

SAFETY BRIEFING



Organizing NAC

CADEA

Confederación de Entidades Aerodeportivas

Competition Organizer

Aconquija Club de Vuelo y Aventura / Matias Fortini

Loma Bola Parapente / Sergio Bujazha

Meet Director

Sergio Bujazha

CIVL Steward Igor Eržen (SLO)

CIVL Jury

Jamie Ranae Shelden (USA) - jury president,

Ivan Lukanov (MKD)

Stéphane Malbos (FRA), Andrew Cowley (UK), Goran Dimiskovski (MKD) - remote jury

CIVL Screening Committee

Igor Eržen (SLO), Željko Ovuka (SER), William Joseph Hughes JR (USA)



TOPICS

- LAUNCH SITE
- FLYING AREA
- AIRSPACE
- LANDING CONSIDERATIONS
- COMMUNICATION
- SAFETY INFO
- USEFUL INFO



LAUNCH SITE

- **1 Takeoff**
Loma Bola / 1350m asl.
- **Check your equipment and keep it out of the launch site.**
- **If required, ordered launch sequence.**
- **Pilots are authorized to enter launch lines only when they are ready.**
- **Thermaling: turn direction policy; approach tangentially, never through the middle.**



LAUNCH SITE

LOMA BOLA / 1350 m ASL



Loma Bola
Vuelo y Aventura



FLYING AREA

Takeoff LOMA BOLA
1350 m asl

Terrain Altitude
350 m ASL in the southern area and it goes up
until reaching 800 m ASL in the northern limit of the flying area

It is possible to find air a bit humid, with some cumulus clouds and
its base can be between 1700 and 2200 m ASL.

It is usual at this time of the year to have blue thermal days
without clouds, when the air changes and becomes less humid.

Light to moderate winds, predominantly from the southeast, of about 5 m/s

In case of "bomb out" or "piano" as we say here, there are many safe landing options.
Along all the tasks that can be planned there are possible landings

