



Student Guide

Accelerated Free Fall Integrated Student Program



Welcome

Welcome to Skydive Chesapeake. We are glad that you have chosen us to help you realize your dream of becoming a skydiver. Our goal is to help you along your journey and to assist you in learning everything you need to know to skydive safely and to earn your skydiving license. We also want to make your student experience as fun and stress free as possible.

This booklet contains the basic student program outline you will follow along the way toward becoming an 'A' License Skydiver. After earning your 'A' License, we will continue to be available to assist you as you advance toward higher licenses, pursue speciality disciplines of skydiving such as free flying, canopy piloting, and wing suiting, and possibly even becoming an instructor yourself one day.

This curriculum guide is meant to be used in conjunction with the professional skydiving instruction you will receive from our staff of highly qualified and experienced uspa certified instructors. It is not intended to teach you to skydive on its own. All student training and skydiving is to be conducted under the supervision of a properly qualified Instructional Rating Holder. There is no substitute for the personal instruction and supervision of a qualified skydiving instructor.

We hope that you find skydiving as exciting and rewarding as we do and we wish you great success in your skydiving for many years to come.



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Sec 1. Student Guidelines

1.1 Student Policies

- Please park in the student parking lot in front of the main hanger. Upon your arrival please check in at Manifest located through the double doors inside the main hanger.
- There is No Smoking in the hanger or boarding area. Smoking is permitted in designated spectator areas. Please do not smoke while around or wearing any skydiving rental gear or student jump suits. There is absolutely no smoking anywhere around the aircraft or fuel areas.
- Our hanger serves as our packing area, training area, and is also used for equipment storage. Please do not touch any equipment in the hanger without the assistance of an instructor or staff member.
- Minimum Deployment Altitude on all rental gear is 3500'.
- A Left Hand Landing Pattern is standard in the landing area.
- Do not fly across the runway below 1000'.
- Cameras are not permitted on jumpers with under 100 skydives.
- All skydivers are to land in the designated landing area unless it is unsafe to do so. It is permissible to land in any open grassy area if you can not reach the regular landing area safely. Landing safely in a clear, open, grassy area is your first priority.
- Please look before walking across the runway. If an air plane is approaching drop to one knee to let the pilot know that you see him and that he has the right of way.
- We share this airport with other aviation activities and we try to be good neighbours. Please do not get involved in any argument or dispute with airport management or any other pilot at the airport. If you have any problem with someone else using the airport please let us know and allow us to address the situation.
- All students are required to become United States Parachute Association members before being cleared for solo self supervision. Membership in the USPA includes Third Party Liability Insurance for damage caused by the member to any third party, non skydiver's property.
- The Skydiver's Information Manual is available on-line as a free down load at www.uspa.org and is a valuable resource for all skydivers of every experience level. Students are encouraged to read the SIM in conjunction with your student training.
- Once cleared for solo skydiving you are still a student level jumper. You are encouraged to make coached skydives with the appropriately rated or D licensed jumpers to progress your A license card.



Sec 1. Student Guidelines cont.

Until you have acquired an A licence you are required to...

- Wear a helmet and jumpsuit
- Plan your Landing Pattern with the guidance of a coach, instructor or D licensed skydiver.

Until you have acquired your A licence you are not permitted to...

- Participate in group skydives larger than 4 jumpers. At least 2 of the other 3 participants must be D licensed or hold an USPA instructional rating.
- Bring anything into free fall besides the equipment necessary for your safety, this extends to but is not limited to the following...
- Cameras •inflatables•phones•mp3 players

1.2 Rental Gear Policies

- Students and licensed skydivers using Skydive Chesapeake rental skydiving equipment assume responsibility for any and all loss or damage to the rental equipment.
- You are a student skydiver until you receive your USPA A License. All students must have the following required equipment on every skydive:
 1. An approved harness, container system equipped with appropriately sized canopies.
 2. A functioning AAD and a connected RSL.
 3. A visually accessible altimeter.
 4. An approved hard helmet.
- All other equipment considerations will be at the discretion of the supervising instructors.
- Students are not permitted to jump with cameras.
- Persons renting gear are responsible for any repacks due to cutaways and agree to pay for any damage incurred during landing including, but not limited to, landing in trees, on asphalt, or into obstacles. In case of injury, any damage emergency response personal may cause to the equipment is the responsibility of the user.
- Rental gear must be shared and made accessible to other jumpers who need it. The 'Daily Rental' rate applies to the number of jumps you make in a day but does not mean exclusive use of the equipment. We have a limited number of rental rigs. Please be flexible and help us to get everyone in the air.
- Upon completion of the AFF program and being cleared for solo self supervision, students are encouraged to purchase their own altimeter, helmet, and goggles . Skydive Chesapeake has a full service Skydiving Gear Store for all of your equipment needs. We also offer our students outstanding discounts on skydiving equipment that you will have a hard time finding anywhere else. If we don't have what you want in stock we can order it for you. Buying your equipment from The Gear Store helps to support the drop zone and keep us in the air.
- Ordering your own jump suit when you complete AFF makes it possible for your jump suit to be ready and available for you to use whenever you need it. We have a limited number of jump suits and those jump suits must be available for student use. As with any other rental equipment, jump suits must be shared..



Sec 2. Equipment

Refer to SIM: Sec 5-3 for additional info

2.1 Student Dual Parachute System

The Student Parachute System is a combination of 5 separate components.

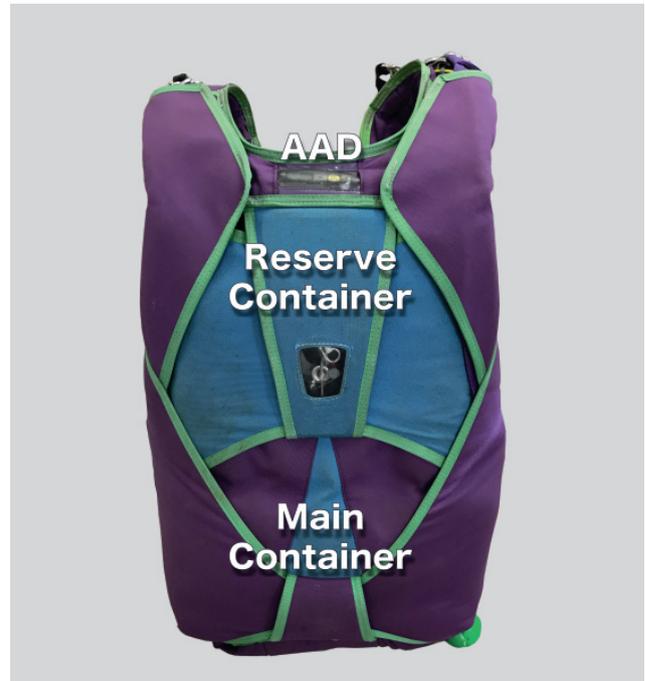
The Harness- Designed to be adjusted for a wide variety of body types.

Containers- main and reserve containers safely house the main and reserve parachute and are designed to stage the opening of each.

Main parachute- Introductory level steerable 9 cell Ram Air parachute designed and packed to open without causing discomfort.

Reserve parachute- 7 cell steerable ram air parachute designed and packed to open as fast as possible.

