

Student Training Packet
PHASE TWO

AFF – minimum seventeen skydives, with
USPA Instructional Rating Holders
IAD – minimum ten skydives, with
USPA Instructional Rating Holders

USPA Integrated Student Program

Category E3 (AFF) – One jump

Transition Skydive (hand deploy) (observer only)

Category E4 (IAD) – One jump

**Transition Skydive (student plans: stability recovery, axis control,
self-supervision in freefall) (observer only)**

Category F, G, and H Skydives

F – Four jumps F-1, F-2, F-3, F-4

Tracking, clear and pulls (AFF only)

G – Four jumps G-1, G-2, G-3, and G-4

Forward/backward, redocking, fall rate, turns. and side slides

H – Four jumps H-1, H-2, and H-3

Swooping, fly-around, and three-way

A - License Check Dive (USPA Instructor)

**PHASE TWO
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INTRODUCTION

To: All post-AFF skydiving students

1. Welcome to your post-AFF skydiving instructional program, which, with hard work and dedication, will take you through to 25 or more skydives and your USPA A-license. This portion of your training continues with the USPA Integrated Student Program (ISP) recommendations, plus a few additions and alterations that it is felt are important to A-License students. During this phase of your training, USPA Coaches as well as USPA AFF Instructors will supervise you.
2. Your A-license will be granted when you have completed all the requirements of this portion of your training, and *all items are checked off on your Four-Page USPA A License Proficiency Card and Application*. Incomplete documents could result in a delay or repeating skydives and other training, so pay close attention to that aspect of your work.
3. Every aspect of your training and of your dropzone procedures emphasizes safety as the primary concern. Safety is the number one priority. A good, positive, conscientious attitude will go a long way towards making your skydiving career safe and enjoyable. Be sure to address any questions you may have, or that others may raise, to the dropzone management, S&TA, or your USPA Instructors and Coaches.
4. Calling ahead to make reservations with coaches and instructors is always recommended. Remember you are still subject to student wind holds and to the availability of Coaches or Instructors and space on the aircraft. Reservations are not required for solo jumps that are not in the USPA ISP category progression. For example, if you feel like making a fun solo jump, you are now free to do that any time you wish. But, until you have your A-license, the only other skydiver you are permitted to jump with is a USPA Coach or USPA Instructor and you must continue to rent student rigs until an A-License is achieved. Do not borrow rigs from other skydivers during this phase of your training. The management reserves the right to ground students at any time. All students using rental gear must read and sign the rental agreement.

Blue skies and safe landings

SELF-SUPERVISION REQUIREMENTS

Your Pre-Jump Responsibilities

1. Your Jump Planner must be filled out completely and signed off by your Coach or Instructor before each and every jump on this level, including your fun solos.
2. You must manifest yourself
3. You must make sure your rig is packed and available
4. You must assemble all other gear on your own
5. You must be able to verbalize the skydive from exit to landing, if asked.
6. You must check in with the Load Organizer (LO) prior to boarding the plane
7. You must fill out your log after the jump accurately and completely for sign-off
8. You must get the appropriate sections of the A-license Proficiency Card filled out and signed off along with your own personal log.
9. Once you have been signed off on packing, you must pack your parachute immediately after use (if you are jumping it next, otherwise it must be packed by the packers).
10. You must view the Malfunction Video again and be signed off by a USPA Coach or Instructor during this period of your training.

Some Continuing Requirements

1. A student AAD must be worn and activated on all skydives
2. An RSL (Reserve Static Line) must be worn and connected on all skydives
3. Water gear must worn until you have an A-License.
4. Hard helmets must be worn, but not the student helmets.
5. Eye protection (your own)
6. Jumpsuit (not the purple student ones)
7. Shoes
8. Altimeter
9. Your minimum opening altitude is 3,000 feet. Below this you may be grounded.
10. Student wind limits still apply: 16 mph within the previous 30 minutes.
11. Only authorized gear. No borrowed rigs.
12. No relative work with anyone but a USPA Coach or Instructor. No exceptions. If you are not sure, ask at manifest.
13. Packing is no longer included in the price of your jump.
14. You are now responsible for any damage to your equipment including inspections, reserve repacks, repairs or replacement of lost canopies.
15. Your accuracy requirement for an A-License is 20 meters on 5 jumps in which you spotted the jump run and announced your target ahead of time.
16. Know the gear you jump: it is your responsibility now: reserve, main, AAD and all performance characteristics of your gear.

