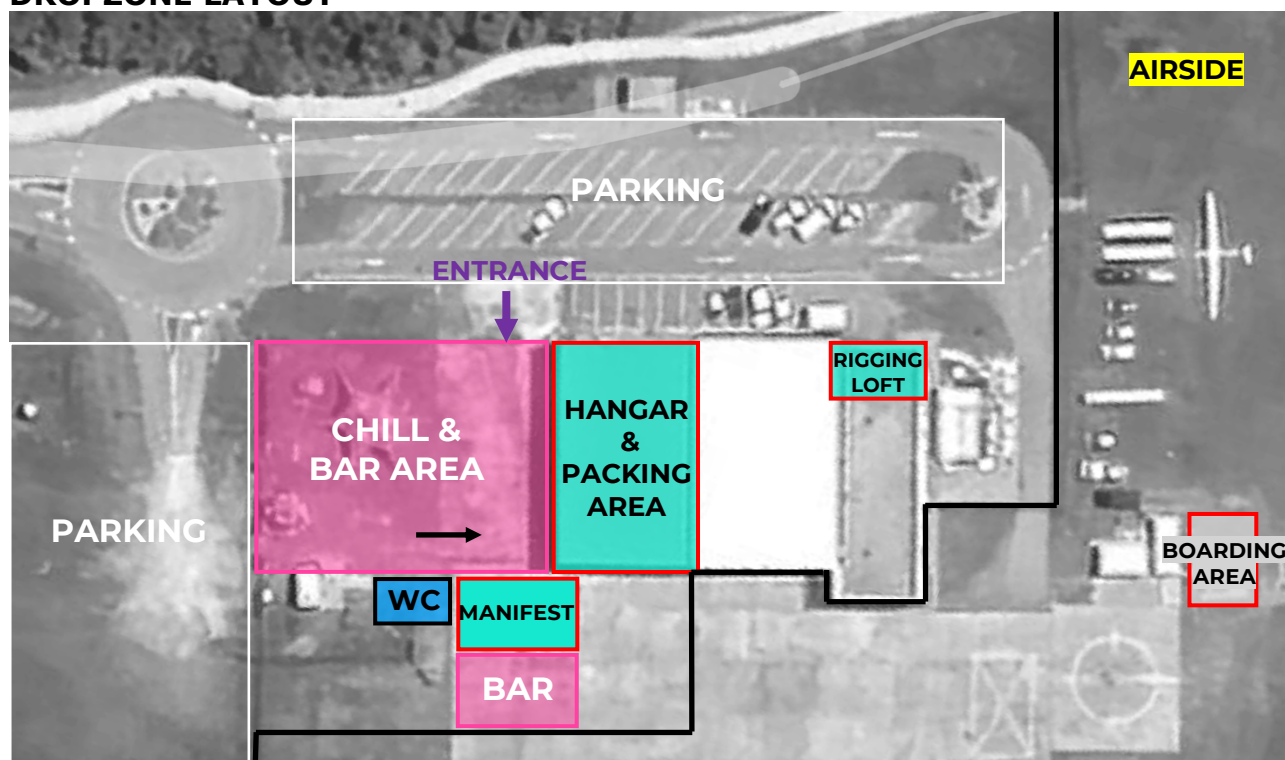


DROPZONE GENERAL INFORMATION, RULES AND BRIEFING

Dear Skydivers, welcome to Skydive Bovec! As our main goal is to have the safest operation possible, we require and implement a high level of safety rules and procedures. We expect that you will follow our guidelines and demonstrate a professional level of sportmanship at all times, during your visit at our Dropzone.

GENERAL INFORMATION

DROPZONE LAYOUT



Access to **AIRSIDE** (Limited to): Skydivers boarding the plane or Having permission from DZ staff to cross the fence.

Additional information:

- Manifest, Info & Cash register is located in front of the Hangar in a container,
- Gear Check & DZ briefing are will be performed next to the manifest by our staff,
- There is possibility to rent bicycles (ask our manifest staff),
- We can help you find accomodation or to book any other sport activities in the valley,
- PC-6 door mockup to practice exits is located next to the hangar,
- Jump run information board available in front of the manifest,
- **No camping** is allowed on any public parking areas or Airport areas, that includes camper vans.



