



Category H Training Aid

All training to be conducted by instructors of the:



Category H

Four Jumps with One USPA AFF Instructor or Coach

The last category of the ISP finishes preparing you for the USPA A-License so you can supervise yourself as an independent skydiver. These are the last jumps where you require USPA Instructor supervision. Next, you take your test. Freefall skills combine gross movements using the start and stop principle to swoop toward a position in the sky relative to another jumper, followed by the fine movements to safely dock that you learned in Category G. The freefall briefing includes a discussion on safety and the importance of recognizing and controlling formation approach speeds. You will also learn to look around while tracking, signaling for pull, and during deployment. Under canopy, students with sufficient upper body strength explore the use of the front risers. The instructor explains the benefits and dangers of front-riser maneuvers. The discussion includes how to recover from a turn made too low, one of the sport's biggest killers. Emergency procedure review covers unintentional water landings. You should be able to demonstrate how to maintain the three-ring release system and replace a main container closing-loop, two common owner operations. Although A-License holders are not qualified for demonstration jumps, you will be authorized to jump off the regular DZ into landing areas meeting the BSRs for students and A-License holders. In this last category as a formal skydiving student, you will study the FAA requirements for jumps into the airspace over a private field, including what additional approvals may be necessary for the jump aircraft. This discussion should be with a jump pilot who can discuss those sections of FAR 105.

Learning and Performance Objectives

- Diving exit
- Swooping
- Breakoff
- Front riser control
- Water landing review
- Owner maintenance of gear
- Aircraft radio requirements
- FAA notification requirements for jumping
- FAA approvals for jump planes

Rules and Recommendations

Review all the *Rules and Recommendations* sections for each category to prepare for the oral quiz given as part of the USPA A-License check dive.

Equipment

1. Owner maintenance of three-ring release system:
 - a. Disassemble the system every month to clean the cable and massage the ends of the risers.
 - (1) Nylon riser webbing develops a memory, especially when dirty.
 - (2) When disassembled, twist and massage the nylon webbing around the two riser rings.
 - b. Clean the cables:
 - (1) Most three-ring release cables develop a sludge-like coating that causes them to bind, increasing the required pull force.
 - (2) Refer to the manufacturer's instructions for cleaning.
2. Use the correct stow bands for each type of lines:
 - a. Smaller lines require the smaller bands.
 - b. Larger bands may be required for larger lines.
 - c. Line stow bands should grasp the line stow bights tightly, resulting in 6-11 lbs. of force to extract.
 - d. Replace each stow band as it stretches, wears, or breaks.



3. Main closing loop:
 - a. Damage greater than ten percent warrants replacement.
 - b. Tension:
 - (1) Tension must be sufficient to keep the container closed in freefall.
 - (2) The closing pin should require eight to 11 pounds to extract (or check owner's manual).
 - (3) A loose closing loop could result in a premature deployment.
 - (4) Freeflying maneuvers increase the importance of closing system security.
 - (5) Adjust the closing loop tension by moving the overhand knot or replacing the loop with the knot tied in the correct place.
 - c. Use only closing loop material approved by the harness and container manufacturer.

