SDMW SAFETY BRIEFING & POLCIES

EQUIPMENT POLICIES

- All jumpers are required to have an AAD. The only exception will be for canopy pilot competitors training for or competing in CP events. This exception is made with safety in mind as swoop competitors can exceed the firing speed of an AAD on a high-performance turn. This exception is allowed on hop n' pops only. No full altitude or "group" jumps will be permitted without an AAD.
- All equipment must be properly maintained to manufacturer, USPA and FAA Standards.
 - All reserves must be repacked every 180 days by a FAA Rigger.
- All rigs must be checked in with manifest and tagged on the left lateral with the upcoming repack date for easy inspection prior to boarding aircraft.
 - All jumpers doing freefly maneuvers must use approved, "freefly friendly" equipment.
- ALL rental gear is subject to wind limits. No rental gear may be manifested in winds over 20mph.

BEER LINES

- A beer line designates an area that is unsafe for you to land.
- You should leave yourself enough margin for error that you do not over/under shoot these areas in various wind conditions.
- Fun jumpers-do not land in the staff landing area. Teams with approval, doing back-to-backs, can land in the staff area.



BEER FINES

- Paying a beer fine for crossing these lines is meant to incentivize you to land with greater accuracy. (If your own safety and the safety of others wasn't reason enough).
- Beer fines are a more pleasant way for us enforce safety rules. Mistakes happen, but there should be consequences to keep you safe and help you learn.
- You do not have to pay a beer fine. You may choose to be grounded instead.

LANDING PATTERNS

- At SDMW we land primarily East or West. You may crab your canopy to the North or South on final.
- Crosswind landings are a skill you should master. If you feel unable to land crosswind in certain wind conditions, you should pull yourself from the load and jump when the winds are within your skill set.
- Tandems needing to land directly into the wind on high-wind days may do so, but should fly a right or left hand pattern that corresponds with the crosswind patterns being flown.
- Patterns should consist of a Downwind, Base and Final. Always fly a predictable pattern. S-turns or sashays should not be used.
- Your pattern may be Right or Left-handed depending on the landing area you choose and the wind direction.
- In general, your Downwind Leg should never run next to the runway and your Base Leg should always be towards the runway.
- This will give you the most distance between aviation or canopy traffic in the opposite landing area and the best visibility.
- For WEST winds: Perform a RIGHT-hand pattern into "A" and a LEFT hand pattern into "B".



- For EAST winds: Perform a LEFT-hand pattern into "A" and perform a RIGHT-hand pattern into "B".
- Please remember, landing to the EAST presents the most obstacles. Overshooting on light-wind days is highly probable.



- Adjust your patterns according to wind conditions.
- If you are coming from a long spot and unable to perform a proper pattern, consider landing out to avoid conflicting with traffic already in the pattern.
- Landing directions are determined collectively not individually.
- Once a direction has been decided by the S&TA or Operations Manager you MUST land in that direction until an official change is made. If the winds change after you exit the aircraft you should still land in the pre-determined direction EVEN if it would be considered downwind.
- Downwind landings do NOT kill people. Canopy collisions and low turns kill people.
- If you feel you would be unable to perform a downwind landing if the winds changed, then it is probably too strong for you to be jumping.
- If the winds are picking up beyond light and variable and need to be changed ask an S&TA to change it.

CROSSING THE RUNWAYS

- Landing in B requires crossing **2 active runways** on your walk back to the hangar. (There is a paved runway and a grass runway.)
- If you accidentally land on either runway, gather your canopy and move immediately!
- If you need to cross the runway(s) after landing in B, you may only do so EAST of the tetrahedron.
- If any aircraft is on BASE or FINAL in their pattern- Do NOT cross.
- Take a knee or **stand back a safe distance from the runway** so the pilots know you do not intend to cross in front of them.

ACTIVE RUNWAYS

Paved Runway

Do NOT land! Do NOT overfly below 1000ft.

Grass Runway

Do NOT land! Do NOT overfly below 1000ft



CROSSING THE RUNWAY

Do NOT cross

-Do NOT cross under any circumtances

OK to cross

-Designated crosswalk
-Watch for air traffic
-Do not cross if aircraft is on base or final approach
-Stand back from runway and take a knee



LANDING OFF

- Make your decision early about which landing area you can make it to. (Bear in mind you need to leave yourself enough altitude to fly a proper pattern)
- Never cross the runway below 1000ft.
- Make your decision early about if you can make it back to the DZ landing areas.
- Never cross the highway below 2000ft.
- When landing off, do NOT choose an alternate landing area that is on runway heading. That's where airplanes fly when landing.
- Be respectful of private property and polite to property owners and law enforcement.



