

Skydive Spaceland Dallas

New Jumper Briefing

Manifest

- ◆ Please 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.
- ◆ When you manifest, notify manifest if you are planning to do a non-standard skydive such as a wingsuit jump, tracking dive, high pull, hop and pop, or CRW.

Loading Area

- ◆ Be in the loading area on the 5-minute call.
- ◆ Everyone must be fully geared up, ready to jump, before entering the loading area. No loose leg straps or gearing up in the loading area.
- ◆ No smoking in the loading area.
- ◆ Discuss your dive type and plan with the rest of the load to maximize safety.
- ◆ When the airplane pulls up, be lined up in the following exit order: Wingsuiters, tandems, Skydiver Training Program, freeflyers (small to large groups), hybrid skydives, belly flyers (small to large groups), movement dives (generally), low-altitude skydives.

Landing Priorities

- 1) Wing level, flying straight
- 2) Land in the middle of a large, open area
- 3) Flare (at least halfway)
- 4) Prepare for PLF if necessary

Runway(s)

- ◆ When under canopy, do not cross/overfly the runway below 1,000 ft. We usually have at least two planes flying and occasionally pilots need to use this space to go around.
- ◆ When under canopy, avoid holding off either end of the runway where aircraft will take off and approach.
- ◆ Once you've landed, if you must cross the runway to return to the hangar, walk to a designated crossing area (see map) and look both ways. If a plane is facing you on the runway or on final approach, kneel behind the **orange cone line** until it has passed you. NEVER cross in front of an aircraft!

- ◆ The pavement is not the only runway; we also land on the grass runway next to it. Stay behind the cone line when landing or waiting for an aircraft to pass.

If you have a cutaway...

- ◆ Try to land back at the DZ if you can do so safely.
- ◆ If you are unable get back to the DZ, find a safe out.
- ◆ Don't make a bad situation worse by landing off to chase your equipment. We will help you find it.

Landing Areas/Patterns

Low man has the right of way in all landing areas, but should always maintain awareness of jumpers above and below and fly considerately and safely. Do not cross the runway under 1,000 feet. Be aware that airplanes and skydivers share this property and aren't completely separated; both parties must consider the others' needs to use the property safely. If you are unsure if the runway is in use or about to be in use, assume it is in use and don't cross it below 1,000 feet.

Rules for all landing areas (unless superseded on next page):

- ◆ Left-hand pattern only unless safety requires otherwise.
- ◆ Maximum of 90° turns in the pattern.
- ◆ Follow the landing direction indicator east of the runway regardless of wind direction. No exceptions and no carving.
- ◆ Avoid patterns that cross over the other landing areas and runway when possible, especially the high-performance area. Swoopers may start their landing turns above 1,000 feet, so avoid flying over this area at all if you don't intend to land there.
- ◆ Any/all areas may be used by general traffic if safety absolutely requires it. Keep your head on a swivel and do your best to stay out of other canopies' way in all landing areas.
- ◆ After landing, watch for canopies you may need to dodge by turning around and looking up line of flight and all around until all others have landed.
- ◆ Don't kite your canopy while others are landing nearby.

When was the last time you practiced emergency procedures?

Property Map/Landing Areas

GENERAL LANDING AREA: Open to all jumpers/students

C LICENSE LANDING AREA: Open to all jumpers with at least a C license

D LICENSE/TANDEM LANDING AREA: Open to all jumpers with a D license

♦ Tandems always have right of way. Do not fly close to or overtake tandems.

HIGH-PERFORMANCE AREA: For D-licensed jumpers (or approved exceptions) doing turns to land with speed.