Spotting and Aircraft

1. Overview of aircraft radio use requirements:
 - a. The jump aircraft must have an operating radio for jumping to take place.
 - b. The pilot must be in contact with air traffic control prior to jumping.
 - c. Skim through the FAA's requirements for radio use for jump operations in FAR 105.13 below:
 - (1) Except when otherwise authorized by air traffic control:
 - (a) No person may conduct a parachute operation, and no pilot in command of an aircraft may allow a parachute operation to be conducted from that aircraft, in or into controlled airspace unless, during that flight:
 1. The aircraft is equipped with a functioning two-way radio communication system appropriate to the air traffic control facilities being used; and
 2. Radio communications have been established between the aircraft and the air traffic control facility having jurisdiction over the affected airspace of the first intended exit altitude at least five minutes before the parachute operation begins. The pilot in command must establish radio communications to receive information regarding air traffic activity near the parachute operation.
 - (b) The pilot in command of an aircraft used for any parachute operation in or into controlled airspace must, during each flight:
 1. Continuously monitor the appropriate frequency of the aircraft's radio communications system from the time radio communications are first established between the aircraft and air traffic control, until the pilot advises air traffic control that the parachute operation has ended for that flight.
 2. Advise air traffic control when the last parachutist or object leaves the aircraft.
 - (2) Parachute operations must be aborted if, prior to receipt of a required air traffic control authorization, or during any parachute operation in or into controlled airspace, the required radio communications system is or becomes inoperative.
2. FAA notification required before a jump:
 - a. A jumper or the pilot must notify the appropriate air traffic control facility at least one hour prior to jumping (no more than 24 hours prior) in most airspace.
 - b. Some drop-zones have a written notification renewed annually for that location only.



- c. Skim through FAR 105.25 and 105.15 for rules on notifications and authorizations prior to jumping:
- (1) No person may conduct a parachute operation, and no pilot in command of an aircraft may allow a parachute operation to be conducted from that aircraft:
 - (a) Over or within a restricted area or prohibited area unless the controlling agency of the area concerned has authorized that parachute operation;
 - (b) Within or into a Class A, B, C, D airspace area without, or in violation of the requirements of, an air traffic control authorization issued under this section;
 - (c) Within or into Class E or G airspace area unless the air traffic control facility having jurisdiction over the airspace at the first intended exit altitude is notified of the parachute operation no earlier than 24 hours before or no later than one hour before the parachute operation begins, except as provided below:
 1. For these purposes, air-traffic control facilities may accept a written notification from an organization that conducts parachute operations and lists the scheduled series of parachute operations to be conducted over a stated period not longer than 12 calendar months. The notification must contain the information prescribed below, identify the responsible persons associated with that parachute operation, and be submitted at least 15 days, but not more than 30 days, before the parachute operation begins. The FAA may revoke the acceptance of the notification for any failure of the organization conducting the parachute operations to comply with its requirements.
 2. This section does not apply to a parachute operation conducted by a member of an Armed Force within a restricted area that extends upward from the surface when that area is under the control of an Armed Force.
 - (2) Each request for a parachute operation authorization or notification required under this section must be submitted to the air traffic control facility having jurisdiction over the airspace at the first intended exit altitude and must include the information prescribed below.
 - (3) Each person requesting an authorization and each person submitting a notification must provide the following information (on an individual or group basis):
 - (a) The date and time the parachute operation will begin.
 - (b) The radius of the drop-zone around the target expressed in nautical miles.
 - (c) The location of the center of the drop-zone in relation to:
 1. The nearest VOR facility in terms of the VOR radial on which it is located and its distance in nautical miles from the VOR facility when that facility is 30 nautical miles or less from the drop-zone target; or
 2. The nearest airport, town, or city depicted on the appropriate Coast and Geodetic Survey World Aeronautical Chart or Sectional Aeronautical Chart, when the nearest VOR facility is more than 30 nautical miles from the drop-zone target.
 - (d) Each altitude above mean sea level at which the aircraft will be operated when parachutists or objects exit [sic] the aircraft.
 - (e) The duration of the intended parachute operation.
 - (f) The name, address, and telephone number of the person who requests the authorization or gives notice of the parachute operation.
 - (g) The registration number of the aircraft to be used.
 - (h) The name of the air traffic control facility with jurisdiction of the airspace at the first intended exit altitude to be used for the parachute operation.
 - (4) Each holder of a certificate of authorization issued under this section must present that it for inspection upon the request of the Administrator or any Federal, State, or local official.
 - (5) Each person requesting an authorization under this section and each person submitting a notice under this section must promptly notify the air-traffic control facility having jurisdiction over the affected airspace if the proposed or scheduled parachute operation is canceled or postponed.

d. Study the overview of notification & authorization requirements from AC 105.2, Appendix 1 below:

Location of Jump	Kind of Authorization Required	When to Apply or Notify	Where to Apply or Notify	Title 14 CFR Section Reference
Over or onto any airport	Prior approval	Prior to jump	Airport management	§ 105.23
In or into Class E or G airspace	Air Traffic Control (ATC) notification	Between 24 hours and 1 hour prior to jump	ATC facility having jurisdiction	§ 105.25
In or into Class A, B, C or D airspace	ATC authorization (Verbal authorization normally issued)	Prior to jump	ATC facility having jurisdiction	§ 105.25
Over or within a restricted or prohibited area	Prior authorization	Prior to jump	Controlling agency, as noted on section chart	§ 105.25
Over or into a congested area or open air assembly of persons	FAA Form 7711-1, Certificate of Authorization	10 working days prior to jump	Flight Standards District Office (FSDO) having jurisdiction over the area where jump is to be made	§ 105.21

3. Aircraft approved for flight with door removed:

- a. Some aircraft are unsafe for flight with the door open or removed.
- b. Aircraft approved for flight with the door removed may require additional modifications and usually require additional FAA field approval.
- c. Other modifications to a jump aircraft, e.g., in-flight doors, handholds, or steps, require additional field approval or a supplementary type certificate.
- d. Review with the pilot the certificates of approval for modifications on the jump aircraft.
- e. Skim through AC 105.2, Appendix 2 (operation of aircraft approved for flight with door removed or modified for parachuting operations) below:

- (1) Operating Limitations: Contact your local Flight Standards District Office (FSDO) for information on getting an authorization to operate your aircraft with the door removed and/or a door modified to open/close in flight. Aircraft that have approved procedure and operating limitations in their FAA-approved Aircraft Flight Manual (AFM) or a FAA-approved Supplemental Type Certificate (STC) may operate in accordance with those documents.
- (2) Operation with Modified or Removed Door. Any aircraft type, utility/normal category model that has had FAA-approved data used for skydiving operations or door removal can be considered.
 - (a) Required Data. It is the responsibility of the applicant to supply the FAA aviation safety inspector (ASI) with any data necessary to have his or her aircraft approved to operate with a door removed or a door modified to open/close in flight during jump operations. If the aircraft is altered and operated in accordance with an STC, no other limitations are required.
 - (b) Approved Data. Many aircraft have jump door and/or restraint systems approved by type certificate (TC), STC, or field approval. Aircraft that have not been FAA-approved by TC, STC, or field approval must have the required data to address the alteration from a Designated Engineering Representative (DER), Organization Designation Authority (ODA), or other FAA-approved data. This data will allow the owner/operator the ability to apply for a field approval or one-time STC for that aircraft.
 - (c) Previously Approved Field Approvals. Applicants can present a previously FAA-approved field approval for jump door, handles, step, and skydiver restraint systems as data for the field approval process if the FAA-approved data are for the same aircraft make, model, and series (M/M/S).

Exit and Freefall

1. Diving exit:
 - a. Position yourself in the door to place your hips and chest into the air coming from ahead of the aircraft, with your body oriented side-to-earth.
 - b. Exit in a slow fall body position to arrest your forward throw from the aircraft, which is moving you away from your coach.
 - c. Before starting to dive, hold the slow fall body position for two to three seconds while slowly turning toward your coach.
 - d. Use a delta position to begin diving toward your coach.

2. Using your spine to adjust dive angle:
 - a. Initiate the swoop with your legs fully extended.
 - b. Follow the person ahead closely, but be prepared to slow rapidly.
 - c. Pitch up or down by curving your spine to increase or flatten the angle of the dive.
 - d. Use fast- and slow-fall technique to adjust vertical position relative to the diver ahead.
 - e. For safety and to prevent a collision, dive with an escape path in mind.

3. Traffic on approach to the formation:
 - a. Dive in a straight line.
 - b. Prevent collisions by watching for other jumpers while on approach to the formation.

