

Skydive Elsinore Drop Zone Briefing

Facilities

- Main office: Front of parking lot (near loft, bunkhouse, restrooms)
- Manifest: Behind tiki bar, next to courtyard
- Restroom: First building at DZ entrance
- Ground Rush Loft: On-site (near main office and bunkhouse)
- GSG: On-site gear store
- Packing areas: Covered structure by landing area, artificial grass in courtyard, grassy area near main office
- Taco truck: Next to courtyard

Manifest Guidelines

- Manage accounts and payments at the main office.
- Weekday manifest: main office; Weekend manifest: manifest building.
- Specify jump type and group size when manifesting.
- Max two Tracking/Angle groups per load; one if the west side is closed.
- Max two wingsuit groups per load; one if the west side is closed.
- Monitors to track loads/calls found under the covered picnic table area and the packing structure; QR codes at manifest, office, and school link to burble calls webpage.
- Calls made over the loudspeaker.
- Know and board the correct aircraft.
- Pull off a load before the 10-minute call.
- **Late pull-off results in losing your jump ticket.**
- **Unorthodox jumps must be approved by DZ management.**

Equipment

- Gear rentals available at GSG.
- Personal equipment must be inspected for repack date at the main office before manifesting.
- Canopy size must match the user's experience level.
- Equipment with identified issues by an instructor, S&TA, or GSO will be grounded until fixed.
- Jumpers are responsible for their gear; DZ is not liable for lost or stolen items. Lost and found is at the front office.
- Minimum 200 jumps required to wear any camera. **No exceptions.**
- Minimum 200 jumps and first flight course completion needed for wingsuit jumps. **No exceptions.**
- Freeflying requires appropriate gear

Loading Area and Boarding the Aircraft

- The loading area is located next to the covered packing area near the main landing area.
- It is necessary to be in the loading area by the 5-minute call.
- Boarding the plane requires being fully geared up, such as having chest straps and leg straps properly stowed. Wingsuiters should have their legs zipped up before boarding.
- Being ready on time is important to avoid losing your jump ticket.

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Exit Order

- Exit order must be established prior to boarding.
- The exit order is as follows:
 - Hop & Pops
 - Tracking/Angle groups*
 - Belly groups
 - Freely groups
 - Solo/Coach/AFF Students
 - Tandems
 - CRW & High Pulls
 - Wingsuiters
- **Any adjustments to the exit order must be discussed and approved with management before boarding.**

*** Generally, movement jumps will go first. Refer to the Tracking/Movement rules on pages 5-6 for more information.**

Aircraft Procedures

- Seatbelts and helmets must be worn/secured for taxi, takeoff, and up to 1,000 ft.
- Wingsuiters must wear seatbelts properly.
- Secure loose items for takeoff up to 1,000 ft, including cell phones and handheld devices.
- **Orange & Silver Caravan Seating (Full Load):** 7 jumpers on pilot side bench, 8 on copilot side bench, 3 on floor (2 copilot side, 1 pilot side), all facing rear. After 1,000 ft, one moves from bench to floor. **No jumpers in tail section at any point during flight.**
- **Blue Caravan Seating (Full Load):** 4 jumpers on pilot side bench, 6 on copilot side bench, 1 on floor (copilot side, facing rear), 2 in tail section. After 1,000 ft, one moves from bench to floor.
- **Red Otter Seating (Full Load):** 9 jumpers on pilot side bench, 11 on copilot side bench, 1 in copilot seat, 2 on rear bench. After 1,000 ft, 2 move from benches to floor.
- **Skyvan Seating (Full Load):** 11 jumpers on each bench. If tandems are on board after 1,000 ft, put away benches and everyone sits on the floor.
- Only one person is necessary to open the door, from the middle to prevent jamming. Ensure all jumpers check handles and Tandem Instructors secure passengers before opening. On hot days, the door may stay open up to 10,000 ft or to altitude.
- Be prepared and upright before jump run and red light. Check gear before opening door and exiting.
- **Jumper next to the pilot assumes responsibility to relay communications during normal operations and emergencies.**

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Exit and Freefall Procedures

- Red light: Open door and spot. Green light: Spot and exit with safe separation.
- Ground speed and group separation charts are in each aircraft.
- Follow the privileges of your license.
- Adhere to BSR-stated opening altitudes.
- Discuss higher-than-normal deployment altitudes with the load before boarding.
- Normal deployment altitudes: 4,000 to 2,500 ft based on license.
- Tracking/Angle groups must move perpendicular to runways:
 - WEST towards the Ortega Mountains
 - EAST towards the I-15 Freeway

General Canopy Flight and Landing Rules

- Do not cross the main runway below 1,000 ft or land at either runway's ends.
- Lower jumpers, students, and tandems have right of way in the landing pattern.
- After deployment, fly perpendicular to avoid collisions with freefall jumpers.
- Landing patterns will be set in only in these two directions:
 - North (towards Lake Elsinore)
 - South (towards buildings)
- Default landing direction with light and variable winds or no wind is North (Lake Elsinore).
- **Non-compliance may lead to disciplinary actions.**
- Refer to the detailed landing patterns per license level at the end of this document.