Equipment Recommendations

Since AFF students (categories A to E) have priority for all Pepperell skydiving gear, now is a good time to start thinking about purchasing your own gear. By now you should have your own altimeter, helmet, gloves, and goggles. Next, you should be thinking about a jumpsuit. You no longer are eligible to use our purple student jumpsuits; but you may still use the suits on the other racks. And, if necessary you may still use our white student helmets.

Student AAD

A student AAD can be recognized by its yellow button and word "student" on the control unit. The preset activation altitude is split: if you are falling at freefall rates it will fire at approximately 750 feet. However, if your rate of descent is lower than freefall speeds but higher than 29 mph (as with a partially opened main canopy) then your student AAD will activate approximately at 1,000 above the ground. If a jump plane is descending and you have not jumped, switching off the student AAD can be an issue. Discuss this with your instructor before taking any action. Your student AAD turns off with the same sequence you use to turn it on. You should also be aware that it is possible to exceed a vertical speed of 29 mph under a fully inflated, aggressively flown, canopy. So take it easy under our student rigs.

Gear Check

- Reserve is in date
- Reserve is rigger-sealed
- AAD is on
- AAD is in date
- Reserve pin is properly seated and not bent
- Reserve ripcord moves freely, cable is running free, swage is secure
- Main closing loop is solid and not worn, or too loose or too tight
- Is the pilot chute packed correctly, not bunched up?
- Is the pouch too tight for smooth deployment?
- Is the bridle routed correctly?
- If the pilot chute is collapsible, has it been properly cocked?
- Three-ring assemblies hooked up correctly?
- Are the canopy (three-ring) loops damaged in any way?
- Emergency cables seated correctly?
- RSL connected correctly?
- Any damage to the harness?
- Chest strap and buckle in good shape?
- Leg straps and buckles in good shape?

THE SKYDIVES

INCLUDING

Exit and Freefall
Canopy Control
Emergency,
Equipment,
Spotting & Aircraft,
Rules & Regulations,
Reviews
For every jump.

JUMP WITHOUT FREEFALL SUPERVISION:

Category E (continued from Phase One), Jump E-3

A USPA Instructor or Coach is required to assist and supervise the student on the plane, at exit, and is encouraged to jump with the student (to observe). No transitions to new gear. Do not perform any canopy maneuvers that will jeopardize your ability to land safely on the drop zone.

This is your first post-AFF skydive and while it is intended to further your training, it is also intended as a reward for all of your successes to date. So, enjoy. (NOTE: At this point in your training you are cleared to do high solos as much as you want, anytime the winds and weather are appropriate for student skydiving, always preparing your Jump Planner with sign-offs, and make your log entry.)

Emergency Review:	Aircraft emergencies and power line landings
Exit and Freefall:	Poised stable exit, aerobatics and track
Equipment:	Assisted packing, pin check (others), parachute system and canopy owner's manuals
Spotting & Aircraft:	calculate exit point and assisted jump run, group separation
Rules:	SIM 2-1 all, 5-1 power lines, 5-2 recurrency, 5-7 group separation
Canopy Control:	Braked turns, approach and landing, maximum glide, 25 meters on two jumps

DIVE FLOW:

Assist on the spot at altitude
Exit at between 8,000 and 13,500 feet.
Poised stable exit
Perform freefall maneuvers of your choice:

- 90, 180, or 360 degree turns
- Front loops
- Back loops
- Barrel rolls
- Fall rate maneuvers
- Forward and backward movement
- Side slides
- Just fall stable and enjoy yourself

Wave off and perform a stable opening by 4,000 feet
On opening a good canopy, rear riser turns with your brakes stowed of at least 90 degrees right and left, looking first in the direction of the turn. Also, during descent above 1000 feet, practice braked turns, 180 degrees right and left, within 20 degrees
Collision avoidance awareness, execute your landing pattern and practice landing courtesies
Land within 25 meters of your declared target
Debrief

TRACKING DIVE: Category F, Jump F-1

A USPA Instructor or Coach is required to assist and supervise the student on the plane and in freefall.