4. Start, coast and stop:
 - a. Once you are about halfway to the target, return to a more neutral position.
 - b. You can increase your speed to the target if you find you have slowed too soon.
 - c. Use a flare position (arms forward) to slow and stop at a position level and 10-20 feet away from the target; visual cues:
 - (1) Back of pack in view: approaching too high.
 - (2) Front of harness in view: approaching too low.
 - d. Begin a level approach using legs only.
 - e. Remain aware of traffic to each side and for errant jumpers below the approach path.

5. Rapidly arresting forward movement (very effective):
 - a. Extend both arms forward.
 - b. Use slow-fall technique (cup sternum and abdomen).
 - c. Drop both knees.



6. Breaking off and tracking:
 - a. Plan the breakoff altitude to be high enough for the jumper with the least experience to track to a safe distance from the formation, at least 100 feet for groups of five or fewer. This is also the minimum distance required to pass the A-License check dive.
 - b. Breakoff: The minimum breakoff altitude recommendations for group freefall (SIM Sect. 6-1) apply to very experienced formation skydivers jumping at a familiar location, using familiar equipment, and jumping with familiar people. The minimum breakoff altitude for group freefall should be:
 - (1) For groups of five or fewer, at least 1,500 feet higher than the highest planned deployment altitude in the group (not counting one camera flyer)
 - (2) For groups of six or more, at least 2,000 feet higher than the highest planned deployment altitude in the group (not counting a signaling deployment or camera flyers)
 - (3) Higher than these recommendations for the following:
 - (a) Groups with one or more jumpers of lower experience
 - (b) Jumpers with slower-opening or faster-flying canopies
 - (c) Jumpers engaging in freefall activities that involve a fall rate faster than belly to earth terminal velocity
 - (d) Jumps involving props, toys, or other special equipment, such as signs, banners, smoke, flags, hoops, tubes, items released in freefall, etc.
 - (e) Taking place over an unfamiliar landing area or in case of an off-field landing (bad spot recognized in freefall)
 - (f) Other special considerations
 - (4) If any of these conditions are met, add 500 feet to 1,000 feet to your planned breakoff.
 - c. Develop techniques to scan and steer clear of other jumpers ahead and below.
 - d. Look left, right, up, and down for other jumpers in the immediate area during the wave-off to ensure that the area is clear.
 - e. Continue looking during deployment so you can steer clear under canopy as soon as it opens.

Emergency Procedure Review

1. Refer to SIM Section 6-5 for "Water Landing Recommendations."
2. Water hazards:
 - a. Definition of a water hazard:
 - (1) An open body of water is defined as a body of water in which a skydiver could drown.
 - b. Flotation gear/devices:
 - (1) Are required for all skydivers wearing a round main or reserve canopy and all solo students when the intended exit, opening, or landing point is within one mile of an open body of water
 - (2) Are recommended for jumpers using ram-air when jumping within a mile of water
 - c. Adjust the planned spot to avoid bodies of water.