Automatic Activation Device- Computerized back up device that will initiate the reserve deployment sequence if you are still in free fall at a very low altitude.



2.2 Activation Handles

The main and reserve parachute are deployed or released by a sequence of handles located within easy reach on the the bottom of the main container and the front of the harness.

1.Main Pilot Chute Handle- located to the wearer's right hand side on the bottom of the main container. Extracts the main pilot chute from the **B**.ottom **O**.f **C**.ontainer spandex pouch, initiating the main parachute deployment sequence.

2.Cut Away Handle- The RED handle located on the wearer's right hand side of the harness at chest level. Extracting this handle disengages the 3 ring system to release your main parachute in the event of a malfunction.

3.Reserve Handle- The SILVER D-ring handle located on the wearer's left hand side of the harness at chest level. Extracting this handle launches the spring loaded reserve pilot chute, initiating the reserve parachute deployment sequence.



Handles must be activated in the correct order in the event of a malfunction.

Sec 2. Equipment cont.

Refer to SIM: Sec 5-3 for additional info

2.3 Wearing the Harness

The Parachute System should be adjusted and donned under the supervision of an instructor. Whenever handling the parachute system take care not to dislodge the activation handles.

1. With the legstraps at full extension, step into the harness and pull the container over your shoulders. be mindful not to dislodge the handles.
2. Thread the chest strap through the friction adapter and tighten till comfortably snug. Stow the excess webbing with the elastic keeper.
3. Tighten your legstraps evenly until they are comfortably snug. Thread excess webbing through the elastic keepers and into the leg pad pocket.
4. If the harness is not tight fitting or the handles are not within easy reach; remove the system and adjust the main lift web and/or lateral as needed.



2.4 Main Deployment Sequence

The main parachute is packed in a manner that allows for a staged and comfortable inflation.

The main pilot chute is deployed, reaches the full length of the bridle and extracts the pin holding the container closed.



pilot chute and bridle extract the deployment bag and the lines unstow from rubber bands on the deployment bag



once all the lines are unstowed the deployment bag opens and the canopy is extracted.



The canopy inflates from the center cell out and the slider makes its way down the lines.

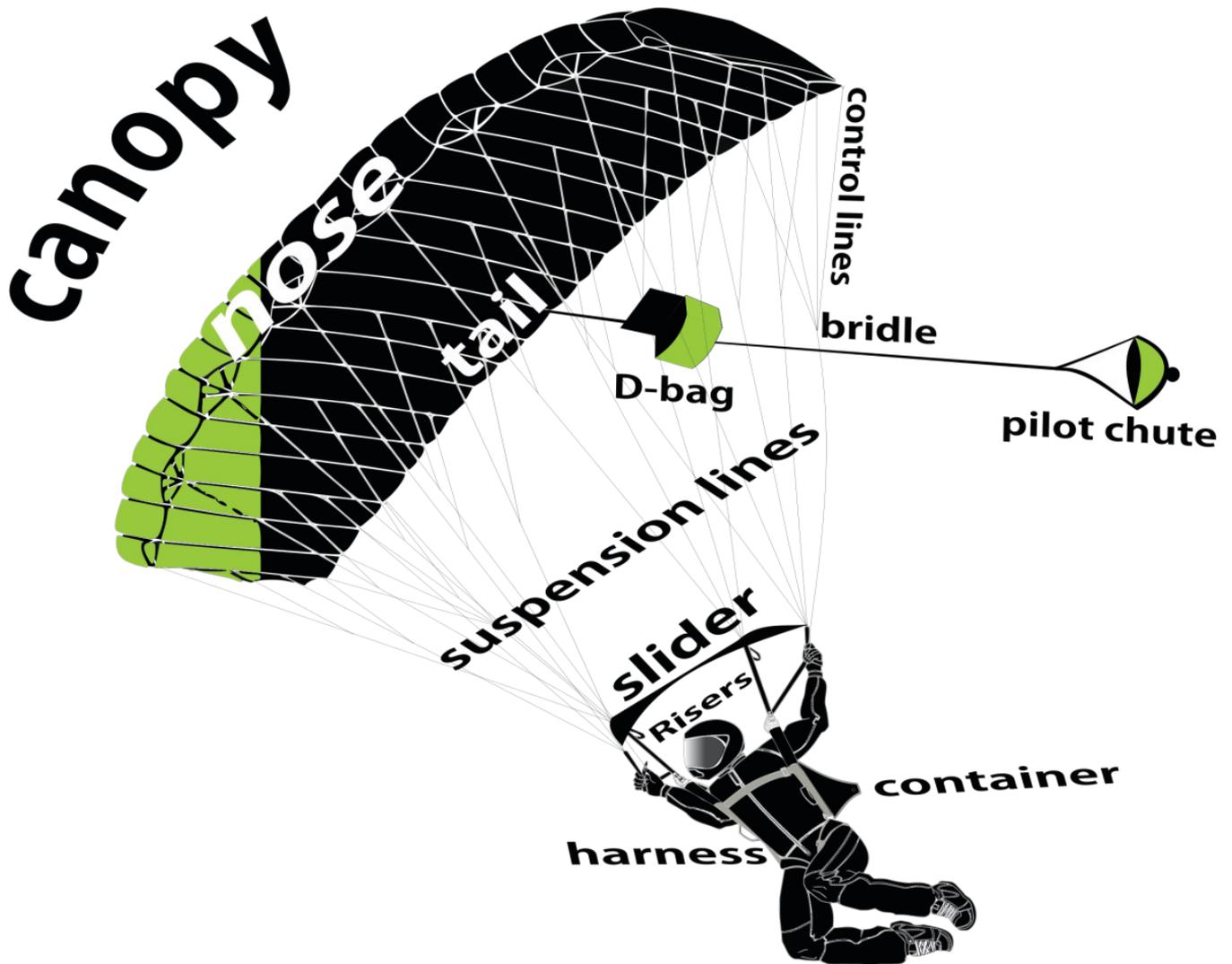


Sec 2. Equipment cont.

Refer to SIM: Sec 5-3 for additional info

2.5 Main Parachute Components

Ram-air parachute is a self-inflating air foil that allows its pilot to control the parachute's speed and direction.





Sec 2. Equipment cont.

Refer to SIM: Sec 5-3 for additional info

2.6 3 Ring Release System

The 3 ring system allows the main parachute to be disconnected easily by pulling the Cut Away Handle in the event of a malfunctioning parachute. The student should become familiar with it's assembly as it's inspection is a crucial part of the gear check before every jump.



2.7 Reserve Static Line

The RSL is a lanyard connected on one end to the main riser by a removable snap shackle. The opposite end of the lanyard has a steel ring that the reserve ripcord and pin route through. In the event of a malfunction when the main is cut away with the RED handle the RSL pulls the reserve pin, initiating the reserve deployment sequence.

This is a back up device and should NOT be relied on as a substitute for pulling the SILVER D-ring reserve handle.

2.8 Post Jump Gear Procedures

Once safely on the ground take care in collecting your parachute and returning it to the loft in the neatest manner possible.

