



***SKYDIVE*SURFCITY.com**  
SANTA CRUZ, CA

# Skydive Surfcity, Inc. Standard Operating Procedures

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Effective Date: October 1, 2010  
Revised Date: January 2, 2022

## **INTRODUCTION**

Since 2010, the local skydive operation has been successfully conducted by Skydive Surfcity Inc. (*Skydive Surfcity hereafter*) out of the Watsonville Municipal Airport in compliance with all Federal Aviation Administration Regulations, United States Parachute Association Basic Safety Requirements, published Watsonville Municipal Airport Noise Abatement and Traffic Pattern Procedures, and Watsonville Municipal Airport Management directives.

*\*\* from 2019 to 2021, the skydiving operation in Watsonville was temporarily run under the brand name GoJump Santa Cruz.*

As a group member in good standing with the United States Parachute Association, Skydive Surfcity continues to maintain its dedication to highly professional skydive operations at the Watsonville Municipal Airport. Safety has been and will continue to be our first priority. We will be persistent in continuously demonstrating high safety consciousness in all of our skydive operations.

This publication represents a consolidation of our existing procedures and guidelines for the operations of Skydive Surfcity onto the Watsonville Airport Parachute Landing Area.

While it intends to provide the best possible operating instructions under most conditions and circumstances, it is not a substitute for sound judgment. Emergencies, unexpected adverse weather, terrain factors, or other extenuating circumstances may require modifications of any procedures herein.

## **SERVICES**

The related services offered by Skydive Surfcity include, but are not limited to, Tandem Skydives with video and photo recording services of the skydiving experience, skydive coaching, lift service to experienced Skydivers, parachute packing and rigging services, and skydive related equipment and supply sales.

## **OUR MISSION STATEMENT**

Our mission statement is to create a safe, friendly, reliable, high quality skydiving experience featuring beautiful views of the Santa Cruz coastal area.

## **COMPANY POLICY**

It is Skydive Surfcity's policy to operate in accordance with the standards developed and adopted by the United States Parachute Association in cooperation with the Federal Aviation Administration. These standards were developed using "best practices" used widely in the skydiving community and, as such, reflect the high standards of operational safety that we wish to achieve at Skydive Surfcity.

Skydive Surfcity's Standard Operating Procedures (SOPs) were updated to include the Watsonville Municipal Airport Parachute Landing area to satisfy the Watsonville Municipal Airport Minimum Commercial Standards as requested by the Airport Director. The SOPs incorporates specific requirements of Federal Aviation Administration Regulations and the United States Parachute Association Basic Safety Requirements.

All persons involved with Skydive Surfcity operations are to be familiar with these SOPs and are to comply with its provisions. Any changes to these SOPs will be promptly disseminated to all persons involved in Skydive Surfcity's operations and to the Airport Director.

## **USPA SAFETY AND TRAINING ADVISOR**

The United States Parachute Association has appointed one or more USPA Safety and Training Advisors (S&TA) to Skydive Surfcity. The S&TA role encompasses a wide range of responsibilities from administrative tasks to technical duties such as providing guidance for safety-related matters. The S&TA is the go-to person on the Drop Zone when it comes to all matters involving safety and training.

The principal responsibility of the S&TA is to promote safe skydiving. Toward that goal, the S&TA serves specific advisory and administrative functions:

- Observes skydiving operations to verify compliance with the Basic Safety Requirements (BSR)
- Informs the USPA Regional Director of all flagrant and/or recurring safety violations
- In grave cases, takes summary action under Section 1-6 of the USPA Governance Manual
- Provides safety and training advice to skydivers, drop zone operators, and rating holders
- Reviews plans for exhibition jumps
- Verifies that drop zones qualify as "sanctioned" by meeting the minimum drop zone requirements (see the BSRs in the Skydiver's Information Manual)
- Assists and advises with extraordinary skydive operations (see the BSRs and Advanced Progression section in the Skydiver's Information Manual)
- Investigates accidents and submits reports (submit online)
- Verifies the requirements on license applications and rating renewals
- Promotes USPA policies and programs, for example, USPA Safety Day
- Unless excused by the Regional Director, attends an annual S&TA meeting called by the Regional Director

When the S&TA observes conditions that make the Watsonville Airport Parachute Landing Area unavailable for intended operations, the S&TA or the Skydive Surfcity manager on duty will inform the Airport Management and the Airport Parachute Landing Area shall be deemed closed by the Airport Manager by his/her authority under Municipal Code Section 7.18.103 (Minimum Commercial Standards for Aeronautical Activity at Watsonville Municipal Airport Section 3.11.7). The Parachute Landing Area shall be deemed "open for use" when the acting S&TA reports that these adverse conditions cease to exist.

## **TANDEM INSTRUCTOR**

Parachutist Experience:

Per Part 105 (Sec105.45) each experienced parachutist in command of a tandem parachute system:

- (i) Has a minimum of 3 years of experience in parachuting, and must provide documentation that the parachutist...
- (ii) Has completed a minimum of 500 freefall parachute jumps using a ram-air parachute, and

(iii) Holds a master parachute license issued by an organization recognized by the FAA, and

(iv) Has successfully completed a tandem instructor course given by the manufacturer of the tandem parachute system used in the parachute operation or a course acceptable to the Administrator.

(v) Has been certified by the appropriate parachute manufacturer or tandem course provider as being properly trained on the use of the specific tandem parachute system to be used.

All of Skydive Surfcity's experienced Tandem Instructors, at a minimum meet and exceed all of the above FAA and/or USPA requirements. Currently, the least experienced Tandem Instructor has more than 2,000 freefall parachute jumps experience.

### **CHIEF PILOT**

Responsibilities:

- Scheduling of flight crew members and aircraft.
- Coordinate scheduling of aircraft maintenance.
- Assures that aircraft and equipment are available for training and coordinates all training and testing activities of flight crew members.
- Creates and distributes the Flight Operations Handbook
- Prepares and maintains pilot records, training records, flight schedules, and correspondence pertaining to operation activities.
- Maintains current aircraft checklists.
- Insures that all pilots conform to standard procedures as outlined in applicable FAA Regulation and Flight Operations Handbook and insures that all pilots maintain currency and receive proficiency checks as required by the FAA and Flight Operations Handbook.
- Maintains proficiency as pilot in command.
- Must be thoroughly versed on the contents of the Flight Operations Handbook, FAA regulations, flight manuals and other instructions pertinent to his duties.
- Must always comply with part 61, 91 & 105 regulations.

### **DIRECTOR OF FLIGHT OPERATIONS**

- Direct supervisor for Chief Pilot and Director of Maintenance
- Hires and dismisses flight operations personnel

### **PILOT IN COMMAND**

The pilot in command reports directly to the Chief Pilot and is responsible for the safe and efficient conduct of the flight assignment. Specific duties are as follows:

- Determines themselves and their crew (if applicable) are qualified, adequately rested and properly dressed for the flight assignment.
- Plans flight assignments and obtain briefing information regarding purpose of the flight, weather, operating procedures and special instruction.
- Supervises preparation of flight plans, considering such factors as altitude, terrain, weather, fuel requirements, performance, airport facilities, navigational aids, and weight and balance.
- Supervises all crew members to insure proper planning and flight preparation.

- Insures the aircraft is pre-flight inspected including a cleaned windscreen to afford maximum visibility, loaded, equipped and manned for the flight assignment.
- Inspects or supervises inspection of engines, fuselage and control surfaces for mechanical and structural soundness and proper operation of communication and navigational equipment.
- Performs or supervises loading and distribution of passengers and materials and computes that the weight and balance is within prescribed limitations per information and graphs contained in the aircraft flight manual.
- Insures the passengers are properly seated and any other materials are properly secured in the aircraft.
- Operates the aircraft smoothly and professionally, keeping in mind the comfort and safety of the passengers.
- At the end of the day parks and secures the aircraft and removes whatever garbage may have accumulated in the aircraft throughout the day.
- Must be highly knowledgeable of the contents of Flight Operations Handbook, FAA regulations, flight manuals and other instructions pertinent to his duties.
- Must always comply with FAA Part 61, 91, & 105 regulations and be familiar with all relevant FAA Advisory Circulars.

## **CUSTOMER AND GUEST ARRIVAL AND PROCESSING**

Skydive Surfcity is located on the Watsonville Municipal Airport at 160 Aviation Way with convenient onsite parking, restrooms, phone, wifi service, and access to Skydive Surfcity facility front office reception area while remaining outside of the airport perimeter security fence and clear of all aircraft movement areas.

All customers and guests are greeted at the front reception area by a staff member and provided with information on the restricted areas of the airport along with safety procedures that must be followed during their visit at Skydive Surfcity. They are then directed further inside Skydive Surfcity facility to the Manifest desk for check-in and processing.