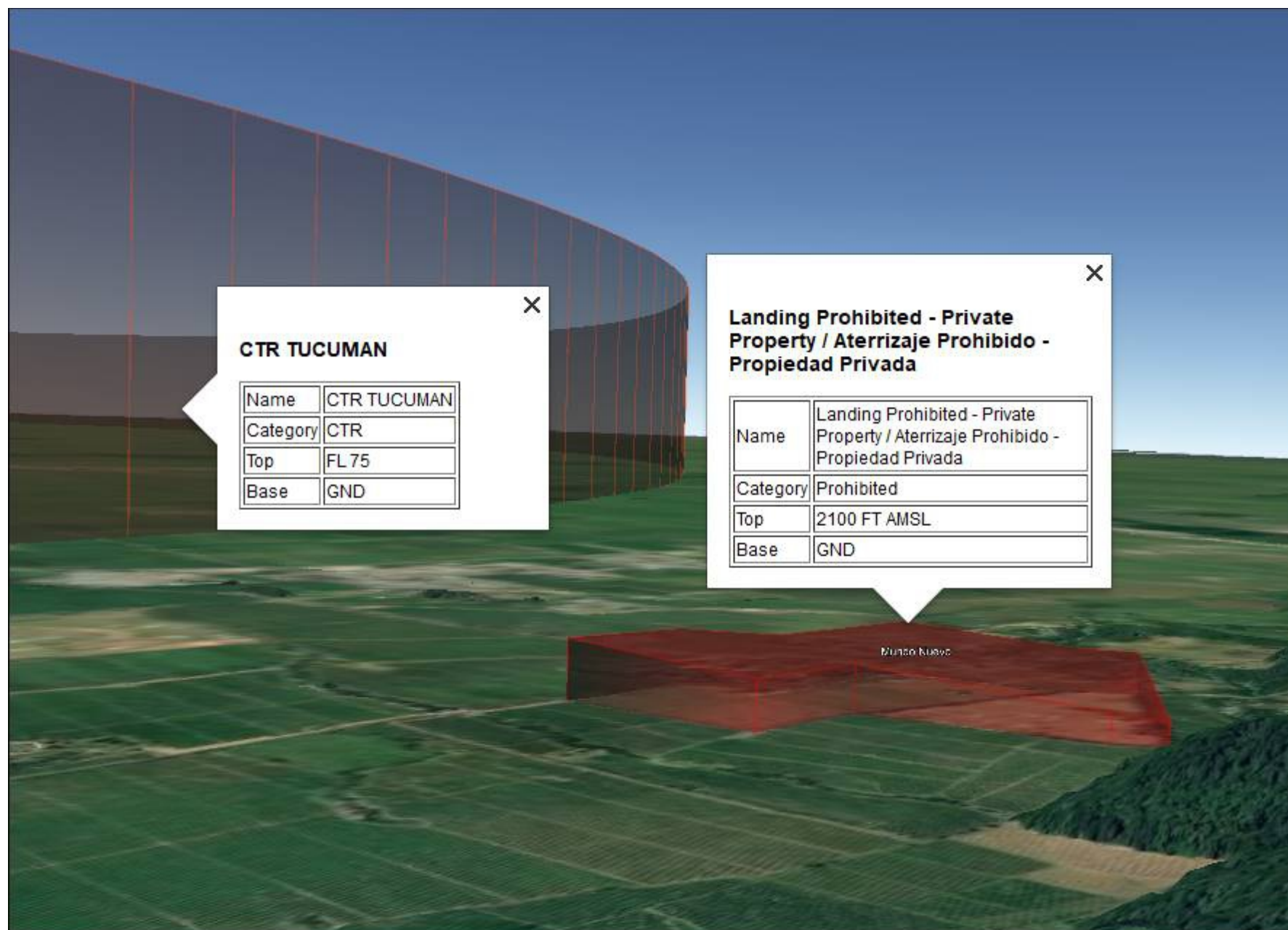


AIRSPACE / Operational rules

- It is strictly forbidden to fly in an aggressive manner, representing a risk to other people or flight companions.
- At all times the flight will be visual (VMC) in daytime. Cloud flying is prohibited.
- The pilot must have permanent visual reference with the terrain.
- Official altitude limit is FL080 = 8000ft, but we will try to adjust it in coordination with the local air traffic control and brief pilots on specific limitation on the task briefing for the day
- There is a restricted airspace within which you cannot fly. It has a 10 mile radius from the airport and an elevation of 7,500 feet (2,286 meters) above sea level. Above the CTR is C-Class airspace in which we are also not allowed to fly.
- There is a terrain on which it is not allowed to land and it is loaded in the airspace file provided to all participants



