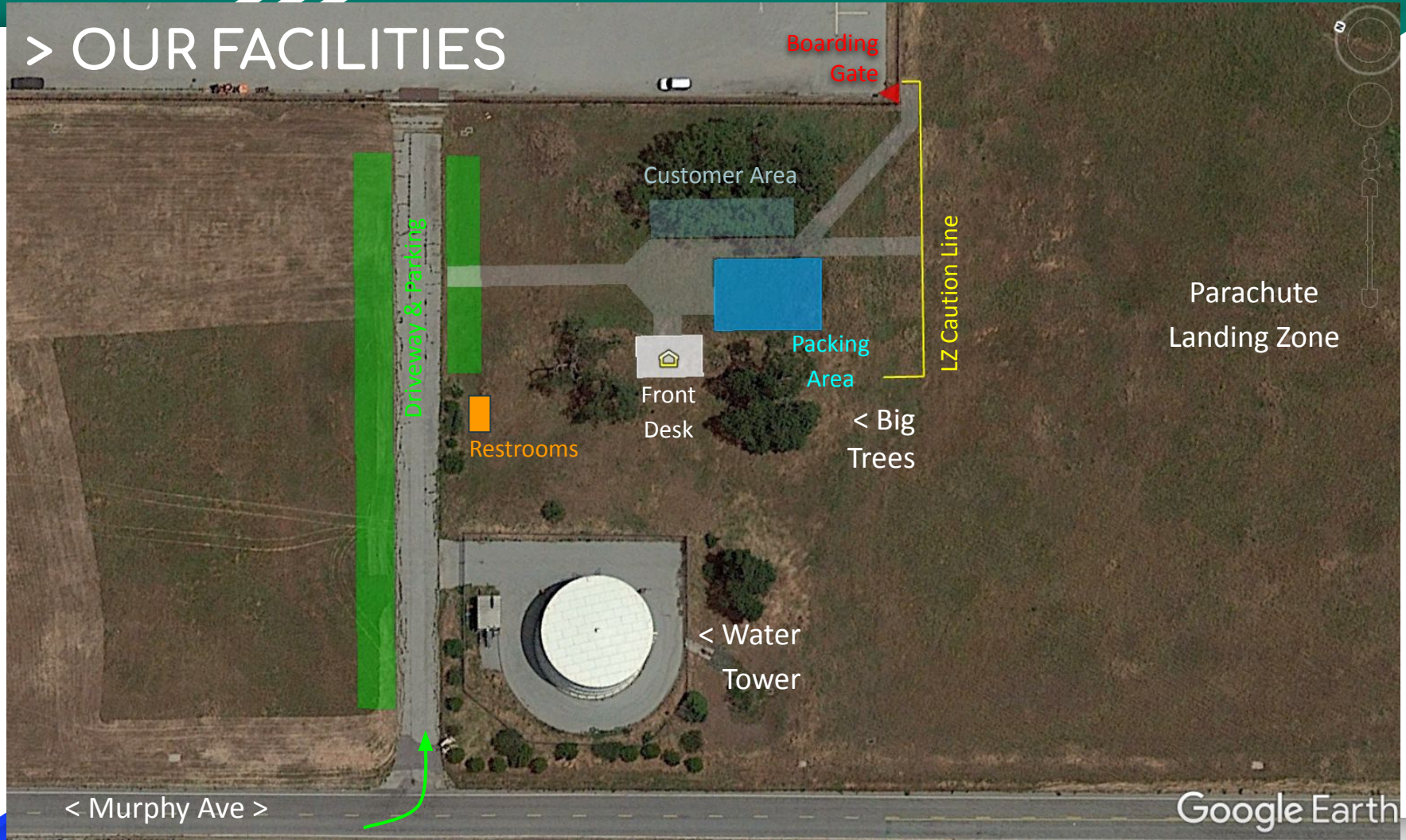




Safety Briefing 2021+

NO Complacency, NEVER Assume, ALWAYS Ask

> OUR FACILITIES



LANDING ZONES <

Runway &
Taxiways



Airport
Ramp

Dropzone >
Facilities
Water >
Tower

Main LZ
& Target

Swoop Lane

Experienced
LZ

< Lions
Club

Museum >

- MAIN LZ = ALL JUMPERS ALLOWED
- EXPERIENCED LZ = Coach, C, D
- SWOOP LANE: **RESTRICTED**
- BEER LINE = 25 FEET FROM FENCES

