

Skydive Spaceland-Atlanta New Jumper Briefing

Manifest

- ◆ Please drop off a credit card or put money on account before jumping.
- ◆ Wind indicator location and use
- ◆ Pulling from a load after the 10-minute call may result in loss of your jump ticket.

Map

- ◆ Restrooms/showers/laundry are available in the hangar during business hours.
- ◆ Stay out of aircraft areas beyond marked lines, ropes, white fences, and other barriers.
- ◆ Please don't use tandem or STP areas to stage or gear up.
- ◆ School packing is in the west side of the carpeted area, for-hire packers are next to that area, and the rest of the floor is open to all. Please avoid blocking access to lockers and student training areas, and stage your gear with efficient use of space in mind. Piling gear bags in a row in the middle of the hangar works well.

- ◆ If you are interested in renting a locker, email manifestGA@skydivespaceland.com.
- ◆ Smoking is permitted southwest of the building only.

Loading Area

Please be in the loading area on the 5-minute call. This will give you time to work out your exit order before boarding the bus to the airport for takeoff.

- ◆ You must be fully geared up, ready to jump, before entering the loading area. No loose leg straps or gearing up in the loading area. Helmets/goggles may be carried on the bus, but they must be buckled on your head for boarding and takeoff. (Large camera helmets may be buckled to chest straps for takeoff.)
- ◆ No smoking in the loading area.
- ◆ After exiting the bus at the airport in preparation for boarding the aircraft, please line up quickly in the following loading order:



When was the last time you practiced emergency procedures?

1. Wingsuiters boarding first (exiting last)
 2. Tandems
 3. Skydiver Training Program
 4. Freeflyers (small to large groups)
 5. Hybrid skydives
 6. Belly flyers (small to large groups)
 7. Low-altitude skydives (exiting first).
- ◆ Be advised that the airport where we take off is about 120 feet higher elevation than the landing area. Please adjust your AADs and altimeters as needed.

Staying Here Overnight

- ◆ Tent camping is allowed; please notify manifest who is camping and where. There is a toilet available outdoors after the hangar is closed.
- ◆ Please pick up all trash every morning before jumping.
- ◆ RVs are allowed in the parking lot on weekends, but no hookups are available. RVs cannot stay here long-term, however.
- ◆ The front gate will close by around 10 pm nightly, and reopen by 7:30am weekends/8 am weekdays.

Safety Policies

At Skydive Spaceland, our #1 goal is for everyone here to skydive safely. We follow all Federal Aviation Regulations and as a Group Member Drop Zone of the United States Parachute Association (USPA), we follow all USPA Basic Safety Requirements plus some of our own. Please help us keep you safe along with other skydivers and spectators enjoying our facility by following these guidelines. We enjoy a lot of freedoms here at Spaceland, and the only way we can continue to do is for all of us to understand what it takes to stay safe and follow those basic rules.

- ◆ Before trying ANY new type of skydiving activity such as freeflying, tracking, flying a camera, or flying a new canopy, consult an instructor, coach, or safety officer for tips on learning that activity safely. The biggest problem with new activities is that we don't know what we don't know or how we could be endangering ourselves and/or others. But these people do.
- ◆ If you are doing a solo, face across (90° to) line of flight regardless of whether you are belly flying, freeflying, or just watching the scenery. You are far less likely to fly into another group's airspace facing across compared to facing up or down line of flight.
- ◆ Before each jump, check your equipment carefully for proper condition and assembly.



- ◆ Before each jump, check Today's Plan in manifest for current wind conditions and ground speed on jump run, and discuss exit order with your load.
- ◆ Any deviation from these policies requires prior approval from the drop zone manager and/or Safety and Training

Landing Policies

- ◆ **Low man has the right of way in all landing areas.**
- ◆ Left-hand pattern only.
- ◆ Any degree of turn is permitted when safety allows.
- ◆ Land in the direction of the wind sock. If winds are light and variable/no wind, everyone should land to the west.
- ◆ Do not land between the hangar and loading area, or cross this area below 25 ft.
- ◆ Waiver is required for use of the swoop pond. **DO NOT** swoop the fish pond next to the hangar!