Emergency Review:	Aircraft emergencies and power line landings
Exit and Freefall:	Poised stable exit, or student's option exit, heading, turning, and tracking
Equipment:	Assisted packing, pin check (others), parachute system and canopy owner's manuals
Spotting & Aircraft:	calculate exit point and assisted jump run, group separation
Rules:	SIM 2-1 all, 5-1 power lines, 5-2 recurrency, 5-7 group separation
Canopy Control:	Braked turns, approach and landing, maximum glide, 25 meters on two jumps
Written/Oral quiz	

DIVE FLOW

Calculate the run and spot without assistance

Exit at 9,000 to 13,500 feet

Poised exit from the Cessna or Otter

After dock, coach releases, stays in place to evaluate student's track, cumulative three tracks within 30 degrees, required

Student gets a heading, perpendicular to jump run, extends legs completely in a fluid manner to initiate forward movement. Student may dip one shoulder or the other to make heading corrections, but corrections are limited to heading maintenance and small turns. Student will slowly extend torso and then extend arms to the side and then sweep them back at an angle of about 45 degrees, level with hips.

Student will track for about ten seconds or so, flare out, then turn 180 degrees and track again, maintaining a heading as before.

Continue these exercises until student initiates a flare to end the tracking portion by 6,000 feet

Wave off and perform a stable opening by 3,500 feet

On opening a good canopy, rear riser turns with your brakes stowed of at least 90 degrees right and left, always clearing your turns first (looking right and left, up and down). Also, during descent above 1000 feet, practice braked turns (half brakes and deep brakes), 180 degrees right and left, within 20 degrees.

Collision avoidance awareness, execute your landing pattern and practice landing courtesies

Land within 25 meters of your declared target

Debrief

TRACKING DIVE: Category F, Jump F-2

A USPA Instructor or Coach is required to assist and supervise the student on the plane and in freefall.

Emergency Review:	Aircraft emergencies and power line landings
Exit and Freefall:	Poised stable exit, or student's option exit, heading, turning, and tracking
Equipment:	Assisted packing, pin check (others), parachute system and canopy owner's manuals
Spotting & Aircraft:	calculate exit point and assisted jump run, group separation
Rules:	SIM 2-1 all, 5-1 power lines, 5-2 recurrency, 5-7 group separation
Canopy Control:	Braked turns, approach and landing, maximum glide, 25 meters on two jumps

DIVE FLOW

Calculate the run and spot without assistance

Exit at 9,000 to 13,500 feet

Poised exit from the Cessna or Otter

After dock, coach releases, stays in place to evaluate student's track, cumulative three tracks within 30 degrees, required

Student gets a heading, perpendicular to jump run, extends legs completely in a fluid manner to initiate forward movement. Student may dip one shoulder or the other to make heading corrections, but corrections are limited to heading maintenance and small turns. Student will slowly extend torso and then extend arms to the side and then sweep them back at an angle of about 45 degrees, level with hips.

Student will track for about ten seconds or so, flare out, then turn 180 degrees and track again, maintaining a heading as before.

Continue these exercises until student initiates a flare to end the tracking portion by 6,000 feet

Wave off and perform a stable opening by 3,500 feet

On opening a good canopy, rear riser turns with your brakes stowed of at least 90 degrees right and left, looking first in the direction of the turn. Also, during descent above 1000 feet, practice braked turns (half brakes and deep brakes), 180 degrees right and left, within 20 degrees.

Collision avoidance awareness, execute your landing pattern and practice landing courtesies

Land within 25 meters of your declared target

Debrief

5,500 FOOT CLEAR AND PULL: Category F, Jump F-4

A USPA Instructor or Coach is required to assist and supervise the student on the plane and at exit. No transitions to new gear. Do not perform any canopy maneuvers that will jeopardize your ability to land safely on the drop zone.

Emergency Review:	Aircraft emergencies and power line landings
Exit and Freefall:	Poised, stable exit, clear and pull within five seconds
Equipment:	Assisted packing, pin check (others), parachute system and canopy owner's manuals
Spotting & Aircraft:	calculate exit point and assisted jump run, group separation
Rules:	SIM 2-1 all, 5-1 power lines, 5-2 recurrency, 5-7 group separation
Canopy Control:	Braked turns, approach and landing, maximum glide, 25 meters on two jumps

DIVE FLOW

Jump pilot briefing required

Calculate the run and spot without assistance

Exit at 5,500 feet

Poised stable exit

Open within five seconds after exit

On opening a good canopy, rear riser turns with your brakes stowed of at least 90 degrees right and left, looking first in the direction of the turn. Also, during descent above 1000 feet, practice braked turns (half brakes and deep brakes), 180 degrees right and left, within 20 degrees.

