



**AUSTRALIAN PARACHUTE FEDERATION  
JPA ASSESSMENT and APPLICATION**

**J1**

**V4-201506**

COURSE and CANDIDATE INFORMATION	
Candidate Name:	DOB:
Full Postal Address:	ARN:
	Post Code:
Email:	Mobile:
Licence Type: PPL <input type="checkbox"/> CPL <input type="checkbox"/> ATPL <input type="checkbox"/> Instrument rating <input type="checkbox"/>	
Pilot Medical: Class 1 <input type="checkbox"/> or Class 2 <input type="checkbox"/> ...../...../..... <small>Expires</small>	Valid BFR: Yes <input type="checkbox"/> or No <input type="checkbox"/>

CANDIDATE'S RESULTS	
Written Assessment Score: <span style="border: 1px dashed black; padding: 2px;">        </span> % <small>(Multiply the mark by 2 to calculate percentage)</small>	Satisfactory <input type="checkbox"/> Not yet satisfactory <input type="checkbox"/>
Oral Assessment:	Satisfactory <input type="checkbox"/> Not yet satisfactory <input type="checkbox"/>
Practical Assessment:	Satisfactory <input type="checkbox"/> Not yet satisfactory <input type="checkbox"/>
<b>Final Result:</b>	<b>Competent</b> <input type="checkbox"/> <b>Not yet competent</b> <input type="checkbox"/>

STATEMENT BY EXAMINER	
<small>(Initial each statement if correct, and sign below)</small>	
<b>Examiner</b> <i>(Print name)</i> .....	
1. The candidate meets the pre-requirements of OR 5.1.2 and has successfully completed a course of instruction, including training in the use of emergency parachutes and execution of PLRs, and assessed in accordance with APF regulations and standard procedures.	.....
2. The candidate has been retrained and reassessed on any knowledge or skills gap identified during the assessment process, including any incorrect answers given in the written assessment.	.....
3. I am satisfied with the candidate's ability to act as an APF Jump Pilot and recommend the Authorisation be issued.	.....
Signature .....	Date ...../...../.....

<b>Candidate</b> <i>(Print name)</i> .....	Date ...../...../.....
Signature .....	Club Affiliation: .....

**Jump Pilot payment and declaration section:**

**PAYMENT DETAILS: Annual FEE of \$22.00 (incl. GST) applies for the Jump Pilot Authorisation**

MasterCard  Visa  Cheque  Money Order  Free for Life Members

Expiry date:

Name on Card: ..... Amount approved: .....

**ISSUE OF THE JUMP PILOT AUTHORISATION AND YOUR ASSOCIATE MEMBERSHIP OF THE AUSTRALIAN PARACHUTE FEDERATION, IS CONDITIONAL UPON YOU HAVING READ AND SIGNED THIS STATEMENT**

*Jump pilot associate membership does not provide Jumping, Voting or Insurance privileges nor does it include issue of the Australian Skydiving Magazine (ASM).*

**WARNING AND DECLARATION**

- 1.) PARACHUTING & FLYING IN PARACHUTING AIRCRAFT IS DANGEROUS. Serious accidents can and often do happen which may result in injury to person and/or property or being killed.
  - 2.) Except where provided or required by law and as such cannot be excluded, the applicant agrees that it is a term of his/her membership of the Australian Parachute Federation (APF) that APF is absolved from all liability however arising from injury or damage however caused (whether fatal or otherwise) arising out his/her membership of APF.
  - 3.) In consideration of APF accepting the applicant as a member the applicant:
    - I. releases and forever discharges APF from all Claims that s/he may have or may have had but for this release; and
    - II. indemnifies, will keep indemnified and holds harmless APF to the extent permitted by law in respect of any Claim by any person including but not only another Member of APF.