HANGAR AND PACKING AREA information:

- You can use the packing area gear racks and sitting areas around hangar, except those located in the front left corner which are reserved for Tandem Passengers and SB Staff,
- Normally packers will have designated areas around hangar where you can put down your gear in order to be packed,
- Briefing and Video area is located in the back of the hangar with big TV screen and seats,
- Whole DZ area has a free WIFI network (ID: Skydive Bovec GUESTS - password: skydivebovec),
- Try to keep the packing area clean and don't litter around the DZ, this can result with you getting asked to leave the DZ.

SMOKING is only allowed outside behind the manifest, in the BAR areas and in the parking areas. **NO** smoking on the platform in front or in the hangar! **DON'T** throw cigarette butts on the ground.

ALCOHOL beverages are **NOT** allowed in the hangar, until last load of the day has landed!

Please use outside tables and restaurant tables to consume your food.

SKYDIVING REQUIREMENTS:

In order to implement you into our manifesting system we will need several details about you, your gear and your skydiving qualifications. At the manifest or on our webpage you can access our online Registration Form, which you are required to fill out.

When arriving to the DZ, you will have to bring with you:

- ID card or passport,
- Skydiving license,
- Medical license, if applicable,
- Skydiving Gear documentation,
- Reserve Repack Card,
- Skydiving Logbook,
- 3rd Party Insurance.

MANDATORY ITEMS:

- AAD
- VISUAL ALTIMETER
- AUDIBLE ALTIMETER (For Tracking & Wingsuit jumps)

**Your documents and gear will be checked by our Instructors and staff members during the gear check.*



GROUND TRAINING AND DZ BRIEFING

According to National and Company regulations, all Skydivers and participants need to undergo a specific Ground training, which includes information about relevant parts of the Operational Documentation, Specialized Operational Procedures, Emergency and Safety training and operating zone briefing and Dangerous goods. All this is incorporated into **DZ BRIEFING** which is performed by our Instructors (Ground Task Specialists). The detailed summary of all items briefed, is included in this briefing package.

After completing the DZ Briefing and passing gear check, you will get two signatures from the instructors on your Registration Form. With those two signatures your registration is completed and you can start jumping.

1. OPERATIONAL DOCUMENTATION AND REGULATIONS

All parachuting operations require **two** separate individuals (Skydivers) acting as »Task Specialists on the ground« and »Task Specialist in the airplane«. Task Specialist on the ground is one of the Skydive Bovec instructors, which has overall responsibility for the operation.

Task Specialist in the air (Load organizer) is a Licensed Skydiver, which must be determined for each and every load. Everyone who fulfills the below requirements, can be determined as the Load organizer for that Load. Normally the most experienced skydiver in the load will be determined as such.

Minimum requirements:

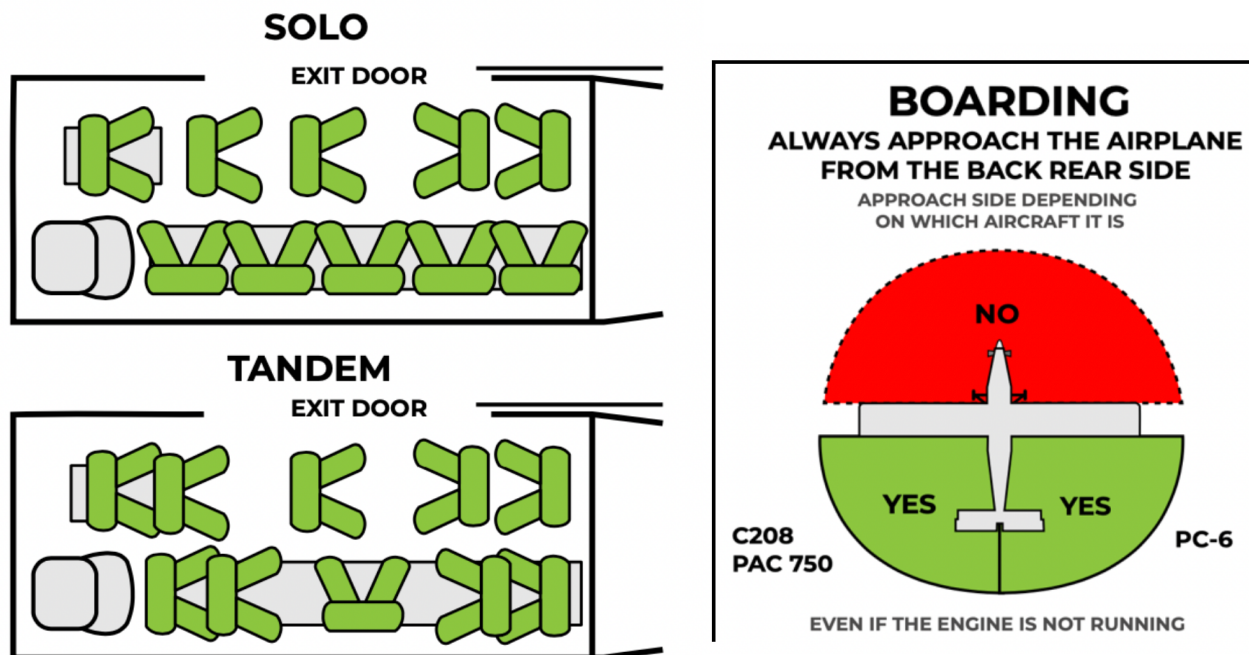
- Min. B license,
- Performed Load Organizer duties during at least 10 loads,
- Knows the effect of CG changes during different phases of flight due to shifting of skydivers in the cabin,
- Familiar with door operation on airplanes,
- Knows emergency procedures in the airplane and its operation.

Duties of the Load Organizer:

- It is the main communicator with the Pilot in case of emergency,
- It determines the exiting order for all skydivers onboard,
- Determines the jump run direction and exit location in coordination with pilot,
- Determines exit separation between groups,
- In case of emergency he forwards instructions from the pilot and exercises correct emergency procedures, according to situation.

2. NORMAL OPERATING PROCEDURES

At Skydive Bovec we normally perform jumping out of Pilatus PC-6 and Cessna Caravan C208 airplanes, which are two of the most popular skydiving airplanes in EU. Below pictures represent correct seating configuration for Pilatus PC-6. This seating configuration assures most comfortable seating and safety in case of emergency. The second picture represents the boarding procedure of skydivers.



BOARDING CALLS – The manifest performs 4 audible calls for each load via loudspeakers. Those are 15 min, 10 min, 5 min - GEAR UP and BOARDING CALL. Every skydiver must be fully geared up at 5 min call. If not ready to board, manifest will deduct the jump ticket as no-show.

Before boarding, check the **JUMP INFO BOARD**, for relevant jump-run direction, Groundspeed, winds, separation and other useful information.

If performing Wingsuit/ Tracksuit and big groups jumps, manifest and responsible persons on ground **MUST** be advised.

When waiting for boarding, inform the relevant Load Organizer of that load, of your intentions and plan. He will determine the seating and exiting order for all groups.

NORMAL FLIGHT PROCEDURES

HELMET ON YOUR HEAD ON until passing 1000ft/300m

During takeoff and climb all skydivers are required to remain seated at their assigned stations with minimal movement around cabin. In Pilatus PC-6 there are no special skydiver seatbelts, but multiple handles around cabin are available to grab and hold.

REACHING EXIT ALTITUDE AND EXIT

Jump-run direction will always be parallel to the Runway, direction 070° or 250° with some smaller offset adjustments in high-wind situations.