## **MANIFEST**

The function of Manifest is to thoroughly process each Tandem Student and Experienced Skydiver from start to finish. Each Skydive Participant will be given a Waiver of Liability Agreement to read and will be required to sign all parts in order to proceed further. This document gives the Tandem Student and Experienced Skydiver detailed description of the inherent risks involved with making a Tandem Skydive or any form of Skydive. It serves as a hold harmless agreement with the named businesses and City of Watsonville, and provides contact information in the event of an accident. Manifest Personnel will check that the waiver has been completed accurately before escorting skydive participants further into the hangar to the Skydive Training area.

## **TANDEM STUDENTS**

Manifest Personnel will introduce Tandem Student to their Instructor and they will accompany their instructor to the Skydive Training area. Here the Tandem Student will be geared up and educated on the details and requirements for their Tandem Skydive during their Tandem Instructional Course. After their instructional course, Tandem Student will be geared up and ready for boarding the plane. They will either wait in the Skydive Training Area for their load number to be announced and will not be allowed through the airport security gate or near the aircraft boarding area with being accompanied by their Instructor or a Skydive Surfcity staff at all times. During the instruction course, Tandem Students will have been shown how to walk towards the plane and how to enter the plane. When it is time to board, Instructor will physically guide the Tandem Student onto the plane.

## **EXPERIENCED SKYDIVERS**

Experienced Skydivers will be introduced to the USPA Safety and Training Advisor (S&TA) or another qualified Instructor for a safety briefing and gear safety check. Experienced Skydivers will be educated on the safety procedures and landing requirements of the Watsonville Municipal Airport Parachute Landing Area. This safety briefing will include details of the Watsonville Municipal Airport and facilities, aircraft procedures and after landing procedures. An aerial photo of the Watsonville Municipal Airport will be used as a visual reference during the safety briefings to show the designated landing area and the areas of the Airport to be avoided due to any hazards including the active runway areas. This is standard procedure at any Drop Zone and Experienced Skydivers and Tandem Instructors all have the skills and experience to adhere to specified landing areas and procedures and are very practiced at avoiding hazardous airspace associated with active runways. The aerial photo will show the location of all Airport businesses and

buildings from an aerial perspective. Knowledgeable Skydive Surfcity personnel will brief any and all jumpers, and will be readily available to answer questions.

#### **AIRCRAFT PASSENGER MANIFEST**

Manifest Personnel will manifest the Tandem Students, Tandem Instructors and Experienced Skydivers onto the aircraft passenger manifest. This ensures all parties are accounted for at all times on the aircraft and until safe return to the Skydive Surfcity business hangar. Manifest Personnel will then inform the Pilot directly of the next load's passenger manifest and the assigned Jump Master for each load will confirm the Pilot's receipt of the manifest upon boarding the plane as an extra check. Manifest Personnel will schedule a time for the load to board based on the current availability of the plane, Pilot, Tandem Instructors, gear and all components, including tandem instruction timing. An announcement will be made within the Skydive Surfcity business areas allocating the load number and amount of time until boarding.

#### **GROUND TO AIR COMMUNICATION**

Manifest role also includes communication of any important information with the Pilot, on the ground and after take off, before and/or after skydivers have left the plane. The Manifest will have ground to air communication capabilities. The Pilot will be informed of the exact passenger manifest for each load and what type of skydivers will be present on each load. Manifest will always be on the ground available for information and communication throughout the day. Manifest will also have direct communication capabilities to ground shuttle drivers and ground crew monitoring the PLA. Manifest is also the first point of contact should Airport Staff need to communicate applicable Airport Director directives. Manifest can be reached during business hours at phone 831-435-5169

## **SAFETY AND SUPERVISION OF CUSTOMERS AND GUEST SPECTATORS**

Manifest will be the first and last point of contact for customers and their guests, ensuring that all are accounted for at all times during their skydiving experience and visit at the Skydive Surfcity facility. Manifest will be in contact with each Tandem Student after their Tandem experience is complete when they return to the office to pick up and watch their video. Manifest will ensure that all Tandem Students, Experience Skydivers, and guest spectators that are escorted inside the Airport security gate by Skydive Surfcity personnel will be accounted for at all times during their skydiving experience and visit at the Skydive Surfcity facility.

## **SAFETY AND SUPERVISION OF AIRCRAFT BOARDING**

Tandem students and experienced skydivers will be under direct supervision of Tandem Instructors and or authorized Skydive Surfcity Personnel when they are escorted through the Airport security gate and to the aircraft boarding area. When it is time to board, a second safety gear check will be made and the assigned Jump Master will direct Experienced Skydivers onto the plane and Tandem instructors will physically guide their Tandem Students onto the plane. *Hot-loading* (boarding the aircraft with running engines) is an acceptable practice for Experienced Skydivers or Tandem Students that are supervised by Skydive Surfcity Instructors. Boarding the aircraft can happen in front of the Skydive Surfcity Hangar or any other area on the Watsonville Airport as long as the students are supervised by their instructors and as long as the boarding of the aircraft does not impact other Airport operations.

## **GROUND TRANSPORTATION FOR PARACHUTE LANDING AREA**

Manifest will dispatch Shuttle Drivers and Ground Crew to the Watsonville Airport Parachute Landing Area as directed by the Airport Management using public and private roads on adjacent properties and or Watsonville Airport service roads. Skydive Surfcity Ground Crew will supervise the Parachute Landing Area during Skydive Surfcity Parachute activities and have ground to air communication capabilities and monitor CTAF for situational awareness and safety.

Shuttle Drivers and Ground Crew report directly to Manifest. Upon Skydivers landing at the Watsonville PLA, Surfcity Ground Crew and/or Shuttle Drivers will account for all skydive participants and guest spectators before escorting them onto shuttle vehicles for their ground transportation back to the Skydive Surfcity facility to check-in with Manifest.

## **PERIODS OF SKYDIVE OPERATIONS**

Skydiving operations at the Watsonville Municipal Airport are conducted daily from sunrise to sunset. Appropriate radio calls will be made through out the day for each parachute activity and all aircraft in the area should monitor and communicate on CTAF 122.8.

If the USPA appointed S&TA observe conditions that make the Airport Parachute Landing Area unavailable for intended operations, the S&TA or the manager on duty will inform the Airport Management and the Airport Parachute Landing Area shall be deemed closed by the Airport Manager (Minimum Commercial Standards for Aeronautical Activity at Watsonville Municipal Airport Section 3.11.7). The Parachute Landing Area shall be deemed "open for use" as soon as the acting S&TA reports that these adverse conditions cease to exist.

## **WATSONVILLE PARACHUTE LANDING AREA**



The Watsonville Municipal Airport has a suitable designated Parachute Landing Area and both Skydivers and Aircraft Pilots have a shared responsibility to see and avoid each other as both maneuver in and around the Airport environment following the Federal Aviation Administration regulations and the published Watsonville Municipal Airport Noise Abatement and Traffic Pattern Procedures.

The Watsonville Airport Drop Zone is a 2 mile radius over the airport from up to 17,999' MSL and below. The Parachute Landing Area is centered 1,000 feet West of the center-line of Runway 20, with a 366' radius.

See Appendix 1 -- Watsonville Municipal Airport Traffic Pattern Diagram

The published Watsonville Municipal Airport Noise Abatement and Traffic Pattern Procedures for Pilots depicts a standard 45 degree entry to a left hand down wind traffic pattern on all runways, with the down wind leg of at least 4,000 feet away from runway center-line and traffic pattern altitude of 1,163 MSL. Skydivers should navigate their parachutes above traffic pattern altitude to descend inside the traffic pattern of all runways onto the Parachute Landing Area.

See Appendix 2 -- Published Watsonville Airport Noise Abatement Procedures

#### **SKYDIVE AIRCRAFT FLIGHT PROFILE**

The skydive aircraft will depart the airport following the published Watsonville Municipal Airport Noise Abatement and Traffic Pattern Procedures for the climb to jump altitude. The climb to jump altitude is conducted offshore and parallel to the coastline, unless otherwise directed by ATC.

The jump run is typically flown over the Parachute Landing Area at altitude and offset to the North, South, East, or West of the Parachute Landing Area to compensate for upper and lower wind conditions. At jump altitude, both the Jump Pilot and Jump Master on each load will visually confirm the status and safety of the Parachute Landing Area and the area directly below the Jump plane prior to Skydivers exiting the plane. Once the Skydivers have exited, the skydive aircraft returns to the coastline to continue its decent offshore and return to the airport traffic pattern, unless otherwise directed by ATC.

#### **SKYDIVE FREE FALL AND PARACHUTE LANDING PROFILE**

Tandem Skydivers will typically exit the jump plane from 8,000'-17,999' MSL and open their parachutes between 4,500'- 5,500' MSL. Tandem Skydivers will be in free fall for approximately 25-80 seconds, and descend under canopy for approximately 3-4 minutes.