DIRECTIONS <

101-NORTH

101-SOUTH

< Highway 101 >

Runway &
Taxiways

Solar >
Farm

Hangars

Airport
Ramp

Water
Tower >

Museum >

< Lions
Club

Junk
Yard

< Monterey Rd >

Google Earth

1 mile

DIRECTIONS <

0.5 mile

101-NORTH

Exit
362

< Highway 101 >

Exit
360

101-SOUTH

X

>

>

<

X

< Monterey Rd >

Google Earth

Landing Patterns

101-North < NORMAL < LEFT-HAND <
> 101-South > INVERTED > RIGHT-HAND

> NORMAL PATTERN

- LEFT HAND Pattern

- A/B/C points at 1,000 / 600 / 300 ft
- NO spirals at anytime
- Check wind constantly
- Check airspace constantly
- Max 90° turns on pattern
- Keep STRAIGHT IN final
- Drop your canopy after landing
- Turn and check for others landing



> NORMAL STRONG WIND PATTERN

- Longer & Narrower Pattern
- Adjust A/B/C points location
- Fly over the road
- Braked approach IF HIGH FINAL



101-SOUTH

Airport
Ramp

300 ft

Final Leg

Water >
Tower

Base Leg

600 ft

< Lions
Club

Downwind Leg

1,000 ft

Holding Area

> INVERTED PATTERN

- RIGHT HAND Pattern

- A/B/C points at 1,000 / 600 / 300 ft
- NO spirals at anytime
- Check wind constantly
- Check airspace constantly
- Max 90° turns on pattern
- Keep STRAIGHT IN final
- Drop your canopy after landing
- Turn and check for others landing