Grass Runway

- ◆ There is a grass runway along the south edge of the property that may be used from time to time.
- ◆ When under canopy, do not cross or overfly the runway below 1,000 ft when aircraft are using it.
- ◆ When under canopy, avoid holding off either end of the runway where aircraft will take off and approach.
- ◆ When crossing the runway on foot, stop and look both

Landing Off and Cutaways

- ◆ Land safe; don't worry about chasing your gear. We'll help you retrieve it later.
- ◆ Be courteous to locals when landing off and making your way back here. Do not damage their property or crops, or scare livestock unnecessarily. **Rude behavior to locals**

Aircraft Policies

- ◆ **NO GUM!**
- ◆ **Helmets buckled on heads for takeoff and landing** (until 1,500 feet). Large video helmets can be buckled to seat belts.
- ◆ **Door closed to 1,500 ft.** Jumpers seated near the door must remove seatbelts before opening the door.
- ◆ Don't slam any aircraft door open or closed.
- ◆ Get a gear check before exit!

Exit Procedures

- ◆ First ensure the door and exit lights are dark before jump run (have not been left on from the previous flight).
- ◆ Red light: Open door and check for aircraft traffic/spot. Request course corrections using left/right toggle switches

Advisor.

- ◆ No illegal substances on the property at any time.
- ◆ If you have questions about any of these procedures/guidelines, please ask manifest or the drop zone manager before jumping.

- ◆ No S turns, spiraling, or sashaying to lose altitude in the pattern (below 1,000 feet).
- ◆ Tandem instructors always have right of way.
- ◆ After landing, remain vigilant for other canopies you may need to dodge by turning around and looking up line of flight and all around until all other canopies have landed.
- ◆ Do not kite your canopy while others are landing nearby.
- ◆ We will pick you up if you land on the far end of the property; land safe, not close!

ways first. If an aircraft is on landing approach or taxiing out, stop well back from the runway and take a knee or squat down to show the pilot you see them. **NEVER** cross in front of an aircraft!

- ◆ Stay well back from the runway when landing or waiting for an aircraft to pass.

may cause you to be banned from jumping here.

- ◆ We strongly suggest taking a mobile phone when you jump. Call us immediately if you land off so we can come get you! Save our number in your phone: 770-748-2200.

at your own risk. **DO NOT exit on the red light!** If you exit before the green light, you may be grounded.

- ◆ Green light turns on: Exit.
- ◆ Ensure the green light is on AND aircraft is not climbing before exit (to avoid striking the tail).
- ◆ Before observing other jumpers exit on low passes, full-altitude jumpers should remove their seat belts, check their handles, and prepare for exit in case of emergency.

Check 3s before exit:

- ◆ 3 rings
- ◆ 3 buckles
- ◆ 3 handles
- ◆ 3 accessories (helmet, goggles, altimeter)

Special Dives

Any dive in which jumpers do not go to full altitude and open at a “normal” pull altitude, or carry special equipment, will require additional safety considerations to reduce the additional risks. Please observe these guidelines to reduce the risks of these skydives. For any special equipment or dive types not listed here, please check in with manifest/DZ manager to ensure good communication and safety for your jump.

Low Passes/High Openings

- ◆ We cannot always accommodate low passes or high openings.
- ◆ Ensure that the aircraft is configured for your exit regardless of your exit altitude.
- ◆ Licensed jumpers wishing to open above 5,500 feet (such as CRW or canopy flight courses) must discuss their flight plans with the drop zone manager beforehand. High-opening canopies will be assigned an airspace box where they must stay until 1,500 feet.
- ◆ Jumpers wishing to open at full altitude must exit last. No exceptions.
- ◆ Jumpers straying outside their airspace box will not be allowed further high openings.
- ◆ High pullers must not deploy above 10,000 feet because of airline traffic restrictions. Declare your intended pull altitude to the pilot and the entire load.

Camera Jumps

Jumping with a camera, including small-format cameras such as GoPros, adds significant risk to any skydive. These risks may include the following and other risks:

- ◆ Cameras falling off of jumpers, creating hazards for people and property on the ground.
- ◆ Pilot chute bridles, lines, and/or parachutes entangling with the camera.
- ◆ Distraction from critical safety issues such as proper gear routing, exit lights, and freefall and canopy traffic.
- ◆ The United States Parachute Association recommends that jumpers have at least 200 jumps and instruction in camera flying before using a camera on any skydive. If you are interested in jumping a camera here, get your 200 jumps, familiarize yourself with USPA’s Skydiver Information Manual Sections 6-8, and seek advice from one of our experienced camera flyers.

