

AIRFIELD DETAILS

Code ICAO: EPNC

Location: Chrcynno

Coordinates: N 52°34'26.4" E 20°52'18.9"

Directions and length of runway 10/28: 100° /280° 843m

Directions and length of runway 13/31: 133° /313° 965m

Elevation: 114 m/ 350 ft n.p.m.

JUMP RUN

On our drop zone, the drop direction is always parallel to the 10/28 lane, depending on the direction and strength of the wind with either north or south offset.



LANDING AREA

At our drop zone we have several landing areas.

It is important to locate your proper zone and land on it.



NON-RECOMMENDED ZONE

STUDENT ZONE

ZONE ALLOWED FOR STUDENTS

ZONE FOR LICENCED JUMPER

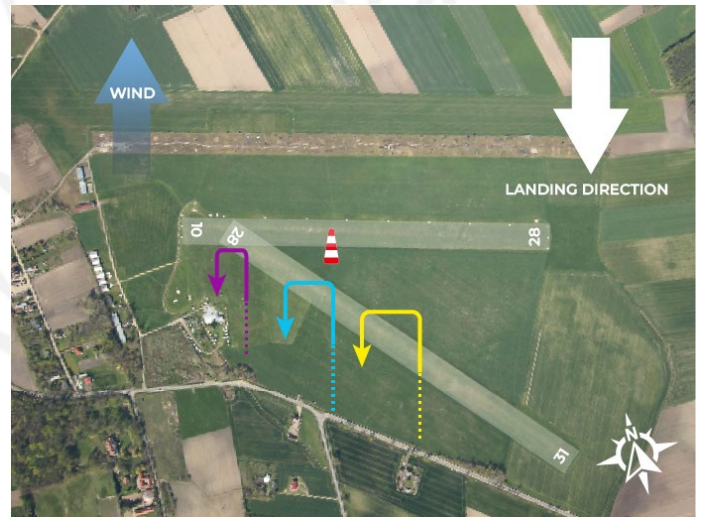
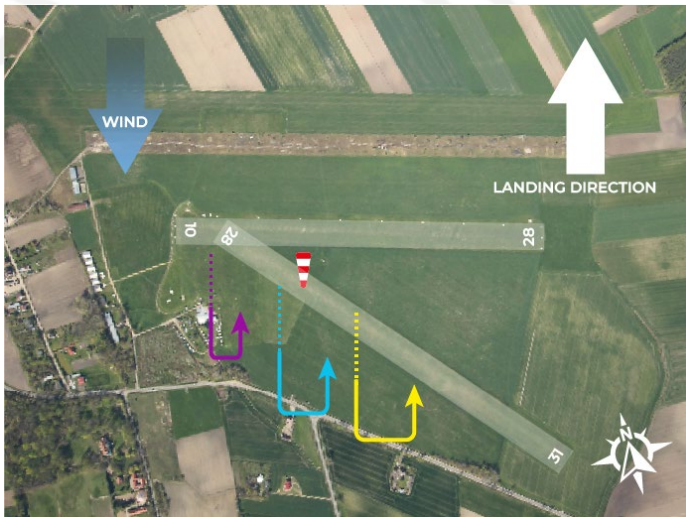
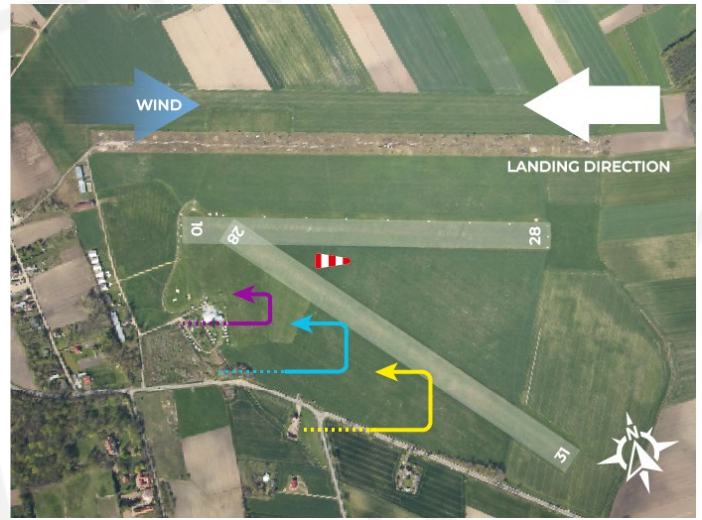
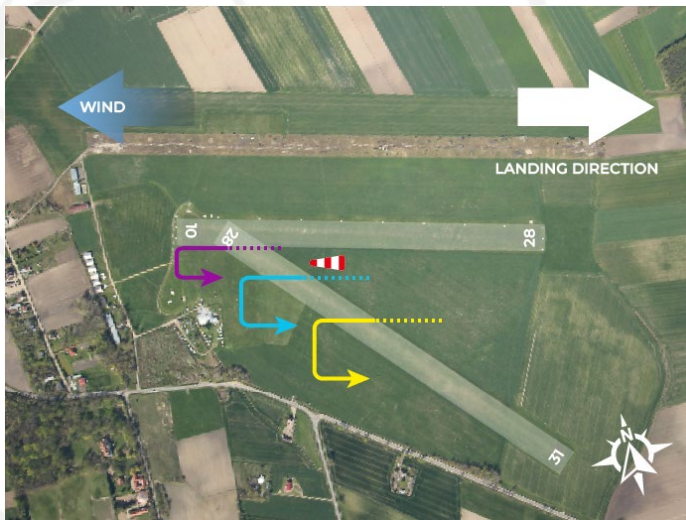
NO FLY ZONE