Collision avoidance awareness, execute your landing pattern and practice landing courtesy

Land within 25 meters of your declared target

Debrief

3,500 FOOT CLEAR AND PULL: Category F, Jump F-5

A USPA Instructor or Coach is required to assist and supervise the student on the plane and at exit. No transitions to new gear. Do not perform any canopy maneuvers that will jeopardize your ability to land safely on the drop zone.

Emergency Review:	Aircraft emergencies and power line landings
Exit and Freefall:	Poised, stable exit, clear and pull within five seconds
Equipment:	Assisted packing, pin check (others), parachute system and canopy owner's manuals
Spotting & Aircraft:	calculate exit point and assisted jump run, group separation
Rules:	SIM 2-1 all, 5-1 power lines, 5-2 recurrency, 5-7 group separation
Canopy Control:	Braked turns, approach and landing, maximum glide, 25 meters on two jumps

DIVE FLOW

Jump pilot briefing required

Calculate the run and spot without assistance

Exit at 3,500 feet

Poised stable exit

Open within five seconds after exit

On opening a good canopy, rear riser turns with your brakes stowed of at least 90 degrees right and left, looking first in the direction of the turn. Also, during descent above 1000 feet, practice braked turns (half brakes and deep brakes), 180 degrees right and left, within 20 degrees.

Collision avoidance awareness, execute your landing pattern and practice landing courtesy

Land within 25 meters of your declared target

Debrief

TRANSITION TO HAND DEPLOY Category F, Jump F-3

A USPA Instructor or Coach can conduct the transition ground training and should jump with student to observe deployment for debrief.

A USPA Instructor or Coach is required to assist and supervise the student on the plane and at exit. Do not perform any canopy maneuvers that will jeopardize your ability to land safely on the drop zone.

Notify your manifest and the Load Organizer (LO) that you are conducting a first hand deploy skydive.

Hand Deploy Training: using the actual rig you will be jumping. You should be suited up during this training period, including helmet, goggles, altimeter and gloves (if needed).

Must use a two-point cutaway rig with a student AAD. Review malfunctions: pilot chute in tow, packing errors, proper bridle routing, pilot chute bridle wrapped around arms or body, a malfunctioning pilot chute. Discussion of Total Malfunctions (deployed but nothing is out): altitude awareness, "two try" rule. Demonstrate awareness of the proper pilot chute pack system, and discuss the reasons for hand deploy over ripcord. Include a discussion of the collapsible pilot chute.

Also, you will be trained in pre-jump pin checking and how to check your hand deploy system with your rig on.

Canopy: discuss the opening and how to immediately "fly" your canopy, checking traffic immediately and continuously all the way down. Landing pattern discussion, right of way to lower canopies, and landing pattern.

Emergency Review:	Aircraft emergencies and power line landings
Exit and Freefall:	Practice pilot chute throws, pull a little higher than normal: 4,500 feet.
Equipment:	Completed six solo packings, pin check (others), parachute system and canopy owner's manuals
Spotting & Aircraft:	calculate exit point and assisted jump run, group separation
Rules:	SIM 2-1 all, 5-1 power lines, 5-2 recurrency, 5-7 group separation
Canopy Control:	Braked turns, approach and landing, maximum glide, 25 meters on two jumps

DIVE FLOW

Exit at between 8,000 and 13,500 feet

Poised stable exit

Perform your practice pilot chute throws until satisfied, then your choice of maneuvers

Perform a stable deployment at 4,500 feet

On opening a good canopy, rear riser turns with your brakes stowed of at least 90 degrees right and left, looking first in the direction of the turn. Also, during descent above 1000 feet, practice braked turns (half brakes and deep brakes), 180 degrees right and left, within 20 degrees.

Collision avoidance awareness, execute your landing pattern and practice landing courtesies

Land within 25 meters of your declared target

Debrief

FORWARD-BACKWARD MOTION, REDOCKS FROM 10 FEET.

Category G, Jump G-1

A USPA Instructor or Coach is required to assist and supervise the student on the plane and in freefall.