Experience Skydivers may exit the aircraft from up to 17,999' MSL and deploy their parachutes typically between 3,000' and 5,500' MSL. Experience Skydivers may be in free fall for well over 60 seconds and descend under canopy for approximately 2-3 minutes.

For altitudes above 14,000ft a jump aircraft equipped for high altitude jumps will be used.

All skydiving parachutes are opened well above traffic pattern altitude and easy to visually acquire. Skydivers will navigate their parachutes back to the Parachute Landing Area during their parachute descent and should be inside the traffic pattern boundaries when descending below 2000 MSL for the Parachute Landing Area.

## **SKYDIVE OPERATION RADIO CALLS**

Standard aircraft radio calls are made for departures and arrivals into the airport pattern. Once the skydive aircraft has departed, the airport is in contact and under the direction of Air Traffic Control NORCAL TRACON on frequency 127.15 and when possible continues to monitor CTAF 122.8 for situational awareness.

Skydiving operations are announced on CTAF 122.8 and may consist of up to five radio calls:

1. Two minute call – skydiving operations will commence in two minutes
2. One minute call – skydiving operations will commence in one minute
3. Jumpers Away – skydivers have exited the aircraft and are in free fall
4. Parachutes Open – altitude parachutes are at
5. Jumpers Down – skydivers have landed and are clear of the airspace

Unless otherwise directed by Air Traffic Control, a Two Minute and Jumpers Away calls are also announced with NORCAL TRACON on frequency 127.15.

Additional Aircraft radio calls may be made to coordinate with inbound instrument approach traffic or to communicate extraordinary events if appropriate.

## **PATTERN TRAFFIC EMERGENCIES**

All skydiving parachutes are opened well above traffic pattern altitude and easy to visually acquire. Skydivers will navigate their parachutes back to the Parachute Landing Area during their parachute descent and should be inside the traffic pattern boundaries when descending below 2,000' MSL for the Parachute Landing Area. Experienced Skydivers are trained and prepared to conduct appropriate maneuvers at anytime under canopy to maintain visual separation from traffic. Skydivers at times of emergencies may inadvertently land in other grass or hard-surfaced areas as a result of see and avoid maneuvering and such areas will be vacated as soon as practical.

## **“CUTAWAY” MAIN PARACHUTES**

All parachute systems used by Skydive Surfcity are dual-parachute systems as required by FAR Part 105. All Experienced Skydivers are trained to the use of the secondary parachute after if necessary cutting-away the main parachute in the event that there is an irregularity with the opening or the flight characteristics of the main parachute.

In a “cut-away” situation, the main parachute free floats down to the ground at varying speeds.

Radio Calls: When personnel on the ground and/or the pilot of the jump aircraft are able to recognize that a cut-away situation occurs, radio calls should be made on CTAF if necessary to inform airplanes in the traffic pattern about floating cut-away parachutes and their landing location.

The main parachute should be retrieved and removed from any airport hard surface areas as soon as practical. Skydive Surfcity will use a vehicle equipped with a beacon and a hand-held radio to recover the cut-away main parachute and/or call in Airport Staff to assist with the recovery.

Skydive Surfcity office will place a courtesy call directly to 911 to inform the dispatch team that there was no accident and that no response is needed following a cut-away situation.

The landing location of any cut away main parachute will be logged on an airport grid map.

#### **PARACHUTE LANDING AREA EMERGENCIES**

If a Skydive participant is injured and conscious, it is preferable that the Skydive participant direct what assistance they require. However, anyone may conclude correctly to override the Skydive participant on the conservative side and call 911 and follow the published Watsonville Municipal Airport Emergency Event and Initial Actions Plan.

See Appendix 3 – Watsonville Municipal Airport Emergency Even & Initial Actions Plan

## **PARACHUTE & RESERVE PACKING**

Our main tandem parachutes are packed daily or within 180 days before the date of use by a contracted packer under the supervision of an FAA Certified Rigger, the Tandem Instructor in command of the next jump that intends to use the particular main parachute, or an FAA Certified Rigger. Any of these authorized individuals packing the main parachute knows and understands the manufacturer's instructions for packing, maintenance, and use.

Our reserve parachutes are packed within 180 days before the date of use by a FAA Certified Rigger. We either use a white board mounted in the Packing Area to communicate reserve repack dates and ADD inspection dates to Tandem Instructors and the FAA. Instead of a white board, these dates may be recorded and communicated via electronic spreadsheets.

An FAA certified Rigger keeps track of reserve repack dates and AAD inspection dates via an electronic worksheet and communicate with instructors and packers via a white board above the gear area or provides them access to the electronic worksheets. These sheets get updated regularly by the FAA Certified Rigger, with checks to comply with all Airworthiness directives prior to repacking any reserves.

Each Tandem Instructor visually inspects their gear when picking out a parachute system prior to the next jump.

## **AIRCRAFT FLIGHT OPERATIONS**

All operations of Skydive Surfcity Aircraft & Flight Crews shall be conducted in accordance with Federal Aviation Regulations, State and local Laws and Regulation, Airport rules and all company policies and procedures outlined in the Flight Operations Handbook and SOPs

Skydive Surfcity operating policy is based on the concept that safety comes first. Essential elements of safety include quality condition of equipment, meticulously inspected before flight, thorough training and motivation of pilots and other personnel, devoted attention to duty, good judgment, sound operational planning and efficient use of resources available. All Flight Crews shall endeavor to perform all operations with the highest degree of safety

Reliability is very important to our customers and especially to Skydive Surfcity. Every effort shall be made to provide prompt service to our customers, however, safety shall not be sacrificed in any operation. The Pilot in Command is the FINAL authority to the operation of the jump aircraft. There will be no pressure placed on the Pilot in Command to make a flight. The pilot's decision to make a flight will be final and in the interest of safety.

## **SMOKING**

Smoking is prohibited inside any Skydive Surfcity aircraft. Additionally smoking will not be permitted within 25 feet of any aircraft. The pilot in command will be responsible for enforcement of this rule while that pilot is responsible for their aircraft.

## **ALCOHOLIC BEVERAGES**

Any person that appears to be intoxicated shall not be permitted to board a Skydive Surfcity aircraft. The use of intoxicants including beer and wine by pilots while on duty or within eight

hours prior to duty is prohibited. No pilot may be intoxicated or suffering from the after effects of drinking when reporting for or when on duty.

## **USE OF DRUGS**

Certain drugs have a marked effect on the nervous system, which are detrimental to a flight crew members' flying ability. Flight crew members should ask their doctor if any drug that has been prescribed or any non-prescription medications they are taking would have any effect on their judgment or flying ability. Recreational drugs are prohibited. This is a zero tolerance issue.

## **CARRIAGE OF DRUGS**

No person shall knowingly be allowed to carry narcotic drugs, marijuana or depressant or stimulant drugs aboard any aircraft operated by Skydive Surfcity.

## **BLOOD DONATIONS**

In no case will a flight crew member perform pilot duties within 72 hours after a blood donation. Pilots giving blood donations or who have experienced a substantial loss of blood, will report this fact to the Chief Pilot.

## **PILOTS**

All pilots are responsible to notify the Chief Pilot of any change in their legal flying status. Furthermore, pilots are cautioned not to accept flight assignments when their physical or mental conditions would be a detriment to the safety of operations. Pilots known to be suffering from mental anguish, anxieties or other problems that would prevent their full concentration and attention to the flight will not be allowed to accept a flight assignment.

## **GENERAL OPERATIONS**

No pilot may leave an aircraft unattended while the engines are running.

No pilot will operate a Skydive Surfcity aircraft in less than Part 91 VFR minimums or forecast weather conditions which will exceed aircraft limitations as stipulated in the appropriate flight manual. IFR flight is allowed only if the aircraft is IFR certified.

No aerobatics are tolerated in company aircraft. This is a zero tolerance Issue.

All pilots will cooperate fully with the ATC instructions in accordance with all applicable FAR's. Any problem or conflict with ATC or other aircraft should be reported to the Chief Pilot. Under no circumstances will conflicts be allowed to escalate on the air.

In the event of any incident, NASA form ARC 277 is to be filled out and sent in via certified mail. See Chief Pilot for forms.

All pilots will cooperate fully with FAA officials during any FAA inspections and or tests.

No pilot may knowingly fly a Skydive Surfcity aircraft if any airworthiness inspection interval will be exceeded prior to the return of that aircraft.

No pilot may act as pilot in command of any Skydive Surfcity aircraft unless that person has:

- Made at least 3 jump runs in the preceding 3 months for pilots with less than 50 hours of jump piloting experience in type; or
- Made at least 3 jump runs in the preceding 6 months provided that the pilot has at least 50 hours of jump piloting experience in type; and
- Successfully completed an Skydive Surfcity Flight Competency / Proficiency Check within the previous 12 calendar months.