AVOIDING CANOPY COLLISIONS

- Get Proper separation WITHIN a group not just BETWEEN groups.
- The minimum break-off altitude should be 1500ft above the highest planned deployment.
- It takes 2 people to get in a canopy collision but only person to avoid it.
- Communicate under canopy. (Kick, wave, hold in breaks, etc.)
- Slower traffic should avoid excessive spiraling.
- Slower traffic should hold in brakes to let faster traffic pass (when up high) to avoid being passed by faster traffic later in the pattern.
- Slower traffic should be aware that faster traffic will be overtaking them from above and behind. You must fly a predictable pattern. "S" turns and sashays cause a major hazard.
- Faster canopies- need to recognize that slower canopies below them have the right of way even if they will eventually overtake them.
- Fast canopies need to be careful not to cross in front of slower canopies which can cause wake turbulence or be perceived as an impending collision.
- Any conflicts should be resolved between the pilots after landing. You are encouraged to include an S&TA in the discussion to help determine ways to avoid conflict in the future.

HIGH PERFORMANCE LANDINGS

- Every turn increases collision risk. Your turn may not be anticipated by other pilots.
- Any turn over 90 degrees will take you to some degree into the "blind spot" behind and below you.
- To reduce this "Blind Spot" risk, no turns over 270 degrees will be allowed on full-altitude jumps.
- No intentional downwind landings will be allowed on full-altitude jumps.
- If performing a turn will cause a potential conflict with traffic you must ABORT your turn and opt for a straight in approach instead.
- Intentional downwind landings and turns over 270 Degrees are allowed on hop n' pops ONLY.
- If multiple jumpers are on the same low pass, they should discuss landing order, direction and landing area to avoid conflicts.
- If your low pass is higher than you anticipated, you should free-fall until you reach your planned deployment altitude. Deploying higher can cause conflict with full-altitude traffic.
- Swooping the pond is a privilege, not a right. You must have a minimum of 1000 jumps and S&TA approval.
- The area around the swoop pond is for high-performance turns. Slower, straight-in traffic should avoid the airspace above and at either end of the pond.
- Intentional low turns cause 2x as many fatalities as non-intentional low turns.
- If you want to learn high-performance landings: Get professional instruction. (See our event calendar)
- Downsize according to skill and experience and the recommendation of a professional.
- Make good decisions about your canopy size and type, wind limits, and skydives you participate in based on your experience and abilities.

AIRCRAFT SAFETY PRIOR TO BOARDING

- Never be forward of the wing when props are turning.
- Never board the aircraft when fueling.
- Do not enter the loading area until you are fully geared.
- Check your gear or get a gear check before boarding.
- Determine the loading/exit order before the aircraft arrives or starts. Be prepared to board.
- CHECK THE BOARD:
 - To make sure you are manifested!
 - To see if the load is full. When full, someone MUST sit in the co-pilot seat.

Turning loads is a privilege, not a right. Do not make the plane wait and do NOT enter the loading area without being fully geared or your privileges will be suspended

FROM BOARDING TO 1500FT

- Seatbelts ON (Attached to main lift web or leg strap. Not your chest strap).
- Each passenger should have their own seatbelt. No sharing.
- Helmets SECURED. Preferably on your head.
- Door CLOSED for takeoff.

BEFORE OPENING THE DOOR

- Do a handles check to make sure all equipment is secured.
- Ensure other jumpers have removed their seatbelts.
- Get a visual "ok" from TI's indicating they have secured their students.

BEFORE EXITING

- Check your gear or get a gear check before EVERY jump.
- Practice your emergency procedures before EVERY jump.
- Those sitting against the rear bulkhead be aware of pins and always get a pin check before exiting.
- Make sure seatbelts are pushed away from the door. Do NOT rebuckle seatbelts, the loop becomes a snag hazard.
- If a very large group is exiting ahead of your group, it is a good practice to remain forward in the aircraft until they have exited.

SPOT AND SEPARATION

- Check the SDMW info board in the loading area or by the mechanical room for jumprun info.
- Get the groundspeed from the pilot once the plane is on jumprun and configured.
- Check the exit separation chart posted in the plane for time between groups.

- Visually spot *in addition* to knowing the timing between groups.
- Separation time *includes* the time it takes you to spot and climbout! Be courteous of the groups exiting after you.
- If you are exiting after an angle group with an experienced leader, you do not need to give separation before climbing out. They are moving immediately away from jumprun and should pose no factor.