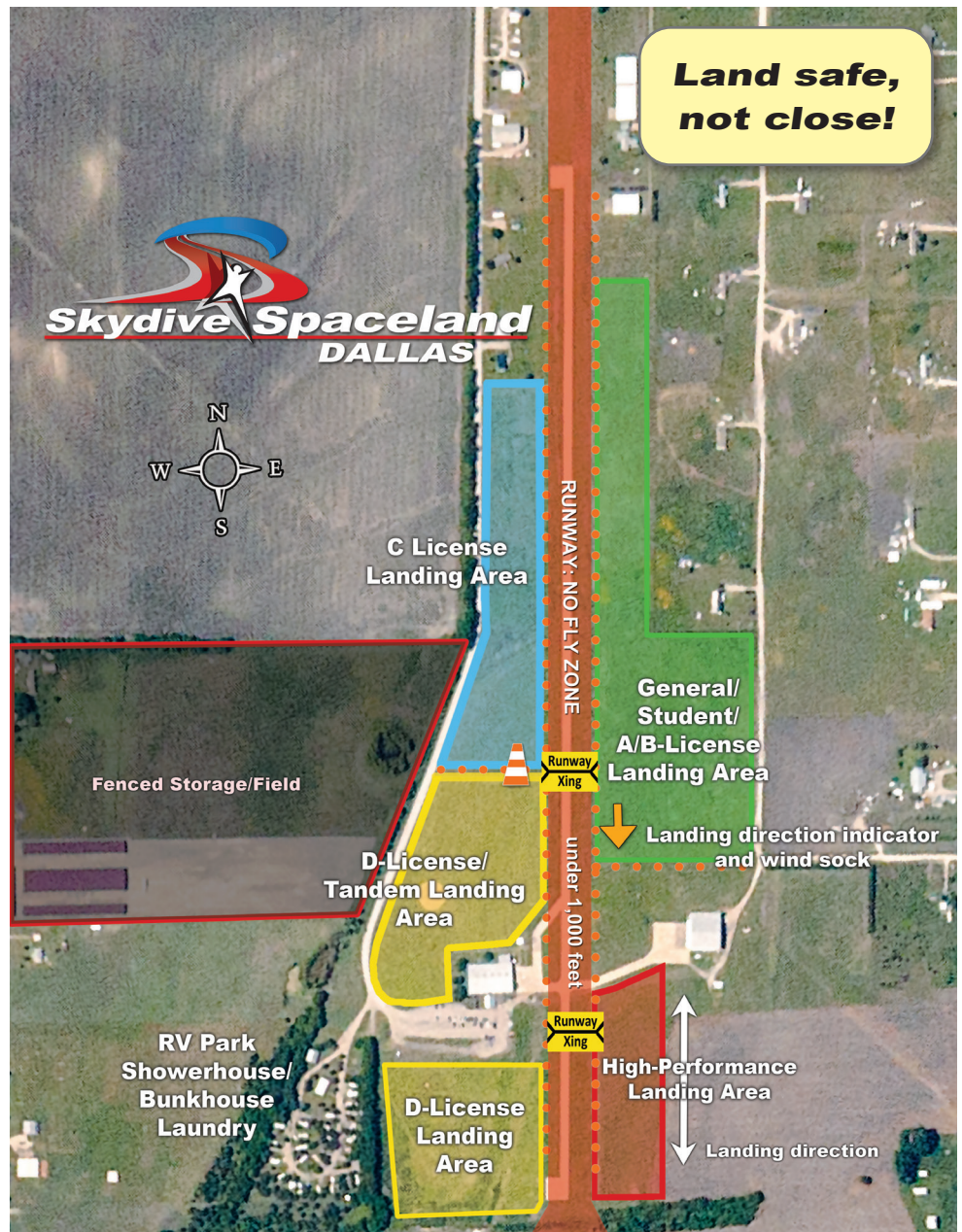
- ♦ Land north or south only in this area.
- ♦ Any degree of turn is permitted when safety allows.
- ♦ Skydivers landing here but flying in brakes for long periods and causing a hazard for those flying standard patterns behind them may be asked to land in the general landing area.
- ♦ Discuss your planned pattern and landing direction with others on the load (every jump).

Unable to join the pattern?

- ♦ If you cannot enter the landing pattern safely, make the decision early and land away from the main pattern area at an alternate landing point. Do not cut off others by trying to enter the pattern from a poor position.
- ♦ We may not see you if you land out or have a malfunction. Don't expect a ride if you land out; we'll do our best to get you if we see you, but assume you're on your own. If you have your phone, call manifest at 903-364-5103 to let us know you're OK and where you are.
- ♦ If you land off, move to the closest main road for a quicker pickup.

Check load calls and winds from your phone!

<https://DallasClock.SkydiveSpaceland.com>



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Main Hangar Map