A Jump Pilot Currency Waiver may be issued to a pilot in command not meeting the requirements of jump piloting experience by the Chief Pilot, Check Airman, or designated Instructor Pilot. The issuing party must determine the pilot's knowledge of those maneuvers and procedures that are necessary for the pilot to demonstrate that they can safely exercise the privileges of pilot in command. This determination can be made by discussion or actual flight testing, at the discretion of the person issuing the waiver.

See Appendix 4 – Flight competency and proficiency checks

See Appendix 5 – Aircraft Worksheet

See Appendix 6 – Aircraft Status Form

## **AIRCRAFT DOCUMENTS**

Before the first flight of the day the aircraft should be checked that all required documents are on board. This will include the standard "ARROW documents - Airworthiness Certificate, Registration, Operating Limitations (Flight Manual), and weight and balance information. In addition to these documents there should also be a waiver on board the aircraft for any jump requiring a waiver, i.e.; an air show, demo jump or High alt. jump

## **PREFLIGHT INSPECTION**

The preflight inspection will be performed as depicted in the aircraft flight manual. As there are some differences in the modifications for the jump aircraft, particular attention will be paid to those modifications, i.e.; door latch, step, brake lines, fuel quantity, etc.

## **COMPANY PAPERWORK**

Aircraft status sheets are located at the Skydive Surfcity office and in each aircraft. The Aircraft Status Sheet should be consulted to check on the maintenance status of the aircraft as well as squawks or notes from previous pilots.

The aircraft log sheets are contained in a binder kept in the aircraft. This should also be checked to make sure the last ending tach time agrees with the tach. Also in this binder should be the fuel card, a pen and all receipts from fueling.

During flight operations, an entry of the date, pilot's initials, number of jumpers, altitude, and tach / Hobbs time should be made in the aircraft log at the end of each flight. When fuel or oil is added a separate line should be used. Any time a discrepancy is found with the aircraft, the pilot noticing the discrepancy should write it down on the squawk area of the Aircraft Status Sheet.

Pilots need to enter tach times for each aircraft into an electronic worksheet at manifest at the end of each day. These sheets assist manifest to schedule maintenance and 100 hour inspections, or other FAA or Aircraft Manufacturer approved inspection. (e.g. the PAC 750 XSTOL has a 150 hours inspection interval)

## **FUELING PROCEDURES**

Fuel is available at the Watsonville Municipal Airport fuel facility via a computerized dispensing device located at the fuel islands. Aircraft are fueled as outlined in the fueling guideline contained in a binder kept in the aircraft and/or office. Hot fueling procedures exist as per PIA Tech Std #122 or as described in the aircraft manual.

## **CHECK LISTS**

A checklist will be used for each flight and will be provided in the aircraft. One side of the checklist will contain the Originating Check, which will be conducted for the first flight of the day, or if any maintenance function has been performed.

The other side will contain a Turnaround Check, which will be used in subsequent flights of the day unless the pilot feels the need to use Originating Check.

## **JUMP PROCEDURES**

### **Aircraft**

Different types of aircraft with FAA approved skydiving configurations may be used.

### **Preflight**

1. Complete the preflight as prescribed in the A.F.M.
2. Fuel for loads based on manifest, verify weight & balance prescribed in the A.F.M. - Verify with the fuel measurement stick.

### **Starting**

1. On the first start of the day
2. Start the engine as prescribed in the A.F.M.
3. When the engines has sufficiently warmed up do the run up as per the A.F.M.

### **Taxi and Loading**

1. Keep weight off the nose
2. Load jumpers at loading area - verify manifest with Jump Master and verify weight & balance prescribed in the A.F.M.
3. Advise jumpers to fasten seat belts.
4. Fly what manifest dictates.

### **Take-off**

1. With the transponder squawking altitude make your take-off announcement.
2. Feed the throttle progressively to full power.

### **Climb**

1. Climb per A.F.M
2. Be alert for traffic.
3. Check engine instruments.
4. When you are out of the airport traffic pattern, contact NORCAL approach.
5. As you gain altitude increase power per A.F.M
6. Be alert for local traffic and inbound traffic to coordinate Jump Run.
7. Monitor communications from Manifest and PLA Ground Crew for safety information

### **Jump Run**

1. Anticipate arrival at altitude and stage the power reduction
2. Make the radio announcements - NORCAL Approach 127.15 and WVI CTAF 122.8.
3. When power reduction is complete close cowl flaps, if applicable.
4. Target jump run at appropriate airspeed
5. Be alert for local traffic and inbound traffic to coordinate Jumper exit.
6. Open the door, or tell jumpmaster to open the door
7. Trim airplane for the descent while on the jump run.
8. Visually confirm with Jump Master location of parachute landing area and VFR conditions.
9. Visually confirm with Jump Master area directly below airplane is clear for Jumper exit.
10. Monitor communications from Manifest and PLA Ground Crew for safety information
11. Signal Jump Master that Jumper may exit the airplane.
12. Make the radio announcements - NORCAL Approach 127.15 and WVI CTAF 122.8.



### **Descend**

1. After all jumpers are away make announcement to NORCAL Approach 127.15 and WVI CTAF 122.8.
2. Visually confirm parachutes are open and make radio announcement - WVI CTAF 122.8
3. Radio calls on CTAF regarding high altitude deployments or cutaway parachutes should be made if appropriate
4. Monitor communications from Manifest and PLA Ground Crew for safety information
5. Confirm parachutes safely on the ground and make radio announcement - WVI CTAF 122.8
6. Accumulate airspeed to the top speed of the green arc. **Be alert for traffic.**
7. At 4000 feet announce to NORCAL Approach 127.15, or follow ATC instructions.

### **Pattern Work - Landing**

1. Make all radio announcements: Entering the 45; Downwind; Base; Final: And landing long, if that is your intention.
2. Enter the pattern on a mid-field, downwind from level flight.
3. Spot your landing.
4. Land on the mains keeping weight off the nose.
5. After landing re-configure the airplane for the next load.
6. Confirm manifest with Jump Master and verify weight & balance prescribed in the A.F.M.

### **Notes:**

1. The airplane should be ready to fly two to four (or more) consecutive loads only if weight & balance is prescribed in the A.F.M. If you fly only one or two loads and anticipate a shut-down period of more than 15 minutes, you should re-fuel to again be ready for two -four consecutive loads.
2. Unless you are the scheduled pilot for the next day; fuel the airplane, clean the windshield and the inside, if needed at the end of your day.

## RESOURCES & WEBSITE LINKS

Federal Aviation Administration:  
[www.faa.gov](http://www.faa.gov)

FAR Part 105  
<https://www.gpo.gov/fdsys/pkg/CFR-2012-title14-vol2/pdf/CFR-2012-title14-vol2-part105.pdf>

FAA Advisory Circulars:  
[http://www.faa.gov/documentLibrary/media/Advisory\\_Circular/AC\\_105-2E.pdf](http://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_105-2E.pdf)  
[http://www.faa.gov/documentLibrary/media/Advisory\\_Circular/AC90-66A.pdf](http://www.faa.gov/documentLibrary/media/Advisory_Circular/AC90-66A.pdf)

Watsonville Municipal Airport:  
[www.cityofwatsonville.org/municipal-airport](http://www.cityofwatsonville.org/municipal-airport)

Watsonville Municipal Airport Published Rules & Regulations:  
<http://cityofwatsonville.org/download/airport/Tenant%20Info/Need%20to%20acquire/Need%20Info/Airport%20Rules1997.pdf>

United States Parachute Association:  
[www.uspa.org](http://www.uspa.org)

USPA Skydivers Information Manual & Basic Safety Requirements (BSR):  
<http://sim.uspa.org/#1=1|2=2>

Hot fueling procedures as per Parachute Industry Association PIA Tech Std #122:  
<http://www.pia.com/piapubs/TSDocuments/ts-122.pdf>

AOPA Safety Advisor Operations & Proficiency No.3 : Operations at Nontowered Airports:  
<https://www.aopa.org/-/media/files/aopa/home/pilot-resources/asi/safety-advisors/sa08.pdf?la=en>