In this clause 3 "Claims" means and includes any action, suit, proceeding, claim, demand, damage, penalty, cost or expense however arising from or in connection with parachuting, training to parachute, flying in any aircraft being used for or in connection with parachuting or in any way caused by, or arising out of his/her APF membership (collectively "Parachuting activities").
  - 4.) Parachuting activities are a "recreational activity" as defined under the *Trade Practices Act 1974 (Amended 2002)*. Where the applicant is a consumer, as defined by any relevant law, then certain terms and rights may be implied into a contract for the supply of goods or services for the benefit of the applicant. These terms and rights, and any liability of APF flowing from them, are expressly excluded, restricted or modified by this declaration and the membership contract.
  - 5.) The applicant for him/herself, his/her executors, administrators, dependents and other personal representatives, absolves and indemnifies and will keep indemnified APF and all its servants, agents, employees and other persons under APF's control (the "Indemnified") from all liability howsoever arising for injury or damage (including but not limited to the applicant's person, whether fatal or otherwise, property and personal belongings) however caused including by the negligence of the Indemnified, arising out of or participating in Parachuting activities.
  - 6.) The applicant undertakes parachuting activities and flying in parachuting aircraft entirely at his/her own risk.
- I, the applicant for membership of the Australian Parachute Federation, have read, or have had read to me, the above warning and having understood same, consent to the activity proposed. I agree to abide by the APF Operational Regulations, Code of ethics and Constitution

**Pilot's name:** \_\_\_\_\_ **Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

## JPA Assessment Guidelines

### NOTES FOR EXAMINER

4. The following written assessment may be conducted as an open-book assessment at the discretion of the Examiner. It is to be completed by the candidate under the assessment conditions described in the text box below titled "Instructions to Candidate".
5. The pass mark for this written assessment is 80%. The knowledge gap identified by incorrect responses requires retraining in those areas prior to awarding of "satisfactory" and any final determination of competency.
6. The oral and practical assessment require an assessment of "satisfactory".
7. Upon successful completion of all assessment requirements, the completed assessment booklet must be returned to the APF National Office within 10 business days of completion.
8. Upon receipt of the completed assessment package by the APF National Office, a JPA and number will be issued. The jump pilot may exercise the privileges of his/her new rating once this is issued.
9. Issuing particulars and entitlements for the Jump Pilot Authorisation are defined in the Jump Pilot and Aircraft Operations Manual.
10. The JPE is responsible for ensuring the JPA candidate meets all the licence and flying requirements to hold a JPA rating.

### INSTRUCTIONS TO CANDIDATE

#### Read these conditions before you begin.

- This written assessment consists of 50 questions.
- Read each question carefully. There are no trick questions. Answer the multi-choice questions by circling the most correct letter. DO NOT RUSH. Think about each question and choose the MOST appropriate answer.
- All answers are to be in INK. Please write legibly. If you need to change an answer, ensure that the result is clear and unambiguous, and have the Examiner initial all changes before leaving the assessment room.
- Each correct answer is worth one mark. If you leave a question blank, no mark will be recorded for that question.
- You may ask the Examiner for clarification if necessary.
- During the assessment, the only person you are permitted to speak to is the Examiner.
- If you have comments regarding this assessment, please note them and pass them on with the completed assessment papers. Your feedback is appreciated.
- Good luck!

**Part One - Written assessment**

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1. The governing body of parachuting in Australia is:
  - a) Civil Aviation Safety Authority (CASA)
  - b) Australian Parachute Federation (APF)
  - c) Airservices Australia
  - d) Air Transport Safety Bureau (ATSB)
  
2. The CASA Instrument which outlines pilot qualifications and maintenance standards for aircraft involved in parachuting operations involving student training is:
  - a) CAAP 42ZC-1
  - b) The Instrument under CAR 209
  - c) CASA 278/97
  - d) CASA 563/04
  
3. Unless he/she holds an APF Certificate Class D, the minimum aeronautical experience a private pilot must possess before flying parachute operations is:
  - a) 100 hours
  - b) 120 hours
  - c) 165 hours
  - d) 200 hours
  
4. APF Operational Regulations require that all jumps be made under the following conditions:
  - a) If the ground is not visible, the parachutist uses an authorised means of determining aircraft position
  - b) Unless approved otherwise, conditions are such that the target is clearly visible and the parachutist does not enter cloud
  - c) The mode of determining aircraft position for exit is approved by the Chief Instructor or Area Safety Officer
  - d) All of the above
  
