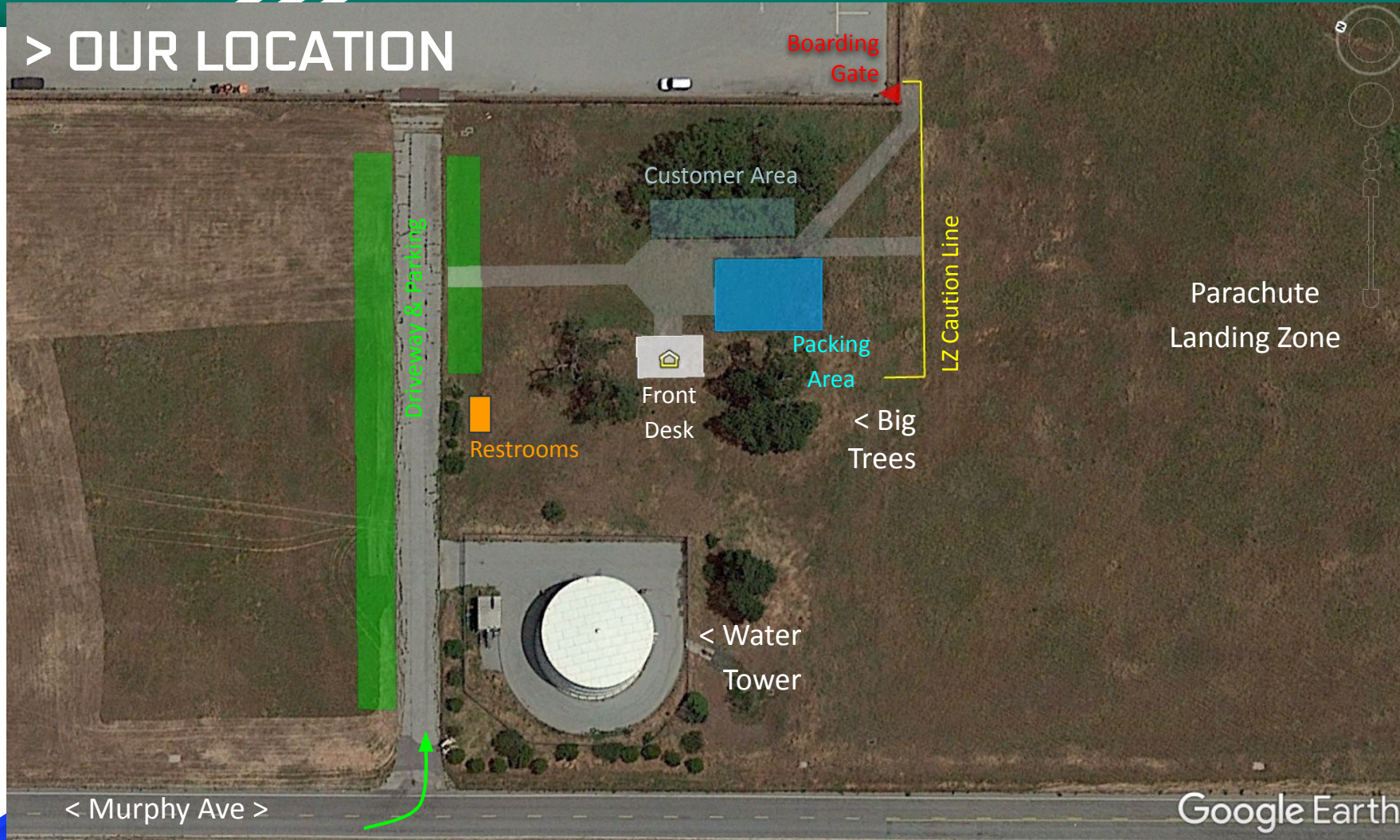




SAFETY BRIEFING 2024+

This is a compilation of skydiving major safety information, which is not limited to these presentation bullet points.
See USPA Skydiver Information Manual (uspa.org) for comprehensive information on procedures, rules and regulations.