## **LIST OF APPENDIXES**

Appendix 1 – Watsonville Municipal Airport Traffic Pattern Diagram

Appendix 2 – Published Watsonville Airport Noise Abatement Procedures

Appendix 3 – Watsonville Municipal Airport Emergency Even & Initial Actions Plan

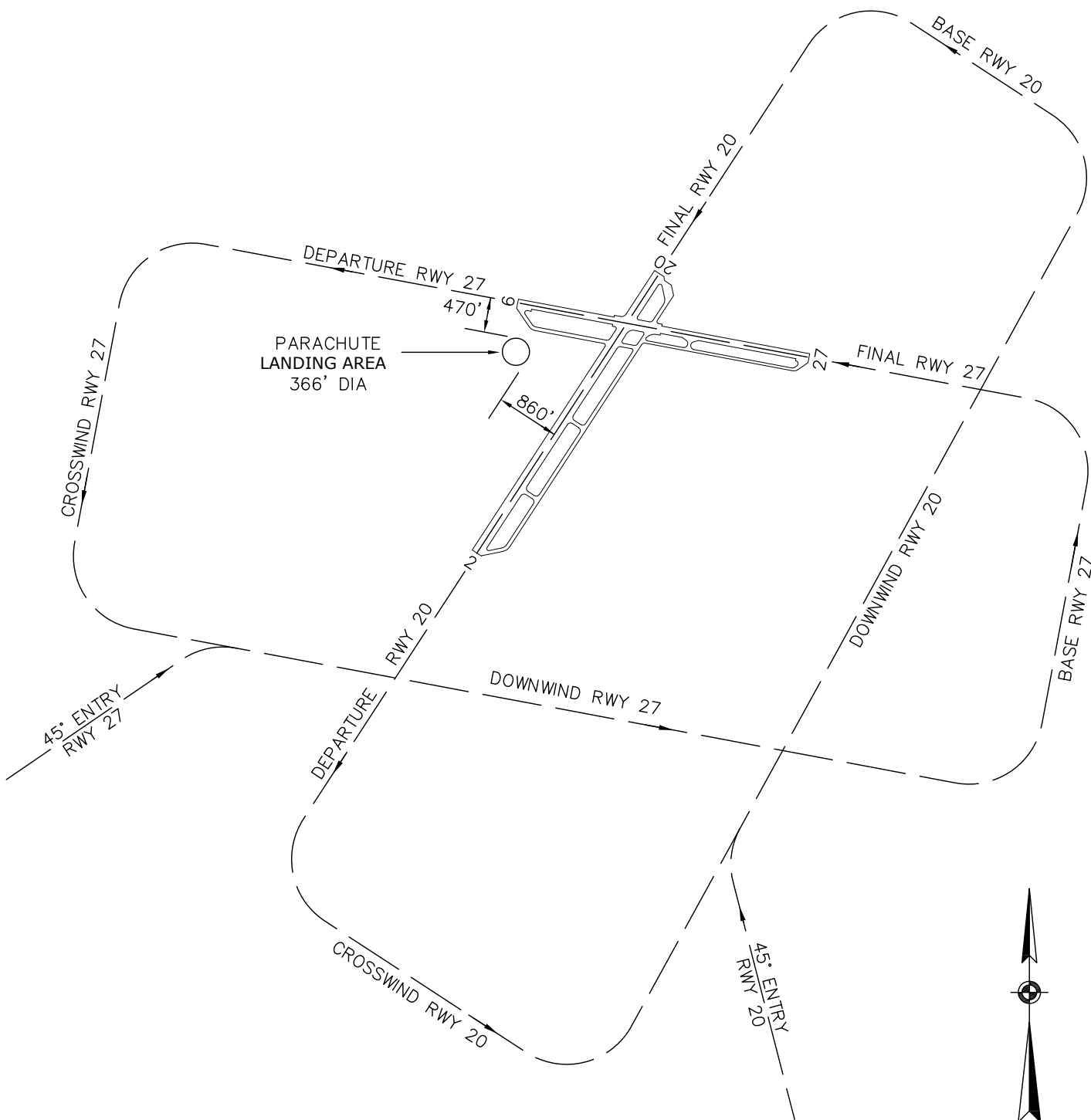
Appendix 4 – Flight Competency And Proficiency Checks

Appendix 5 – Aircraft Worksheet

Appendix 6 – Aircraft Status Form

Appendix 7 – Letters from FAA: 1 San Francisco ADO, Northern California TRACON,  
3 San Jose FSDO (2013), 4 San Jose FSDO (2021)

# WATSONVILLE MUNICIPAL AIRPORT TRAFFIC PATTERN DIAGRAM



**ROPER ENGINEERING**  
CIVIL ENGINEERING & LAND SURVEYING  
64 PENNY LANE, SUITE A  
WATSONVILLE, CA 95076  
(831) 724-5300

SCALE: 1"=2000'  
0 1000 2000 4000  
FEET

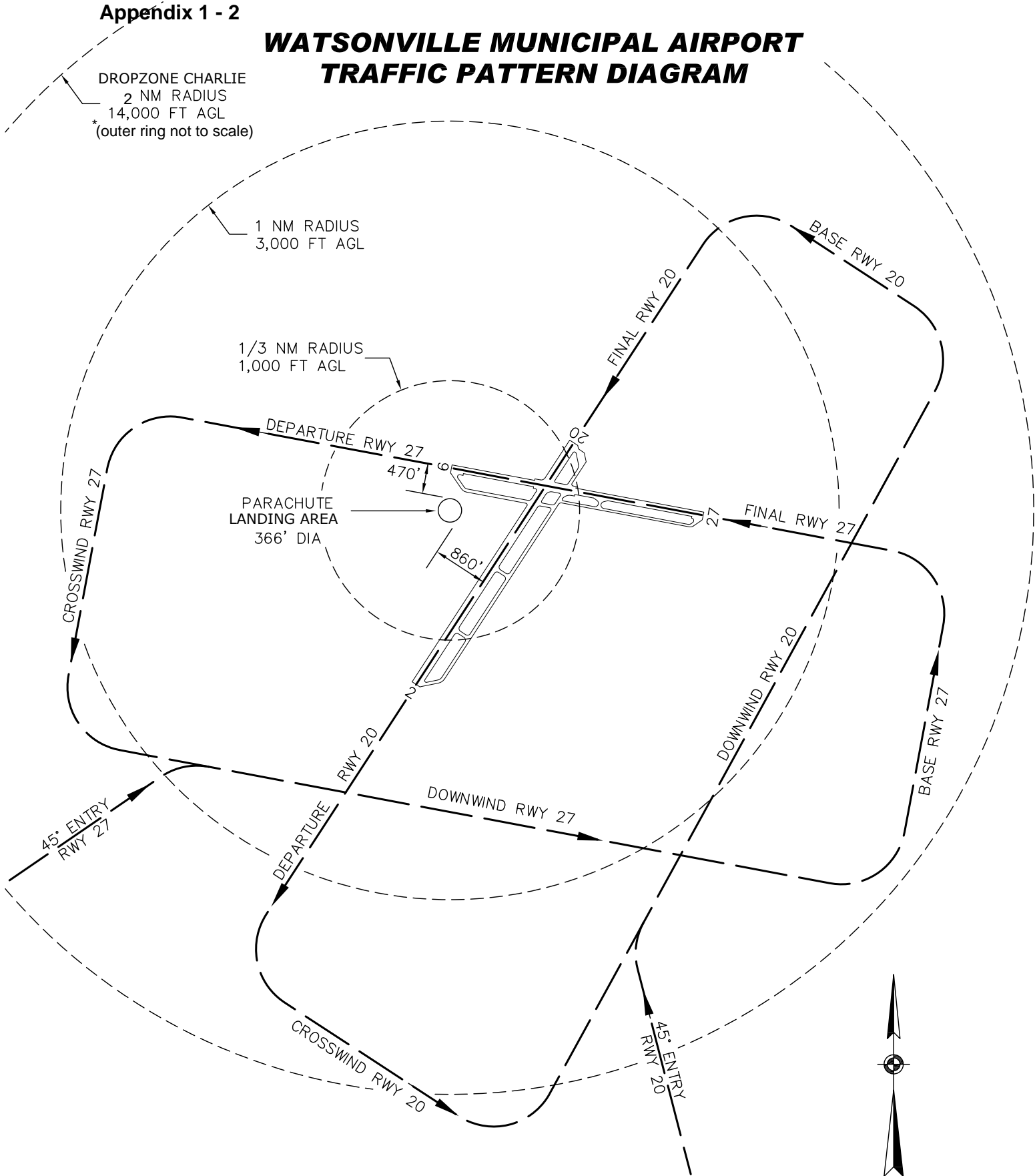
# WATSONVILLE MUNICIPAL AIRPORT TRAFFIC PATTERN DIAGRAM

DROPZONE CHARLIE  
2 NM RADIUS  
14,000 FT AGL  
\* (outer ring not to scale)