EXIT SIGNALS

IF TRAFFIC LIGHT SYSTEM IS USED		STANDBY (DOORS CLOSED)	PILATUS PC-6	1ST SIGNAL - " 1 MINUTE "
		PREPARE (1 OR 2 MIN CALL)		PREPARE (DOORS CLOSED)
		EXIT		2ND SIGNAL - " EXIT " OR HORN SOUND
		EMERGENCY EXIT		OPEN DOORS AND EXIT
				CALL-OUTS ARE YELLED BY THE PILOT

Once the pilot gives the »**GREEN LIGHT/ EXIT signal**« according to his position on GPS and confirmation from the ground that the area is clear, the skydivers are required to open the door, **SPOT** and **IDENTIFY** the correct dropping position and exit. The final decision and spotting is always done by the skydivers themselves. Decision to jump or not to, is always yours.

ALWAYS check your gear before exiting the aircraft! Point out anything that is not as it should be. Keep an eye out for others gear too.

Door operation on PC-6



NOTE

DON'T slide the door with full force, as they will stop in the back very roughly. Open the door gently, using minum force required.

NO hanging on the wing strut when exiting, use only appropriate handles,
NO climbing out to the main wheel,
DON'T hold or grab the flaps or any other flight surfaces.

Group separation on exit

Normally group separation will be determined by the first flight of the day, when we have the information about the actual Groundspeed of the aircraft. OR it will be revised during the operation, according to changes in GS. Check **JUMP INFO BOARD** regularly.

Ground Speed GS (Knots)	Separation (Sec)
100	6
95	7
90	7
85	7
80	8
75	8
70	9
65	10
60	10
55	11
50	12

FREEFALL AND UNDER THE CANOPY

- **NO** flying parallel to the jump-run during freefall (If performing Tracking/ Wingsuit jumps, get briefing from DZ staff),
- Fully open canopies by 2400ft/ 800m (Licensed skydivers),
- Clear the jump-run towards the mountains (North side of the Runway),
- **NO** canopy flying above the Runway, in case you opened on the South side, cross the Runway as high as possible to the Holding Area in the North side.



Once you land, clear the landing area in the shortest way towards the wind blades and walk to the hangar. Pay attention to other skydivers landing after you.

LEFT HAND Landing pattern (070° landing direction)

- Holding area above the Helipad,
- Fly the downwind towards west alongside the road,
- Initiate left base turn at your discretion, not to come on final to high,
- Turn to final should be made before the separation Wind-blades.



Take a longer downwind leg to avoid landing into the **FENCES** and other obstacles at the end of the landing area.

HIGH PERFORMANCE LANDING AREA

Is available only for skydivers performing 270° turns or more, Tandems and Tandem videographers.

- Holding area is between Wind-blades and the Runway,
- **DON'T** cross the Wind-blades that separate the landing areas,
- **DON'T** set up behind the hangar (East).
- Once in final, fly straight line only (No S-Turns and Zig-Zags),
- Carving is only allowed if previously briefed and approved by ground staff.

Swooping the Hangar, Bar & Chill area and people is **STRICTLY FORBIDDEN** And results in getting a red card and being grounded.

SAFETY IS ESSENTIAL AT OUR DZ. OUR STAFF IS MONITORING YOUR SKYDIVES AND LANDINGS. YOU WILL BE ADVISED, WARNED OR GROUNDED ACCORDING TO YOUR OFFENCE.

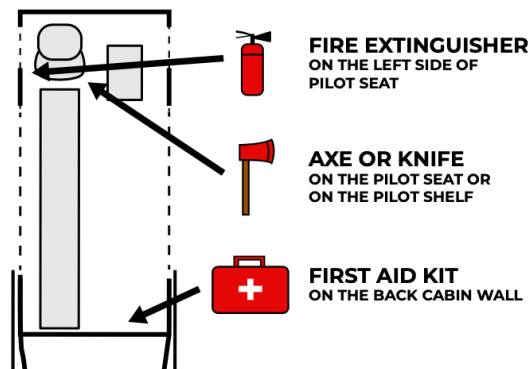
3. EMERGENCY OPERATING PROCEDURES

Everyone should be familiar with the **EMERGENCY EQUIPMENT** onboard our aircraft. In our Pilatus PC-6 aircraft, we keep emergency **KNIFE** on the left side of the pilot seat, **AXE** on the right side and **HOOK KNIFE** above the sliding door.