1. Stow your steering toggles in the keepers on the risers.
2. Gather your lines in large loops as you walk towards the canopy.
3. Pick up the deployment bag attachment point and the center of the trailing edge and place them in the hand with your lines.
4. Collect the bridle and pilot chute in loops and place in the hand with your lines.
5. Swing the entire canopy over one shoulder being mindful not to drag it on the ground behind you.
6. Once back in the loft lay the parachute on the ground and remove the harness. Lay the container pack pad down.





Sec 3. Aircraft Procedures

Refer to SIM: Sec 4-2 for additional info



3.1 Introduction

Skydive Chesapeake may use either a Caravan, a Cessna 182 or a combination of the two in your student progression . Procedures for each aircraft differ only slightly and will be reviewed in detail before each skydive.

Aircraft and Skydiving Operations are regulated by law under the Federal Aviation Administration's FARs Part 91 and Part 105.

Any violations of these laws by you could result in you and the pilot getting penalized.

3.2 Safety Procedures

- Approach, enter, and move about the aircraft, engine running or not, only when accompanied by your instructor.
- Always approach a fixed wing aircraft from the side or rear behind the wing and prop arc.
- The Pilot is in Command of the aircraft and all of the passengers.
- Instructors can relay information to and commands from the pilot.
- While in the aircraft protect your deployment handles and listen to your instructor's directions.

3.3 Seat Belts

- The FAA requires seat belts during taxi, take off and landing.
- Wear seat belts until 1000 ft.
- Above 1000 ft seat belts should be removed.

3.3 Aircraft Emergencies Below 1000 ft

In the event of an aircraft emergency on take off or landing under 1000ft

- Sit still, with helmet on and seat belt fastened.
- Wait for a command from your instructor.

Hard landing procedures:

- Helmet and seat belt on.
- Knees to chest.
- Hands clasped behind head to reinforce neck.
- Immediate but orderly exit from the aircraft on landing.
- Walk at least 100 feet away from the wrecked plane.

3.4 Aircraft Emergencies Above 1000 ft

In the event of an emergency at or above 1000 ft, the instructor will help prepare you for one of four actions:

- Land with the aircraft.
- Exit and deploy the reserve parachute.
- Exit and deploy the main parachute
- Perform a routine exit with or without instructor assistance.



Sec 4. Stability in Free Fall

Refer to SIM: Sec 4-3 for additional info

4.1 Introduction

Skydive Chesapeake has developed this Accelerated Free Fall program as a comprehensive training outline that meets the USPA Basic Safety Requirements (BSRs). Your Instruction does not end with this program. Advancement through the USPA Licence levels will be guided by our staff for your entire skydiving career.

4.2 Arched Body Position

• From the time you exit the aircraft until you deploy your parachute you will need to hold an arched body position to maintain a stable, belly to earth decent conducive to deploying your main parachute. A good arch will always eventually result in a stable, belly to earth body position.

- Hips Forward (lowest point)
- Back Arched
- Toes extended
- Knees bent at 45°
- Shoulders bent at 90°
- Elbows bent at 90°
- Head up, looking at the horizon
- Relax, the only tension you should feel is in your lower back.



• This body position is harder to hold on the ground than in free fall. Maintaining a relaxed arched position will allow the air to flow around you and mold a neutral and stable fall.

• It is important to note that the airflow when exiting the aircraft comes from the direction the plane is flying. As you accelerate you transition down the "hill" till the airflow is coming from below.

4.3 Hand Signals

• Non verbal Communication in free fall is achieved with hand signals and eye contact. When in doubt look to your instructor, they are there to help.



Arch



Relax



COA



Practice Touch



Toe Taps



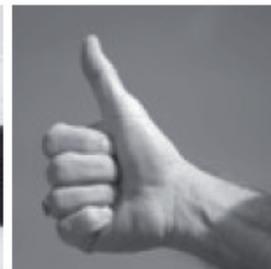
Legs Out



Legs In



Check Arms



Doing Good



PULL NOW

Sec 4. Stability in Free Fall cont.

Refer to SIM: Sec 4-3 for additional info



4.4 Non Visual Signals

- During the linked exit from the aircraft your instructors will not have a free hand to relay any needed feed back about your body position.
 - If you feel one of your instructors vigorously shaking you at his grip on your harness this is to relay the ARCH signal.
 - If your instructor grabs your wrist during your practice touch drills, release any grip you have, relax and let them guide your hand to your deployment handle.

4.5 Body Position Drills

- Holding a perfect and symmetric arched body position may not come naturally to all students. Practising at home and before each jump will help build the muscle memory necessary to instinctively assume the correct position if you find yourself unstable in free fall.
- Lay on the ground with the tops of your feet resting on a chair far enough behind you so that your knees are at a 45° angle.
- Bend your elbows and hold your arms both at 90° angles.
- Lift your head, shoulders and arms up off the ground leaving your pelvis as the only point of contact with the ground.
- Press the tops of your feet down on the chair behind you.
- Hold this position for 5 reps of 10 seconds.
- Relax, Stretch and repeat.



Sec 5. Cat A Dive Flow

Refer to SIM: Sec 4-3 for additional info

5.1 Orientation jump.

Two AFF Instructors

Priorities

- Remain altitude aware.
- Deploy main parachute without assistance at the correct altitude.

Preparing to Exit

- Instructors must assist you in a gear check before exiting the aircraft.
- The student must complete a cycle of handle checks in the order of their use.
- You are in control of your exit, don't rush. a calm and well timed exit promotes a smooth skydive.

Take Your Position

- Inside Instructors take a grip.
- Move to the door and turn to face the forward, in the direction of flight.
- Take position with your left foot forward on the edge of the door and your right foot back.
- Your stance should be wide enough to comfortable balance.
- Crouch down with your hands on your knees.
- Outside instructor takes a grip.

Hotel Check

- Check IN with the inside instructor, make eye contact and verbalize "CHECK IN?!"
- Wait for the inside instructor to confirm that he is ready.
- Check OUT with the outside instructor, make eye contact and verbalize "CHECK OUT?!"
- Wait for the outside instructor to confirm that he is ready.

Exit Count

- Keeping your feet firmly planted Sway OUT verbalizing "OUT!" as you do.
- Keeping a slow steady rhythm Sway IN verbalizing "IN!" as you do.
- Staying in rhythm STEP OUT with a big stride off of your right foot verbalizing "OUT!" as you do. It is important to keep your shoulders and hips squarely facing forward as you step out.

Exit

- Keep your head up looking at the wing of the air plane as you leave the door.
- ARCH your pelvis forward.
- Take a deep breath and get comfortable holding this position as you transition down "the hill".

Circle of awareness

- HORIZON- look to the horizon, ensure that you are right side up with your head high.
- ALTITUDE- Check your altimeter read the altitude.
- CHECK LEFT- Make eye contact with your left side instructor and nod to indicate your awareness.
- CHECK RIGHT- Make eye contact with your left side instructor and nod to indicate your awareness.



Sec 5. Cat A Dive Flow cont.

Refer to SIM: Sec 4-3 for additional info

Practice Touches

- Reach Back and locate your main deployment handle with your right hand as your left hand comes around in front of your head to keep stability.
- Firmly grab the handle to ensure your grip, allow your instructor to guide your hand if necessary.
- Repeat this process twice more to ensure your confidence with the handles position and feel.