Emergency Review:	Canopy collision response, tree landings
Exit and Freefall:	Rate of descent, docking, tracking and stable deployment
Equipment:	Solo pro packing, rigger's responsibilities, maintenance orientation, and AAD review
Spotting & Aircraft:	Unassisted jump run and weather
Rules:	SIM 5-1 trees, 5-1 collisions, 5-5 weather, 6-1 group freefall, FAR 105.43c AAD maintenance
Canopy Control:	Collision avoidance review; reverse turns, 20 meters on two jumps
Written/Oral quiz	

DIVE FLOW

Perform the spot unassisted

Exit at between 9,000 and 13,500 feet

Student front floater, no grips

Coach docks on student

Coach releases and moves 10 feet backwards ... student closes and redocks

Student releases and moves 10 feet backwards ... student closes and redocks

Repeat until student initiates breakoff by 4,500 feet with a turn and track 50 feet within 10 degrees

Wave off and deploy by 3,500 feet

On opening a good canopy, rear riser turns with your brakes stowed of at least 90 degrees right and left, looking first in the direction of the turn.

Well above 2,500 feet, complete a maximum-performance 90-degree toggle turn, and a reverse turn of at least 180 degrees. (NOTE: this exercise is to try to induce line twists to show the student not to do these type of turns low to the ground.)

Collision avoidance awareness, execute your landing pattern and practice landing courtesy

Land within 20 meters of your declared target

Debrief

FALL RATE, REDOCKS: Category G, Jump G-2

A USPA Instructor or Coach is required to assist and supervise the student on the plane and in freefall.

Emergency Review:	Canopy collision response, tree landings
Exit and Freefall:	Rate of descent, docking, tracking and stable deployment
Equipment:	Solo pro packing, rigger's responsibilities, maintenance orientation, and AAD review
Spotting & Aircraft:	Unassisted jump run and weather
Rules:	SIM 5-1 trees, 5-1 collisions, 5-5 weather, 6-1 group freefall, FAR 105.43c AAD maintenance
Canopy Control:	Collision avoidance review; reverse turns, 20 meters on two jumps

DIVE FLOW

Calculate the run and spot without assistance

Exit at 9,000 to 13,500 feet

Student rear floater, no grips

Coach docks on student

Coach demonstrates fast fall body position creating six feet of vertical separation

Student uses fast fall body position to close separation

Coach demonstrates slow fall body position creating six feet of vertical separation

Student uses slow fall body position to close separation

Repeat until student initiates break-off by 4,500 feet with turn and track

Wave off and deploy by 3,500 feet

On opening a good canopy, rear riser turns with your brakes stowed of at least 90 degrees right and left, looking first in the direction of the turn.

Well above 2,500 feet, complete a maximum-performance 90-degree toggle turn, and a reverse turn of at least 180 degrees. (NOTE: this exercise is to try to induce line twists to show the student not to do these type of turns low to the ground.)

Collision avoidance awareness, execute your landing pattern and practice landing courtesy

Land within 20 meters of your declared target

Debrief

TURNS AND REDOCKS: Category G, Jump G-3

A USPA Instructor or Coach is required to assist and supervise the student on the plane and in freefall.

Emergency Review:	Canopy collision response, tree landings
Exit and Freefall:	Rate of descent, turning, docking, tracking and stable deployment
Equipment:	Solo pro packing, rigger's responsibilities, maintenance orientation, and AAD review
Spotting & Aircraft:	Unassisted jump run and weather
Rules:	SIM 5-1 trees, 5-1 collisions, 5-5 weather, 6-1 group freefall, FAR 105.43c AAD maintenance
Canopy Control:	Collision avoidance review; reverse turns, 20 meters on two jumps

DIVE FLOW

Perform the spot unassisted

Exit at between 9,000 and 13,500 feet

Either floater exit (front or rear)

Student docks on Coach

Student releases and does a 90 degree turn to the left and then to the right, coach changes fall rate, student redocks

Student releases and the student does a 360 degree, coach changes fall rate, student redocks, then the other direction and student redocks

Repeat until student initiates breakoff by 4,500 feet with a turn and track

Wave off and deploy by 3,500 feet

On opening a good canopy, rear riser turns with your brakes stowed of at least 90 degrees right and left, looking first in the direction of the turn.

Well above 2,500 feet, complete a maximum-performance 90-degree toggle turn, and a reverse turn of at least 180 degrees. (NOTE: this exercise is to try to induce line twists to show the student not to do these type of turns low to the ground.)

Collision avoidance awareness, execute your landing pattern and practice landing courtesy

Land within 20 meters of your declared target

Debrief

SIDE SLIDES, REDOCKS: Category G, Jump G-4

(This jump should follow all objectives in jumps #1, 2, and 3 having been met, if not, then use this jump to finish all Category G requirements.)