1 NM RADIUS  
3,000 FT AGL

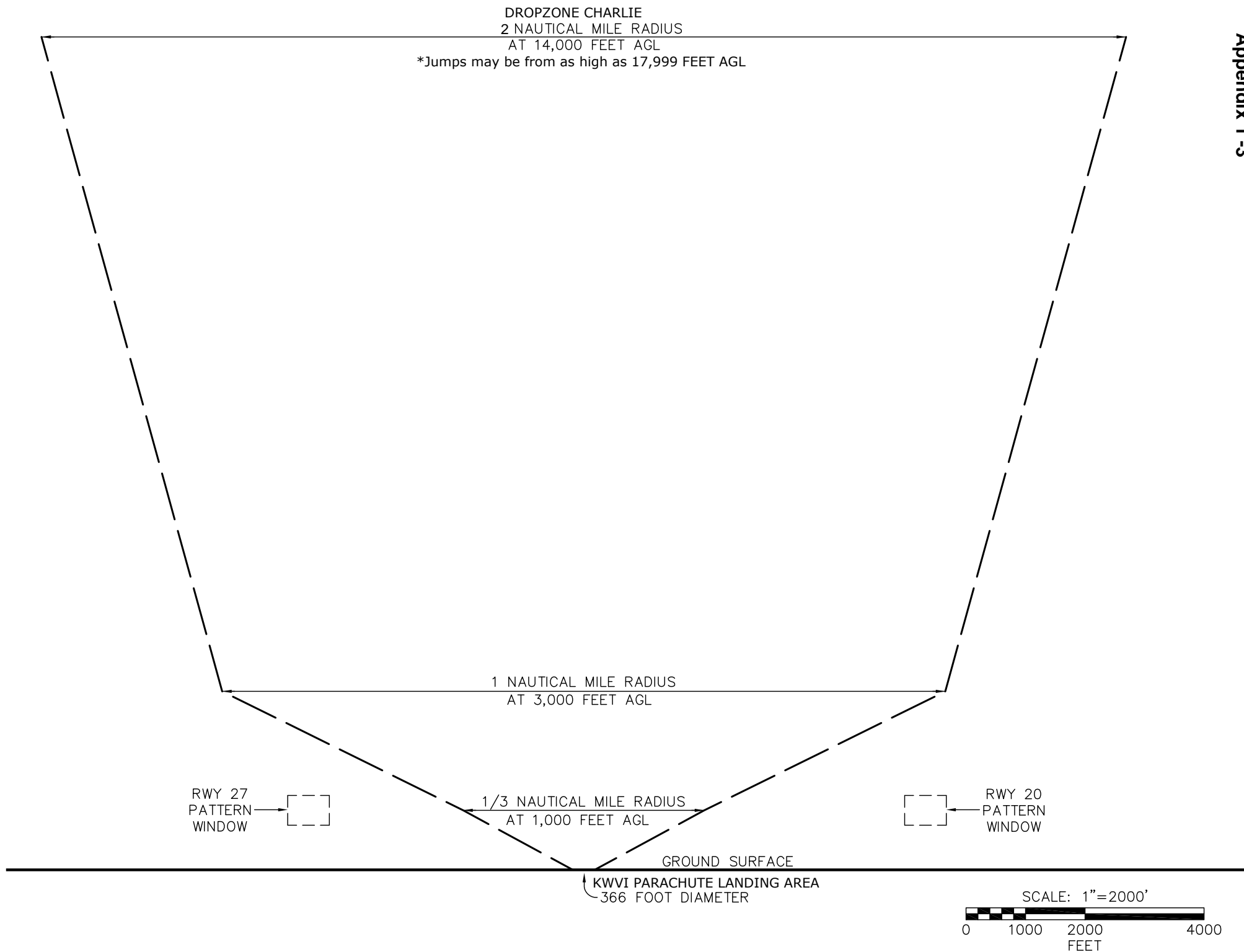
1/3 NM RADIUS  
1,000 FT AGL

PARACHUTE  
LANDING AREA  
366' DIA

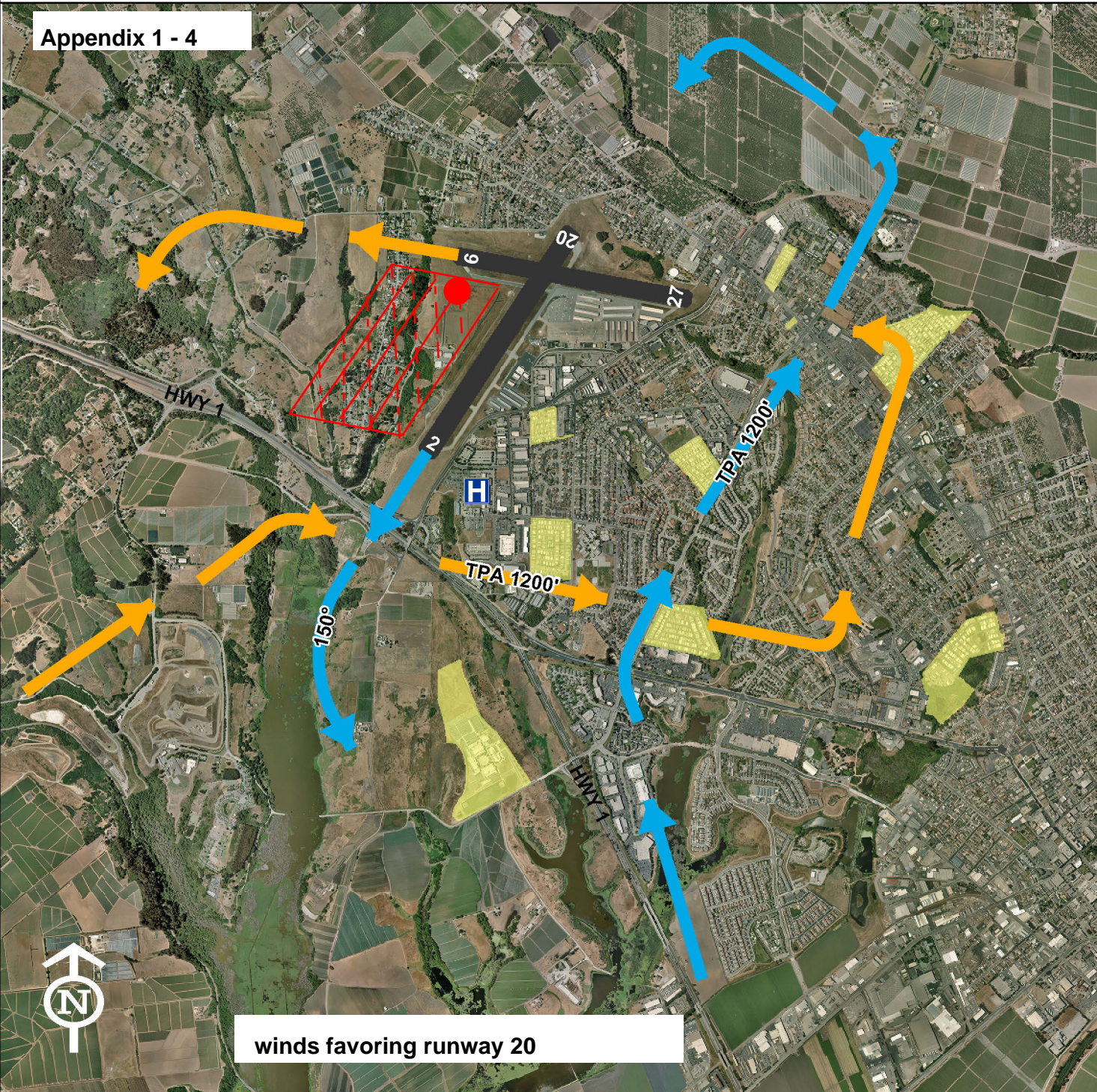


SCALE: 1"=2000'

