and January if there is little snow. Light winds are preferred, a SW wind of up to 10m/s at 850hPa\* and a N wind of up to 5m/s at 850hPa\* and up to 10m/s at 700hPa\*.

Even when light winds are blowing, there is a strong SE valley wind reaching up to 2000 meters. It can get very strong and can reach up to 10m/s in certain more exposed areas.

The north Föhn situations must be strictly avoided.

**Flatlands and middle mountains** (the remaining part of Slovenia).

They are thermally flyable from March to October. The best conditions are during the days after a cold front when the air is dry and unstable. For closed tasks, the light winds are needed, but for one-way flights, wind speeds of up to 10m/s at 850hPa\* and up to 15m/s at 700hPa\* are preferred.

\*The figures refer to computer weather/wind forecast models.

Levels: 925hPa = 700m, 850hPa = 1500m, 700hPa = 3000m AMSL.

**The most accurate weather info for Slovenia** (in Slovenian and English):

National Meteorological Service - Official Weather Forecast: [www.meteo.si](http://www.meteo.si). Dedicated detailed weather for aviation (including soaring) in English (all necessary information: from computer calculated models to real-time precipitation radar images, webcams and more, including instructions on how to read charts for each category): [www.meteo.si/met/en/aviation](http://www.meteo.si/met/en/aviation). If you need even more detailed weather information, you can call the Ljubljana Airport Aviation Meteorological Forecast at +386 4 2804500.

**Automatic Wind Stations (AWS)** for PG & HG pilots:

many Slovenian starting places or nearby areas are equipped with special automatic receivers providing current information on wind speed, wind gust speed, wind direction and temperature. This information is available via the AWS telephone contact.

Some AWSs provide the information first in Slovenian and then in English, while others only in Slovenian.

Some AWSs send the data to a dedicated web page approximately every 10 minutes where it can be viewed graphically. The web page, [www.skytech.si](http://www.skytech.si), is currently available only in Slovenian but can be easily interpreted.

Ambrož pod Krvavcem +386 31 712 318 (near Ambrož take-off, 1050m)

Gozd +386 41 934 849

Kriška gora +386 51 215 914 (above Gozd at Kriška gora take-off, 1470m)

Ratitovec +386 31 712 306 (at Ratitovec take-off, 6km W of Sorica, 1650m)

Bohinj Vogel +386 31 704 911, Bohinj Vogar +386 41 684 202

Kranjska Gora - Grpišca +386 41 292 461

Mangartsko sedlo +386 31 867 086 (at Mangartsko sedlo lower take-off, 1800m)

Kobarški Stol +386 41 646 324

Matajur +386 31 704 901

Kobala +386 41 646 319

Kovk +386 31 599 306

Slivnica +386 31 787 798

Lisca +386 31 704 903

Donačka gora +386 31 712 309

Malič +386 31 704 906

List, locations and telephone numbers of some other AWS: [www.sffa.org/aws](http://www.sffa.org/aws)

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