

When you come to jump with us at HLU (Hame Skydiving Club), you must present at manifest the following documents: Photo ID, Current Skydiving Qualifications Certificate, Logbook, Skydiving Gear with documentation. After checking all the above, the manifest will enter the applicable dates into our computer system. It is your responsibility to inform the manifest about the new dates after the old ones have expired. Additionally you are required annually to sign the document titled HLU OPERATIONS AND SAFETY INSTRUCTIONS IN RÄYSKÄLÄ. You also need annually to present proof of third party liability insurance with limit of liability no less than one million (1000 000) euros.

At any time an Instructor, Coach or Loadmaster has the authority to check documents and gear as described above.

When skydiving at HLU you must observe and follow:

- Finnish Aviation Law and Regulation
- Aviation directives and Air worthiness directives issued by Aviation Authorities
- Rules and regulations issued by Finnish Aviation Association
- Rules governing the Räyskälä airport (Räpy)
- Local instructions approved by HLU board of directors
- Orders given by HLU Instructors, Safety and Training Advisor, Loadmasters

Get familiar with the aerial pictures and find out what the weather is like, what is the wind speed and direction, where is the exit point, landing area, alternative landing areas. The aerial map is located on the wall of the clubhouse and at the manifest. There are no permanent limiting factors to the skydiving sector; the skydiving sector will be defined based on the wind direction before the first jump. This is the reason why you need to pay special attention to checking the air space before exiting and during the jump.

Every load must have an appointed Loadmaster, who is responsible for the load. If there is an Instructor with student(s), then this person is the Loadmaster. If the Instructor exits before the last jump run or if there is no Instructor then any skydiver with a C/D qualification can be the Loadmaster. The Loadmaster must exit during the last jump run.

A load will be filled primarily based on names on the board. You can put your name on the board as soon as you have closed your container and the pin is tight.

A load must be planned in such a way that unnecessary flying is avoided and fuel is saved. Stopping the airplane engine unnecessarily must be avoided. The next load must be at the loading area when the last skydiver of the previous load exits. This way the skydivers are ready to board the plane or to help the pilot to refuel.

OH-CWW has no seat belts for the skydivers. This means that each and all skydivers jump at their own risk. Upon taking off and landing, below 300 meters altitude, all loose objects (helmets, cameras, boards etc.) must be fastened in such a way that in case of an emergency landing they do not cause danger to the passengers. When taking off, the skydiver closest to the door must move as much forward as possible to

balance the plane properly. The Pilot gives permission to move backward at about 300 meters altitude.

The number of jump runs will be kept to the minimum considering the skydivers and other circumstances. This must happen without compromising safety. When the weather is cloudy, then flying above the clouds is avoided. If the plane flies above the clouds and a suitable exit point meeting all regulatory requirements cannot be found after trying twice, then the plane must return below the clouds. The Pilot is the commander of the aircraft having the right to order the plane to descend or to land.

If nothing else has been agreed, then the left landing pattern will be followed using the windsock as a reference point. If there is no wind then the wind direction is as agreed. When agreeing the landing pattern you must consider that the active runway must be free to operate. The active runway or its extensions may not be crossed under canopy under 300 meters altitude. If you injure yourself upon landing then stay lying on the ground or remain sitting. This way the ground crew can come to rescue and call for help. If you stand up after landing, you indicate to the ground crew that you are ok. Please don't lie on the ground unnecessarily!

Hook turns are not prohibited if the hook turn does not cause danger to anybody. It is considered a dangerous situation if you are too low and make hook turns using the steering toggles and repetitiously accelerating speed, requiring forceful correctional steering.

If you land on a runway or close to a runway then immediately distance yourself from the runway. There is no air traffic control in Räyskälä and moving about is at your own risk. This is the reason why you need to exercise caution and pay attention at all times. Before crossing a runway you must check if there are any aeroplanes taking off or landing. Special attention is needed with gliders that are hard to see because of their small front profile. They are also very quiet.

If a skydiver has landed outside of the landing area or if there is a possibility that a skydiver has landed in a forest or lake or has hurt themselves then a search/rescue team has to be sent out immediately. Make sure you know what to do if you have to land on a tree or in a lake. If needed the Instructor or the Loadmaster can appoint the persons to the search/rescue team and stop any skydiving activities until the missing person has been found. A skydiver that has landed outside of the landing area must, without delay, return to the clubhouse and talk to the Loadmaster. The phone number to the clubhouse is 019-448893.

The skydivers are responsible primarily to the Safety and Training Advisor and the Chief Instructor. If both are absent then the Loadmaster or the Pilot can prohibit a skydiver from jumping if the skydiver does not follow the rules on this document or is in violation of laws, regulations and rules mentioned in this document.

Any dangerous/hazardous situations must be reported in writing using the form OPS M6-1 amendment 4, a copy to be retained in the Safety Binder. Severe situations must be reported directly to the Safety and Training Advisor, or if not available, to the Chief Instructor.

Upon request any skydiver must submit to a sobriety test (Alcometer) as a condition for skydiving (0.0 required).

Skydiving is a dangerous activity. You jump at your own risk.

Each and all skydivers skydiving in Räyskälä must read, must understand the contents, and fill out this HLU OPERATIONS AND SAFETY INSTRUCTIONS IN RÄYSKÄLÄ -document. When signing this document a skydiver agrees to follow these instructions and other laws, regulations, and rules as indicated in this document.

Name: _____

Address: _____

Telephone: _____

Next of kin, name and telephone number: _____

Skydiving license/qualification current until: ____/____ 200__

Third party liability insurance _____ SIL _____

I have read and I fully understand HLU OPERATIONS AND SAFETY INSTRUCTIONS IN RÄYSKÄLÄ (3 pages total)

Place and Date: _____ / ____ 200__

Signature _____

Print your name here _____

Date: ____/____ 200__

Signature of the person receiving this declaration