

Cape Town Tandem Association

Safety Risk Assessment

Dated 18 November 2021

Approved at the CTA AGM on 18th November 2021

Signal Hill Launch Risk Assessment

1. Green Zone (Low Risk of Launch Related Incidents).

- Wind Direction: West to North.
- Wind speed no greater than 30kph

Caution advised:

- Strong NW forecast with high wind gradients.

2a. Yellow Zone (Intermediate Risk of Take-Off Related Incidents)

- Wind Direction: South-West to West
- Wind speed no greater than 20kph

Caution advised:

- Increased Turbulence due to the left side spur.
- Increased possibility of being “flushed” down the left side gully as wind speed increases.

2b. Yellow Zone (Intermediate Risk of Take-Off Related Incidents)

- Wind Direction: North to North-East
- Wind speed no greater than 20kph

Caution advised:

- prefrontal forecasts that could produce above average “sinky” Conditions, particularly over town.

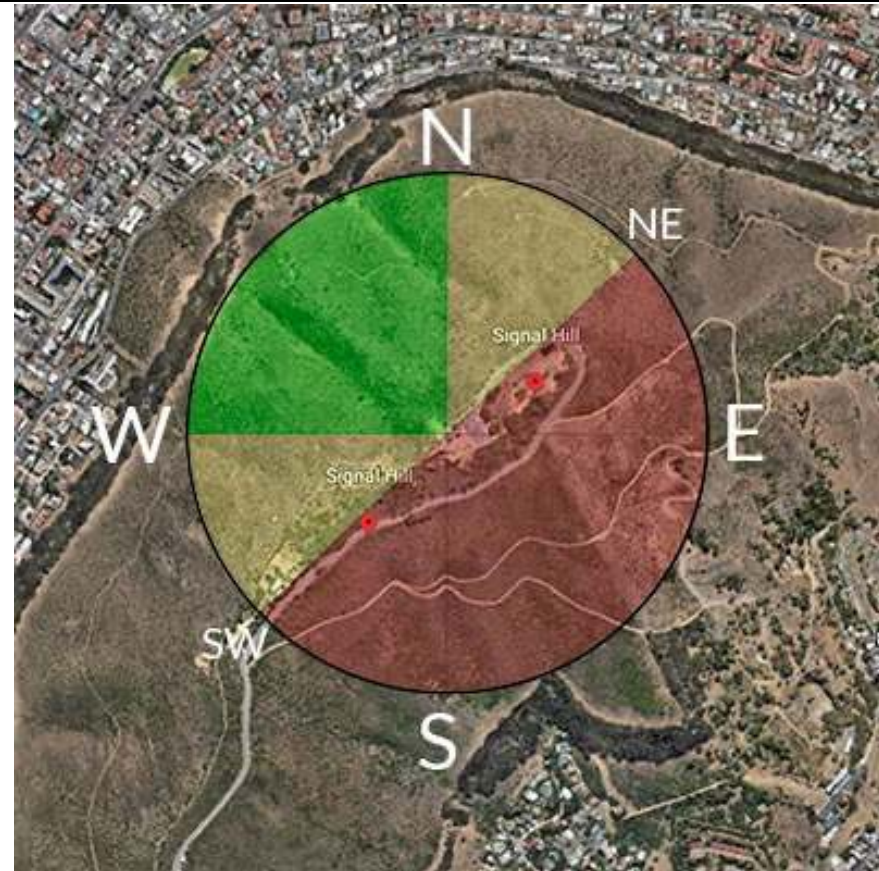
3. Red Zone (High Risk of Take-Off Related Incidents)

- Wind Direction: North-East to South-West
- Wind Speed no greater than 10kph

-Extreme Caution Advised:

- even though wind could be flowing anabatic producing suitable cycles for safe operations.
- Consider visual aids such as shaking trees or descending cloud from Table Mountain,
- Wind talker average (<10kph), min up-cycle duration of 2mins before continuing commercial operations.

General: Gust factor to be less than 20kph unless thermic, if Lion’s Head wind direction is North East, the talker must be less than 20kph (Talker reading based on the iweather mast reading)



Sea Point Landing Risk Assessment

1. Green Zone (Low Risk of Landing Related Incidents).

- Wind Direction: South-West to North-East.
- Wind speed no greater than 30kph.

Caution advised:

- Be careful of strong NW forecast with high wind gradients. Consider visual aids such as white caps on the ocean as well as low approaching cloud/fog. No Commercial Operations permitted unless entire Sea Point promenade and 100m out to sea is visible.
- Be careful of strong wind acceleration from the South, warning sign is fast approaching white caps/wind line. No commercial operations when white caps/wind line within 300m of landing.

2a. Yellow Zone (Intermediate Risk of Landing Related Incidents).

- Wind Direction: North-East to East
- Wind speed no greater than 15kph

Caution advised:

- Increased Turbulence due to residential housing/hotels
- May experience high sink rate on landing approach and over town.

2b. Yellow Zone (Intermediate Risk of Landing Related Incidents)

- Wind Direction: South to South-West
- Wind speed no greater than 20kph

Caution advised:

- Increased Turbulence due to residential housing/hotels
- May experience high sink rate on landing approach.

3. Red Zone (High Risk of Landing Related Incidents)

- Wind Direction: East to South
- Wind Speed no greater than 10kph

- Extreme Caution advised:

- No commercial operations permitted.