ZONE FOR COMMERCIAL AND PARACHUTES WITH WINGLOAD >2

NO LAND ZONE

LANDING PATTERN AND DIRECTION

The landing direction on our drop zone is marked by a white arrow placed next to the check line and the air traffic control tower. Depending on the wind direction, it is set in one of 4 directions (north, south, east or west). At our drop zone, the left pattern for landing is mandatory. The last turn must not be greater than 90 degrees. If you are interested in high performance landings, ask the chief of the instructors for permission.



If you land on one of the runways, leave it as soon as possible by the shortest route.

If you land behind the runway, and you see an aircraft landing, stop at a distance of 5m from the runway and please take lower body position to be recognize by a pilot, that you can see a plane on it's final.

AVOID FLYING OVER THE 10/28 RUNWAY BELOW ALTITUDE OF 300M .

DROP ZONE PLAN



- 1** – Drop Zone office
- 2** – Manifest
- 3** – Commercial packing area & rental shop
- 4 i 5** – Sports packing areas
- 6** – Student room
- 7** – Tandem packing area
- 8** – Cafe
- 9** – Classroom
- 10** – Fireplace and grill area
- 11** – Simulator
- 12** – Check line
- 13** – Flight control tower
- 14** – Mockup
- 15** – Smoking place
- 16** – Parking

REGISTRATION PROCEDURE AT THE DZ

If you would like to jump with us at Skydive Warsaw, start with document verification. You will do this at the drop zone office.

Prepare:

- ŚK or equivalent license
- Insurance
- Parachute kit card (if you will be jumping on your own gear)
- A logbook of jumps with an entry about passing the KWT

If you do not have the KWT exam entered in your logbook, you can pass the KWT on our training platform - ask the zone office staff how to access it. In addition, you will get a form of waiver to fill out and sign.

If you send us the necessary documents a few days before your arrival in the zone to the email address weryfikacja@skydive.waw.pl, it will speed up your registration on the day of arrival.

After all the procedures are completed, you will receive a jumper's card, which you will be able to manifest for your departure.

JUMP PROCEDURES

- To plan your jump, first go to the DZ office and find your jumper account with the appropriate amount of money. We accept card and cash payments. Then go with your jumper card to Manifest and manifest there that you are ready to jump. If you would like to use equipment from our rental shop, you will make your selection at Manifest.
- On the screens located in the sports packing area, you will check the load you have been scheduled for.
- Before your jump, check the weather conditions, the heading for the drop and exit point as well as the direction for your landing. You will read all this information on the meteo board located behind the check line.
- Each load is called out three times.
 - 15 minutes before your load, put on your rig, take the necessary equipment with you and head to the check line.
 - When 10 minutes to load is called, you should already be at the check line.
 - 5 minutes is the last call before departure. If you do not come to the check line after this call, you will be removed from the loading list and also you will be charged for the jump ticket.
- At the check line, you will be checked if you put your rig on properly and if you have the necessary equipment.

SAFETY RULES

PROCEDURES ON BOARD

After boarding the aircraft, take your seat and fasten your seat belt. A helmet must be worn and fastened on your head. Do not unfasten your seatbelt or remove your helmet until the altitude of 500m/1600ft.

ON A BOARD OF AN AIRCRAFT IT IS FORRBIDEN :

- Changing a predetermined task on your own. This is possible only with the permission of the Drop Director or the Jump Master, especially if the change concerns the altitude of the exit or the altitude of the parachute deploment.
- Moving rapidly.
- Making changes to gear.
- Shouting and loud behavior.