> OUR LOCATION



LANDING ZONE SECTORS <

Runway &
Taxiways

32

Airport
Ramp

Dropzone >
Facilities
Water >
Tower

Main LZ
& Target

Swoop Lane

Experienced
LZ

< Lions
Club

Museum >

- (GEN) GENERAL LZ = ALL JUMPERS ALLOWED
- (XP) EXPERIENCED LZ = Coach, C, D
- SWOOP LANE: RESTRICTED
- NO CROSSING SWOOP LANE ON FINAL
- 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

DIRECTIONS <

1 mile

0.5 mile

101-NORTH

Exit
362

< Highway 101 >

Exit
360

101-SOUTH

X



X

< Monterey Rd >

Google Earth

> LANDING PATTERNS <

32 < 101-NORTH FINAL < **LEFT-HAND**

RIGHT-HAND > 101-SOUTH FINAL > 14



SILICON VALLEY
SKYDIVING

> GENERAL FLIGHT RULES

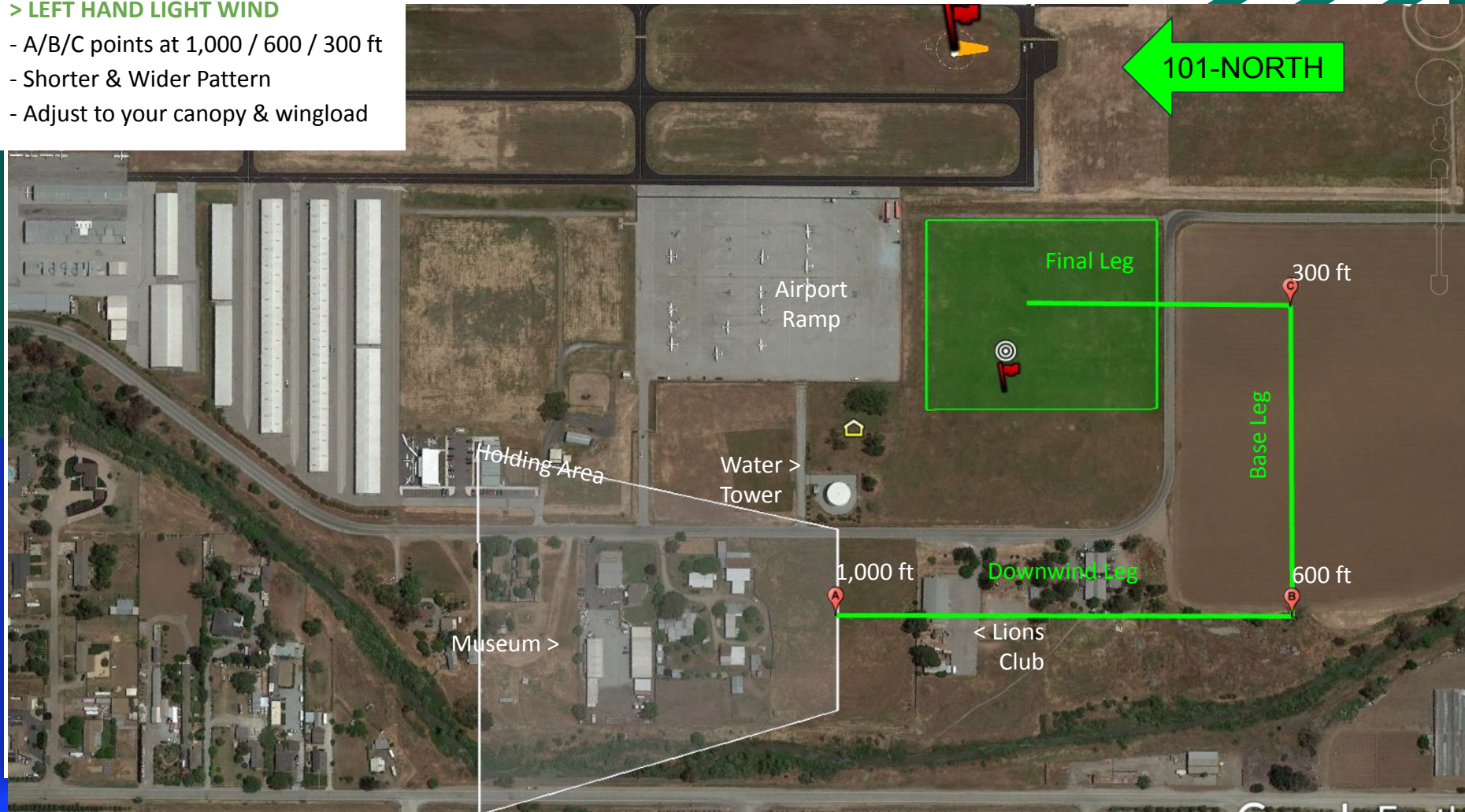
- NO spirals at anytime
- Check WINDS & AIRSPACE constantly
- Respect groups exit / deployment sequence during flight
- Faster canopies GO / Slower canopies HOLD
- Follow First Jumper Landing Direction
- AVOID overtaking below 2,000 ft
- Max 90° turns on pattern
- Keep STRAIGHT IN final, NO CROSSING INTO SWOOP LANE
- Upon landing, drop your canopy, turn & check for others incoming
- Attention to OBSTACLE TURBULENCE areas
- Attention to WAKE TURBULENCE