General: exit from extreme manoeuvres 100m asl (tallest promenade flats height), light manoeuvres permitted below with sufficient margin to ensure levelling out prior to landing.



(Talker readings based on the iweather promenade reading)

Lions Head Launch Risk Assessment

1. Green Zone (Low Risk of Launch Related Incidents).

- Wind Direction: South-South-West to South-West.
- Wind speed no greater than 52kph (Lions Head Talker – Situated in the venturi).

Caution advised:

- Strong SW forecast with high wind gradients. Consider visual aids such as white caps/streaks on the ocean as well as low approaching cloud/fog. No Commercial Operations permitted unless visible around the landing zone and 100m out to sea.
- Strong South and getting pinned at the boulder
- Compression areas on left and right-hand sides of the mountain

2a. Yellow Zone (Intermediate Risk of Launch Related Incidents).

- Wind Direction: South-West to West
- Wind speed no greater than 46kph (Lions Head Talker – Situated in the venturi).

Caution advised:

- Increased Turbulence on launch due to rotor from right side fall away
- Increased Turbulence due to wind flowing across big boulders.

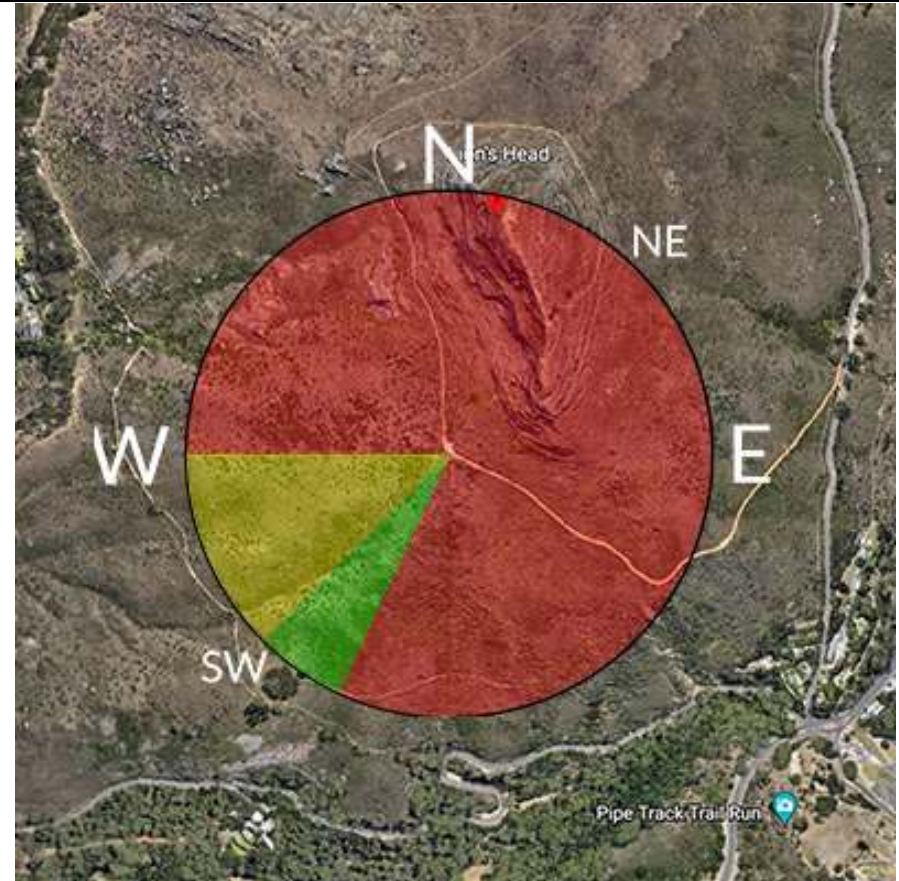
3. Red Zone (High Risk of Take-off Related Incidents)

- Wind Direction: West to South-South-West via the North

Extreme Caution advised

- No commercial operations permitted.
- Increased Turbulence due to rotor from Wind flowing over the Twelve Apostles.
- Possible Increased Turbulence during flight from flying in the lee

General: Gust factor to be less than 20kph



(Talker readings based on the iweather Lion's Head reading located in the venturi)

Clifton Landing Risk Assessment

1. Green Zone (Low Risk of Landing Related Incidents).

- Wind Direction: South South-West to North.
- Wind speed no greater than 22kph (Clifton Wind Talker).
- Caution advised:*
- Be careful of strong SW forecast with high wind gradients.
- Consider visual aids such as white caps/streaks on the ocean as well as low approaching cloud/fog and cloud coming over the Twelve Apostles.
- No Commercial Operations permitted unless landing area and 100m out to sea is visible.

2. Yellow Zone (Intermediate Risk of Landing Related Incidents)

- Wind Direction: South-South-West to South-East
- Wind speed no greater than 22kph (Clifton Wind Talker).
- Caution advised:*
- Increased Turbulence due to rotor from Wind flowing over the Twelve Apostles.
- Possible Increased Turbulence during landing approach and possible hard landings.

3. Red Zone (High Risk of Landing Related Incidents)

- Wind Direction: North to South-East
- Extreme Caution advised:*
- No commercial operations permitted.

General: extreme manoeuvres to stop 100m asl, light manoeuvres permitted thereafter with sufficient margin to ensure levelling out prior to landing.

(Talker readings based on the iweather Glen club reading)