Stay Altitude Aware

- You must monitor your altitude throughout the skydive, about every 5 seconds.
- You have plenty of time to check your altitude between every maneuver.

Toe Taps (if altitude permits)

- Touch your big toes together and then return to a neutral body position.
- Repeat this three times to promote awareness of your leg position.

Circle of awareness

Altitude and Relax.

- Continuing to check your altitude every 5 seconds, relax and focus on your arched body position.
- Implement any hand signals your instructors may recommend with your remaining altitude.

6000 FT

- LOCK ON- as you approach your deployment altitude stop all maneuvers and watch your altimeter tick down.

5500 FT

- WAVE OFF- wave your arms over your head once to indicate you are about to deploy your parachute.

Pull Sequence

- ARCH- this is the most important time to remain belly to earth.
- REACH - no need to rush, as practice before reach back and take a firm hold of you main deployment handle.
- PULL- Extract the handle swiftly and forcefully throw the pilot chute at full arm extension.

Deployment Check

- Maintain arched body position.
- Count to three before looking over your shoulder to ensure that your parachute is deploying.

5.2 Potential Problems and Solutions

- Tumbling on exit or during the skydive - ARCH.
- Loss of one instructor during the skydive - Carry on with dive flow.
- Loss of both instructors during the skydive - PULL NOW.
- Unstable during pull time - PULL anyway.



Sec 6. Canopy Piloting

Refer to SIM: Sec 4-3 for additional info

6.1 Introduction

As you progress through your AFF course you will become more and more proficient at beginner canopy piloting skills. We will maintain radio communication with you under canopy throughout the course. This is primarily a back up, to help you build confidence with the decisions and conditions you will encounter in canopy flight.

6.2 Controllability Check

Is It THERE?

- Look up, is there a canopy above you?

Is It SQUARE?

- determine if the canopy is fully inflated and flying straight.

Does it TURN?

- Release the brakes and correct routine opening problems.
- Perform canopy control checks left (look left pull left toggle) and right (look right, pull right toggle).

Does it FLARE?

- Pull both toggles to your waist simultaneously feel the canopy slow to a near stop.

6.3 Canopy Flight Terms

Full Flight- Brakes are released and toggles are all the way up. Your Canopy is flying at full forward speed.

Half Brakes - Toggles are evenly pulled down to your chest to achieve slower flight and less glide.

Quarter Brakes- Toggles are evenly pulled down even with your head to achieve a slightly slower flight and less glide.

Flare- Toggles are evenly pulled down to your waist to achieve a full stop.

Stall- If the canopy loses all forward speed for too long the air foil will collapse.

Running- flying the canopy in the same direction as the wind will make you go faster.

Holding- Flying the canopy into the wind to achieve a slower flight.

Crabbing- Flying the canopy at an angle to the oncoming wind will allow you to make progress left or right in higher winds without being pushed backwards as much.

Upwind- When you are located in a area where the wind will push you towards the target landing area.

Downwind- When you are located in a area where you have to fly into the oncoming wind to make it to the target landing area.

Crosswind- Flying the canopy perpendicular to the direction of the wind.

Holding area- Upwind of the target landing area.

Wind line- The imaginary divide between the upwind and downwind side of the targeted landing area.

Exit Point- The area upwind of the targeted landing area where you exit the aircraft.

Landing Pattern- A set 3 stage approach to the targeted landing area. Down Wind Approach- Base Leg- Final Approach.

PLF- Parachute Landing Fall. Feet and knees together, knees slightly bent, arms in towards your sides. Land and roll to one side absorbing the impact.



Sec 6. Canopy Piloting cont.

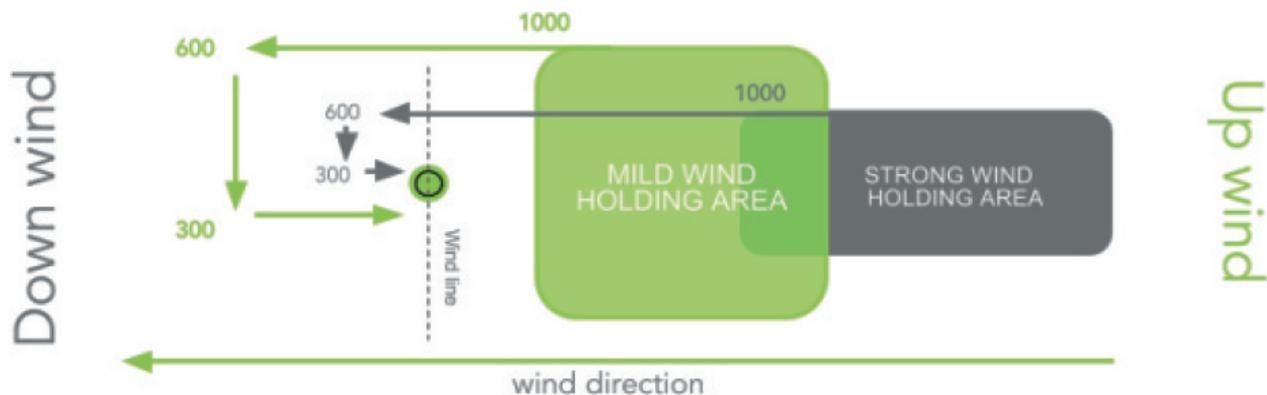
Refer to SIM: Sec 4-3 for additional info

6.4 Locating the Drop zone

- Look down directly between your feet and scan 180° from side to side working your way up the landscape to the horizon.
- If you can not find the drop zone then turn the canopy 180° degrees and scan again.
- Other canopies lower than you in the sky will be a good indicator of which way the drop zone is located.

6.5 Identifying The Pattern

- Once you have located the drop zone and targeted landing area you now need to asses where you are in relation to it.
- Identify the wind direction and wind line, typically you will exit and open upwind of the target.
- Designate a holding area upwind of the target and make your way to it.
- Note your forward speed flying to the holding area in relation to the wind direction.
- Stay altitude aware during your canopy flight.



• 300ft Final approach

From your holding area identify the point where you need to start your final approach into the landing area.

Light winds- this point should be inside the landing area with plenty of room to overshoot

Strong winds- this point should be center of the landing area directly over the intended landing point.

•600ft Base leg

Next identify the point where you need to turn Crosswind to reach your final approach visual marker.

Light winds- this point should be on the outside edge of the landing area in line with your final approach visual marker.

Strong winds- this point should be well inside the landing area much closer to your final approach visual marker.

•1000ft Down wind

Identify the point where you need to start your downwind approach to the drop zone.

Light winds- this point should be on the closest outside corner of your holding area to the target and in line with your base leg visual marker.

Strong winds- this point should start further back on the outside edge of your holding area and in line with your base leg visual marker.



Sec 6. Canopy Piloting cont.