101-SOUTH

Airport
Ramp

300 ft

Water >
Tower

600 ft

< Lions
Club

1,000 ft

Holding Area

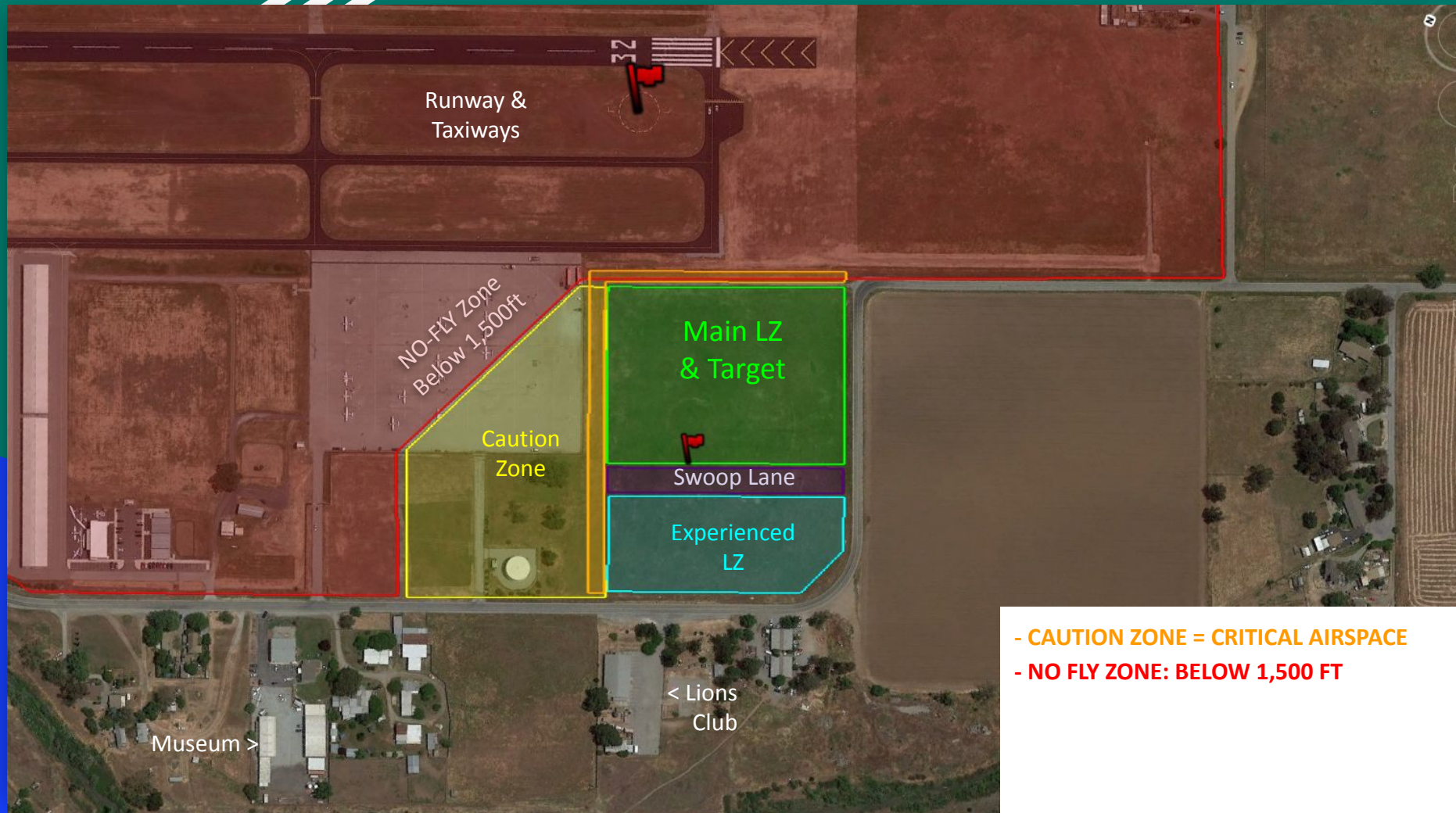
> INVERTED STRONG WIND PATTERN

- Longer & Narrower Pattern
- Adjust A/B/C points location
- Base leg BEFORE Water Tower
- Braked approach IF HIGH FINAL