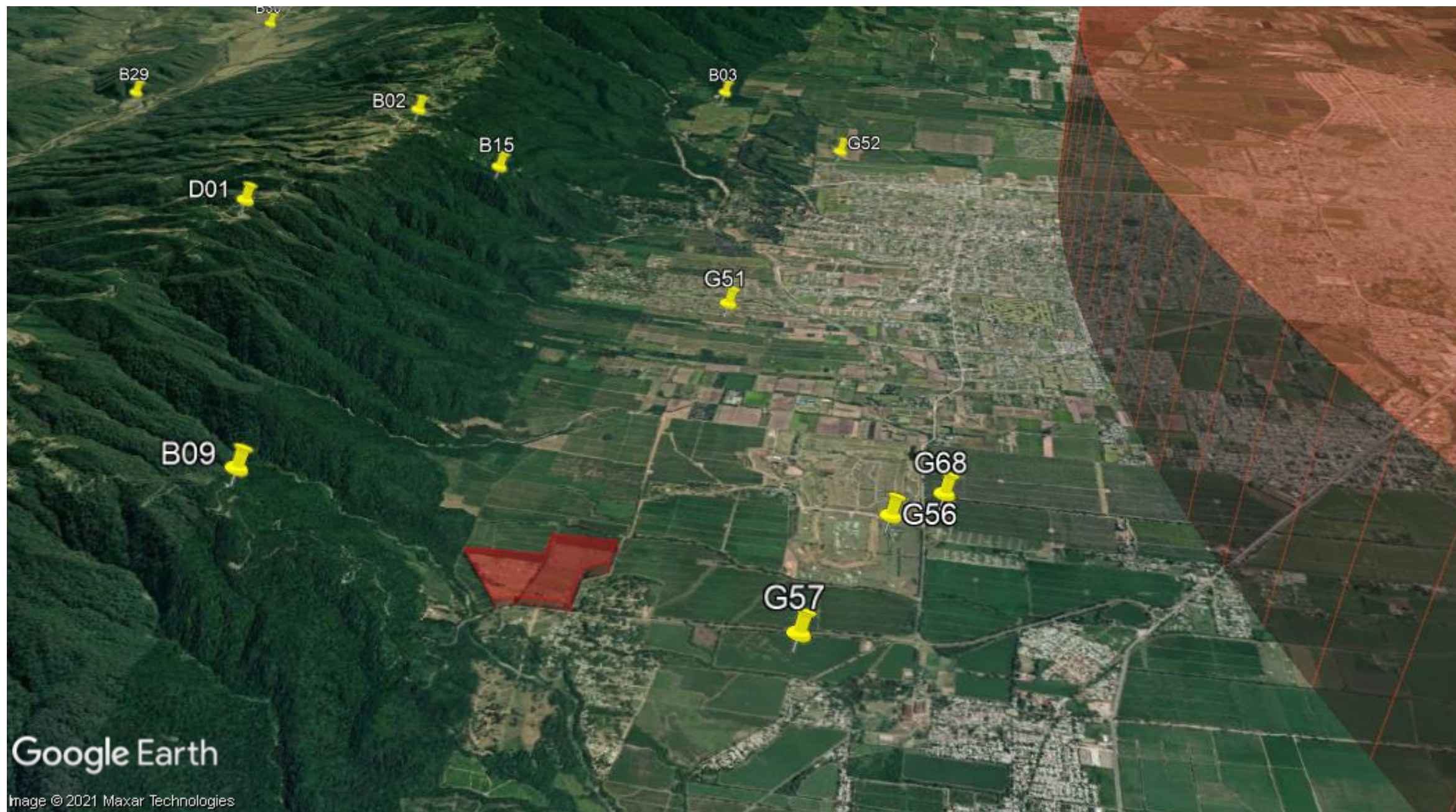
AIRSPACE / Operational rules



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Vuelo y Aventura



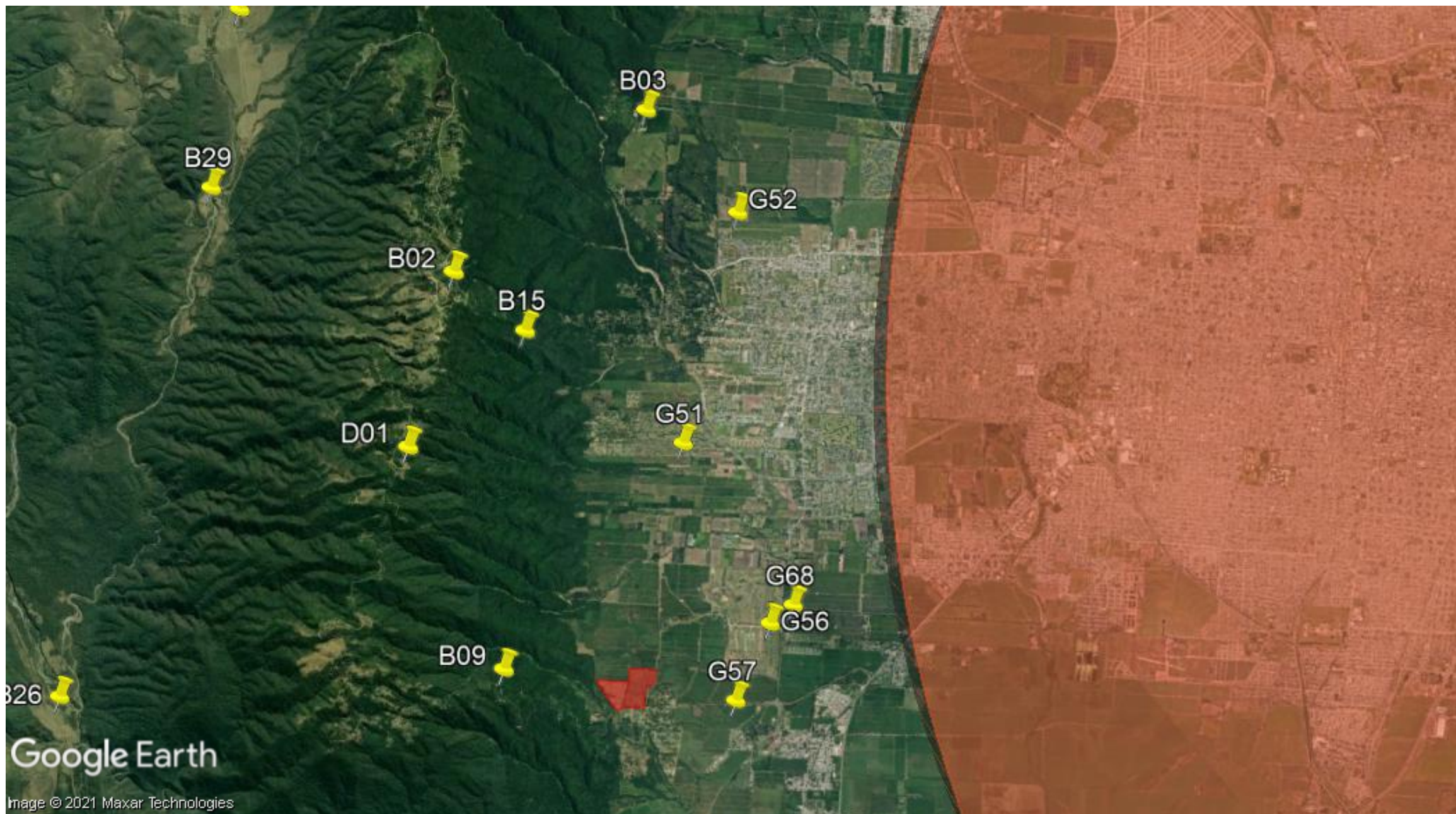
AIRSPACE / Operational rules



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AIRSPACE / Operational rules



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LANDING CONSIDERATIONS

- Tucumán is a place with many possible landing sites, especially for tasks designed for the south. Much of the flight is over flat terrain and there are plantations everywhere that serve well as landing sites.
- In the case of tasks posed to the north or west of Loma Bola, there are fewer possibilities but they still do not represent a problem and the daily tasks will be posed safely.
- At low altitude, pay attention to power lines. They are usually on rural roads or main roads but in some cases you can find some crossing through a cultivated field.
- If you use a full face helmet, slide the acrylic visor, especially when you are about to land, that will improve your visibility.
- When you have landed, pack your glider immediately. An open paraglider on the ground means "I need help"

COMMUNICATION

■ Communication will be held via two WhatsApp groups:

■ **WPC TEAM LEADERS:** It will be the official communication group between the organization staff and teams. There you will be informed about different topics, schedules, meetings, activities, etc.

■ **WPC PILOTS:** It will be the social group for the pilots. Everybody can use it for fun.

■ **Safety Frequency: 143.890**

■ Teams wishing to use team frequency can do that by informing the Event and Meet director of the frequency they will use



TEAM FREQUENCIES

Argentina will use : 143.820

USA: 144.555

Slovenia: 147.800

Germany: 143.975

Czech: 143.520

Japan: 138.790

S.Korea: 144.260



COMMUNICATION / Report back

- Report back must be done 5 minutes after landing by Flymaster Live Tracker.

Every pilot must report by Flymaster Live SD

The organization will provide a Flymaster Live SD for each competitor as a safety measure to know at all times where they are whilst flying.

As well as being a fully fledged flying instrument, the Flymaster Live SD provides one-second resolution live tracking, and in-flight communication between the organisers and the pilots (level calls, task cancellation, etc.)

Each competitor must take the Live Tracker at take-off, and he or she must carry it whilst flying and whilst being retrieved.



