

Wings of Rogallo Northern California Hang Glider Association
ED LEVIN SITE PROCEDURES AND SAFETY REQUIREMENTS
("SITE PROCEDURES")

December 3, 2007

I. INTRODUCTION. The Wings of Rogallo Northern California Hang Glider Association (WOR) is designated by the County of Santa Clara, Parks and Recreation Department through a special use permit to administer all hang gliding and paragliding activities within Ed R. Levin County Park. The purpose of these procedures is to inform pilots of their responsibilities while flying at Ed Levin. This is essential to insure maximum safety and protect access to the site for the entire flying community.

II. SITE DESCRIPTION. Ed Levin is an ideal site for hang gliding and paragliding at all skill levels. It contains a wide variety of launch areas at differing elevations, a large, clear, level landing area, and prevailing wind/weather conditions that are ideally suited to safe and relaxed hang gliding and paragliding. Signs are posted at the site to provide information regarding the various launches and other site features.

The site contains two upper launch areas, the north launch of approximately 1500-ft vertical (closed until further notice) and the south launch area. The south launch area contains several closely spaced launches. The 1750-ft launch is directly in front of the old base (no longer used) for an earlier wind sock. To the rear of the 1750-ft launch is the back side launch. The tower launch is immediately adjacent to the 1750-ft launch and in front of the microwave antennas. There are two mid-level launches of 300-ft and 600-ft vertical. Both the upper and mid-level launches are accessible by a road with restricted access and marked with warning signs. The designated landing area is marked on the map. A spot landing bulls-eye is located in the northern portion of the landing area.

The training areas include three lower-level launches on the 40-ft, 50-ft, and 60-ft hills surrounding the landing area as marked on the map. These training areas are located within and surrounding the landing area, below the access road, and include launches facing NW, W, SW, E, and SE. There is a specific landing zone marked for each of these training areas. Above the access road, two walk-up training launches are available at the 100-ft and 200-ft levels below the 300-ft mid-level launch. Calibrated wind socks that inflate fully at 15 mph wind speed are installed at the site at the 1750-ft, 600-ft, and 300-ft launches, and in the center of the landing area.

A telephone for emergency communication is located in a protective enclosure at the 1750-ft launch. A pay telephone is located just outside the gate entrance to the landing area. Also located at the south entrance to the landing area is a lockbox containing site materials and emergency first-aid equipment. An automatic phone-in weather station (408-946-9516) installed at the 1750-ft launch provides temperature as well as the instantaneous and 15-minute average wind velocity and direction.

Ed Levin Park opens at 8:00 am and closes at sunset. Flying activity is permitted from 8:00 am until the site closing time for the day posted by the Park Ranger on the vehicle entrance gate to the landing area. The posted closing time will be approximately one hour before sunset. The Parks Department considers it extremely important that all pilots adhere to the posted closing time (para. X.D). All flight activity, including glider breakdown, loading of equipment on vehicles, and moving vehicles off launch access roads and out of the landing area parking lot must be completed *before the posted closing*

time. Pilots must not start up the hill if time will not permit them to be completely loaded up and out of the landing area by the posted closing time.

III. PILOT REGISTRATION. All pilots including both WOR members and non-members and including students and tandem passengers must: (1) read the Site Procedures and (2) fill out and sign the registration and waiver of liability forms. The waiver of liability must also be signed by a parent or legal guardian if the pilot or tandem passenger is less than 18 years old. The registration materials and forms may be obtained from WOR officers, Site Committee members (para. XIII) or Bay Area hang gliding shops.

The registration form and a copy of the waiver form will be kept on permanent file by the WOR Membership Services Director. The original, fully executed, waiver forms will be sent to the Parks Department. Upon completion of registration, pilots will be issued a WOR proficiency sticker and may make a donation payable to WOR to defray site expenses (suggested donation \$5.00). For insurance purposes all pilots including tandem passengers and unrated student pilots (para. V.A) must be current members of the United States Hang Gliding and Paragliding Association (USHPA) and must have their USHPA membership card in possession to fly.

IV. HELMET STICKER IDENTIFICATION. All pilots (except unrated students and tandem passengers, para. V) must display a WOR proficiency sticker on their helmet while using the site, see chart.