SIGNALS GIVEN BY THE PILOT

- LOW EXIT

Red light - lift the door shutter and get ready - 1 minute to drop.

Green light - stabilized flight, identify the drop point and exit.

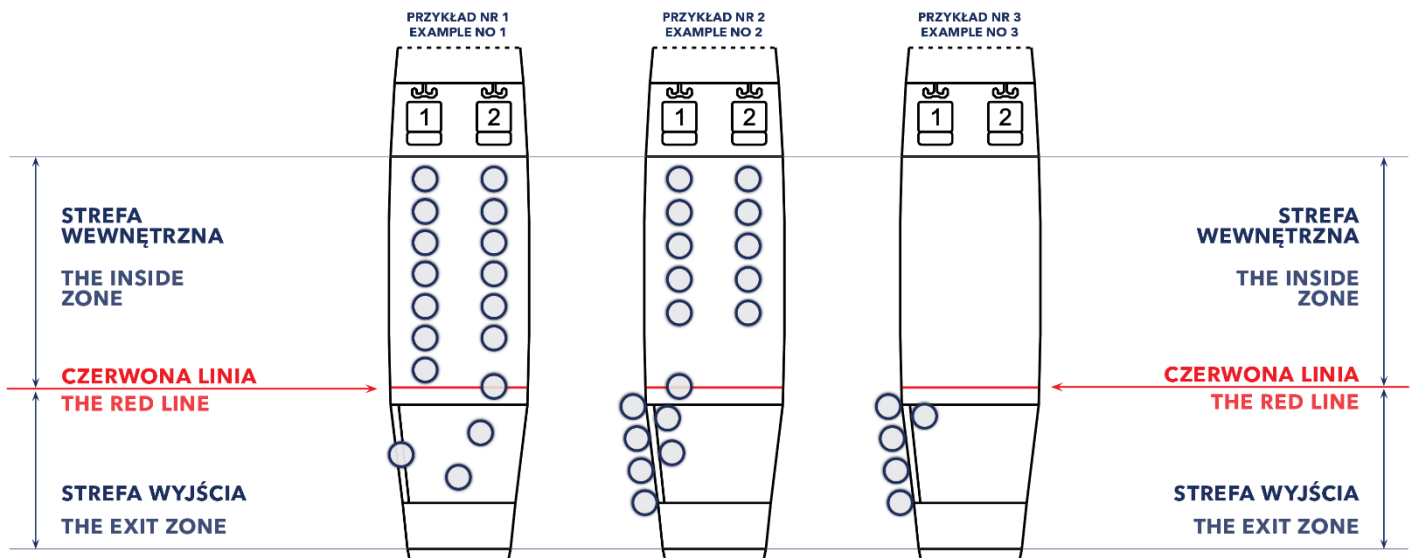
- HIGH EXIT

Red light - lift the door shutter and get ready - 1 minute to drop.

Green light - stabilized flight and exit.

If at any moment the light turns **red**, abort the jump and close the shutter.

JUMPERS POSITION DURING THE EXIT



Maximum number of jumpers **BEHIND THE RED LINE 6** or **5** (when the inside zone empty), including maximum number of jumpers **OUTSIDE 4**, **ON THE RED LINE 1**

IF YOU DO NOT HAVE TO, DO NOT STAY IN THE EXIT ZONE.

AIRCRAFT EMERGENCY

- Below **500m/1600ft** – expect to land on board of the aircraft.
- **500m/1600ft – 800m/2600 ft** – wait for the signal to leave the aircraft. After the jump, immediately deploy the reserve parachute.
- Above **800m/2600 ft** – wait for the signal to leave the aircraft. After the jump, deploy the main parachute.

IF YOU HAVE AN UNSTABLE BODY POSITION AFTER LEAVING THE AIRCRAFT, DEPLOY THE RESERVE PARACHUTE.

AFTER EXIT

- Jumpers moving horizontally plan to work in a direction **90°** to the left or right of the HEADING OF THE DROP.
- FS groups plan the jump with breakoff altitude at minimum **1300 m/4300ft** in order to work up enough separation to deploy the parachutes.
- Track, VFS, FF groups plan the jump with breakoff altitude at minimum **1500 m/5000ft**, in order to have time to brake speed and to work up enough separation to deploy the parachutes.
- Jumpers declaring their parachutes deployed above **1200m/4000 ft**, absolutely maintain the deployment of the parachutes at the declared altitude.