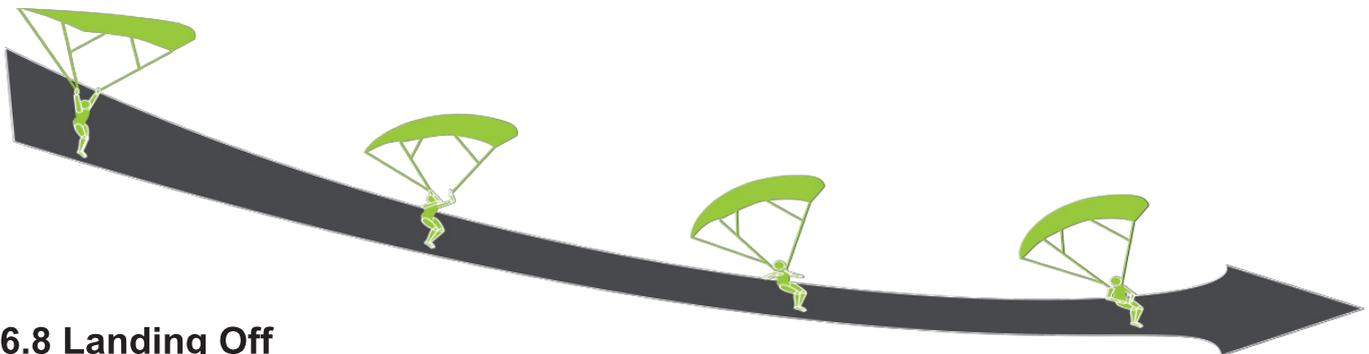
Refer to SIM: Sec 4-3 for additional info

6.6 Landing Priorities

- Level Wing- radical turns while on your final approach can lead to canopy collisions and abrupt uncontrolled landings.
- Avoid obstacles- adjustments on final approach should be made slowly with Quarter braked turns.
- Flare- timing a full smooth flare is essential to a safe landing.
- Face into the wind- land into the wind unless doing so will compromise any of the above priorities.

6.7 Executing the Flare

- Hands up- approach your target in full flight, your airspeed will be translated into lift.
- Adjust- if you feel yourself drifting away from an into the wind flight or if an unexpected obstacle is in front of you make minor adjustments with quarter turns.
- Look ahead- keep your eyes to the horizon to help judge your height from the ground.
- Feet and knees together- Prepare yourself for the possible of a Parachute Landing Fall.
- Flare- 10-12 feet from the ground pull the toggles evenly and smoothly down to your waist and hold to achieve a full stop.
- HOLD IT- if you flare to high it is extremely important not to let the toggles back up. complete the flare, hold the toggles to your waist and prepare to PLF.



6.8 Landing Off

If it is not possible to make it to the designated landing area choose the center of the closest open field. Avoid obstacles. If an obstacle can not be avoided be sure to observe the following obstacle landing procedures.

Trees

- Aim for the center
- Flare to 1/2 brakes
- cover face, tuck elbows to your side, feet and knees together
- Hit feet first, grab the biggest branch
- Wait for help
- Always remove chest strap first if you can get out of your gear

Power Lines

- AVOID, very dangerous
- Flare to 1/2 brakes
- cover face, tuck elbows to your side, feet and knees together
- Fly with the lines not across them
- Wait for fire dept. don't let anyone ground you with a ladder.

Buildings

- Disconnect RSL
- Flare to 1/2 brakes
- Prepare to PLF
- Wait for help
- after landing Cut away if you are getting pulled off the edge.

Water

- Release chest strap under canopy
- Land near boats, shore or peer
- Flare to 1/2 brakes
- PLF
- Release leg straps
- swim out from under canopy



Sec 7. Malfunctions

Refer to SIM: Sec 5-1 for additional info

7.1 Introduction

1. Proper preparation and responsible judgement greatly reduce the probability of encountering an emergency situation, but even with the most careful precautions emergencies may still occur from time to time. Skydiving is made safer by always anticipating and being prepared to respond to the types of emergencies that may arise.

7.2 Total / High Speed Malfunctions

A total malfunction is the failure for your main parachute to deploy at all. In these situations you are still falling at terminal and need to react quickly.

- Decision altitude- 2500 ft
- Maintain a stable, belly to earth body position emphasise your arch.
- Look to the RED cutaway handle
- Grab the handle with both hands
- Look to the SILVER reserve handle
- Peel and pull the RED cutaway handle out and down to full arm extension.
- Grab the SILVER reserve handle with both hands, pull out and down to full arm extension.
- Look behind you to ensure the reserve has started to deploy.



Pilot Chute In Tow

- Attempt to clear once
- Emergency procedures



Bag Lock

- Emergency procedures



Severe Line Twist

- Push risers together
- Kick out
- Emergency procedures



Horse shoe

- Attempt to clear pilot chute
- Emergency procedures



Streamer

- Release toggles
- Flare
- Emergency procedures



Good Canopy

- Controlability Check

Sec 7. Malfunctions cont.

Refer to SIM: Sec 5-1 for additional info

7.3 Partial Malfunctions

A partial malfunction is the failure for your main parachute to deploy correctly . In these situations your decent speed can vary depending on the type of malfunction.

- Decision altitude- 2500 ft
- Prepare to return to a belly to earth body position emphasise your arch.
- Look to the RED cutaway handle
- Grab the handle with both hands
- Look to the SILVER reserve handle
- Peel and pull the RED cutaway handle out and down to full arm extension.
- Grab the SILVER reserve handle with both hands, pull out and down to full arm extension.
- Look behind you to ensure the reserve has started to deploy.



Ripped Canopy

- Controlability check
- Emergency procedures



Broken Lines

- Controlability check
- Emergency procedures



Line over

- Release brakes
- Flare till canopy stalls
- Emergency procedures



Two Out Side by Side

- DO NOT release brakes
- Steer either with rear risers



Two Out Bi Plane

- DO NOT release brakes
- Steer main with rear risers



Two Out Down Plane

- Emergency procedures

7.4 Common Opening Issues

Certain partial malfunctions are common and can be easily corrected.



End Cell Closure

- Release brakes
- Flare 3 Times
- Emergency procedures



Line Twist

- Push risers together
- Kick out
- Emergency procedures



Hung Slider

- Release brakes
- Flare 3 Times
- Emergency procedures



Sec 8. Emergency Procedures

Refer to SIM: Sec 5-1 for additional info

8.1 Introduction

Regular review, analysis, and practice of emergency procedures prepares you to act correctly in response to problem that may arise during a skydive.