		1 11 2 2 2
	S XInfo Board	70
	Winds 15.000 FT Direction 1/2* • Speed 2 • • • • • • • • • • • • • • • • • • •	
- Drank	Jump Run 4/2 @9 Direction //0 °	
	EXIL UFUEF All groups exit largest to smallest 	5M
	13851 56th RB. Sturtevant WI. 262-886-3480	

Ground Speed (Knots)	Time Between Groups (Sec)	In English
115	4	Go-Go-Go
105	5	Quick climb-out and go
95	6	Quick climb-out and go
85	7	Climb-out and go
75	8	Wait 1-2 sec climb-out and go
65	9	Wait 4-5 sec climb-out and go
55	11	Wait 6-7 sec climb-out and go
45	13	Wait 8-9 sec climb-out and go
35	17	Wait10 sec climb-out and go
25	24	Why are you jumping?
15	39	Why are we flying?

DOOR LIGHTS

- Blue Light= 2 minutes
- **Red Light**= Open door, spot, standby to exit. *Do not begin climb-out unless previously arranged with pilot*.
- Green Light= Exit

Keep an eye on the exit lights. It is possible for the light to be changed from green to red in the event of unexpected air traffic.

EXIT ORDER

- Angle Group (with approved leader)
- Belly (Big to Small)
- Free-fly (Big to Small)
- AFF Students (or anyone pulling above 4k)
- Tandems & Tandem Videographers (Videographers MUST sit with the tandems)
- **Tracking/Wingsuit/High-pull** *Tracking, wingsuits, high-pulls and angle flyers must plan their direction of flight and "airspace box" with the others on the load based on intention, group size and wind conditions. More than 2 moving groups per load will not be permitted.

VISUAL FLIGHT RULES

- Stay clear of clouds at all times.
- Consider cloud conditions before boarding the plane.
- Visually spot for airspace that is clear of clouds before exiting.
- Ask for a go-around if necessary.
- Never deliberately fly into clouds in free fall or under canopy.
- If you end up in clouds unexpectedly in freefall: Attempt to stay close and keep visual or physical contact with your group until break off.
- If you end up in clouds unexpectedly under canopy: Turn in slow circles to avoid collisions with other pilots and to avoid flying too far in the wrong direction.



JUMPS WITH A HORIZONTAL COMPONENT

Be careful who you jump with. Jumps with a horizontal component have a high rate of injury from freefall collision from exit to opening due to horizontal and vertical movement as well as poor planning . This is why there are jump requirements and an experienced leader is required on these types of dives.

WINGSUITING

- 200+ jumps
- Formal training
- Specific gear requirements
- Read section 6-8 of the SIM
- Speak with an S&TA.

TRACKING/ANGLE FLYING

- Less than 100 jumps: You may on go with an instructor or organizer approved by the S&TA. Maximum dive size is 2 (Including the instructor).
- 100-200 jumps: You may only go on dives led by an approved instructor or organizer.
- **200+ jumps**: Your first 10 dives should be with an instructor or organizer.

LEADING A MOVING GROUP AT SDMW

- You must have minimum 500 jumps
- You must have minimum 25 jumps as a follower
- You must be approved by an S&TA
- Leaders may NOT be on their back unless they have an experienced flyer as their mirror image (face to earth) to ensure accurate directional control.
- Leaders must screen participants for skill and experience appropriate for the size of the dive. Dives where anyone can sign up are not allowed.
- Leaders who consistently have jumpers landing off due to poor planning may be restricted to smaller groups or be removed from a leadership position.
- It is YOUR responsibility to make a flight-plan that doesn't interfere with the airspace of others AND make it possible to land at the DZ.
- If there are more than 2 groups with a horizontal component you must move to another load.

YOUR MOVING GROUP MUST UNDERSTAND THE FOLLOWING CONCEPTS:

- How to minimize risks of forceful freefall collision
- Importance of getting clear of regular jump run
- How to design a flight plan that guarantees everyone will make it back.
- How to determine where other groups are before flying back towards jump run.
- What to do if a jumper is left behind in a group

FLIGHT PLANNING FOR A MOVING GROUP:

- All groups with a horizontal component should make a flight plan that is perpendicular to jump run. All
 horizontal groups should communicate prior to the jump to determine where their airspace boxes will
 be.
- Any issues should be discussed between groups with the involvement of a S&TA