WOR Proficiency Sticker Color	USHPA Proficiency Rating
	Hang Glider (Round Sticker) Paraglider (Triangle Sticker)
Green	USHPA BEGINNER
Red	USHPA NOVICE
Blue	USHPA INTERMEDIATE, ADVANCED, & MASTER

This sticker is obtained by registering (para. III) above. The *shape* of the sticker identifies the type of glider that the pilot is qualified to operate; a round sticker for hang gliders; a triangular sticker for paragliders. The *color* of the sticker corresponds to the USHPA proficiency rating of the pilot. In addition, WOR member pilots will display a current WOR membership sticker. Member status will become invalid on the last day of the year affixed to the White Sticker. WOR membership confers specific privileges for pilots using the Ed Levin Park site. Only WOR member pilots will be given lock combinations for vehicle access gates to site launches. Only Blue Sticker WOR member pilots can sponsor Red Sticker pilots. Pilots who are not WOR members:

- 1) Will not be given access gate lock combinations and must be accompanied by a WOR member pilot to pass access gates.
- 2) Cannot sponsor Red Sticker pilots.
- 3) Must volunteer their current USHPA membership card, as proof of valid insurance coverage to a Blue Sticker WOR member pilot before proceeding up the hill to fly.
- 4) Can only fly at Ed Levin upper launches if a Blue Sticker WOR member pilot of the same glider type is on site.

V. PILOT PROFICIENCY REQUIREMENTS.

A. Student pilots must fly under the direct supervision of a WOR Instructor (para. VI.B). They must register and sign the waiver of liability (para. III) but are not issued helmet stickers and shall only fly from the 40-ft, 50-ft, and 60-ft training launches. The Instructor is responsible for ensuring that Student pilots comply with Site Procedures at all times.

B. Green Sticker pilots may fly unsupervised only from the 40-ft, 50-ft, and 60-ft training launches and only in wind conditions less than 12 mph (10 mph for paragliders), with a gust differential of 5 mph or less as determined by a wind meter. To fly from launches above the 60-ft level (up to a 300-ft launch maximum), Green Sticker pilots must be supervised by a WOR Instructor (and must not exceed an altitude of 300-ft AGL).

C. Red Sticker pilots may fly only if wind velocity is 15 mph or less (10 mph for paragliders). Pilots are responsible for carrying a wind meter to determine when the wind velocity exceeds a limiting condition. In addition, the calibrated wind socks will indicate a wind velocity of 15 mph when fully inflated. Any Blue Sticker WOR member pilot may declare the site closed to Red Sticker pilots if he judges conditions to be unsafe. Red Sticker pilots may fly:

- 1) Un-sponsored from the 40-ft, 50-ft, and 60-ft training launches.
- 2) Sponsored by a WOR Basic or Advanced Instructor (para. VI.B) or WOR Observer (para. VI.A) from the training launches or the 100-ft, 200-ft and 300-ft launches.
- 3) Sponsored by a WOR Advanced Instructor or WOR Observer from the 600-ft launch.
- 4) Un-sponsored from the 100', 200', 300', 600', or 1750' launch only if they have obtained a WOR card or logbook sign-off for the specific launch, with a WOR Advanced Instructor's or WOR Observer's signature.
- 5) Sponsored from the 1750-ft launches, provided the following additional requirements are met. The sponsor must be obtained *before* going up the hill.
 - a. A minimum of ten flights from 600-ft launch. A WOR Observer or WOR Advanced Instructor *may* accept equivalent altitude flights from other sites. If accepted and the pilot successfully completes one observed 1750-ft flight, his logbook *may* be signed off stating "Ed Levin OK for 1750-ft launch with a WOR Observer or WOR Advanced Instructor."
 - b. Has passed the USHPA spot landing requirements for the pilot proficiency rating corresponding to the blue sticker.
 - c. As a minimum, the first eight flights of a Red Sticker pilot from the upper-level launches must be sponsored by a WOR Observer or WOR Advanced Instructor (para. VI.A,B). Each satisfactory flight will be signed off by the sponsor. A WOR Observer or WOR Advanced Instructor *may* accept equivalent altitude flights from other sites, as long as the same flights were not used in lieu of any of the ten 600-ft flights. After the pilot successfully completes eight observed 1750-ft flights or one observed flight with other equivalent altitude flights, the logbook *may* be signed off stating "Ed Levin OK for 1750-ft launch with a sponsor."
 - d. When a Red Sticker pilot has a final sign-off, flights only require the sponsorship of a Blue Sticker WOR member pilot (para. VI.C).
 - e. No back side takeoffs or top landings are permitted.

D. Blue Sticker pilots are permitted to fly from all designated launch areas and top land at any launch. WOR member pilots can sponsor certain Red Sticker pilots under certain conditions (para. V.C, VI.C).