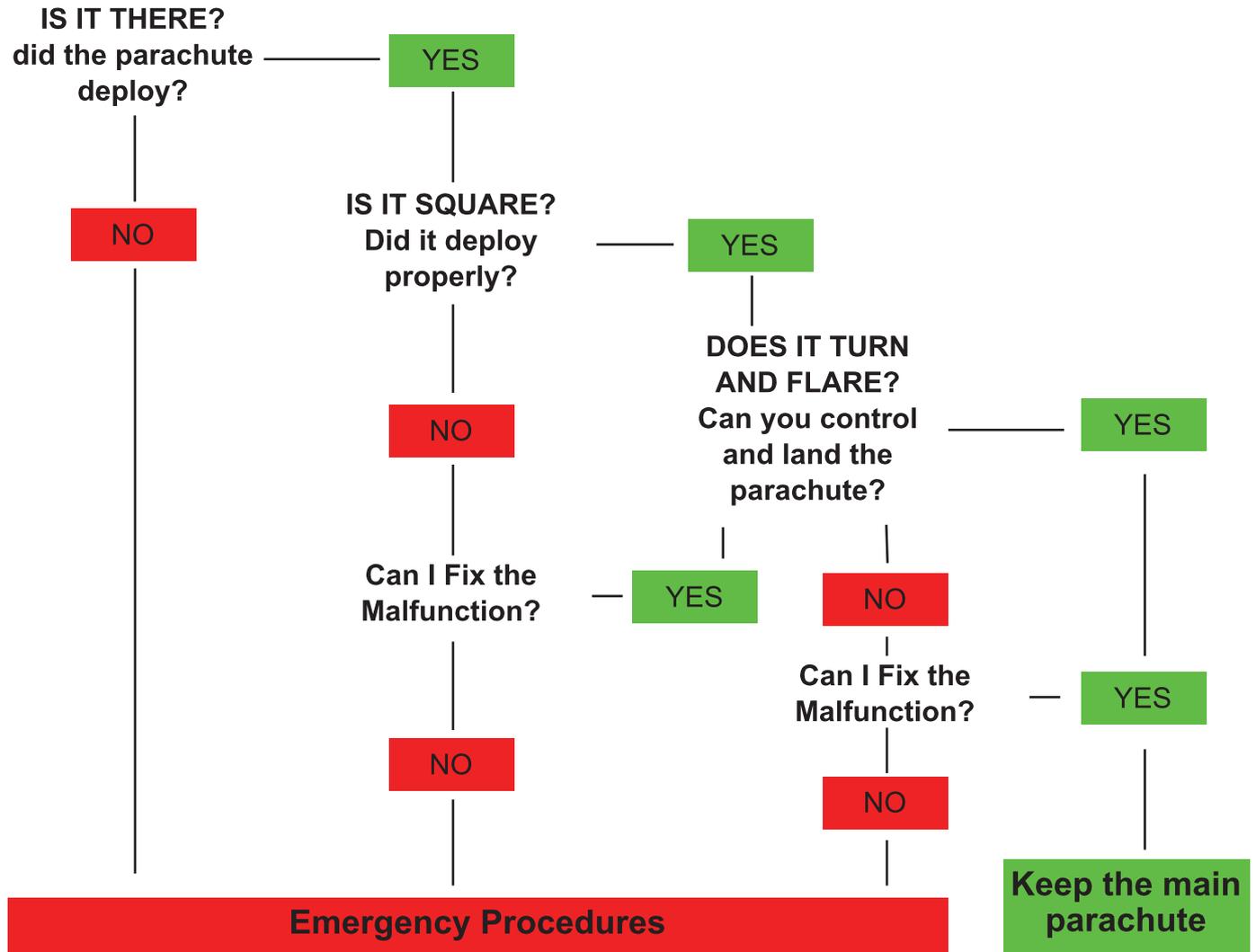
8.2 Handle Sequence

- Look to the RED cutaway handle
- Grab the handle with both hands
- Look to the SILVER reserve handle
- Peel and pull the RED cutaway handle out and down to full arm extension.
- Grab the SILVER reserve handle with both hands, pull out and down to full arm extension.
- Look behind you to ensure the reserve has started to deploy.

8.3 Decision Altitude

- You should make a decision to keep or cutaway your main parachute by 2500 ft.
- If you are not 100% positive you have a parachute you can land by 2500 ft it is better to cut away than to find out at a lower altitude that it is not going to work.

8.4 Controllability Check Decision Flow





Sec 9. Evaluation Dive flows

Refer to SIM: Sec 4 for additional info

9.1 Introduction

Each student must successfully complete seven levels of training while jumping with rated instructors before being cleared to make solo jumps. Successful completion of each level and advancement to the next will be at the discretion of the instructor.

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9.2 Category A

Orientation jump.

Two AFF Instructors

Dive Flow

- Take position in door. Instructors take grips.
- Hotel check.
- Exit count. Exit in a relaxed arch.
- Circle of awareness.
- Three Practice touches.
- Toe Taps
- Second circle of awareness.
- Altitude, arch, legs, relax
- Lock on at 6000 ft.
- 5500 ft. - wave and pull.

Canopy Dive Flow

- Release the brakes and correct routine opening problems.
- Perform canopy control checks.
- Locate the airport and fly to the holding area.
- Identify landing area checkpoints and landing target.
- Remain in the holding area until 1000 ft.
- Follow the pre-assigned landing pattern.
- Be prepared for a PLF and flare for landing.

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9.3 Category B

Turns & Forward Motion.

Two AFF Instructors

Dive Flow

- Take position in door. Instructors take grips.
- Hotel check.
- Exit count. Exit in a relaxed arch.
- Circle of awareness.
- Two Practice touches.
- Toe Taps (optional)
- Check altitude. 90° left turn.
- Check altitude. 90° right turn.
- Check altitude. Forward movement for three seconds.
- Stop all manoeuvres by 6000 ft.
- 5500 ft. - wave and pull.

Canopy Dive Flow

- Emergency procedure review
- Release the brakes and correct routine opening problems.
- Perform canopy control checks.
- Locate the airport and fly to the holding area.
- Identify landing area checkpoints and landing target.
- Remain in the holding area until 1000 ft.
- Follow the pre-assigned landing pattern.
- Be prepared for a PLF and flare for landing.



Sec 9. Evaluation Dive flows cont.

Refer to SIM: Sec 4 for additional info

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9.4 Category C

Release Dive.

Two AFF Instructors

May be Split into 2 jumps

Dive Flow

- Take position in door. Instructors take grips.
- Hotel check.
- Exit count. Exit in a relaxed arch.
- Circle of awareness.
- One Practice touch.
- Toe Taps (optional)
- Instructors release grips as the situation allows.
- Altitude, arch, legs, relax.
- Heading control.
- Instructors ensure student control by 6000 ft. or re-grip through deployment.
- 5500 ft. - wave and pull.

Canopy Dive Flow

- Release the brakes and correct routine opening problems.
- Perform canopy control checks.
- Locate the landing area and pattern entry point.
- Divide flight path by thousands of feet. Rule of thumb - half way down, half way back.
- Identify obstacles around the landing area.
- Remain in the holding area until 1000 ft.
- Follow the pre-assigned landing pattern.
- Be prepared for a PLF and flare for landing.

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9.5 Category D1

90° Turns and docking.

One AFF Instructor

Dive Flow

- Take position in door. Instructor take grips.
- Hotel check.
- Exit count. Exit in a relaxed arch.
- Circle of awareness.
- Instructor releases and flies to front.
- Check altitude. 90° left turn.
- Check altitude. 90° right turn.
- Check altitude. Forward movement and dock on the instructor.
- Stop all manoeuvres by 6000 ft.
- 5500 ft. - wave and pull.

Canopy Dive Flow

- Release the brakes and correct routine opening problems.
- Perform canopy control checks.
- Locate the landing area and pattern entry point.
- Divide flight path by thousands of feet. Rule of thumb - half way down, half way back.
- Perform rear riser turns 90° & 180°
- Perform rear riser flairs
- Identify possible areas of turbulence around the landing area.
- Remain in the holding area until 1000 ft.
- Follow the pre-assigned landing pattern.
- Be prepared for a PLF and flare for landing.



Sec 9. Evaluation Dive flows cont.