A USPA Instructor or Coach is required to assist and supervise the student on the plane and in freefall.

Emergency Review:	Canopy collision response, tree landings
Exit and Freefall:	Rate of descent, docking, tracking and stable deployment
Equipment:	Solo pro packing, rigger's responsibilities, maintenance orientation, and AAD review
Spotting & Aircraft:	Unassisted jump run and weather
Rules:	SIM 5-1 trees, 5-1 collisions, 5-5 weather, 6-1 group freefall, FAR 105.43c AAD maintenance
Canopy Control:	Collision avoidance review; reverse turns, 20 meters on two jumps

DIVE FLOW

Perform the spot unassisted

Exit at between 8,000 and 13,500 feet

Coach exits poised one second ahead, student dives out, no holds

Student docks on Coach

Coach releases and moves 5 feet backwards

Coach demonstrates side slide to the left stopping after 5 feet

Student executes the same maneuver, staying level with Coach

Coach demonstrates a side slide to the right stopping after 5 feet

Student executes the same maneuver, staying level with Coach

Repeat until student initiates break off by 4,500 feet with a turn and track

Wave off and deploy by 3,500 feet

On opening a good canopy, rear riser turns with your brakes stowed of at least 90 degrees right and left, looking first in the direction of the turn.

Well above 2,500 feet, complete a maximum-performance 90-degree toggle turn, and a reverse turn of at least 180 degrees. (NOTE: this exercise is to try to induce line twists to show the student not to do these type of turns low to the ground.)

Collision avoidance awareness, execute your landing pattern and practice landing courtesies

Land within 20 meters of your declared target

Debrief

SWOOPING: Category H, Jump H-1

A USPA Instructor or Coach is required to assist and supervise the student on the plane and in freefall.

Emergency Review: Water landing, low turn recovery
Exit and Freefall: Diver exit, stability recovery, turns and maneuverability, docking, tracking and stable deployment
Equipment: Owner maintenance (three ring and closing loop)
Spotting & Aircraft: Notification to FAA of jump activity, review STC, 337, etc.
Rules: SIM 5-1 water, 5-1 low turns, 6-2 breakoff, FAR 105.13 aircraft radio 105.15 notification; AC 105-2C App. aircraft
Canopy Control: Front riser control, 20 meters on three jumps
Written/Oral quiz

DIVE FLOW

Perform the spot unassisted
Exit at between 9,000 and 13,500 feet
Coach exits poised one seconds ahead, student dives out, no holds
Student swoops on Coach flaring to slow, and then Coach drops about fifty feet and student swoops to redock (two cumulative swoops and docks required)
Repeat until student initiates breakoff by 5,000 feet with a turn and track
Wave off and deploy by 3,500 feet
On opening a good canopy, rear riser turns with your brakes stowed of at least 90 degrees right and left, looking first in the direction of the turn.
Well above 1,000 feet perform right and left front riser turns, 90 degrees each, on heading and a front riser dive maneuver using both front risers
Collision avoidance awareness, execute your landing pattern and practice landing courtesy
Land within 20 meters of your declared target
Debrief with Coach

SWOOPING: Category H, Jump H-2

A USPA Instructor or Coach is required to assist and supervise the student on the plane and in freefall.

Emergency Review: Water landing, low turn recovery
Exit and Freefall: Diver exit, stability recovery, turns and maneuverability, docking, tracking and stable deployment
Equipment: Owner maintenance (three ring and closing loop)
Spotting & Aircraft: Notification to FAA of jump activity, review STC, 337, etc.
Rules: SIM 5-1 water, 5-1 low turns, 6-2 breakoff, FAR 105.13 aircraft radio 105.15 notification; AC 105-2C App. aircraft
Canopy Control: Front riser control, 20 meters on three jumps

DIVE FLOW

Perform the spot unassisted
Exit at between 9,000 and 13,500 feet
Coach exits poised two seconds ahead, student dives out, no holds
Student swoops on Coach flaring to slow, and then Coach drops about fifty feet and student swoops to redock (two cumulative swoops and docks required)
Repeat until student initiates breakoff by 5,000 feet with a turn and track
Wave off and deploy by 3,500 feet
On opening a good canopy, rear riser turns with your brakes stowed of at least 90 degrees right and left, looking first in the direction of the turn.
Well above 1,000 feet perform right and left front riser turns, 90 degrees each, on heading and a maximum glide maneuver using both front risers
Collision avoidance awareness, execute your landing pattern and practice landing courtesy
Land within 20 meters of your declared target
Debrief with Coach

FLYAROUND: Category H, Jump H-3

A USPA Instructor or Coach is required to assist and supervise the student on the plane and in freefall.