E. Tandem pilots are permitted from all launches (except backside takeoffs at the 1750-ft launch). The pilot must be a current member of WOR and fly in accordance with all the USHPA tandem requirements. The passenger must sign the WOR registration, waiver of liability forms, and sign a statement attesting to having read the Site Procedures.

F. Aerobatic flying at Ed Levin is permitted subject to certain restrictions. For the purpose of these Site Procedures, aerobatic flying is defined as any maneuver that exceeds a bank angle of 60 degrees or nose up or down pitch angle of 30 degrees or spins. Aerobatic maneuvers shall not be executed with less than 600-ft altitude above the ground. Aerobatic maneuvers shall be restricted to areas north and west of the wind sock in the landing area.

VI. WOR OBSERVERS, INSTRUCTORS, AND SPONSORS.

This section summarizes the requirements and responsibilities of Observers, Instructors, and Sponsors.

A. WOR Observer. A current Blue Sticker WOR member pilot who is also a qualified USHPA observer and has attended an Ed Levin Site observer clinic, for hang glider or paraglider orientation as appropriate, may function as a WOR Observer for Red Sticker pilots (para. V.C).

B. WOR Instructor. Hang gliding and paragliding instruction is permitted at Ed Levin Park *only* by qualified WOR Instructors who are authorized by the WOR Site Committee. Their WOR membership card is initialed by the Site Committee chairman. Full details are provided in the Ed Levin Hang Gliding Instruction Procedures available from the Site Committee. Commercial hang gliding and paragliding instruction and training activities are prohibited by the Parks and Recreation Department. There *cannot* be any monetary or other form of compensation for instructing or sponsoring pilots, whether off site or otherwise.

- 1) A WOR Basic Instructor is a current Blue Sticker WOR member pilot who is also a qualified USHPA basic instructor and has attended an Ed Levin Site instructor clinic for hang glider or paraglider orientation, as appropriate. A WOR Basic Instructor may sponsor Student and Green Sticker pilots in the same type of glider.
- 2) A WOR Advanced Instructor is a current Blue Sticker WOR member pilot who is also a qualified USHPA advanced instructor and has attended both an Ed Levin Site observer and instructor clinic for hang glider or paraglider orientation, as appropriate. A WOR Advanced Instructor may sponsor Student, Green Sticker and Red Sticker pilots in the same type of glider.

C. Sponsor's Responsibilities. A Blue Sticker WOR member pilot may sponsor Red Sticker pilots at Ed Levin (para. V.C). Sponsor pilots must be qualified in the same type of glider as the sponsored pilot, i.e. hang glider or paraglider. The function of the sponsoring pilot is to acquaint new pilots with the peculiarities of the Ed Levin Site in as safe a manner as possible. The sponsoring pilot shall accompany the Red Sticker pilot to the launch, pre-flight and provide a hang check, discuss the launch and landing conditions with the pilot, and observe the launch. Red Sticker pilots should not be sponsored for flights or receive any sign-offs unless the sponsoring pilot is fully satisfied with their demonstrated flying skills and knowledge. There *cannot* be any monetary or other form of compensation for this courtesy whether

off site or otherwise.

VII. FLYING AND SITE SAFETY REQUIREMENTS. All flying at Ed Levin Park will be conducted with safety as the first priority. Aside from obvious direct benefit to pilots, accident prevention is imperative to prevent loss of the site for hang gliding and paragliding due to the high public visibility of Ed Levin Park.

A. Personal Protective Equipment. All pilots and tandem passengers are required to wear a helmet and fly with locking-type carabiners and a backup hang loop (hang glider only). For flights from the 600-ft and higher launches, pilots must also wear an emergency backup parachute. It is further recommended that all pilots wear protective clothing covering arms and legs, enclosed footwear, gloves, and eyeglass retainers.

B. Glider Airworthiness. Gliders must be maintained in satisfactory airworthy condition in full accordance with manufacturer's recommendations. Periodic inspection and maintenance are the responsibility of the pilot. If, in the judgment of a WOR Site Committee member, WOR officer, or any Blue Sticker WOR member pilot, a glider is deemed unsafe (i.e., does not meet current safety standards), then that member has the responsibility and authority to immediately ground that glider from flying at Ed Levin. In such an event, the matter will be reported to the Site Committee (including completion of an Incident Report) for deliberation on further action.