S I L I C O N V A L L E Y
SKYDIVING

> LEFT HAND LIGHT WIND

- A/B/C points at 1,000 / 600 / 300 ft
- Shorter & Wider Pattern
- Adjust to your canopy & wingload



> LEFT HAND STRONG WIND

- Longer & Narrower Pattern
- Adjust A/B/C points location
- Fly over the road



101-SOUTH

> RIGHT HAND LIGHT WIND

- A/B/C points at 1,000 / 600 / 300 ft
- Shorter & Wider Pattern
- Adjust to your canopy & wingload

Airport
Ramp

300 ft

Final Leg

Water >
Tower

Base Leg

600 ft

< Lions
Club

Downwind Leg

1,000 ft

Holding Area

101-SOUTH

> RIGHT HAND STRONG WIND

- Longer & Narrower Pattern
- Adjust A/B/C points location
- Base leg BEFORE TREES

Airport
Ramp

300 ft



Water >
Tower 600 ft

< Lions
Club

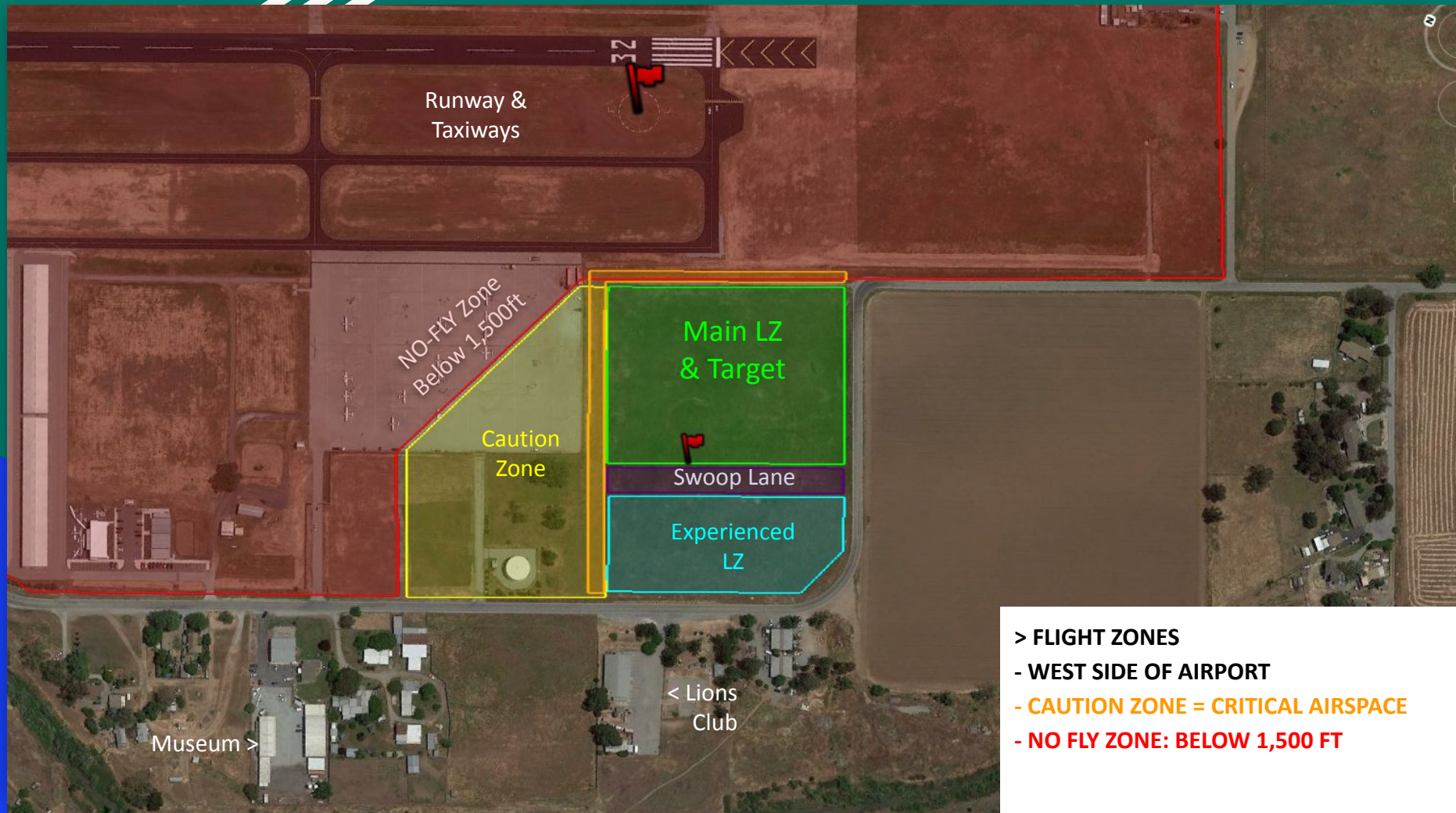
1,000 ft

Holding Area



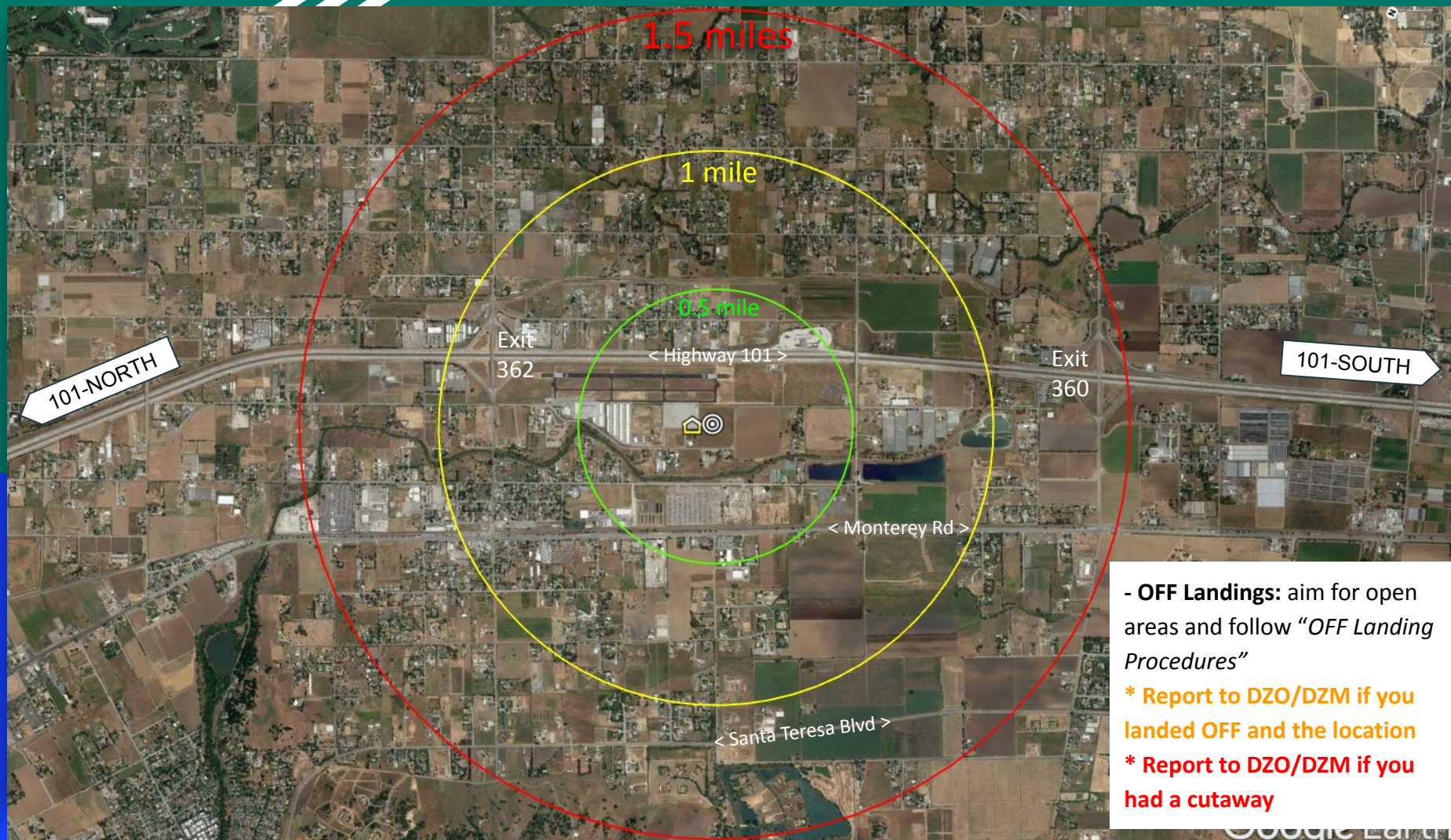
> OBSTACLES

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



> FLIGHT ZONES

- WEST SIDE OF AIRPORT