Refer to SIM: Sec 4 for additional info

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9.6 Category D2

360° Turns and docking.

One AFF Instructor

Dive Flow

- Take position in door. Instructors take grips (optional).
- Hotel check.
- Exit count. Solo, poised exit in a relaxed arch.
- Circle of awareness.
- Instructor releases and flies to front.
- Check altitude. 360° left turn.
- Check altitude. 360° right turn.
- Check altitude. Forward movement and dock on the instructor.
- Stop all manoeuvres by 6000 ft.
- 5000 ft. - wave and pull.

Canopy Dive Flow

- Release the brakes and correct routine opening problems.
- Perform canopy control checks.
- Locate the landing area and pattern entry point.
- Perform rear riser turns.
- Practice rear riser flares.
- Return to normal toggle controlled flight by 2000 ft.
- Remain in the holding area until 1000 ft.
- Follow the pre-assigned landing pattern as wind conditions permit.
- Be prepared for a PLF and flare for landing.

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9.7 Category E1

Back loop, Barrel roll and Tracking.

One AFF Instructor

May be Split into 2 jumps

Dive Flow

- Climb out. No grips.
- Hotel check.
- Exit count. Solo, poised exit in a relaxed arch.
- Maintain heading, check altitude.
- Back loop. Check altitude.
- Barrel roll. Check altitude.
- At 7000 ft. turn 180° away from instructor.
- Track for three seconds. Check altitude.
- 4500 ft. - wave and pull.

Canopy Dive Flow

- Release the brakes and correct routine opening problems.
- Perform canopy control checks.
- Locate the landing area and pattern entry point.
- Quarter flair, fast and slow
- Half flair, fast and slow
- Full flair, fast and slow
- Return to normal toggle controlled flight by 2000 ft.
- Remain in the holding area until 1000 ft.
- Follow the pre-assigned landing pattern as wind conditions permit.
- Be prepared for a PLF and flare for landing.



Sec 9. Evaluation Dive flows cont.

Refer to SIM: Sec 4 for additional info

Category E2

9.8 Category E2

Diving exit, Front loop and tracking.

One AFF Instructor

Dive Flow

- Instructor climbs out.
- Student takes position in the door.
- Hotel check.
- Exit count. Student performs a diving exit.
- Student ensures stability and checks altitude.
- Front loop. Check altitude.
- Additional loop or roll. Check altitude.
- At 7000 ft. turn 180° away from instructor.
- Track for five seconds. Check altitude.
- 4000 ft. - wave and pull.

Canopy Dive Flow

- Before releasing the brakes perform canopy control checks with the rear risers.
- Release the brakes.
- Perform canopy control checks using the toggles.
- Locate the landing area and pattern entry point.
- Quarter flair, fast and slow
- Half flair, fast and slow
- Full flair, fast and slow
- Return to normal toggle controlled flight by 2000 ft.
- Remain in the holding area until 1000 ft.
- Follow the pre-assigned landing pattern as wind conditions permit.
- Be prepared for a PLF and flare for landing.



Sec 10. Coached Dive flows

Refer to SIM: Sec 4 for additional info

10.1 Introduction

The student can now be cleared for solo self supervision and coaching jumps. All solo student jumps should be conducted under the guidance of a supervising instructor or coach who will assist with proper gear selection and inspection and dive recommendations.

The following are recommended dive flows to be performed with supervision and guidance of a uspa coach or instructor to help complete your A licence proficiency card. skills presented on this card can be combined or repeated if necessary for the individual jumper's skill development.

- Radios must be used until the student is cleared to jump without radio assistance.
- Coach students may jump solo, with an instructor or coach, or with approved D license holders only.
- Minimum wave and pull altitude for all students is 3500 ft.



Sec 10. Coached Dive flows cont.

Refer to SIM: Sec 4 for additional info

10.2 Coached F

Adjusted Fall Rate.

USPA Coach

Dive Flow

- Student spots with minimal assistance.
- Side by side exit, student takes the forward position.
- Student gives the exit count.
- Exit in a relaxed arch.
- Student turns and takes grips on the coach.
- Check altitude, coach moves down 5 feet and signals thumbs up.
- Student increases fall rate and matches level with the coach.
- Check altitude, coach moves up 5 feet and signals thumbs up.
- Student slows fall rate and matches level with the coach.
- 6000 ft. - student turns 180° and tracks for 3 seconds.
- 3500 ft. - wave and pull.

Canopy Dive Flow

- Release the brakes and correct routine •opening problems.
- Perform canopy control checks.
- Locate the landing area and pattern entry point.
- Flair to stall point
- Reverse Turns from half brakes
- Fly pattern in half brakes
- Return to normal toggle controlled flight by 2000 ft.
- Remain in the holding area until 1000ft
- Follow the pre-assigned landing pattern as wind conditions permit.
- Be prepared for a PLF and flare to land at the proper height.

10.3 Coached G

Adjusted Fall Rate and re-dock.

USPA Coach

Dive Flow

- Student spots with minimal assistance.
- Side by side exit, student takes the forward position.
- Student gives the exit count.
- Exit in a relaxed arch.
- Student turns and takes grips on the coach.
- Check altitude, coach moves down and back 10 feet and signals thumbs up.
- Student increases fall rate and moves forward to dock on the coach.
- Check altitude, coach moves up and back 10 feet and signals thumbs up.
- Student slows fall rate and moves forward to dock on the coach.
- 6000 ft. - student turns 180° and tracks for 3 seconds.
- 3500 ft. - wave and pull.

Canopy Dive Flow

- Release the brakes and correct routine •opening problems.
- Perform canopy control checks.
- Locate the landing area and pattern entry point.
- Perform high performance reverse toggle turns.
- Return to normal toggle controlled flight by 2000 ft.
- Remain in the holding area until 1000 ft.
- Follow the pre-assigned landing pattern as wind conditions permit.
- Be prepared for a PLF and flare to land at the proper height.



Sec 10. Coached Dive flows cont.

Refer to SIM: Sec 4 for additional info

10.4 Coached H

Swoop and Dock.

USPA Coach

Dive Flow

- Student spots with minimal assistance.
- Coach climbs out to the poised position.
- Student takes position in the door.
- Hotel check.
- Exit count. Student performs a diving exit.
- Student dives to a point on level 5 to 10 ft. in front of the coach.
- Student moves forward and docks on the coach.
- Optional additional manoeuvres.
- 6000 ft. - student turns 180° and tracks for 3 seconds.
- 3500 ft. - wave and pull.

Canopy Dive Flow

- Release the brakes and correct routine •opening problems.
- Perform canopy control checks.
- Locate the landing area and pattern entry point.
- Perform front Riser Turns 90° & 180°.
- Remain in the holding area until 1000 ft.
- Follow the pre-assigned landing pattern as wind conditions permit.
- Return to full flight by 100 ft..
- Be prepared for a PLF and flare to land at the proper height.

10.5 Coached I

5000ft Clear and Pull.

3500ft Clear and Pull.

USPA Coach

2 jumps

Dive Flow

- Student spots with assistance.
- Exit count. Solo, poised exit.
- Arch, reach, pull, arch.