Emergency Review:	Water landing, low turn recovery
Exit and Freefall:	Diver exit, rate of descent, maneuverability, docking, tracking and stable deployment
Equipment:	Owner maintenance (three ring and closing loop)
Spotting & Aircraft:	Notification to FAA of jump activity, review STC, 337, etc.
Rules:	SIM 5-1 water, 5-1 low turns, 6-2 break-off, FAR 105.13 aircraft radio 105.15 notification; AC 105-2C App. aircraft
Canopy Control:	Front riser control, 20 meters on three jumps

DIVE FLOW

Perform the spot unassisted

Exit at between 9,000 and 13,500 feet

Coach exits poised one-second ahead, student dives out, no holds

Student docks on Coach, face to face (star or round)

Coach releases and the student does a side slide and a 90-degree turn, redocks side body on coach

Student does another side slide and another 90-degree turn; redocks cat (feet to hands) on Coach

Student does another side slide and another 90-degree turn, redocks side body on Coach

Student does another side slide and another 90-degree turn, redocks star on Coach

Student initiates break-off by 5,000 feet with a turn and track

Wave off and deploy by 3,500 feet

On opening a good canopy, rear riser turns with your brakes stowed of at least 90 degrees right and left, looking first in the direction of the turn.

Well above 1,000 feet perform right and left front riser turns, 90 degrees each, on heading and a maximum glide maneuver using both front risers

Collision avoidance awareness, execute your landing pattern and practice landing courtesy

Land within 20 meters of your declared target

Debrief with Coach

THREE-WAY WITH SWOOP: Graduation Skydive

A USPA Instructor or Coach is required to assist and supervise the student on the plane and in freefall. The third participant is either a USPA instructor or coach, or as arranged with a Pepperell USPA Safety and Training Advisor (S&TA) and drop zone management.

Emergency Review:	Water landing, low turn recovery
Exit and Freefall:	Diver exit, stability recovery, turns and maneuverability, docking, tracking and stable deployment
Equipment:	Owner maintenance (three ring and closing loop)
Spotting & Aircraft:	Notification to FAA of jump activity, review STC, 337, etc.
Rules:	SIM 5-1 water, 5-1 low turns, 6-2 breakoff, FAR 105.13 aircraft radio 105.15 notification; AC 105-2C App. aircraft
Canopy Control:	Front riser control Land within 20 meters of your declared target

DIVE FLOW

Perform the spot unassisted
Exit at between 9,000 and 13,500 feet
Student exits immediately after Coach and other skydiver
Student swoops and completes 3-way formation; group performs a minimum of 4 points
Continue until student initiates breakoff by 5,000 feet with a 180-degree turn and track
Wave off and deploy by 3,500 feet
On opening a good canopy, rear riser turns with your brakes stowed of at least 90 degrees right and left, looking first in the direction of the turn.
Well above 1,000 feet perform right and left front riser turns, 90 degrees each, on heading and a maximum glide maneuver using both front risers
Collision avoidance awareness, execute your landing pattern and practice landing courtesies
Land within 20 meters of your declared target
Debrief with Coach

A-LICENSE CHECK DIVE: A USPA Instructor is required for this skydive.

DIVE FLOW

Pre-jump equipment checks for self and others

Choose the spot, select and guide the pilot to the correct exit and opening point in routine conditions

Student plans an effective group breakoff

Student chooses a comfortable exit

360 degree turn to the right and left, back loop

Dock on the evaluator

Initiate break-off altitude recognition and tracking for a minimum of 100 feet

Wave off and pull by 3,000 feet

Planning and flying a logical landing pattern that promotes a smooth traffic flow and avoids other jumpers, landing within 20 meters of the "X."

Debrief with Instructor

Packing and preparing equipment for the next jump

Once all of the above elements of the Check Dive are accomplished, all Jump Planner Sheets and the USPA A-License Proficiency Card are signed off, and at least 25 skydives are logged and signed, a USPA A-License will be issued.