- 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 S&TA
 - * ONLY at Swoop Lane
 - * ONLY if clear of ANY traffic
 - * ONLY 1.8+ Wing Load
 - * ONLY 270°+ Dive
- > 90°/180° Surge & Dive at XP LZ only

- CLEAR Swoop Lane after swooping
- COORDINATE landing setup with others at each jump

* **ABORT IF TRAFFIC**

* **NEVER BETWEEN TREES**

* **NO SWOOPING OUTSIDE SWOOPPLANE**

* **DO NOT OVERSHOOT**

> AIRPLANE OPS [PAC-750]

- 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
- **LOW TAIL WING - DO NOT JUMP UP**
- **LOW MAIN WING & DOOR - SETUP JUMP EXIT APPROPRIATELY**
 - **Report any airplane strikes immediately to DZM & Pilot**



S I L I C O N V A L L E Y
SKYDIVING

> ADDITIONAL AIRPLANE INFO

- MAX Load 15 + 1 Jumpers:
 - 5x on pilot-side bench, 6x on copilot-side bench, 4x on floor
 - 1x co-pilot seat if needed - STAFF Only
 - 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 ready (thumbs up from TIs)



S I L I C O N V A L L E Y
SKYDIVING

> JUMP RUN / SPOTTING

- Jump run HEADING and OFFSET determined daily by Staff. It's each jumper responsibility to know, ASK FOR IT.
- Jump run extension MAX 2 MILES.
- **RED LIGHT ON** when TRAFFIC or LONG SPOT, **abort jump run**, prepare for second pass.
- Second pass varies, as:
 - Quick Pass: opposite jump run, quick 180° switch.
 - Full Pass: normal jump run, full go-around setup.
 - **Be ready to go according to lights.**



S I L I C O N V A L L E Y
SKYDIVING

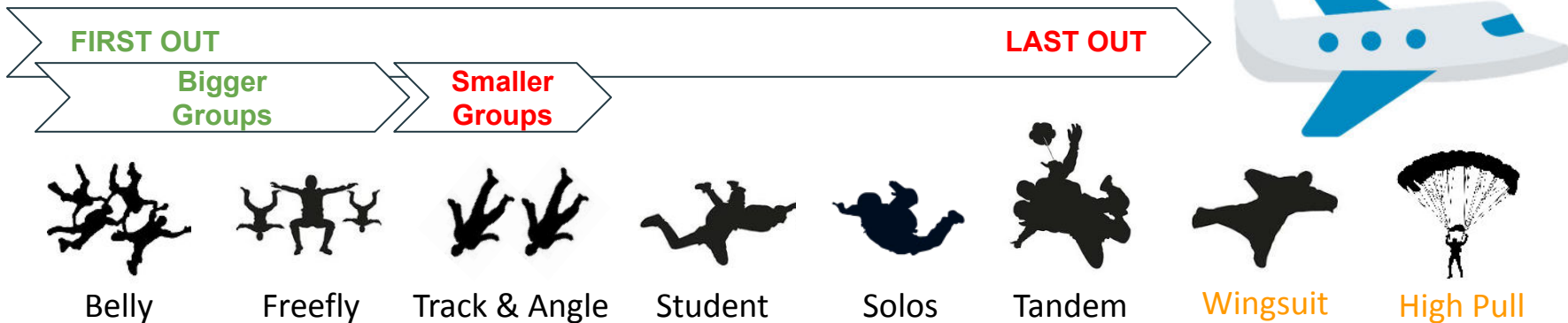
> OPS INFO

- Manifest Board TV by packing area
- Flight / Load Calls
 - 20 Minutes = Load Setup
 - Gear Call = 15 min from take off
 - Boarding Call = 10 min from take off
 - Now Call = **EARLY BOARDING** or **YOU'RE LATE**, likely to miss flight
- Fully geared and checked before crossing boarding gate
- Not leaving a load after GEAR CALL
- Jumped without manifesting = extra jump ticket fine