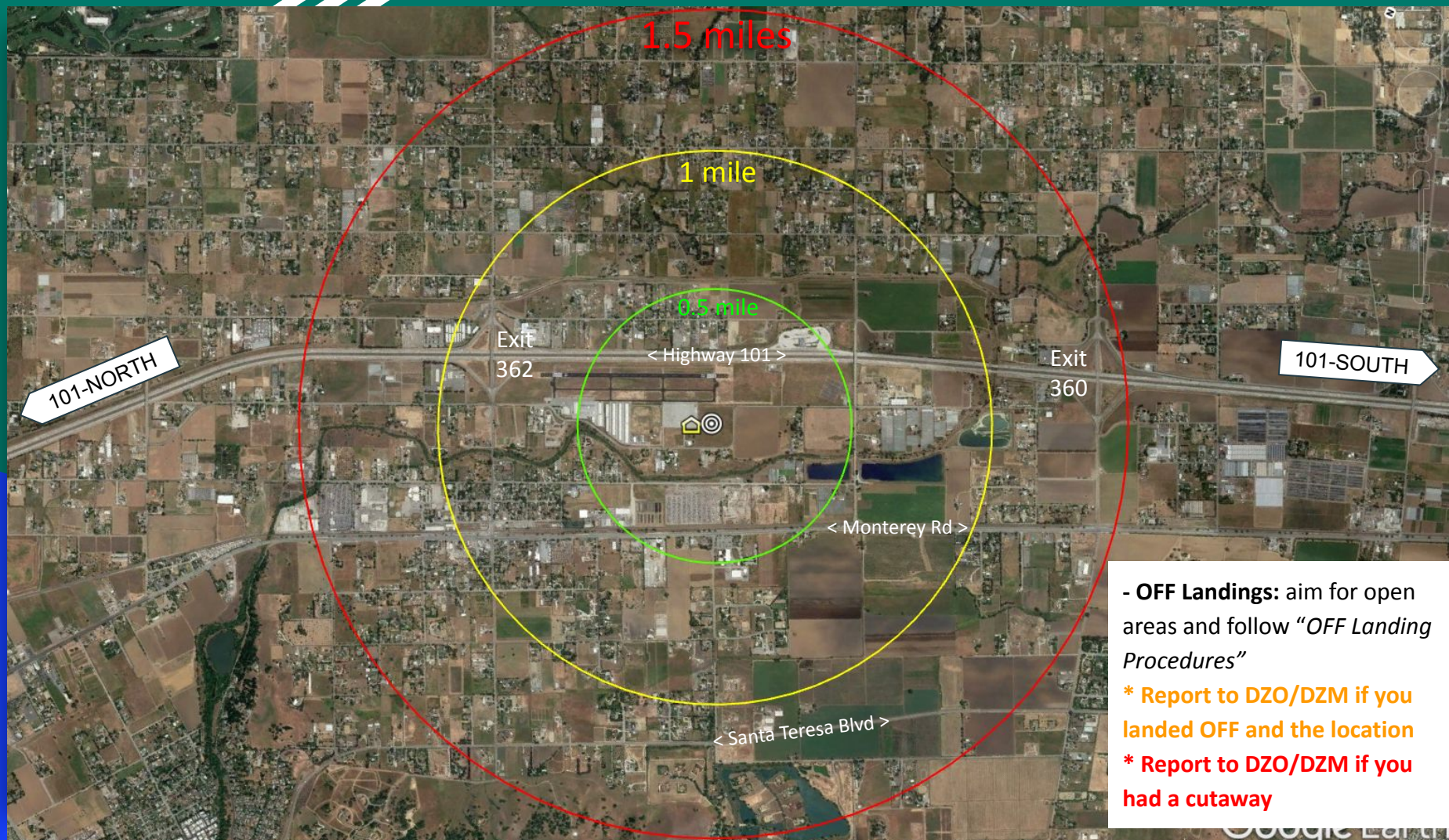


> OBSTACLES

- Windsock & Flags: ROUGH spots & holes
- Fences and Roads: hazardous obstacles
- DZ Facilities, Water Tower & Big Trees
- Other Buildings
- **Oblivious On-Ground Jumpers**