COMMUNICATION / Retrieval Structure

- Retrieve frequency 143,850 only as an alternative
- There is good radio coverage throughout the area
- There is good cell phone coverage throughout the southeast and a little deficient in the north in the Tapia valley and to the west in the La Sala valley.
- There will be 8 buses for 15 pilots each and 5 pick-ups that will be in charge of picking up pilots and bringing them closer to the buses.
- When you land, report back and pack your gear. Walk to the nearest rural route or road. If you need help, you can also contact us on WhatsApp.



SAFETY INFO

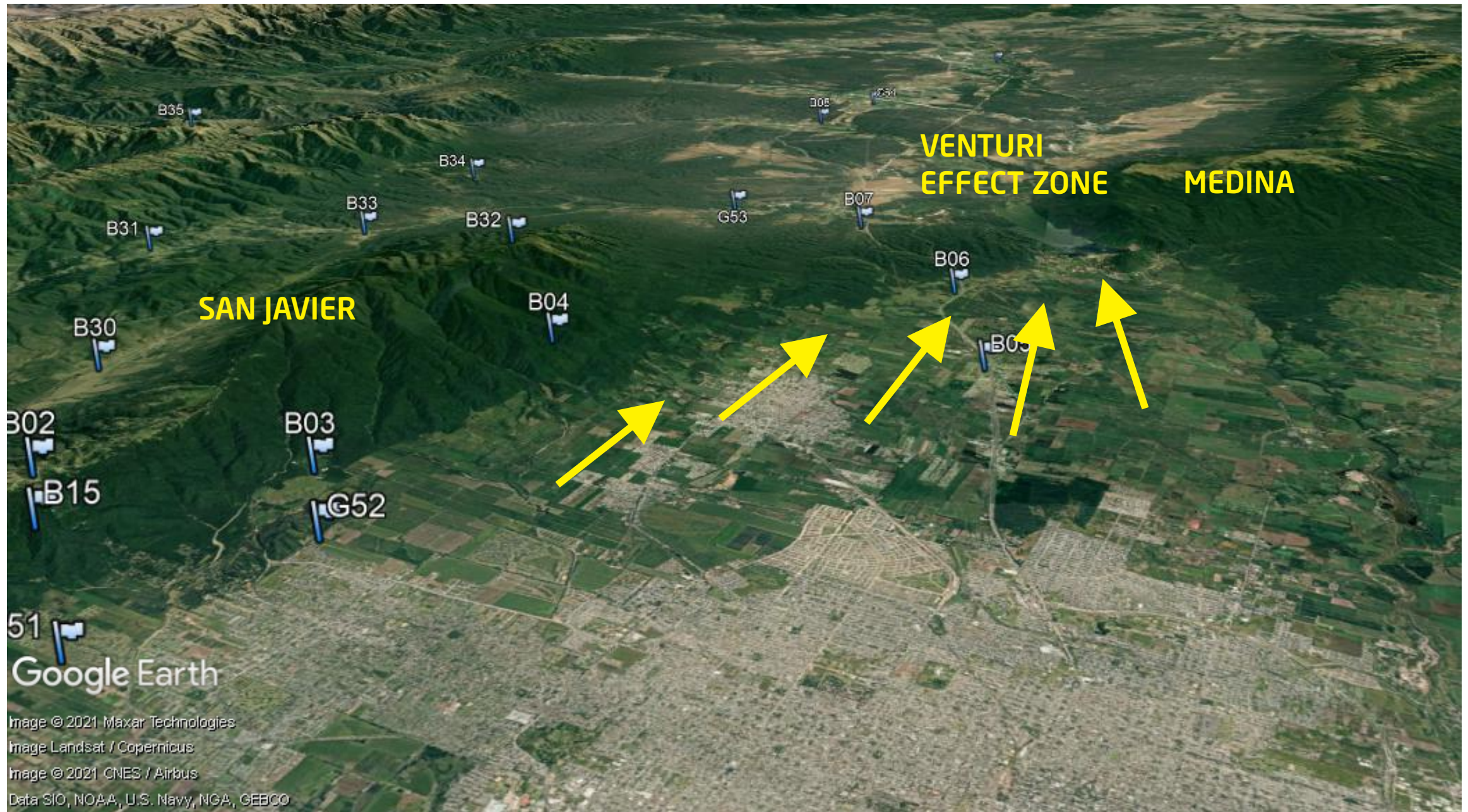
In general, in this area, storms do not develop unexpectedly and there are no overdevelopments that represent a danger. In any case, if this type of meteorological event is expected, you will be informed in a timely manner at a team leaders meeting and / or daily briefing.