FIRST AID KIT is located in the back cabin wall, whenever used the pilot should be informed.

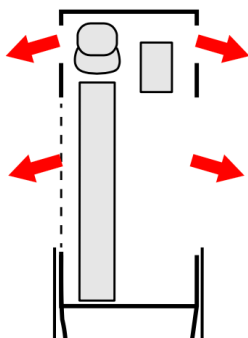
FIRE EXTINGUISHER is located on the left side of the pilot seat.

EMERGENCY EQUIPMENT



ONLY FOR PILATUS PC-6 AIRCRAFT

EMERGENCY EXITS

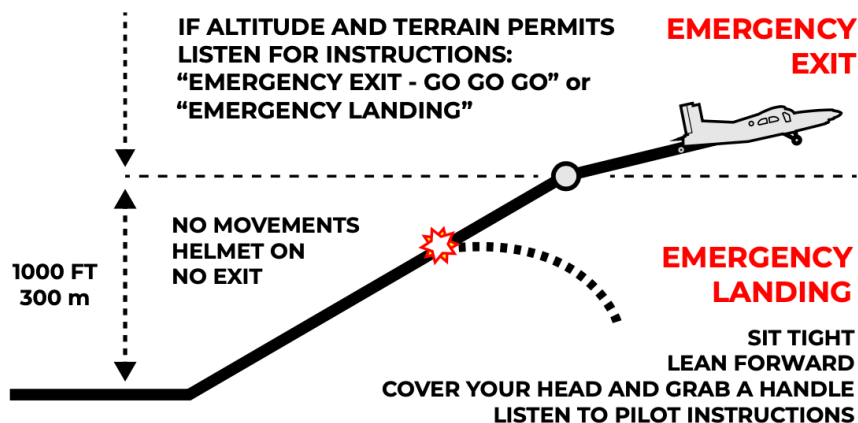


Pilatus PC-6 features **4 EMERGENCY EXITS** in case of emergency. In normal conditions only the left pilot door and the right sliding doors will be used. But when needed, both pilot and copilot door can be used and both sliding door. It should be noted that the left sliding door handle is covered with protection cover, not to be opened unintentionally.

Remember, in case of emergency landing and evacuation, **ALWAYS** move in direction away from the propeller and live engine area.

Below 1000ft/ 300m no movements and NO EXIT will be made.

After passing 1000ft/ 300m, **EMERGENCY EXIT** can be considered, depending on altitude and the terrain below. Pilot will advise whether it is safe to exit the aircraft or to prepare for an **EMERGENCY LANDING**.





If **EMERGENCY EXIT** is required, Task Specialist in the airplane with coordination with the Pilot decide and assess the situation and perform the emergency exit, by opening main exit door.

EMERGENCY EXIT AT ALTITUDE

AT COMMAND ("TO THE EXIT") - SKYDIVERS START TO MOVE TO THE DOOR

AT COMMAND ("GO") - SKYDIVERS START JUMPING IN SEQUENCE SET BY LOAD MASTER/ ORGANIZER

HEALTH PRECAUTIONS

Skydivers are subject to big **PRESSURE DIFFERENCES** when climbing to FL150 or even higher. Additionally to pressure changes, **LACK OF OXYGEN** is also present and it presents great risks for all individuals onboard. The best countermeasures to this risks are a prompt recognition of any symptoms of Hypoxia or Hyperventilation.

HYPOXIA **LACK OF OXYGEN**

**IMPAIRED JUDGEMENT - HEADACHE - TINGLING SENSATION IN HANDS -
- DIZZINESS - REDUCED ATTENTION - LOSS OF MEMORY OR LOSS OF
COORDINATION - SICKNESS**

**IF ANY SIGN ENCOUNTERED OR VISIBLE ON OTHERS, IMMEDIATELY
REPORT TO THE PILOT, WHICH WILL INITIATE EMERGENCY DESCENT**

Skydivers should be aware of Hypoxia symptoms and act immediately if such symptoms are recognized with any of the individuals onboard. Even if Hypoxia or Hyperventilation cannot be recognized, the best is to assume it's Hypoxia and report to the pilot, which will initiate emergency descent.