Horizontal Flight (Tracking/Angle/Wingsuit) Planning

- ◆ **DO NOT** track back to the line of flight after tracking away (except when breaking off as planned from your group).
- ◆ These dives have a much greater chance of landing off the drop zone than regular jumps. Also, since these dives open away from the usual jump run, don’t assume we will see you if you land out or have a malfunction. Thus, don’t *expect* a ride if you land out, but we will come get you if we see you. Identify an appropriate alternate landing area right after opening and fly conservatively to it, then make the phone calls described at right. If you have a cutaway, take careful note of where you opened so we can help you find your main.
- ◆ Each jumper should carry a mobile phone in a secure pocket, and program the following three numbers into it: Manifest (770-748-2200), ICE or In Case of Emergency number (family/responsible person for us to contact in case you are hurt), and the jump organizer. Call 911 first if you land out and are badly hurt, and call us second. Call us also if you land out but are unhurt to let us know you are OK and if you need a ride. Also call your jump’s organizer with the same information.

Tracking/Angle Flying

A tracking dive is one in which most of the freefall is spent in a track, with a fairly normal freefall descent rate and a lot of horizontal movement. These jumps often cover up to a kilometer (0.6 mile) or more horizontally in a straight line or with minimal course changes.

An angle flying dive is one in which there is a horizontal component, but the angle is much steeper than a conventional tracking dive. These are often also called atmonauti or tracing dives. These dives have a faster fall rate than typical belly or tracking dives, and less horizontal movement.

There may be several horizontal direction changes.

Both types of dives are significantly more dangerous than typical dives where participants fall straight down as they can potentially encroach on other groups' airspace, increasing the risk of freefall and canopy collisions.

All trackers/angle flyers must clear their flight plan with an organizer, instructor, Safety and Training Advisor, or the drop zone manager. Account for jumper experience, dive plan, group size, and wind conditions to develop a plan that will minimize any chances of trackers compromising other groups' airspace. Then discuss this plan with the rest of your load, adjusting as needed to maximize safety.

Experience Requirements

- ◆ **Less than 100 jumps:** No participation in tracking or angle flying dives except for solos (instructor briefing required for your first few solos) or one-on-one dives with a Spaceland-approved instructor.
- ◆ **100-200 jumps:** You may go on tracking/angle flying dives led by a Spaceland-approved organizer or instructor.

Over 200 jumps: Your first 10 tracking/angle flying dives must be with an organizer or instructor.

Coach/Organizer Requirements

- ◆ **To lead a tracking dive or coach tracking,** you must have at least 500 jumps, including at least 25 tracking dives as a follower.
- ◆ Develop a flight plan that guarantees your group will not endanger another jumper or group, and that everyone can make it back to the main landing area. If trackers or angle flyers land off due to poor planning, you may be

Tracking/Angle Dive Policies

- ◆ Always tell manifest you are tracking so they can note it on the load sheet and inform the pilot and loader.
- ◆ If there are multiple tracking dives and/or wingsuit groups on a load, determine how to divide the airspace safely. If you are unsure how to do this, consult the drop zone manager.
- ◆ Maximum of four horizontal flying dives per load.
- ◆ Each day we will assign a direction for wingsuit and tracking dives, and it will be posted on Today's Plan in manifest.

barred from organizing further horizontal flying jumps until the drop zone believes the problem has been addressed.

- ◆ As a tracking/tracing organizer/coach, you are responsible for the safety of your group and its plan. Select your skydivers and your plan carefully. You **MUST** screen all participants for skill and experience appropriate for the size of the dive, and you **MUST NOT** allow any interested jumper to participate without regard for their skill and experience (no zoo tracking/tracing dives).
- ◆ You may not lead these dives on your back unless you have an experienced tracker as your mirror image face-to-earth as an accurate directional control.
- ◆ Design your skydive to fly perpendicular to jump run and account for any other trackers and wingsuiters.

Ensure that everyone on the dive knows the following:

- ◆ These dives have a very high risk of forceful freefall collisions. Minimize risks by keeping groups small especially when less experienced skydivers are included, and by conducting a thorough briefing emphasizing proper technique and situational awareness.
- ◆ Getting clear of the normal jump run is essential.
- ◆ These dives must have a plan designed for safety. Know your dive's plan and **DO NOT** deviate from it unless danger requires it.
- ◆ Determine where other jumpers/groups are before flying back towards jump run and the landing area under canopy.
- ◆ Know what to do if a jumper is left behind the group in freefall.
- ◆ Limit the dive to a maximum of one skydiver with a high risk of not getting to the formation, and have a plan for this scenario.

- ◆ Be careful who you jump with on horizontal flying dives. They have a higher rate of injuries from freefall collisions due to the combined horizontal and vertical movement, and the potential for many people to be in your blind spot. Historically, many of these dives are also poorly planned and executed, which is why these policies are printed here to help alleviate the situation. If you are new to tracking dives, jump with an experienced organizer or coach until you fully understand the risks involved and have developed sufficient technique and situational

awareness to not increase risks on your dives.