0 1000 2000 4000  
FEET





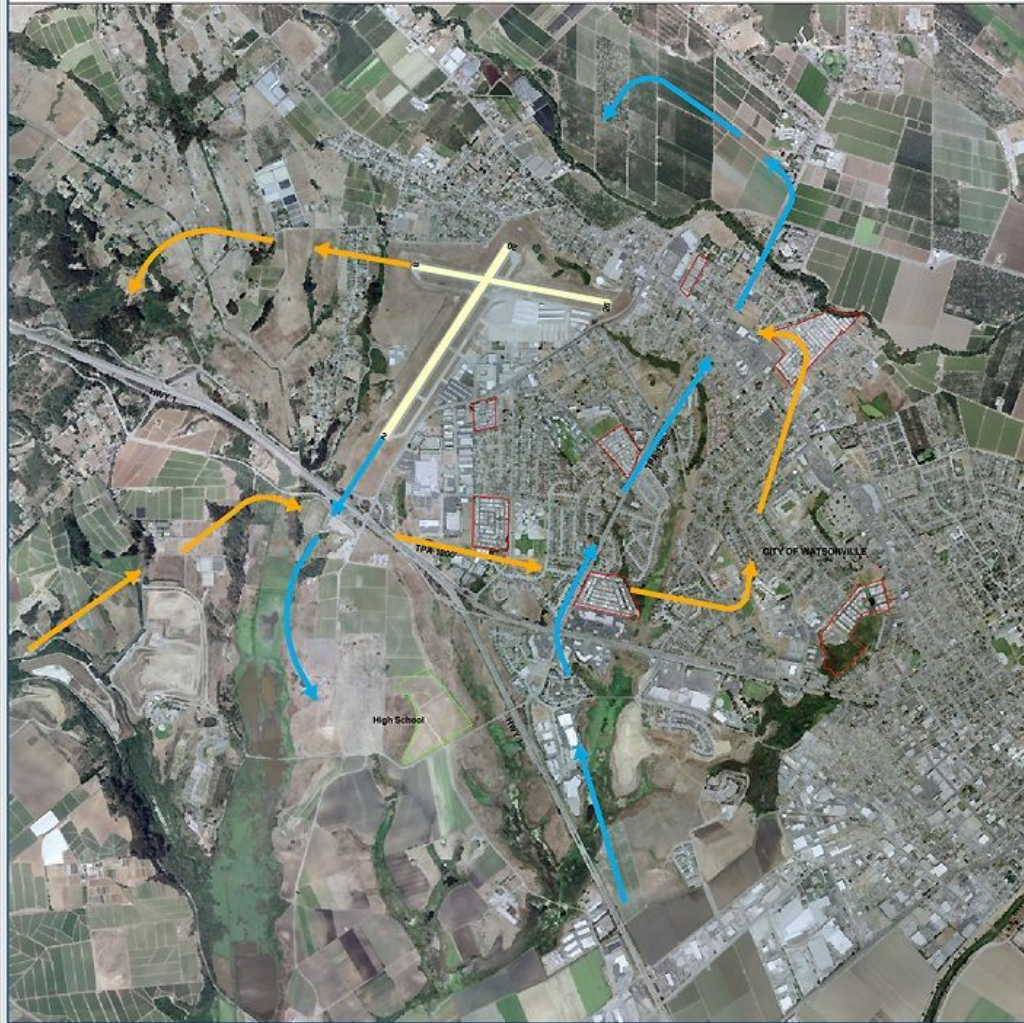


winds favoring runway 20



**WATSONVILLE AIRPORT - NOISE ABATEMENT PROCEDURES**

Watsonville, California



WVI

**TPA 1200' MSL**

Field Elevation 163'

**CTAF 122.8**

ASOS: 132.275

831-724-8794

FSS: Oakland 122.5

1-800-992-7433

Radar Traffic Advisories:

NORCAL Apch 127.15

Localizer: 108.30

Pajar NDB: 327.0

**Arrival & Departure Routes***Use left traffic all runways***Rwy 20****Rwy 26****Noise Sensitive Areas****Legend**
 High School

 Mobile Home Park
***Fly Safely, Fly Quietly***

Watsonville Airport is surrounded by noise sensitive areas. As pilots we have an obligation to fly safely and with little noise impact on our neighbors as possible. By using your airplane's quietest departure techniques and keeping RPM and power settings as low as possible on arrivals we can achieve that goal.

**ARRIVALS:**

Left traffic all runways, 1200' TPA  
Runway 20 is the preferred calm wind runway.  
Use low RPM/cruise power settings on downwind.  
Avoid overflight of the high school.

**DEPARTURES:**

No turns before crossing the freeway or below 900' MSL.  
Please, no full power climbouts on downwind departures or over congested areas.  
Avoid overflight of high school.  
Climb to TPA before turning when departing Runway 26.

**PATTERN WORK:**

Be at TPA before crossing over the freeway on downwind leg to Runway 20.  
No touch-and-goes on Runways 8/26.  
Avoid overflight of the high school.

**COASTLINE:**

The Monterey Bay coastline is part of a National Marine Sanctuary with a recommended 1000' MSL minimum altitude for overflight.  
The homes along the coastline are extremely sensitive to aircraft overflight. Please remain at or above 1000' AGL while transiting this area.



***Safety always supersedes noise abatement procedures***  
***www.watsonvilleairport.com***



## Watsonville Municipal Airport “**EMERGENCY EVENT... INITIAL ACTIONS**”

**READ THIS BEFORE THE INCIDENT OR ACCIDENT...** There are various roles for various players:

**Municipal Airport** manages on-going operations, notifies FAA/NTSB if warranted and addresses the media.

**Police Department** makes initial assessment; if required secures the area, engages with Airport Staff

**First Alarm** supplements Police to keep on-lookers and spectators at safe distances.

**Fire Department** prevents or suppresses fires; keep area contained and safe for recovery.

**Paramedics** (may be with Fire Dept.) deal with injuries; medical is their responsibility.

If runway is affected: clearing and reopening the runway as soon as possible, upon FAA/NTSB release of the aircraft, is **MANADATORY**. On field FBOs may handle aircraft retrieval, but also accept potential liability.

### **WHEN EMERGENCY EVENT OCCURS:**

- (1) **Call 911**; if position known report via Airport Grid Map (reverse) and **GIVE GRID LOCATION**
  - (2) First deal with the emergency (injuries, rescue, fire, etc.)
  - (3) **Call Airport Mgr/Airport Ops Sup (see numbers below)**
  - (4) Can't contact Airport Management? Call **FAA Duty Officer (310) 725-3300**. Explain situation; request Duty Officer alert FSDO and NTSB.
  - (5) Access the **EMRG EVENT KIT** (in Airport Vehicles and Unicom Room).
  - (6) Be sure you have: Handheld Radio, Emergency Vest, Camera, Flashlight and Fire Extinguisher(s).
  - (7) Divide initial response team effort into **two (2) roles: On-Site and Unicom**; see below.
  - (8) **On-Site Personnel** (goes to accident site)
    - a. Use Airport Vehicle (EMRG EVENT KIT accessible?)
    - b. City Agencies play a defined role; know them! (You did read the **Red Section** above, correct?)
    - c. Evaluate: **Minor** is non-life threatening, no injuries, no fire; **MAJOR** is injuries, potential fire.
    - d. Take notes for **First Responders**; brief them on arrival; assist as requested
- Unicom Personnel** (stays in office)
- e. CTAF announcement if appropriate (i.e. runway closure)
  - f. **Issue NOTAM**, (877) 487-6867, if appropriate
  - g. Contact FBOs, if appropriate, for potential recovery team
  - h. Ensure on-going operations continue as best as possible
  - i. Prepare for Media questions (refer them to web site for basic info)

### **AIRCRAFT RECOVERY GUIDELINES**

- (1) Five things must happen before aircraft removal:
  - I. Call FAA (310 725-3300) **to confirm removal** of a damaged aircraft is approved.
  - II. Fire Department **must give OK** to remove aircraft.
  - III. On-Site Airport Personnel must **take photos, before any aircraft is relocated**.
  - IV. **Owner/Operator must indicate** when, how, and where the aircraft will be moved and stored.
  - V. If aircraft is going into a building on the field, **fuel must be drained and verified as drained**.
- (2) **Only after FAA/NTSB clearance** does aircraft move.
- (3) The **aircraft operator responsible for aircraft removal** and agreement with FBO moving aircraft.
- (4) Emergency Responders (Fire and Police) **stay on site until released** by Airport Management.

### **NUMBERS:**

Rayvon Williams	831 212-4891 (c)	United Flight Services	831 722-4155
Rob Robertson	831 247-1048 (c)	Ocean Air Flight Services	831 763-0290
Maria Carranco	831 840-0781 (c)	Specialized Aviation	831 763-2244

**Skydive Surfcity, Inc**  
**Flight Operations Handbook**

**Section XXII: Forms**  
**Effective: (date)**

**FLIGHT COMPETENCY AND PROFICIENCY CHECKS**

**Revised: (date)**  
**Revision #: \_\_\_\_\_**

Pilot's Name: _____	Type of Check: ( ) Initial ( ) Recurrent
Pilot's Certificate #: _____	Date of Check: _____
Pilot's Certificate Grade: _____	Aircraft (Make & Model): _____
Date of Birth: _____	N Number: _____
Medical Class: _____	Flight Time: _____
Date of Issue: _____	Check Airman: _____

**Flight Maneuvers & Grade (S-Satisfactory      U-Unsatisfactory)**

<u>FLIGHT PERFORMANCE</u>	<u>S</u>	<u>U</u>
<b>A. PREFLIGHT OPERATIONS</b>		
1. A/C (Oral or Written)		
2. A/C Documents		
3. Company Paperwork		
4. Preflight Inspection		
5. Fueling procedures		
6 Starting Procedures		
7. Taxing techniques		
8. Pre-Takeoff checks		
<b>B. TAKEOFFS</b>		
9. Normal		
10. Rejected		
11. Crosswind		
12. Simulated Engine Failure		
<b>C. AIR WORK</b>		
13. Climbs/ Descents/ Turns		
14. Slow Flight		
15. Approach to Stalls		
16. Steep Turns		
17. Power Settings		
18. Fuel Management		

<u>FLIGHT PERFORMANCE</u>	<u>S</u>	<u>U</u>
<b>D. NAVIGATION</b>		
19. Use of Nav/Com Radios		
20. Area Departure/ Arrivals		
21. Flight Profiles		
22. Jump Runs		
<b>E. EMERGENCIES</b>		
23. Engine Failure		
24. Systems & Equipment Mals.		
25. Emergency Landings		
<b>F. LANDINGS</b>		
26. Normal		
27. Go-Around		
28. Crosswind		
29. Simulated Power Failure		
30. Zero Flaps		
<b>G. GENERAL</b>		
31. Attitude		
32. Judgement		
33. Crew Co-ordination		
34. Use of Checklist		

**Results of Check: ( ) Approved ( ) Disapproved**

**Remarks: \_\_\_\_\_**

**Check Airman's Signature: \_\_\_\_\_**

**Date: \_\_\_\_\_**

(     Your Company     )  
**Flight Operations Handbook**

**Section X:**  
**Effective: (date)**

**Aircraft Type Specific WorkSheet**      **Revised: (date)**  
 (e.g. C 182, C 206, C208, King Air 90, King Air 200) **Revision #:**

**Systems**

1. Describe the engine type, horsepower, oil type and capacity, minimum fuel grade.
2. Describe the fuel system, capacity, usable and location of drain.
3. Describe the electrical system.
4. Describe the flap system.