5. APF Operational Regulations require restraints to be used by parachutists in the aircraft:
  - a) Below 1000 feet and in turbulence
  - b) In accordance with a briefing
  - c) Providing the parachutist has been instructed in the use of the parachutist restraints fitted to the aircraft and wears the restraints at all times below 1000 feet AGL or at any time as directed by the pilot
  - d) In certain aircraft types only, as listed in CASA Specification for Parachute Descents
  
6. Supplementary oxygen must be provided to the aircrew if:
  - a) The aircraft operates above FL120 (Approx. 12,000 feet AMSL)
  - b) The aircraft operates above 10,000 AMSL feet for more than 15 minutes
  - c) The aircraft operates above 10,000 AMSL feet at night
  - d) All of the above

7. Student parachutists shall not make orientation flights unless they have received the pre-flight instruction specified in:
- Civil Aviation Orders
  - APF Operational Regulations
  - APF Parachute Instructor Manual
  - Training Operations Manual
8. The role of the Senior Pilot at a Training Organisation is:
- To be responsible for all aircraft related aspects of the operation
  - To ensure the safe and legal operation of aircraft at all times including compliance with the Instrument under CAR 209
  - To ensure adequate and ongoing training of all pilots conducting parachute operations at his/her organisation
  - To ensure all pilots hold a Jump Pilot Authorisation before conducting parachute operations
  - All of the above
9. As a jump pilot, you have specific duties and responsibilities. From the list below, select two that apply to the Jump Pilot Authorisation:
- The safe and legal operation of the aircraft at all times including compliance with the Instrument under CAR 209
  - Carry out jump pilot training for issuance of the Jump Pilot Authorisation
  - Liaise with CASA on matters relating to aircraft operations
  - Maintain all pilot qualification requirements
10. The maintenance category to be listed on the MR for aircraft involved in jump parachute operations involving student training is:
- Category A
  - Parachuting Category C
  - Charter standard
  - Private Category
11. If the parachute Training Organisation you are flying for has approval to conduct parachute jumps through cloud, where would you find that approval?
- Training Operations Manual (TOM)
  - The Organisations Cloud Jump Procedures Manual (CJPM)
  - Pilots Operating Handbook (POH)
  - Training Operations Standard Operating Procedures (SOP's)
12. The role in the aircraft of the Loadmaster is:
- To coordinate the organisation of aircraft loading and exit order
  - To communicate with the Pilot to ensure the airspace and DZ below is clear of conflicting air traffic and any necessary drop clearance have been obtained
  - To determine the exit point
  - All of the above

- 13.** APF Clubs are deemed to be either a Training Organisation or a Non-Training Organisation. A training organisation:
- a) Requires the supervision of a Chief Instructor
  - b) Conducts training jumps for students and novices who have yet to attain a Certificate Class B
  - c) Requires the pilot to hold a Jump Pilot Authorisation
  - d) Requires the appointment of a Senior Pilot
  - e) All of the above
- 14.** Which of the following people must be in attendance in order for parachuting operations to commence at an APF Training Organisation?
- a) Chief Instructor
  - b) Nominated Senior Pilot
  - c) Drop Zone Safety Officer
  - d) Jump Master
- 15.** Select two correct statements from the following list in relation to the DZSO of a Training Organisation:
- a) Is only responsible when the Chief Instructor is not in attendance
  - b) Must be appointed before any parachuting operations commence
  - c) Is responsible for all parachuting operations on the day
  - d) Is only responsible for the safety of Student Parachutists
- 16.** Before carrying out any student parachuting operations, who is responsible for ensuring that a DZSO has been appointed?
- a) Chief Instructor
  - b) Most senior instructor present
  - c) Most senior parachutist present
  - d) The pilot
  - e) All parachutists
- 17.** If the winds at jump-run altitude are very strong, then horizontal separation of opening points for different groups of parachutists depends on:
- a) Counting slowly between exits
  - b) The amount of ground covered between exits
  - c) Powering-off early
  - d) A deep spot
- 18.** You are taking-off from an airfield that is 600 feet lower than the Drop Zone you are dropping in to. How would a parachutist altimeter be set before take-off?
- a) 600 feet above zero
  - b) Leave it on zero
  - c) 600 feet below zero
  - d) 1200 feet below zero
- 19.** A parachutist with a pyrotechnic flare wants to exit the aircraft at night. What is the most important aspect that should be considered by the pilot?
- a) The flare damaging the cabin
  - b) The flare burning a hole in the parachute
  - c) Obtaining approval from CASA to carry dangerous goods
  - d) A Display Organiser is appointed prior to the jump