C. Required Operating Procedures.

- 1) All takeoffs must be witnessed by another person.
- 2) All landings within the park should be restricted to designated landing areas except in emergencies. Blue Sticker pilots may top land on any launch provided no pilot is prepared to launch. Pilots are advised not to land on private property adjacent to the park. Landing in the designated training areas is reserved for gliders operating from the training launches. Any pilot flying these training areas must set out highly visible markers for the training area boundaries (see map).
- 3) Pilots must check immediately after landing for other approaching gliders and move their own glider to clear the landing zone for the approaching glider.
- 4) Pilots shall *not* fly over the multi-use picnic area, the "Green," (see map) at lower than 600-ft altitude for any reason. Landings on the "Green" or aerobatics over the "Green" at any altitude are absolutely prohibited.
- 5) Pilots are prohibited from using the site for testing experimental gliders, unnecessary parachute deployments, or any hazardous operations.
- 6) Pilots are responsible for adhering to all applicable Federal Air Regulations (FARs) and must not violate Terminal Control Areas (TCAs). If you are not sure of the FARs then the suggested maximum flight altitude should not exceed 4000-MSL elevation due to proximity of the site to aviation airways and the Minimum Descent Altitude (MDA) associated with the airway.
- 7) Preflight Check - Following glider assembly, the pilot will conduct a thorough preflight check in accordance with manufacturer's recommendations. Pilots are also strongly encouraged to have their glider checked by another pilot.
- 8) Takeoff Check - Prior to each takeoff, the pilot will follow standard check of harness hook-in, assure clear airspace before beginning the takeoff run, and allow sufficient clearance from launch to assure positive control of the glider before entering and securing the flight harness.
- 9) Green and Red Sticker pilots are responsible for using a suitable wind meter for determining that they do not exceed

wind velocity restrictions specified in para. V.

- 10) A cellular telephone must be present and ready for use on the 600' launch before the launch can be used.

D. Unsafe Conditions. The Flight Director, Site Committee members, or any WOR officer may, on the basis of adverse flying conditions, raise the required pilot skill level or close the site to all flying for the duration of the adverse conditions.

E. Spectators, Smoking, Riding Trails, Drugs and Alcohol.

- 1) Spectators - For their own safety, spectators are prohibited within the designated landing areas or beyond the locked gates to the launch access road. Spectators riding up to launches must have an appropriate waiver of liability in place prior to using the access roads.
- 2) Smoking - Due to extreme fire hazard in the summer and to simplify controlling this hazard, smoking is not permitted at any time in the launch and landing areas or on the access roads.
- 3) Riding Trails - Ed Levin Park includes horseback riding trails, some adjacent to the designated landing areas (see map). Hang glider pilots must always yield the right-of-way to horseback riders. Paraglider pilots are advised not to inflate canopies near horses.
- 4) Drugs and Alcohol - The possession or use of drugs and alcoholic beverages is not permitted in the launch and landing areas or on the access roads.

VIII. VEHICLE OPERATIONS. An appropriate waiver of liability must be in place for all drivers and vehicle passengers prior to using the access roads. All drivers must hold a valid driver's license and all vehicles must have insurance that meets State of California requirements. When driving to and from the launch sites, extreme caution is required and particular attention is necessary to avoid disturbing cattle. Pilots must pool vehicles to minimize access road traffic. To minimize damage to roads, a 15 mph maximum speed limit must be observed when going up or down the hill. Vehicles must also reduce speed to 5 mph near the farmhouses. Vehicles are not permitted to drive or park beyond the rocks at the 1750-ft and tower launches. Only 4-wheel drive vehicles are permitted on the access road to the upper launches and the 4-wheel drive must be engaged in transit both up and down the hill.

Vehicles must only park in the normal Ed Levin parking areas or in the unpaved triangular area near the north walkover to the landing area as marked on the map. Parking is limited to one row of vehicles only. Temporary parking behind another vehicle is not permitted. Loading of gliders on the paved road inside the landing area is permitted. Vehicles must remain on the paved road, without blocking traffic and must be attended at all times when stopping in the landing area when loading gliders. Vehicles must not load past the Calera Creek Gate/Summit Point Golf Course gate. Vehicles shall not park on horseback riding trails.

IX. ACCESS ROAD AND GATE LOCKS. The access roads to both the upper- and mid- level launches and the landing area entrance gate (see map) are controlled by locked gates. These areas have a WOR combination lock. The combination is changed periodically by WOR and is available to all Blue Sticker WOR member pilots. It is the responsibility of the WOR members on the site to ensure that the gates are properly locked before and after vehicle passage through the gate. The chain links joined by the WOR lock must not leave other locks out of the chain loop. After closing the lock, it should be pull-tested for security. The latch bolt for the upper-launches access gate must be carefully checked to insure full bolt engagement after closing the lock. These checks are necessary to prevent unauthorized access to the takeoff areas and to prevent cattle from escaping from grazing areas. Each access road also has other unlocked gates. It is

imperative that drivers keep these gates closed and latched.