3. Review and discuss the emergency procedures for an unintentional water landing (SIM Section 5-1.F):
 - a. Continue to steer to avoid the water hazard while enough altitude remains to do so safely.
 - b. If possible, land close to shore or to a boat, buoy, or other floating object.
 - c. Activate or inflate the flotation device, if available.
 - d. Disconnect or loosen the chest strap to facilitate getting out of the harness after landing in the water (keep your hands in the steering toggles to maintain control if possible, however this may require taking your hands out of the steering toggles first).
 - e. Disconnect the reserve static line (if applicable) to reduce complications in case the main needs to be cutaway after splashing down.
 - f. Steer into the wind, if possible. If there is a flowing current, land against it to facilitate escape.
 - g. Loosen the leg straps slightly to facilitate getting out of the harness after splashing down.
 - (1) If you loosen the leg straps too much, you may not be able to reach the toggles.
 - (2) Leave the leg straps fastened until you have landed and your feet are in the water.
 - h. Releasing the main canopy and attempting to fall away into the water is not recommended.
 - (1) Altitude above water can be difficult to judge.
 - (2) Falling from a significant height into water can result in fatal injuries.
 - (3) The water may be shallow or there may be unseen objects below the surface.
 - i. Prepare for a PLF with feet and knees together at 300 feet.
 - j. Flare the parachute to half brakes at ten feet above the water (this may be difficult to judge, due to poor depth perception over the water).
 - k. Enter the water feet-first in a PLF position with your lungs fully filled with air.
 - l. After entering the water, release the toggles, bring your hands to your ribcage, throw your arms back, and slide forward out of the harness. Shrug the container and harness off your shoulders using a breaststroke motion. Then disconnect or slide off the leg straps.
 - (1) Remain in the harness and attached to the canopy until actually in the water.
 - (2) If cutting away (known deep water only), do so only after both feet contact the water.
 - (3) If flotation gear is not used, separation from the equipment is essential.
 - (4) The container can also serve as a flotation device if the reserve canopy is still packed inside.
 - (5) Caution must be used to avoid the main canopy suspension lines if using the reserve to float.
 - (6) Tests have shown that a container with a packed reserve will remain buoyant for up to 45 minutes or longer.
 - m. Dive down deep and swim carefully away upwind (if no current) or up/cross-stream (if there is a flowing current) and swim out from under the collapsed canopy while keeping movement to a minimum to avoid entangling in the suspension lines. Once clear, swim to shore and get out.
 - n. If the canopy lands on top of you or you become covered by the canopy:
 - (1) Dive down deep and swim out from under the collapsed canopy, or
 - (2) Punch up to create an air pocket (like a tent), then pull the canopy off your head by following one of the rib seams to the edge of the canopy until clear of it while remaining clear of the lines
 - o. In swift or shallow water, pull one toggle in or cutaway if you landed under your main canopy.
 - p. Take a deep, full breath of air and refill your lungs at every opportunity.
 - q. Remove any full coverage helmets in the event of breathing difficulties.
 - r. Even if you are in shallow water or are a strong swimmer, leave the parachute system behind.
 - s. Swim toward the nearest shore, buoy, or boat while using any currents to your advantage.

4. Study USPA recommendations on recovery from a turn made too low (SIM Section 5-1.1):
 - a. Low turns under canopy are one of the biggest causes of serious injury and death in skydiving.
 - b. A low turn can be premeditated or result from an error in judgment or experience with a situation.
 - c. To avoid low turns, fly to a large, uncrowded landing area free of obstacles and:
 - (1) Fly a planned landing pattern that promotes a cooperative traffic flow.
 - (2) If landing off field, plan a landing pattern by 1,000 feet.
 - d. Once a jumper realizes that a turn has been made at an unsafe altitude:
 - (1) Stop the turn.
 - (2) Use toggle control to get the canopy back overhead.
 - (3) Prepare for a hard landing (PLF).
 - (4) Manage the speed induced by the turn.
 - (a) Expect more responsive flare control with the toggles due to the increased airspeed.
 - (b) Expect a longer, flatter flare.
 - e. In case of premature contact with the ground, no matter how hard, keep flying the canopy to reduce further injury.