- 20.** An AFF jump is:
- a) Undertaken by a student with either one or two jumpmasters
  - b) Is always conducted as a Tandem Jump as stage one
  - c) Is always conducted from a minimum altitude of 10,000 feet AGL
  - d) All of the above
- 21.** A Tandem jump:
- a) Is always conducted from a minimum exit height of 6,000 feet AGL
  - b) Involves an Instructor attaching the Student (passenger) to their harness by means of a dual harness system
  - c) Is conducted under a parachute that utilises a small 'drogue' parachute that is deployed immediately after exit
  - d) Involves the tandem pair usually flying under the parachute for up to 7 minutes after deployment
  - e) All of the above
- 22.** What considerations should be made when descending in the Aircraft with parachutists on-board?
- a) Update appropriate broadcasts to amend canopy numbers
  - b) Notify the GCA of numbers remaining on-board (to avoid the stress of a GCA not seeing all canopies in the air)
  - c) Below 1500 feet AGL, do not exceed 1500 feet per minute descent rate if parachutists have AAD's that remain turned ON
  - d) All of the above
- 23.** A static-line jump involves:
- a) Students exiting from an altitude of between 2,000 – 5,000 feet AGL
  - b) Students have their deployment bag connected to the aircraft by means of a static-line attached to the aircraft strong point
  - c) Students are dispatched by an Instructor
  - d) Usually involves multiple run-ins to allow one student to be dispatched at a time
  - e) All of the above
- 24.** At what height does a parachutist require oxygen to be used?
- a) For descents made from above FL150
  - b) All flight above FL120
  - c) Flight above 10,000 feet for more than 15 minutes
  - d) All of the above
- 25.** Which of the following aircraft handling considerations should be taken into account during an exit with AFF student with two jumpmasters?
- a) May require an earlier power off to allow for slower setup in the doorway, climb-out and exit
  - b) May require a lower airspeed for exit due to light weight/weaker students having difficulty in climbing out
  - c) The combined mass outside the aircraft can cause 'drag' causing the aircraft to 'drift' off the correct run-in direction
  - d) All of the above

26. Which of the following aircraft handling considerations should be taken into account during a static-line exit?
- Multiple run-ins may be required if more than one static-line exit is planned
  - Awareness that parachutes are immediately opening after exit
  - Greater risk of premature deployment in the aircraft
  - All of the above
27. Which of the following aircraft handling considerations should be taken into account during exits for all parachutists:
- Tail must remain high for exit to ensure no conflict between parachutist and aircraft
  - The combined weight of parachutists outside the aircraft can cause 'drag' causing the aircraft to 'drift' off the correct run-in direction
  - Unless dispatching Static-line students with multiple exits and multiple run-ins, aircraft should level out for jump run a mile out from the planned exit point
  - All of the above
28. Why must extra caution and vigilance be taken whilst dropping parachutists involved in Canopy Relative Work (CRW)?
- The high opening altitude may be a hazard for both yourself and other aircraft
  - Given their proximity, they have the potential to collide with one another and entangle their parachutes
  - The distance they may travel whilst under canopy
  - All of the above
29. If a parachutist on-board a load you are flying acts recklessly, you should:
- Immediately report it to the DZSO upon landing
  - Leave it to the more experienced parachutists/jumpmaster on-board to address
  - Speak to the parachutist on the side
  - Do nothing as you are only responsible for flying the aircraft
30. Jump Pilot emergency parachutes are required to be inspected and repacked every:
- 12 months
  - Only when the parachute has been used
  - 6 months
  - Other
31. Which of the following statements are false? A Jump Pilot Emergency Parachute:
- is a mandatory requirement for all jump pilots and must be worn when conducting parachuting operations
  - that complies with APF equipment standards and training in the proper use of that parachute, must be made available to pilots of aircraft used in making descents
  - is a good sense requirement for all jump pilots but remains an optional choice.
32. Which of the following describes the correct method of operating a Pilot Emergency Parachute:
- Exit the aircraft with arms spread wide for stability, once stable reach for the ripcord and pull to full arm's-length. After opening reach up and grasp steering toggles
  - Pull the ripcord to full arm's-length as you exit; after opening reach up and grasp steering toggles
  - Grasp ripcord prior to exit. Once clear of the aircraft immediately pull ripcord to full arm's-length; after opening reach up and grasp steering toggles