- ◆ It is your responsibility to make a flight plan that guarantees you won't fly into others' airspace and lets you land on the drop zone.

Wingsuit Flying

Wingsuit jumps carry many of the same risks as tracking/angle flying because of the horizontal movement component. They can also pose a risk to later-dropping aircraft because of the extremely slow fall rate. They can pose challenges when dealing with malfunctions as well, because of the limited mobility many suits allow the jumper before wings are released.

Experience Requirements

- ◆ 200 jumps within the last year, or 500+ jumps total. If you are not an experienced wingsuit flyer, your first 10 wingsuit jumps here must be under the supervision of an approved wingsuit instructor.

Wingsuit Dive Policies

- ◆ You must sign Spaceland's wingsuit waiver and get a briefing from a staff wingsuiter before making a wingsuit jump here. You will then receive a tag for your rig; otherwise, the loader will not allow you to board with a wingsuit.
- ◆ Always tell manifest if you are making a wingsuit jump so we can notify the loader and pilot.
- ◆ It is your responsibility to determine if the rest of the load is compatible with your jump. If there are already multiple horizontal skydiving groups planned, you may be assigned to a different load.
- ◆ Know where wingsuiters are assigned to fly each day you jump a wingsuit and stay in that area to avoid traffic with aircraft and other groups.
- ◆ It is your responsibility to plan each jump in a way that will keep you away from others and let you land on the drop zone. Check this board and/or weather websites for current wind conditions and use this information to plan where you must open to land on the drop zone, then make a flight plan that

- ◆ Do not fly up or down jump run under canopy until you are sure the airspace is clear of the groups exiting in front of/behind you.

will take you to this opening area without crossing the normal jump run or approaching any other high canopies, trackers, etc. Consider that 180° second passes may occur and keep your flight plan clear of this as well.

- ◆ Do not ask the pilot for a variation from the normal jump run. If you would like a different jump run, ask the drop zone manager and if the new jump run is approved, he'll communicate with the pilot. You should verify that the pilot is briefed when boarding.
- ◆ Before exiting, ensure the plane's wings, nose, and tail are level and the green light is on. Do not exit linked with another jumper.
- ◆ On exiting the aircraft, keep all wings collapsed for at least three (3) seconds to avoid striking the tail of the aircraft.
- ◆ DO NOT attempt to chase or fly in formation with the descending aircraft.
- ◆ Flying past or opening close to tandems or other groups, or crossing back and forth over jump run, will result in immediate and prolonged grounding.



On exiting the aircraft in a wingsuit, keep all wings collapsed for at least three (3) seconds to avoid striking the tail of the aircraft.

Jump Run and Exit Separation

On the next page, there is a sample jump run with exit separation for a hypothetical full load with several widely varying types of skydiving groups. This is one of the more complicated jump runs one would see given the mix of several small groups doing different things. However, it shows how we should exit the aircraft for maximum safety with the various groups, guaranteeing that each group has its own airspace column for freefall, breakoff, and deployment (yellow and red areas on diagram).

Please observe the following:

- ◆ Horizontal flight groups should exit first (with two groups or less) and last. Wingsuiters exit after all other groups, large to small.
- ◆ No more than four horizontal flight groups per load.
- ◆ No delay between climbouts of successive horizontal flight groups, as they're tracking away from each other to create separation.
- ◆ Following the first horizontal flight groups, the exit order is belly flyers (large groups to small), freeflyers (large to small groups), Skydiver Training Program, tandems, then the last horizontal groups if present.
- ◆ Separation between skydiving groups follows the exit separation chart below left according to the size of the group.
- ◆ After deploying, do not fly up or down jump run until you have identified the canopies of the groups exiting before and after you and ensured that there are no traffic issues.
- ◆ Check your spot before exit, and if your spot is long, open a little higher so you can make it back.
- ◆ See the Today's Plan printout in manifest for any exceptions to these policies.

Exit Separation

It's essential to leave enough space between groups to provide adequate separation at pull time. At right is a graph showing how much time you should leave between groups of varying sizes (larger groups generally break off higher and track farther, requiring more space). Ground speed is also a major factor, as the space we desire between groups is horizontal space, not vertical. If the plane is flying slower into a headwind, we need to leave more time between groups.

Remember: Exit separation is time between EXITS, not between the previous group's exit and the start of your climbout.