Normally we carry portable oxygen onboard, which is located by the pilot. In case you recognize Hypoxia, advise the pilot which will prepare and open the oxygen bottle for this individual

HYPERVENTILATION **REDUCTION OF CO2 IN THE BLOOD**

**LUNG VENTILATION IN EXCESSES - OVER-BREATHING - LEADS TO DIZZI-
NESS - TINGLING IN EXTREMITIES - VISUAL DISTURBANCES - BLURRED
VISION - HOT/COLD FEELING - INCOORDINATION - DISORIENTATION**

**IF ANY SIGN ENCOUNTERED OR VISIBLE ON OTHERS,
ASSUME IT'S HYPOXIA AND IMMEDIATELY REPORT TO THE PILOT**

In all cases, all possible safety endangering situations should be immediately reported to the Pilot or to the Load Organizer. They will assess and decide on the following actions.

4. DANGEROUS GOODS

NO Dangerous goods are allowed onboard Aviofun's aircraft, the detailed list of all forbidden items is available below.

Without prejudice to applicable safety rules, passengers are not permitted to carry the following articles into security restricted areas and on board an aircraft

a.) Guns, firearms and other devices that discharge projectiles
Pistols, revolvers, rifles, shotguns, toy guns and replicas capable of being mistaken for real weapons
Compressed air and CO2 guns, Pellet guns, component parts of fire arms, cross bows and arrows
Signal flare and starter pistols, harpoon and spear guns, slingshots and catapults.

b.) Stunning devices
Stun guns, stun batons, mace, tear gas, tasers
Other disabling and incapacitating gases and sprays
like animal repellent, capsicum and acid sprays
Animal stunners and animal killers

c.) Objects with a sharp point or sharp edge
Ice picks and axes, knives with blades of more than 6 cm
Razor blades, Martial arts equipment
Swords and sabres; box cutters, hatchets, cleavers
Scissors with blades of more than 6 cm as measured from the fulcrum, bolt and nail guns

d.) Workmen's tools
Crowbars, Drills and Saws including cordless portable power tools
Blowtorches, tools with a blade or shaft of more than 6 cm

e.) Blunt instruments - objects capable of being used to cause injury
Baseball and softball bats, Clubs and batons, billy clubs, blackjacks,
Night sticks, Martial arts equipment

f.) Explosives and incendiary substances and devices capable, or appearing capable, of being used to cause serious injury or to pose a threat to the safety of aircraft, including:
Ammunition, Blasting caps, detonators and fuses, replica or imitation explosive devices,
Mines, grenades and other explosive military stores, Fireworks and other pyrotechnics
Smoke-generating canisters and smoke-generating cartridges, Dynamite, gunpowder and plastic explosives.



The following dangerous goods are completely exempt from any kind of transportation:

a. Butane lighter gas, lighter fuel and Zippo lighters. **Note:** One box of matches OR one gas lighter can be carried on the person but are not allowed in the hold baggage

b. Bleach, Peroxide, Poison, Oxygen generators, Radioactive material and radioactive medicine

c. Corrosive materials like acids, mercury and wet cell batteries as well as filled scuba diving bottles.

d. Fuel containers and camping stoves which are not emptied and cleaned.

e. Dry ice in quantities of more than 2,5 kg per person and strong magnets

f. Combustion engines and flammable materials like paint, lacquers and solvents

g. Security-type brief case or attache' cases incorporating lithium batteries or pyrotechnical devices

If you see someone, that might be carrying dangerous goods, intentionally or unintentionally, please report him to one of our Personnel, which will take all required actions to decline the boarding to such individual or to require that the dangerous item is left on ground.

There are some exemptions, which allow the use of Smoke trailing devices to be used by skydivers, but only those who have been manufactured for that purpose. In such cases, a special briefing and authorization from our personnel is needed.