Canopy Dive Flow

- Release the brakes and correct routine opening problems.
- Perform canopy control checks.
- Locate the landing area and pattern entry point.
- Remain in the holding area until 1000 ft.
- Follow the pre-assigned landing pattern as wind conditions permit.
- Be prepared for a PLF and flare to land at the proper height.



Sec 10. Coached Dive flows cont.

Refer to SIM: Sec 4 for additional info

10.6 Check Dive Preparation

Additional coaching jumps may be planned to practice any of the previously learned skills that the student feels they may need additional help with.

Suggestions for additional coaching jumps include:

- swoop and dock (two needed for the A license)
- gripped exits
- relative work (turning points)
- larger group formations.

10.7 Coached J

A license Check Dive.

One AFF Instructor

Dive Flow

- Student spots.
- Student's choice of exit.
- 360° left turn.
- 360° right turn.
- Back loop.
- Dock on the Instructor.
- At break off, turn and track a minimum of 100 ft.
- Wave and pull by 3500 ft.

Canopy Dive Flow

- Release the brakes.
- Perform canopy control checks using the toggles.
- Locate the landing area and pattern entry point.
- Remain in the holding area until 1000 ft.
- Follow the pre-assigned landing pattern as wind conditions permit.
- Be prepared for a PLF and flare for landing.

10.8 Student Status Limitations

- The maximum size for group skydives that include students is 4 and two of those must be coaches, instructors or approved D license holders.
- There must always be at least one approved supervisor per student.
- Students are not permitted to jump together without approved D license holders, coaches or instructors. Coach students may jump solo, with an instructor or coach, or with approved D license holders only.
- Minimum wave and pull altitude for all students is 3500 ft.

Coached J



Sec 11. Oral and Practical Evaluations

Refer to SIM: Sec 4 for additional info

11.1 A Licence Proficiency Card

In conjunction with your one on one training your instructors will be teaching and signing off skills and knowledge listed on your A License Proficiency Card. The sections referring to equipment, pattern and aircraft knowledge will be built up through your progression and checked through oral and practical demonstrations with an instructor. Skydive Chesapeake will provide an A license proficiency card at the beginning of your progression. You can also find this card with the link below.

https://uspa.org/Portal/0/files/Fome_ALicensProfandApp.pdf

11.2 Oral Exams

Each Category briefing will include a base knowledge assesment from your previous instructions before we expand upon your skills. Examples of these questions can be found in the SIM category quizzes.

One final oral exam will be administrated by a USPA Instructor upon successful compleation of all your skydive Categories.

These exams are not pass or fail. We use them to asses student understanding and as opportunities to reinforce knowledge.

11.3 Practical Evaluations

Equipment Knowledge will be demonstrated and explained by a USPA instructor or FAA parachute rigger. Students must demonstrate their understanding of the knowledge and ability to complete the tasks outlined in this section of the A License Proficiency card.

EXIT & FREEFALL SKILLS
1. Demonstrate freefall control on all axes, with a backloop, front loop, and barrel roll. Date _____ Lic. # _____
2. Dive a minimum of 100 feet after another jumper and dock safely without assistance from the other jumper (two times). <input type="checkbox"/> 1 <input type="checkbox"/> 2 I _____ Lic. # _____
3. Plan and independently execute a break-off from a group skydive with a minimum 100 feet of horizontal separation from another jumper or group. Separation must be gained independently in a straight track within ten degrees of a radial heading from the center of the formation. Jump # _____ I _____ Lic. # _____
4. Locate and open clear of other jumpers and wave off to signal deployment. Jump # _____ I _____ Lic. # _____
5. Jump and deploy while stable within five seconds after exit from 3,500 feet AGL. Jump # _____ I _____ Lic. # _____

CANOPY SKILLS
1. Plan and fly a landing approach pattern that promotes smooth traffic flow and avoids obstacles. Jump # _____ I _____ Lic. # _____
2. Demonstrate a stand-up landing. Jump # _____ I _____ Lic. # _____
3. Perform a braked approach and landing. Jump # _____ I _____ Lic. # _____
4. Land within 20 meters of a preselected target on at least five jumps. <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 I _____ Lic. # _____
5. Perform rear-riser turns (brakes set and released). Jump # _____ I _____ Lic. # _____
6. Above 2,500 feet, perform a maximum-performance 90-degree toggle turn, followed immediately by a turn of at least 180 degrees in the opposite direction (two times). <input type="checkbox"/> 1 <input type="checkbox"/> 2 I _____ Lic. # _____
7. Above 1,000 feet, perform front riser dives and turns (may be waived if insufficient strength). Jump # _____ I _____ Lic. # _____
8. Accurately predict the presence and effects of turbulence in the landing area. Jump # _____ I _____ Lic. # _____

EQUIPMENT KNOWLEDGE
1. Demonstrate knowledge, inspection, donning, use, and owner maintenance of all equipment to be used on the jump. Date _____ I _____ Lic. # _____
2. Calculate the wing loading of both main and reserve canopies and compare the sizes against the manufacturer's published recommendations. Date _____ I _____ Lic. # _____
3. Demonstrate the understanding, use, and disconnection of a reserve static line. Date _____ I _____ Lic. # _____
4. Demonstrate the understanding and use of an automatic activation device. Date _____ I _____ Lic. # _____
5. Pack a main parachute without assistance. Date _____ I _____ Lic. # _____
6. Check equipment for another skydiver. Jump # _____ I _____ Lic. # _____
7. Perform manufacturer-recommended owner service on a canopy release system. Date _____ I _____ Lic. # _____
8. Change or adjust a main closing loop. Date _____ I _____ Lic. # _____
9. Show knowledge of FAA rules on parachute packing intervals and required personnel. Date _____ I _____ Lic. # _____

EMERGENCY REVIEW
<i>(Each qualifying review session must be conducted after initial solo jump training on later dates.)</i>
1. In a training harness, recognize and take appropriate action for all parachute malfunctions (two review sessions following the first-jump course). <input type="checkbox"/> 1 <input type="checkbox"/> 2 I _____ Lic. # _____
2. Review power line avoidance and landings. Jump # _____ I _____ Lic. # _____
3. Review tree avoidance and landings. Jump # _____ I _____ Lic. # _____
4. Review building avoidance and landings. Date _____ I _____ Lic. # _____
5. Review water avoidance and landings. Date _____ I _____ Lic. # _____
6. Review aircraft emergency procedures. Date _____ I _____ Lic. # _____

AIRCRAFT & SPOTTING	
1. Demonstrate understanding of seat belt use and applicable FARs. Date _____ I _____ Lic. # _____	4. Recite cloud clearance and visibility requirements for above and below 10,000 feet MSL. Date _____ I _____ Lic. # _____
2. Identify local runway headings, lengths, and aircraft approach and departure patterns. Date _____ I _____ Lic. # _____	5. Receive a briefing on weight and balance, the effect of a jumper on aircraft control surfaces when outside an aircraft, spotting, and radio and onboard communication procedures. Date _____ I _____ Lic. # _____
3. Using an aviation winds aloft forecast, select the correct exit and opening point. Jump # _____ I _____ Lic. # _____	6. In routine jump conditions, plan with a jump pilot and spot the aircraft without assistance. Jump # _____ I _____ Lic. # _____