MINIMUM PARACHUTE DEPLOYMENT ALTITUDE (initiation of the deployment process):

- School jumps AFF-1 do AFF-5: **1500m/ 5000 ft**
- School jumps in the training process for the ŚK: **1000m/3300 ft**
- Tandem jumps: **1500m/5000 ft**
- Jumping of licensed jumpers: **900m/3000 ft**

DECISION ALTITUDE - the level at which we start the emergency procedure:

- AFF – **1000m/3300 ft**
- Students – **600m/2000 ft**
- Licensed jumpers – **550m/1800 ft**
- Tandem – **1000m/3300 ft**

If the steps taken to correct the emergency have not produced the desired result up to the altitude of **300m/1000 ft and the main canopy still does not deploy correctly, do not cutaway the main canopy and deploy the reserve parachute immediately.**

JUMPMASTER OR PERSON ASSIGNED BY THE ORGANISER

- Sets the exit order by the jumpers, according to the loading list, making sure that the jumpers will carry out the tasks they have declared when planning load.
- The exit order is set taking note of the rules set out in para. 10 of the Rules and Regulations and the skills as well as experience of the jumpers or students.
- briefs jumpers on the seat order in the aircraft and reminds them of how to deal with dangerous situations.
- If a formation is planned, makes sure that the formation has a leader (Load Organiser - LO) and, in the case of formations larger than 5 persons, a Lineman (a person who takes care of the range of movement of the persons participating in the formation, on board, during the exit).
- Makes sure that the Drop Director passes on information about the formation(s) to the pilot, with the size and order of exit from the aircraft.

SPECIFIC RULES FOR JUMP PERMISSION

Note: For all types of jumps, except school jumps and AFF school jumps, a minimum of a Qualification is license B or an equivalent document from other country.

JUMPS WITH CAMERA

- min. 200 jumps in the logbook
- positive verification of the equipment and mounting with the organiser
- when jumping with a tandem - appropriate training

FORMATION SKYDIVING (FS)

- hard helmet
- acoustic altimeter

FREEFLY / VFS

- positive verification with the organiser
- acoustic altimeter
- hard helmet
- rig configured for FF jumps
- over 200 jumps in the logbook - jumps in groups of max. 2 persons (including the coach)
- no single FF jumps

HORIZONTALLY MOVING

TRACK, ANGLE

- mobile phone
- an acoustic altimeter
- second altimeter on thigh, forearm or chest strap
- less than 200 jumps in the logbook - jumps in groups of max. 3 persons (including the leader),
- the leader always faces the ground in the group
- leader min. 200 jumps and verification by the organizer
- max. 2 groups of track / angle track combined in one flight
- tracking suit (tracking pants) - min. 100 jumps in the logbook
- track, angle track: banned if cloud cover above 7/8

SOLO

- horizontal movement is forbidden

WINGSUIT

- a minimum of 200 jumps in the logbook
- training in wingsuit jumping
- mobile phone
- acoustic altimeter
- visual altimeter on chest strap
- max. two WS groups in one flight
- banned if cloud cover above 7/8

CF/CRW

- a minimum of 100 jumps in the logbook
- skill in landing in restricted terrain
- two knives
- banned if cloud cover above 7/8

KOLEJNOŚĆ WYJŚCIA

- Tracking nr 1
- FS - belly formations - from the largest to the smallest groups
- SOLO
- VFS - from the largest to the smallest groups
- Jumpers opening up high (above 1200m/3900ft)
- AFF
- Tandems
- Tracking nr 2
- Wingsuit
- CF is set individually

OBLIGATORY EQUIPMENT

- ADD
- altimeter
- acoustic altimeter, knife,
- FS, FF, VFS, tracking, angle flying trackingsuit, wingsuit
- nóż

LOAD ORGANIZER (LO)

Must be assigned in EVERY formation, responsible for:

- the formation set-up
- planning of seats in the aircraft
- setting up the formation for the drop
- giving safety briefing before boarding the aircraft, on board the aircraft, and during the exit and landing

LINEMAN

In any formation larger than 5 (five) people, the LO MUST appoint a LINEMAN. The Lineman is responsible for:

- the movement of jumpers on the aircraft during the drop
- not exceed the aircraft's balance parameters

EMERGENCY NUMBER

CONTROL TOWER CHRCYNNO EPNC +48 532 601 106

CHIEF OF THE DROP ZONE/CHIEF OF THE INSTRUCTORS +48 601 393 035

THANK YOU FOR YOUR CAREFUL READING

HAVE A GREAT TIME AT SKYDIVE WARSAW

STAY SAFE AND HAVE FUN