Canopy

1. Using front risers:
 - a. Front risers may be used to dive the canopy:
 - (1) To lose altitude rapidly
 - (2) To maintain position over ground in strong winds
 - (3) To catch up with another jumper under canopy below
 - (4) To have fun
 - b. Heading control with front risers depends on:
 - (1) Airspeed
 - (2) The rate of turn
 - (3) The speed of turn entry
 - c. Heading control with front risers takes practice to become predictable.
 - d. Practice heading control with front-risers:
 - (1) Pull both front risers down to dive straight ahead.
 - (2) Pull one front riser to complete two 90-degree and two 180-degree turns.
 - e. Initiate a sharp, deep front-riser turn, raise the riser slightly to decrease the turn rate, and then pull the riser fully down again to attempt to increase the rate of the turn:
 - (1) The rate of turn may not increase.
 - (2) The resistance on the riser may make it too difficult to pull the riser down farther after raising it
 - (3) This exercise demonstrates the different nature of front-riser heading control.
 - f. Complete all front-riser maneuvers by 1,500 feet. Then return to only using toggles for control.
2. Front riser safety:
 - a. Watch for traffic below and to the sides prior to initiating a front-riser dive.
 - b. Front riser maneuvers can be very dangerous near the ground:
 - (1) Turbulence may affect canopy heading or descent rate.
 - (2) A mishandled front-riser turn can lead to an undesirable heading, e.g., towards an obstacle, without time to complete the turn safely before landing.
 - (3) A crowded landing pattern is never the place for high-speed maneuvers.
 - c. Keep both steering toggles in hand when performing front-riser maneuvers to make heading changes more reliably and quickly if necessary.
3. Perform the remaining unassisted landings within 65 feet of the planned target to meet the USPA A-License requirements (total of five required for A-License).

Category H Quiz

(Must be passed before Category H-1 jump.)

- 1. Why is it important to look ahead during a swoop toward other jumpers in freefall?**
 - a) To maximize your speed
 - b) To maintain heading
 - c) To see others and avoid a collision
- 2. What is the fastest way to slow down from a freefall swoop approach?**
 - a) Aggressive arch
 - b) Neutral body position with arms forward and knees down
 - c) Arms back at waist and legs straight
- 3. What is the danger of a loose or worn main container closing-loop?**
 - a) Premature deployment
 - b) AAD fire
 - c) Line over malfunction
- 4. Why must three-ring release cables be cleaned periodically?**
 - a) Oxidation will cause microscopic burrs on metal, which could tear fabric.
 - b) To remove tar.
 - c) Corrosion deposits cause them to bind.
- 5. If you see that you have begun to turn too low to the ground for a safe landing, what should be your first response?**
 - a) Quickly use toggle controls to turn in the opposite direction.
 - b) Neutralize the turn and get the canopy overhead.
 - c) Prepare to PLF.
- 6. What effect does pulling on the front risers have on the canopy?**
 - a) Dramatic increase in rate of descent
 - b) Dramatic decrease in rate of descent
 - c) Dramatic increase in forward speed
- 7. When performing front riser maneuvers, what should you do with the toggles?**
 - a) Stow them.
 - b) Keep them away from the front risers.
 - c) Keep them in your hands.
- 8. What are the two biggest dangers of front-riser maneuvers near the ground?**
 - a) Collisions with other jumpers and collision with the ground
 - b) Broken lines and collision with the ground
 - c) Canopy stalls and collision with the ground
- 9. What are some of the possible results of a turn made too low to the ground?**
 - a) Horseshoe malfunction
 - b) Serious injury or death
 - c) Increased chance of landing on target



10. What is the procedure for landing in water?

- a) Inflate flotation device, disconnect chest strap and RSL, prepare for PLF, face into wind, flare, hold breath, cutaway once feet are wet, remove leg straps, swim upwind; if under the canopy, dive deep and swim away or follow one seam until out from underneath.
- b) Inflate flotation device, disconnect chest strap and RSL, prepare for PLF, face into wind, flare, hold breath, cutaway five to ten feet above water, remove leg straps, swim upwind; if under the canopy, dive deep and swim away or follow one seam until out from underneath.
- c) Inflate flotation device, prepare for PLF, face into wind, flare, hold breath, remove leg straps, swim upwind; if under the canopy, dive deep and swim away or follow one seam until out from underneath.