S I L I C O N V A L L E Y
SKYDIVING

> GROUPS SEPARATION



- Slower falling groups FIRST, faster falling groups LATER > MAXIMIZE DOOR SEPARATION
- Coordinate pull altitudes & wingloads
- Moving jumps perpendicular to jumprun, separating flight headings
- Board in reverse exit order
- Load Master might use different arrangement due to additional safety considerations

-----[Inform Pilot]-----



SILICON VALLEY
SKYDIVING

> FOR ALL JUMPERS

- Deployment Hard Deck 3,000 ft or higher, per license or type of jump
- 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.**



S I L I C O N V A L L E Y
SKYDIVING

> ADVANCED JUMPS

- CAMERA
 - 200+ jumps, **STRONGLY** recommended training & logbook endorsements.
 - Top-of-helmet mount **STRONGLY** recommended
 - **NOT ALLOWED: chin-mount, body-wrap mount, selfie-sticks, extension poles, blocky hand-mount, any unconventional mount, GoPro Knobs**
- ADVANCED CANOPY (Size 150- / Wingload 1.5+)
 - **REQUIRED** training / comprehensive experience signed on logbook
 - Surge / Dive maneuvers: Report to S&TA
- OTHER ADVANCED JUMPS (Groups, Freefly, Tracking, Angle, etc...)
 - Follow specifics per USPA SIM Section 6



S I L I C O N V A L L E Y
SKYDIVING

> WINGSUIT / TRACKSUIT JUMPS

- REQUIRED 200+ jumps & training signed on logbook
- REQUIRED flight plan coordinated with S&TA & Airplane Pilot
 - L-Pattern out of jumprun for proper separation and airspace
 - Coordinate with other “freefall movement” groups
 - Inform pilot at each and every load
- **EXERCISE CONSTANT AIRPLANE TAIL WING CAUTION**
- Door setup & Exit procedure demonstration
 - Wings inflation ONLY after tail wing clear (2sec ~ 4sec)
 - Climb outs restricted
- Camera extension poles ONLY on solo jumps, recommended plastic material
- **FLY-BY RESTRICTED - S&TA Clearance & Proper Experience REQUIRED**



S I L I C O N V A L L E Y
SKYDIVING

> CReW – CANOPY RELATIVE WORK

- **RESTRICTED**
- Any canopy FLY-BY, PROXIMITY or REFERENCED FLYING with another jumper:
 - S&TA Clearance Required
 - PROPER EXPERIENCE Required
 - Log Book Endorsements
 - DEDICATED Jumps ONLY
 - Full Proper BRIEFING
 - **MINIMUM BREAK-OFF 2,500 ft**



S I L I C O N V A L L E Y
SKYDIVING

> HIGH PERFORMANCE CANOPIES

- LINESET WEAR ADVISORY (500 lbs and lower)
- MADE TO PERFORM, NOT TO LAST
- Much more stress during flight & maneuvers
- Frequent inspection > Learn to assess
- Fingertraps wear point
- RDS systems (slider or full) wear & tear
- Sand/Dust/Dirt & Sweat residues build up
- 300 or Less Reference
- If you are not sure, RELINE



S I L I C O N V A L L E Y
SKYDIVING

>> POSITIVE ATTITUDE <<

- GOT CONFUSED, IN TROUBLE OR MESSED UP, TALK TO US
- Yes, we saw it ... DO NOT WAIT FOR US TO WALK UP TO YOU
- WE HAVE LOTS OF EXPERIENCE, WE CAN HELP YOU IMPROVE
- HIDING IT DOESN'T MAKE IT SAFE
- ALWAYS REPORT ANY OUT OF ORDINARY / SAFETY SITUATION IMMEDIATELY TO DZO/DZM
- IT'S ONLY FUN WHEN IT'S SAFE !!!

NO Complacency, NEVER Assume, ALWAYS Ask



S I L I C O N V A L L E Y
SKYDIVING