- 33.** Which of the following best describes the correct method for landing a pilot emergency parachute?
- a) Land the parachute by facing into wind with arms up on full drive until approximately 10 – 15ft above the ground. Flare the parachute by pulling all the way down on both toggles as this will achieve the slowest possible landing speed
  - b) Land the parachute by facing into wind with arms up, elbows tucked in, and conducting a parachute landing roll
  - c) Land the parachute by facing into wind with arms in a half brake position, ensuring you remain on your feet as this is the best way not to hurt yourself.
- 34.** Premature deployment of a parachute on-board the aircraft or during climb-out is a potentially life threatening situation for both the parachutists on-board and the pilot. Which of the following may cause this situation?
- a) Excessive movement by the parachutist resulting in dislodgement of the pin that holds their pack closed
  - b) Poor gear maintenance resulting in accidental breakage of the loop that holds the pin in place
  - c) Poor climb-out procedures of parachutist resulting in snagging of their own equipment or another parachutists equipment
  - d) All of the above
- 35.** Select two correct answers from the following list of actions the pilot should take in the event that a parachute deploys inside the aircraft:
- a) Communicate with the Loadmaster and do not allow the door to be opened
  - b) If there is an experienced parachutist on-board who can ensure the canopy remains contained, the remaining parachutists can continue with the planned exit
  - c) Do not allow anyone to exit and immediately bring the load down
  - d) Continue as usual as the parachutists are responsible for their equipment and your job is to fly the aircraft
- 36.** In the event that a parachute deploys whilst the parachutist is on the step or in the open doorway, what immediate action would you take?
- a) Alert the Loadmaster who will manage the situation and give instructions to those involved
  - b) React quickly and immediately to apply maximum rudder to swing the tail clear of the opening parachute
  - c) Radio the ground that there has been a problem
- 37.** In the event that a pilot chute comes clear of the parachutist's equipment and escapes out the doorway, what immediate action would you take?
- a) Apply full right or left rudder as applicable and if in a position to do so, push the parachutist out the doorway as quickly as possible
  - b) Alert the parachutist who should immediately exit the aircraft
  - c) Alert the Loadmaster who will manage the situation
  - d) Radio the ground that there has been a problem

- 38.** Having a sharp knife in the jump aircraft, accessible to both the pilot and the jumpmaster:
- Is a mandatory requirement as defined in the APF Operational Regulations
  - Is necessary in order to deal with a parachutist who may have 'snagged' any part of their equipment or clothing on the aircraft and are unable to free themselves
  - Has proven to be an invaluable tool in emergency situations
  - All of the above
- 39.** What direction should the aircraft be pointed when hot loading?
- Into wind
  - So that the aircraft door is closest to the parachutists
  - So that the propeller is furthest from the parachutists
  - The direction the aircraft is about to taxi in
- 40.** Taking into consideration that there are parachutists on-board, what action would you take in the event that you experienced a partial engine failure (loss of power) below 500 feet:
- Continue to fly the aircraft and maintain airspeed
  - Select and proceed to the best option landing area
  - Have parachutist assume emergency positions
  - All of the above
- 41.** Taking into consideration that there are parachutists on-board, what action would you take in the event that you experienced a complete engine failure after take-off:
- Continue to fly the aircraft and maintain wings level, lower the nose to maintain glide airspeed, select a landing area within 30 degrees of heading
  - Have parachutists assume emergency positions
  - Select the best option landing area and put the aircraft down
  - All of the above
- 42.** What actions would you take in the event that you experienced an engine failure on jump-run at an altitude of a minimum of 10,000 feet:
- Abort the parachute drop and immediately begin your descent whilst radioing your intention to land the aircraft
  - Continue to fly the aircraft and allow parachutists to exit if safe to do so before proceeding to land the aircraft
  - Only allow experienced parachutists to exit
- 43.** Aircraft emergency procedures are taught to all student parachutists with standardised guidelines in place at each training organisation. They are adapted to suit each training organisation depending on local terrain, equipment types in use, etc.. Giving consideration to these factors, which of the following statements is true?
- Student parachutists are taught that whilst the pilot is ultimately in charge and responsible in the aircraft, students must take instruction from their instructor/jumpmaster, who in turn communicates with the pilot, assesses the situation and instructs students of the correct action to take.
  - The pilot is in command in the aircraft and all parachutists, including students, should take instruction only from the pilot