The entry of a front is easily predictable and there are no surprising meteorological events in the area, but it can happen that the south wind accelerates a little. In that case, staying away from the hill is the safest option since it is an area that becomes turbulent.

When the south wind blows at more than 6 or 7 m / s it is not possible to perform a competition task because you cannot fly north due to a venturi effect and you cannot fly south because there will be a headwind all the way.



SAFETY INFO



Loma Bola
Vuelo y Aventura



SAFETY INFO

In case of emergency

- Any accident must be reported in the Safety Frequency 143.890 to activate the Emergency service.**
- Communicate the details of the accident (location, pilot status, access**
- If you are the victim of an accident, and as long as it is possible for you, communicate your situation as quickly as possible, Please try to avoid the unnecessary mobilization of the entire structure.**
- Check the best way to help (keep flying up to aid communication and guidance on the ground vehicles**
- All pilots have 3rd party liability insurance from the organizer**
Individual insurance costs cca 800 ARS/2 weeks (optional)



USEFUL INFO

Some tips that can help you

- There are two exchange rates for the dollar or euro. The official and the free. If you have cash, you should contact the organization to help you exchange money, you will achieve a better return on your cash.
- The organization can provide a free SIM Card and help with the credit load.
- If possible, do not leave your equipment inside a parked vehicle without being in sight. Although Yerba Buena is a safe city, we recommend having your equipment in sight.
- If you are going to use a taxi, ask for it from the hotel and that they advise you in advance of an approximate price.
- There are restaurants with discounts for competitors in the HQ area, we will inform you in the WhatsApp group.
- In Tucumán there is a lot of hiking and trail running. There is a very good path to go up to Loma Bola. We will announce a free guide to walk up some days.



GAP FACTORS

NOMINAL DISTANCE: 50 Km

NOMINAL TIME: 1h 15min

MINIMUM DISTANCE: 5 Km GOAL %: 30%

TAKEOFF %: 96%

FTV 25%

the tolerance for WP is set to 0.1% and min of 5m

TASK COMMITTEE

Honorin Hamard (FRA)

5bXfYUgj AUYNJ fJ 9Ft

Alvaro Blas Lucero f5F; t

SAFETY COMMITTEE

David Snowden (AUS)

Pal Takats (HUN)

Klaudia Bulgakow (POL)



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Vuelo y Aventura



RELEVANT INFORMATION

Barometric QNE - 1013,25hPa

All official news will be published on Airtribune and on WPC Team Leaders

CTR - QNE

0 to 30 meters for penalties / Buffer inside 0% to 100%

No landing area - NO PENALTY

Names of the pilots in the team - so far we have received Switzerland, Poland, Japan, USA, S.Korea, Czech



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RETRIVE and contacts

For Spot., InReach, etc use +54 9 381 523 9572

Mario: +54 9381 523 9572 : retrive manager

Matias Fortini: +54 9381 652 8941 : Event Organiser

Sergio Bujazha: +54 9381 490 8454: Meet Director

Igor Erzen: +54 9381 250 4247 :CIVL Steward



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WAYPOINTS, LR, Airspace

Latest WP were uploaded 2 days ago along with the version 9 of the Local Regulations

Airspace file is on Airtribune



Loma Bola
Vuelo y Aventura



Typical daily schedule

08:15 Headquarters open

08:30 Team Leaders' Briefing

09:15 Task and Safety Committee meetings

09:45 Transportation to take off

11:30 Pilots' briefing

12:00 Take-off window opens

15:00 Scoring office opens

20:00 Deadline for returning live-trackers

21:00 Provisional results



Loma Bola
V u e l o y A v e n t u r a