The access road to the 600-ft and upper launches will be closed by Park Rangers during periods of rain and a "CLOSED" sign will be posted at each entrance gate. The access roads will be opened only by the Park Ranger when road conditions become acceptable. Experience suggests that a period of 24 hours minimum after a heavy rain (12 hours minimum after a light rain) is effective for safety and to preserve the roads. The 300-ft launch served by the paved road will not normally be closed for rain.

X. VIOLATIONS. Ed Levin Park Rangers have authority to issue citations to pilots, spectators, and others who violate laws and ordinances including but not limited to parking, speeding, disorderly conduct, and Park closing times. Each qualified Blue Sticker WOR member pilot is responsible for ensuring the WOR Site Procedures are followed by all pilots. Those pilots who violate the procedures will have their flying privileges at Ed Levin Park suspended or revoked effective immediately upon notification of violation by a ranger, one Site Committee member, or two WOR members present on site. Violations will be reviewed by the WOR Ed Levin Site Committee for further action if requested. WOR member pilots must file an Incident Report with the Site Committee for violations of Site Procedure requirements or park rules. Incident Report forms are available in the landing area lockbox. Pilots are encouraged to submit an Incident Report for any other circumstances they feel constitute a threat to safe use of the site.

Specific site restrictions and representative penalties are described as follows. Subsequent violations will carry higher penalties, up to and including permanent suspension. The Site Committee may shorten the minimum specified suspension when mitigating circumstances exist.

A. A pilot is in violation if he/she flies without current USHPA membership, a fully executed Parks Department-approved waiver, the appropriate WOR proficiency sticker, meeting the appropriate proficiency requirements for the launch used, or while on suspension from a previous violation and the pilot will be suspended for a **minimum of four months**.

- 1) A pilot who sponsors or instructs another pilot (who is in violation as above) without assuring him/herself that the other pilot has a sticker and meets the appropriate proficiency requirements will be suspended for a **minimum of four months**.
- 2) A pilot who transports another pilot (who is in violation as above) without assuring him/herself that the other pilot has a sticker, meets appropriate proficiency requirements, and has a sponsor if appropriate, will be suspended for a **minimum of two months**.

B. A pilot who lands on, flies below 600-ft, or performs aerobatics over the "Green" will have his/her normal flying privileges suspended for **three months** as follows: restricted to 300-ft maximum launch height access for the first month and 600-ft maximum for the next two months after which time the pilot may resume normal flying privileges.

C. Pilots who smoke or possess or use drugs and alcohol on the access road or launch and landing areas will be suspended for a minimum of **one month**. Pilots failing to yield the right-of-way to horseback riders, except in emergency situations, will be suspended for a minimum of **two weeks**.

D. A violation of **any** Ed Levin Park rule (i.e., speeding, exceeding site closing time, parking in unauthorized areas, and destruction of park property, etc.) will result in a **minimum of one**

month suspension.

E. Any pilot who flies in an obviously unsafe manner will have his/her flying privileges at Ed Levin Park, at least temporarily, if not permanently, revoked. This includes any aerobatics, in-flight maneuvers, or any other flying activity considered to be obviously unsafe according to the common sense and reasonable judgment of pilots of average experience. All penalties will be imposed without regard to the circumstances constituting such activity, whether related to inadequate skill level, lack of pilot judgment, operating with defective or unsafe equipment, endangering the safety of spectators or other pilots, flying in unsafe weather conditions, or any other factor. A penalty beginning from the time of infraction will extend for a **two month** period pending further action by the Site Committee.

F. Powered ultralights are not permitted to land or takeoff from Ed Levin. Any such occurrence will result in the pilot having his/her privileges permanently revoked at Ed Levin Park, and the person(s) referred to the Parks Department for further action.

G. A pilot under suspension is not permitted in the launch and landing areas or on the access roads (multi-purpose trails excepted). The penalty for violation will be suspension for **one month** pending further action by the Site Committee.

H. If a pilot violates any of the Ed Levin Site procedures and receives a suspension as a result, and the pilot is under the supervision of a sponsor, WOR Observer or WOR Instructor, the sponsor, Observer or Instructor **may** receive a similar or lesser suspension, at the discretion of the Site Committee.