11. What is the maximum percentage of visible wear allowable on a main closing loop?

- a) Fifty percent
- b) Twenty-five percent
- c) Ten percent

12. Can a jump be legally made from an aircraft without an operating radio?

- a) No
- b) Yes
- c) Yes, as long as the aircraft has an operating GPS system

13. What is the least notification the FAA requires before any jump or series of jumps may be made?

- a) Twenty-four hours
- b) One hour
- c) One month

14. Where can a pilot look to determine if a plane is approved for flight with the door removed?

- a) No approval is needed
- b) AC 105.2, Appendix 2, or aircraft owner's manual
- c) FAR 105.3

15. Whose name will the FAA require when filing a notification for parachute jumping?

- a) The person giving notice
- b) The local safety and training advisor
- c) The pilot



Category H Dive Flows

Four Jumps with One USPA AFF Instructor or Coach

Freefall Dive Flow

- (Same dive flows for all four jumps in Category H)
- Dive from the door one second after the coach.
- Present belly to wind in the slow fall position and maintain it for two seconds.
- Coach establishes fall rate and holds heading (facing jump run). Turn toward coach.
- Dive using "Start, Coast, Stop" to gauge approach and stop on level about ten to 20 feet out in front.
- Check altitude before and after every maneuver or every five seconds, whichever one comes first.
- Initiate your forward approach using "Start, Coast, and Stop" and take grips using proper technique.
- Altitude permitting, coach turns 90° off the jump run heading and dives to a point 50 to 100 feet horizontally and 20 to 40 feet below.
- Coach turns 180° to face student and nods, "OK."
- Check altitude, follow, & repeat docking procedure
- Coach turns 180° away from student, staying perpendicular to jump run, and dives to a point 50 to 100 feet horizontally and 20 to 40 feet below.
- Continue to repeat the maneuvers while staying perpendicular to jump run and checking altitude before and after every maneuver or every five seconds, whichever comes first, until 5,000 feet.
- Initiate breakoff at 5,000 feet without prompting (must do so on time & without prompting to pass)
- Turn 180° away from coach & track for 5 seconds.
- Coach remains in place and evaluates track.
- Track must reach at least 100 feet of horizontal distance within five seconds and be within ten degrees of the planned heading in order to pass.
- Wave-off by 3,500 feet while checking for clear airspace (must do so to pass).
- Pull by 3,000 ft. (must do so while stable to pass).

Canopy Dive Flow

- Check altitude, air traffic, & position over ground.
- Correct any common canopy problems.
- Release brakes, conduct a canopy controllability check, and move to the holding area.
- Perform an on-heading front riser dive by pulling on both front risers evenly (keep toggles in hands)
- Check altitude, air traffic, & position over ground.
- Look right, ensure clear airspace, and perform a 90° right front riser turn (keep toggles in hands).
- Check altitude, air traffic, & position over ground.
- Look left, ensure clear airspace, and perform a 90° left front riser turn (keep toggles in hands).
- Check altitude, air traffic, & position over ground.
- Look right, ensure clear airspace, and perform a 180° right front riser turn (keep toggles in hands).
- Check altitude, air traffic, & position over ground.
- Look left, ensure clear airspace, and perform a 180° left front riser turn (keep toggles in hands).
- Check altitude, air traffic, & position over ground.
- Look right, ensure clear airspace, and initiate a sharp, deep right front-riser turn, raise it back up halfway to decrease the turn rate, and then pull the riser fully down again to begin the turn again in attempt to increase the rate of the turn (keep toggles in hands).
- Check altitude, air traffic, & position over ground.
- Look left & repeat the same maneuver to the left.
- Complete all front riser maneuvers by 1,500 feet.
- Follow planned pattern over landing area or alternate. Prepare to PLF on final at 300 feet.
- Flare at head height to land. Coach measures your landing distance from a planned target (must land within 65 feet of the target to pass).

Advancement Criteria

Exit and Freefall

- Two swoop and docks with minimum assistance
- Breakoff at planned altitude without prompting
- Track at least 100' within 10° of planned heading

Canopy

- Two cumulative 90-degree front-riser turns
- Two cumulative 180-degree front-riser turns
- Total of five unassisted landings within 65 feet of the target (A-License requirement)

Equipment

- Disassemble, perform owner maintenance, and reassemble three-ring release system
- Remove, adjust, and replace a main container closing loop

