

4-1: STUDENT SKILL AND KNOWLEDGE SETS

| Jump Numbers and Supervision | Exit and Freefall | Canopy Flight | Equipment | In-Depth Emergency Review* | Rules and Recommendations | Spotting and Aircraft |
|--|---|---|--|--|---|---|
| A AFF: 1 (Two AFFIs) SL/IAD: 1-2 (SLI/IADI) Tan: 1 (TI) | Adaptation to skydiving environment; principles of deployment | Steering; intro pattern; wind line; landing procedures | Altimeter and operation handle orientation; instructor gear checks | Passive aircraft emergencies (instructor leads) | FAR 91.107 (seat belts); SIM 2-1 (first-jump course topics) | Propeller avoidance; movement in aircraft |
| B AFF: 2 (Two AFFIs) SL/IAD: 3-5 (SLI/IADI) Tan: 2-3 (TI) | Relaxed body position; leg awareness; unassisted stable deployment (simulated for SL/IAD) | Assisted pattern; assisted flare; written flight plan; review PLF | Handle operation and protection | Training harness; deployment problems; partial and total malfunctions; stability recovery; and altitude awareness | SIM 2-1 (students), 5-1 (malfunctions); FAA AC-90-66A (illustration of aircraft traffic patterns) | Airport orientation and recognition; runway and approach incursions; aircraft patterns |
| C AFF: 3-4 (Two AFFIs, then one) SL/IAD: 6-8 (SLI/IADI, Coach) Former Tan: 4-5 (AFFI) | Solo controlled and relaxed fall; heading maintenance; wave-off | Solo pattern and flare; wing loading; turbulence; downwind landings | Complete orientation (main closed); observe pre-flight | Open parachute in aircraft; off-airport landings; obstacle recognition and avoidance; turbulence; collapsing the canopy on landing | SIM 2-1 (student equipment); FAR 105.43.b.1 (equipment); local laws; canopy owner's manual | Pattern selection |
| D AFF: 5-6 (AFFI) SL/IAD: 9-12 (SLI/IADI, Coach) Former Tan: 6-7 (AFFI) | Solo exit (AFF); heading control; freefall speeds and times | Back-riser control with and without brakes; stand-up; 165 feet assisted | Assisted pre-flight; AAD operation; AAD owner's manual | Training harness; routine opening problems; instant recognition and response; building landings | SIM 5-1 (buildings), 5-3 (AADs); FAR 105.17 (clouds) | Jump run observation; looking below for aircraft |
| E AFF: 7-9 (AFFI) until cleared from AFF; then Coach SL/IAD: 13-15 (SLI/IADI, Coach) (Merge tandem) | Door exit; aerobatics; unsupervised freefall | Stalls; traffic avoidance; 165 feet unassisted; the "sweet spot;" rectangular v. elliptical | Complete orientation (open canopy); component identification; unassisted pre-flight; comprehensive RSL | Training harness; two canopies out; high-wind landings; independent aircraft emergencies | SIM 2-1 (winds), 2-1.M (oxygen), 5-1 (dual deployments), 5-3 (RSLs); 5-3 (altimeters); FAR 91 (pilot responsibilities); FAR 105.43.a and b (packing authorization and interval) | Aircraft orientation; airspeed; weight and balance; winds aloft; intro spot selection; assist with jump run |
| F AFF: 10-13 SL/IAD: 16-17 Coach | Tracking; two clear and pulls for former AFF students | Braked turns, approach, and landing; maximum glide; 82 feet on two jumps | Assisted packing; pin check (others); parachute system and canopy owner's manuals | Power line landings | SIM 2-1 (all), 3-1 (all), 5-1 (power lines), 5-2 (currency recommendations), 5-7 (group separation); parachute system and reserve owner's manuals | Group separation; assisted jump run; calculating exit point from winds aloft |
| G AFF: 14-17 SL/IAD: 18-21 Coach | Group exits; forward motion; rate of descent; docking; break-off and separation | Collision avoidance review; reverse turns; 65 feet on two jumps | Solo packing; rigger's responsibilities; maintenance orientation; AAD review | Canopy collision response; tree landings | SIM 5-1 (trees), 5-1 (collisions), 5-5 (weather), 6-1 (group freefall); FAR 105.43.c (AAD maintenance) | Unassisted jump run; weather |
| H AFF: 18-21 SL/IAD: 22-25 Coach | Diver exit; diving; traffic awareness during diving, tracking and deployment | Front riser control; 65 feet on three jumps | Owner maintenance (three-ring, closing loop) | Water landings; low-turn recovery | SIM 5-1. (water), 5-1 (low turns), 6-2 (breakoff); FAR 105.13 (aircraft radio); 105.15 (notification); AC 105-2C App. (aircraft) | Notification to FAA of jump activity; review STC, 337, etc. |

*After training recommended in the USPA Integrated Student Program for solo students coming from tandem.