44. What is the most efficient method of decreasing engine temperatures in a piston engine during climb?
- a) Richer mixture
  - b) Increase airspeed
  - c) Put the wing flaps out
  - d) Decrease power
45. In what class or classes of airspace do you need a clearance to drop?
- a) A, C & D
  - b) C, D & E
  - c) C & E
  - d) C
46. When climbing through 10,000 feet, what is an important fact to consider?
- a) How far you can see
  - b) The QNH setting
  - c) The outside air temperature
  - d) The fuel remaining
47. Who is ultimately responsible for weight and balance and load security (restraints) in the aircraft?
- a) Senior Pilot
  - b) Pilot in Command
  - c) Drop Zone Safety Officer
  - d) Chief Instructor.
48. In the event of an aircraft emergency and providing it is safe to do so, allowing as many parachutists as possible to exit the aircraft reduces the risks for the impending emergency landing by:
- a) Lightening the load
  - b) Ensuring the safety and welfare of as many parachutists as possible by removing them from the situation at hand
  - c) Reduces the pilots stress levels as he has less people to worry about and allows him to focus on the job at hand
  - d) All of the above
49. What is the radio frequency assigned for parachuting operations?
- a) 126.7 MHz
  - b) 121.5 MHz
  - c) 119.2 MHz
  - d) 112.9 MHz
50. In what publication(s) will you find requirements for Radio Broadcasts associated with dropping parachutists:
- a) ERSA
  - b) AIP
  - c) An Instrument under CAR 209
  - d) A & B
  - e) B & C

**Part Two - Oral and Practical Assessment**

DETAIL	COMMENTS
<b>Local Knowledge:</b> Familiar with local requirements, noise, airspace, etc.	
<b>Aircraft Knowledge:</b> Performance. Location of emergency equipment.	
<b>Pre-Flight:</b> Aircraft prep, restraints, knife, airspace issues, weather brief, aircraft documents, e.g. maintenance release, Refuelling/Oil level.	
<b>Pre-Take-off:</b> Load composition and requirements, weight and balance.	
<b>Radio Procedures:</b> Taxi, climb, drop & descent. Frequencies selection and use. Demonstrate courtesy and professionalism.	
<b>Aircraft Management:</b> Take-off. Engine management on climb, run-in and descent. Landing and taxiing with jumpers active on the DZ.	
<b>Navigation Aids:</b> GPS – Setup checks? Using proper techniques. Run-in and exit point flown to acceptable accuracy consistently. Operate to CJM when required (if approved).	
<b>Student Operations:</b> Follow Jumpmaster/Spotter commands. Communicate with ground as required by your club.	
<b>Other Parachute Ops:</b> Jumps through Cloud, CRW, RW, head down, Wingsuit requirements, etc.	
<b>Aircraft Emergencies:</b> Local landing area options, Aborted take-off. Engine failure after take-off. Power loss at low level after take-off. Glide speed and approach. Flap failure. Go around.	(Requires appropriately qualified pilot for new pilots)
<b>Parachutist Safety:</b> Can command parachutist to follow instructions of PIC. Climb and descent away from the live area of the DZ. Ensure communications with the ground at all times.	
<b>Other:</b> End of day-security, controls, locks, doors, etc. Attend to MR or running sheet. Report any aircraft operational issues as required.	