Main Landing Area – C & D License and Tandems

- A C or D-License is required to land here. Jumpers with a C license may be evaluated and granted permission to land in this area only by a DZ S&TA or manager on a case-by-case basis.
- Only 90 degree turns for landing are allowed.
- Freestyle is not permitted in the main area.
- Land parallel to the runway, including during crosswind conditions.
- The first jumper down sets the landing pattern.
- Maintain a minimum distance of 500 ft (BSR) from tandems while flying under canopy and in the landing pattern. This rule applies even if you jump from another aircraft and converge with tandems in the main landing area airspace and pattern.
- **All jumpers are subject to a Yellow Card/Red Card rule for non-compliance or other unsafe actions. 1st offense = Yellow Card and counseling. 2nd offense = Red Card and banned from the main landing area for 30 days.**

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Student & All License Landing Area

- Do not overfly the main landing area throughout your holding area and landing pattern; the tetrahedron (Yellow Box) marks the limit.
- Only 90 degree turns for landing are allowed.
- Final legs may be into the wind during crosswind conditions if traffic allows.
- The first jumper down sets the landing pattern.
- **Non-compliance may lead to disciplinary actions.**

High Performance Landing Area

- Any jumper landing here must exercise extreme caution.
- Jumpers performing a high-performance landing must still give right of way to lower jumpers.
- Jumpers not performing a high-performance landing should steer clear of the swoop lanes.
- There is no set landing direction (North vs. South).
- Turns greater than 90 degrees for landings are allowed only in this area.
- Approach from the west side of the main runway, regardless of landing direction or degree of turn.
- This landing area is also available for wingsuiters.
- **It is important to note that swooping is a privilege, not a right.**
- **This landing area will not be accessible when military operations are taking place.**

Secondary Student & All License Landing Areas (Between runways and West Side, North of the Tetrahedron)

- Avoid flying over the high-performance landing area or glider port during landing.
- The tetrahedron (Yellow Box) boundary line runs through the airfield. Do not overfly the high-performance landing area while in your holding area and throughout your landing pattern.
- The first jumper down sets the landing pattern.
- **This landing area will not be accessible when military operations are taking place.**

Questions

- For any questions about the rules, regulations, or policies, consult an instructor.
- Before manifesting, verify the landing pattern with an instructor according to your license level.

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Tracking / Movement Rules for Skydive Elsinore

Movement Jumps, known as tracking or angles. These skydives are fun, and good practice for skills necessary to jump in larger groups, but due to the fast-closing speeds, can be dangerous if not conducted safely. To allow jumpers to conduct movement skydives, and ensure the safety of all jumpers, the following rules/guidelines are in place.

Individual Jumper Guidelines:

- Audible is mandatory
- Less than 100 Jumps
 - Tracking is allowed solo, or with one other jumper of similar skill only after receiving briefing/guidance from an instructor or coach. This briefing should be done each day prior to jumping.
 - One on one coaching with an approved movement leader is allowed and preferred.
 - The purpose of tracking jumps at these jump numbers is to practice flat tracking, a skill necessary to break off from group skydives.
 - Strongly encouraged to start tracking with coach or load organizers.
- 100 > 200 Jumps
 - Can track with a group of a maximum of 5 jumpers.
 - The group must be led by an approved leader / organizer when jumping in groups.
 - 2-way Tracking with similar skill level is still allowed as long as the jumpers are receiving a briefing each day prior to jumping.
- +200 Jumps
 - Can learn how to lead movement jumps.
 - Must be approved to lead other jumpers in groups
 - Must have participated in camps and/or workshops
 - It is up to the jumper to participate in skydives within their skill level. Be sure to seek guidance from a coach or organizer.
 - Must be able to demonstrate competence, awareness, and safe practices in order to be allowed to continue to conduct movement jumps with others.