- CAUTION ZONE = CRITICAL AIRSPACE
- NO FLY ZONE: BELOW 1,500 FT



- **OFF Landings:** aim for open areas and follow “OFF Landing Procedures”

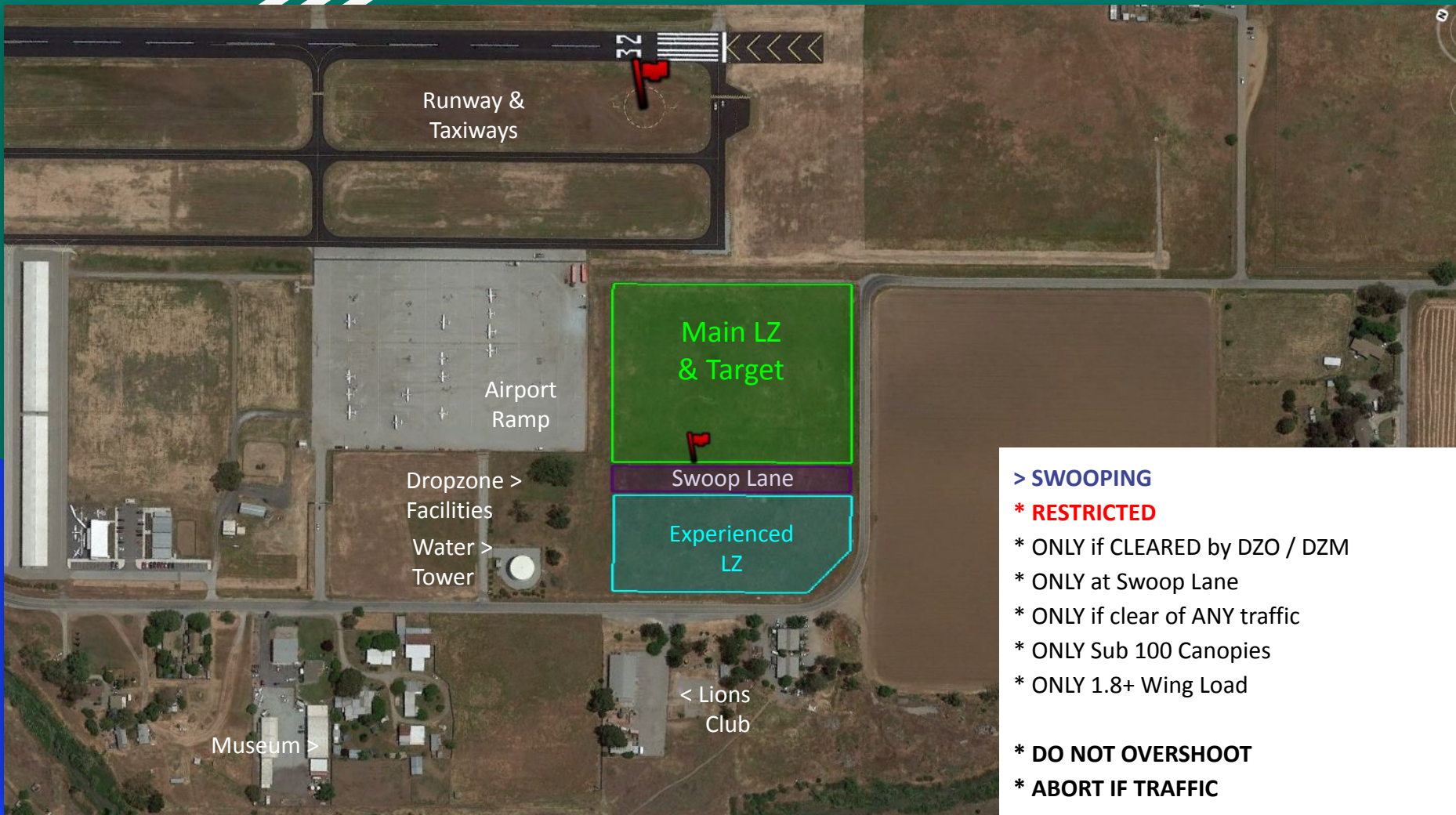
* Report to DZO/DZM if you landed OFF and the location