XI. EMERGENCY PROCEDURES. Several types of emergencies may arise in connection with flying at Ed Levin. These include: 1) glider accident involving injury, 2) vehicle accident involving injury, 3) fire arising from vehicle or other causes, and 4) medical emergency. In case of an injury accident or illness requiring first aid, **call 911** (or 408-299-2311) and ask that a Park Ranger be dispatched (see Emergency Procedures in landing zone lockbox for details). An emergency telephone is located in a protective enclosure (combo: 0911) at the 1750-ft launch. A pay telephone is located outside the gate entrance to the landing area. If a Park Ranger is unavailable to take an accident report, the accident victim or an eyewitness must call 408-262-6980 within 24 hours and give the victim's name, telephone number, and a brief accident summary to a Park Ranger, either directly or via the answering machine. The following additional steps should be taken:

- 1) Give first aid to victim. First-aid equipment is available in the landing area lockbox.
- 2) Inform a WOR officer or Ed Levin site committee member. Officer and member names and telephone numbers are listed in the Emergency Procedures in the landing zone lockbox.
- 3) Leave someone in charge to preserve the accident site for investigation.
- 4) Submit a WOR accident report form (electronically at <http://www.wingsofrogallo.org/formmail/accidentreport.htm> or in hardcopy on a form in the landing area lockbox) within a week. Eyewitnesses as well as accident victims should submit reports.
- 5) An on-site accident investigation will be initiated as soon as practicable by the senior WOR member present, including inspection of the location, the vehicle/glider equipment, and collection of other pertinent information regarding wind/weather conditions, damage, injuries, etc. Photographs must be taken of the general area, the vehicle/glider, and the specific damage sustained. Eyewitness names, phone numbers, and statements must be obtained.

XII. PROCEDURE CHANGES AND INFORMATION. The Ed Levin Park Hang Gliding Site Procedures are revised and updated as required by the WOR Site Committee subject to approval by the Park Department. Information about the procedures and the site may be obtained from any of the Site Committee members or WOR officers. The Site Committee is selected by the committee chairman and usually comprises current WOR officers the newsletter editor, and other volunteers.

XIII. WOR ED LEVIN SITE COMMITTEE.

Steve Pittman - Chairman (925) 277-5080
 Pat Denevan (408) 262-1055
 Tim Herr (408) 287-7788

Don Jones (510) 793-3551
 Juan Laos (925) 377-8810

Bob Ormiston (408) 732-4471
 George Pierson (541) 548-1253
 WOR Executive Committee members - see WOR newsletter "Flight Line" for names and phone numbers

Approved _____ Date _____
 Chairman, WOR Ed Levin Site Committee

Approved _____ Date _____
 President, Wings of Rogallo

Approved _____ Date _____
 County of Santa Clara, Parks and Recreation Department

ED LEVIN QUICK REFERENCE PILOT/SPONSOR CHECKLIST

PROFICIENCY	LAUNCH	WIND LIMITS	SPONSOR**	OTHER
Student (No sticker)	40-, 50-, 60-ft. training launches	Instructor discretion	WOR Instructor	
Green Sticker	40-, 50-, 60-ft. training launches	12 mph*, 5 mph gust differential	Un-sponsored	
	40- to 300-ft.		WOR Basic/Advanced Instructor	
Red Sticker	40-, 50-, 60-ft. training launches	15 mph*	Un-sponsored	
	Walk-up training 100-, 200-ft. and mid-level 300- and 600-ft.	15 mph*	WOR Advanced Instructor/Observer	Or un-sponsored with sign-off for "Ed Levin 600-ft."
	Upper level 1750-ft. No backside launches or top landings	15 mph*	WOR Advanced Instructor/Observer	Ten 600-ft. flights or sign-off for "Ed Levin 1750-ft." Blue sticker spots
			Blue Sticker WOR member	Eight signed off 1750-ft. flights or sign-off for "Ed Levin 1750-ft." plus above
Blue Sticker	All launches		See Site Procedures for restrictions on non-WOR members	
Tandem pilot-WOR member only	No backside launches			Passenger - Reg, Waiver, & Site Procedures
Aerobatics				Minimum 600-ft. altitude AGL Restricted to areas north and west of LZ wind sock

IMPORTANT - This abbreviated quick reference checklist is for convenience only; the full Ed Levin Site Procedures take precedence and should be consulted for additional details.

*10 mph for paragliders

**There cannot be monetary or other compensation for instructing, observing, or sponsoring at Ed Levin.