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General Movement Group Guidelines:

- Anyone conducting movement jumps must inform manifest.
 - If there are 2 or more groups already manifested, you more than likely will not be able to do a movement jump on the same load.
- Different movement groups must deconflict amongst each other. This is a first come first serve – whoever manifests first has the priority of movement if they informed manifest.
 - Newer, less experienced jumpers have priority of direction.
 - EXCEL camps also have priority of direction
- Everyone on a movement jump must understand the entire jump plan. It is the leader's responsibility to ensure everyone is briefed on at least, but not limited to the following:
 - Exit slots and initial flight plan
 - Flight directions
 - Break off altitude and plan
 - Landing area – canopy deconfliction
 - Upper and Lower winds
- Tracking groups will exit in the order that is the safest and makes the most sense based on the other jump groups on the load.
 - Generally, movement jumps will go first – this is not a hard and fast rule as different jump groups, ground winds, upper winds may impact the safest exit order any given day.

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Ground Speed in Knots	Seconds Between Groups
120	5
115	6
110	6
105	6
100	6
95	7
90	7
85	7
80	8
75	8
70	9
65	10
60	10
55	11
50	12
45	14
40	15
35	17
30	20
25	24
20	30

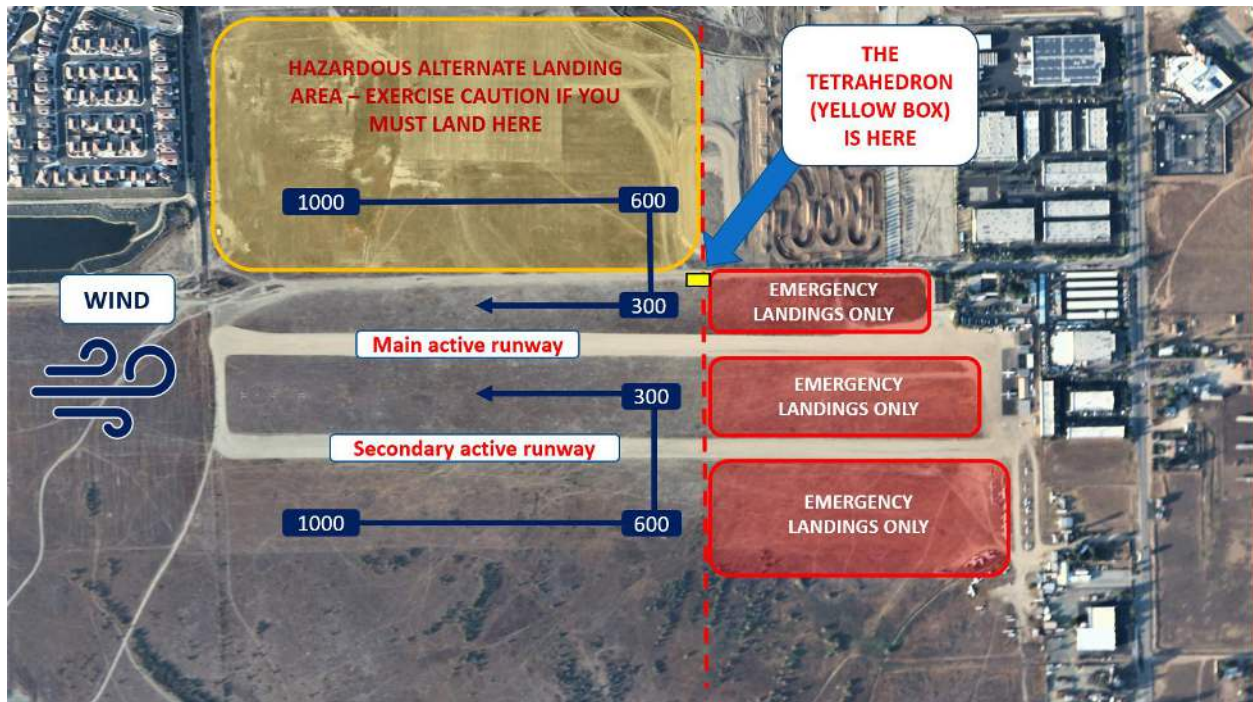
*Additional time must be given when exiting after larger groups

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STUDENT AND ALL LICENSE LANDING AREA PATTERNS FOR NORTH WINDS



STUDENT AND ALL LICENSE LANDING AREA PATTERNS FOR SOUTH WINDS



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C & D LICENSE AND HIGH-PERFORMANCE LANDING PATTERNS FOR NORTH WINDS



C & D LICENSE AND HIGH-PERFORMANCE LANDING PATTERNS FOR SOUTH WINDS



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WINGSUIT FLIGHT PATHS AND OPENING AREAS (NORTH JUMP RUN)



WINGSUIT FLIGHT PATHS AND OPENING AREAS (SOUTH JUMP RUN)



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WINGSUIT FLIGHT PATHS AND OPENING AREAS (WHEN WEST SIDE IS CLOSED, NORTH JUMP RUN)



WINGSUIT FLIGHT PATHS AND OPENING AREAS (WHEN WEST SIDE IS CLOSED, SOUTH JUMP RUN)