**V Speeds**

**Describe what the following speeds are and what they might be used for.**

<b>5. Va:</b>  <b>6. Vfe:</b>  <b>7. Vsi:</b>  <b>8. Vso:</b>  <b>9. Vne:</b>  <b>10. Vx:</b>	<b>11. Normal Climb Speed:</b>  <b>12. Normal Descent Speed:</b>  <b>13. VY:</b>  <b>14. Normal Approach Speed:</b>  <b>15. VG (Best Angle of Glide Speed):</b>
---	---

**Weight and Balance**

16. What is the max. gross weight of the A/C?
17. What is the empty weight?
18. What is the max. payload with full fuel?
19. What is the max. fuel with a full load of skydivers? (Assume 180 lbs. per Jumper)
20. What is the C.G. Range ?

**Stalls**

21. Describe the configuration for a power on (Take off) stall and the recovery technique:
22. Describe the configuration for a power off (landing) stall and the recovery technique:
23. Describe stall recovery and prevention (ways to bring nose down)

**General**

24. Describe the procedure for a go-around.
25. Describe the procedure for an engine failure, off airport landing.

## USPA Aircraft Status Form

(Submit one form for each aircraft)

Make/Model \_\_\_\_\_ N- \_\_\_\_\_

For the aircraft above, check one box below indicating which FAR section the aircraft is maintained under. Then fill-in every blank in the table beneath that section.

☐ 91.409(a)&(b) Annual and 100-Hour Inspections (Not Available to Multi-Turbine Airplanes)

Annual & 100-Hour Inspection	Last:	Next:
Annual Inspection	_____ Date	_____ Date
100-Hour Inspection	_____ Tach/Hobbs	_____ Tach/Hobbs

☐ 91.409(d) Progressive Inspection (Not Available to Multi-Turbine Airplanes)

Progressive Inspection	Last:	Next:
On File With		
_____ Name of FSDO		

☐ 91.409(f)(3) Manufacturer Inspection

Manufacturer Inspection	Last:	Next:
_____ Name of Manufacturer Program		

☐ 91.409(f)(4) FAA-Approved Inspection

Approved Inspection	Last:	Next:
On File With		
_____ Name of FSDO		

Name of A&P, IA or FAA Repair Station responsible for the inspection of this aircraft:

\_\_\_\_\_

A&P or IA Certificate No. \_\_\_\_\_ Repair Station No. \_\_\_\_\_

I certify this information accurately represents this aircraft's inspection program:

\_\_\_\_\_

DZO or Representative's Signature

Date

Printed Name: \_\_\_\_\_ Title: \_\_\_\_\_

DZ Name: \_\_\_\_\_

**Reminder:** The FAA has mandated that aircraft be equipped with ADS-B Out by January 1, 2020. The rule requires the equipment in order to access the airspace frequently used in skydiving operations. See FAR 91.225.



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Western-Pacific Region  
San Francisco Airports District Office

1000 Marina Boulevard, Suite 220  
Brisbane, CA 94005-1835

September 22, 2016

Rayvon Williams  
Airport Manager  
Watsonville Municipal Airport  
100 Aviation Way  
Watsonville, CA 95076

**Watsonville Municipal Airport (WVI)  
Skydiving Operations**

Dear Mr. Williams:

The Federal Aviation Administration (FAA) Flight Standards Office (FSDO) has completed a safety evaluation of skydiving operations at the Watsonville Municipal Airport and has made the determination on August 28, 2013 that skydiving can be integrated into airport operations from a safety perspective. Subsequently, on April 11, 2014, the FAA completed an airspace review of Watsonville's Airport Layout Plan identifying the location of the Parachute Landing Area (PLA) with no objections. Finally, another issue such as possible environmental impact from the establishment of the PLA was reviewed by the San Francisco Airports District Office Environmental Protection Specialist. The FAA determined the project was Categorically Excluded on August 21, 2015. Therefore, the proposed PLA has complied with the National Environmental Policy Act of 1969, as amended (NEPA).

Therefore, FAA has no objection to the commencement of skydiving at the Watsonville Municipal Airport since it is an aeronautical activity that should be given reasonable access to the airport without unjust discrimination and for which the FAA determined that WVI can accommodate skydiving from a safety perspective.

Sincerely,

A handwritten signature in black ink that reads "Robert Lee".

Robert Lee  
Airports Compliance Specialist

cc: Brian Armstrong, AWP-620  
Cathryn Cason, ACO-100



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

Northern California Terminal Radar  
Approach Control

11375 Douglas Road  
Mather, CA 95655  
Phone: (916) 366-4001

October 3, 2016

Rayvon Williams  
Airport Manager  
Watsonville Municipal Airport  
100 Aviation Way  
Watsonville, CA 95076

Dear Mr. Williams:

Northern California TRACON (NCT) has completed a safety evaluation of the skydiving operations at the Watsonville Municipal Airport. NCT considered the location of the new Parachute Landing Area (PLA), radar coverage, radio coverage, traffic into and out of nearby airports and Watsonville traffic, including the instrument approach procedures.

NCT and Skydive Surf City have begun negotiations for a Letter of Agreement that will depict all three of their jump zones. NCT will also depict these jump zones on a radar video map that the air traffic controllers will reference.

NCT has no objections to the location of the new PLA, or to skydiving operations being conducted at Watsonville Municipal Airport.

If you have any questions, please contact Lenny Ciarnelli, NCT Support Specialist, Northern California TRACON at (916) 366-4063.

Sincerely,

A handwritten signature in blue ink, appearing to read 'DK Kirby', with a long horizontal flourish extending to the right.

Donald H. Kirby  
Air Traffic Manager, Northern California  
Terminal Radar Approach Control



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

San Jose Flight Standards District Office  
1250 Aviation Avenue, Suite 295  
San Jose, CA 95110  
Phone: 408-291-7681  
Fax: (408) 279-5448

August 28, 2013

Rayvon Williams  
Airport Manager  
Watsonville Municipal Airport  
100 Aviation Way  
Watsonville, CA 95076

Re: Safety Review for Potential Parachute operations at the Watsonville Airport.

Dear Mr. Rayvon:

The San Jose Flight District office performed a review of all documents, associated with Skydive Surfcity LLC proposal for skydiving operations at the Watsonville Municipal Airport (KWVI), Watsonville California. Additionally, Aviation Safety Inspectors from this office, observed proposed skydiving operations at the Watsonville Airport on August 15, 2013. The following comments are submitted for your review:

1. 14CFR § 105 provide regulatory guidance for all parachute operations.
2. The safety review that was conducted on August 15, 2013 found no hazardous conditions that would prevent this "type of aeronautical operation" from being conducted at the Watsonville Airport.
3. Additional safety margins may be secured through a Letter of Agreement between Northern California Terminal Radar Approach Control Facility (TRACON), and Skydive Surfcity LLC.

Sincerely

A handwritten signature in dark ink, appearing to read "Jeffrey E. Ebey".

Jeffrey E. Ebey  
Aviation Safety Inspector



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

San Jose Flight Standards District Office (FSDO)  
1250 Aviation Avenue, Suite #295  
San Jose, CA 95110  
Phone: 408-795-4000  
Email: 7-awp-sjc-fsdo@faa.gov

August 27, 2021

Rayvon Williams  
Airport Manager  
Watsonville Municipal Airport  
100 Aviation Way  
Watsonville, CA 95076

Subject: Safety Review for Proposed Parachute Landing Area Relocation at Watsonville Airport

Dear Mr. Williams:

Upon your request, the San Jose Flight Standards District Office observed skydiving operations at Watsonville airport on August 26, 2021, for the proposed relocation of a parachute landing area from one area of the airport to an area adjacent area to the airport. All operations were conducted safely and in compliance with 14 CFR 105. This safety review found no conditions contrary to regulations that would prevent this type of recognized aeronautical activity from being conducted at the Watsonville Airport.

Sincerely,

A handwritten signature in black ink that reads "Jose R Fierro". The signature is written in a cursive style.

Jose Fierro  
Aviation Safety Inspector, Operations