* Report to DZO/DZM if you had a cutaway



- DO NOT land at Runway
- DO NOT land at Runway Finals
- DO NOT land at Airport Ramp/Tarmac
- DO NOT land at Highway 101
- DO NOT land at Buildings/Houses/Facilities





> SWOOPING

* **RESTRICTED**

- * ONLY if CLEARED by DZO / DZM
- * ONLY at Swoop Lane
- * ONLY if clear of ANY traffic
- * ONLY Sub 100 Canopies
- * ONLY 1.8+ Wing Load

* **DO NOT OVERSHOOT**

* **ABORT IF TRAFFIC**

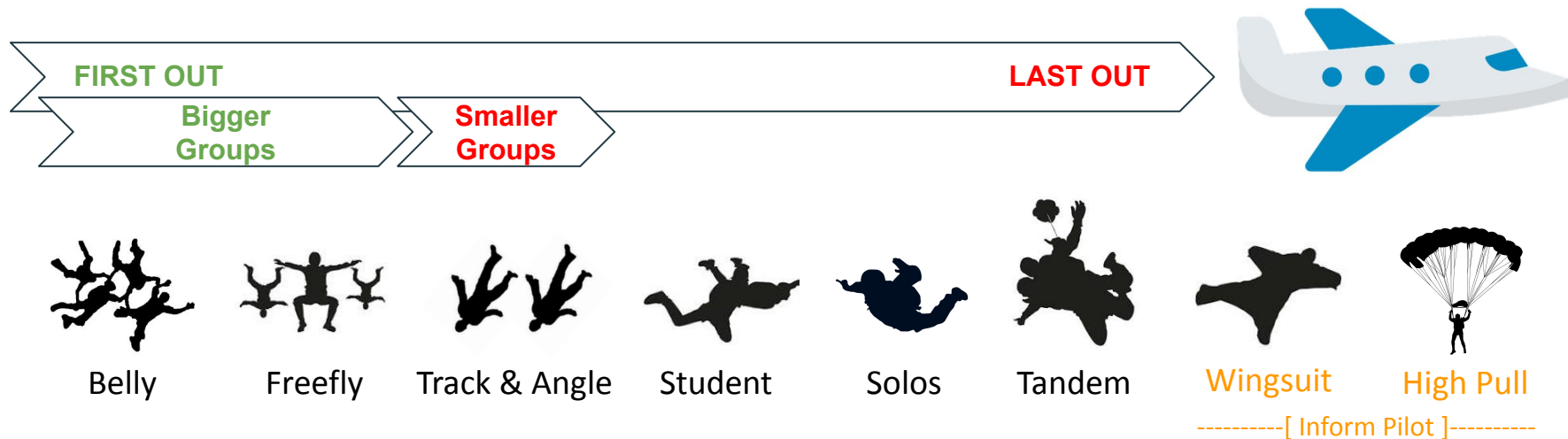
AIRPLANE

- Seat-belts & Helmets ON below 1,500 feet
- All facing TAIL for take-off
- LIGHTS
 - OFF > ON-GOING FLIGHT
 - **YELLOW LIT** > OPEN DOOR - Shout-out "DOOR" before opening
 - **GREEN LIT** > CLEAR TO JUMP - Check spotting and jump
 - **RED LIT** > ABORT JUMP RUN - Wait for Second Pass

JUMP RUN / SPOTING

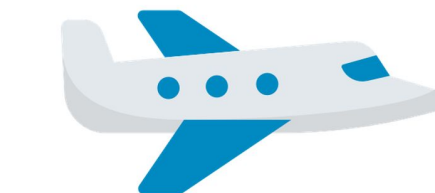
- Jump run **HEADING** and **OFFSET** determined daily by Staff. It's each jumper responsibility to know what it is, so ask for it.
- Jump run extension **MAX 2 MILES**, from start to finish.
- **RED LIGHT ON** when **TRAFFIC** or **LONG SPOT**, **abort jump run**, prepare for second pass.
- Second pass might vary due to traffic, as:
 - **Quick Pass**: inverted jump run, quick 180° switch.
 - **Full Pass**: normal jump run, full go-around setup.
 - **Be ready to go according to lights.**

GROUPS SEPARATION



- Group separation according to airplane ground speed table
- Coordinate pull altitudes & wingloads
- Moving jumps perpendicular to jumprun, alternating directions
- Board the plane in reverse exit order
- Load Master might use different arrangement due to additional safety considerations

Ground Speed		The group BEFORE YOU is a:		
		Solo ~ 2 Way	3 ~ 5 Way	6 ~ 8 Way
(knots)	(miles/h)	(seconds)		
90	104	3	5	7
80	92	4	6	7
70	81	4	6	8
60	69	5	7	10
50	58	6	9	12
40	46	7	11	15
30	35	10	15	20



- Identify the group jumping before, check ground speed indicator, find out how long to wait before jumping.
- Separation time INCLUDES setting up at the door, so get going and do not delay jump run.
- Remember to consider the group BEFORE you.

> Additional Airplane Info

- MAX Load 16 Jumpers:
 - 5x on pilot-side bench, 6x on copilot-side bench, 4x on floor, 1x co-pilot seat
 - SIT UP WITH BACK STRAIGHT
- Look for PROPER seat-belt before accommodating yourself
- Opening door allowed above 1,500 feet, AFTER checking for:
 - ALL seat-belts OFF
 - ALL helmets on or secured
 - Floor seated jumpers' pilot-chutes secured
 - ALL tandems harness ready

> General Info

- Required for ALL jumpers
 - AAD - Automatic Activation Device
 - Check-in Form + Safety Briefing + Gear Check
 - Valid USPA Membership, Reserve Card & Seal
 - Abide by USPA Basic Safety Requirements - B.S.R.
 - No Alcohol or Drugs anytime
 - No Smoking / Vaping in the airplane or at/around customer & packing areas
- NEW Safety Briefing required if any parachute equipment change
- Recurrency training required according to B.S.R.

>> POSITIVE ATTITUDE <<

- GOT IN TROUBLE OR MESSED UP, REPORT TO DZO / DZM / S&TA.
- DO NOT WAIT FOR US TO WALK UP TO YOU ... believe it or not, we don't like doing that, but we will...
- WE HAVE LOTS OF EXPERIENCE, WE CAN HELP YOU IMPROVE.
- HIDING IT DOESN'T MAKE IT SAFE.
- SKYDIVING IS RISKY, BUT IT'S PEOPLE'S ATTITUDE THAT MAKES IT DANGEROUS.