

BRITISH PARACHUTE ASSOCIATION
SAFETY AND TRAINING COMMITTEE MEETING
BPA OFFICES, 5 WHARF WAY, GLEN PARVA, LEICESTER
THURSDAY 5 FEBRUARY 2004

Present:

John Hitchen	-	Chairman STC
Paul Applegate	-	Riggers Committee
David Hickling	-	BPS, Langar
Bill Sharp	-	RAPA
Pat Walters	-	Tilstock
Pete Sizer	-	Headcorn
Brian McGill	-	RAFSPA
Paul Hollow	-	Target
Karen Farr	-	Strathallan
Ian Rosenvinge	-	Peterlee
Jeff Illidge	-	Black Knights
Steve Jelf	-	Silver Stars
Ian Cashman	-	JSPC-Netheravon
Andy Guest	-	Devon & Somerset
Mike Rust	-	NLPC

Apologies: Tony Knight, Rob Noble-Nesbitt, Mark Bayada (Bill Sharp represented Mark at the meeting), Carl Williams, Phil Cavanagh.

In Attendance:

Chris Allen	-	BPA - Chairman
Tony Butler	-	Technical Officer

Observers Dave Mason, Andrew Hilton, Nigel Allen, Tim Denson, Kim Newton, Tony O' Leary, John Harding, Rich Aveyard, John Curtis, Colin Fitzmaurice, Andrew Frew.

The Chairman informed the meeting that he had appointed Tony Goodman, BPA Examiner and Council Member as Vice Chairman of STC. The Chairman stated that Tony would therefore be available to chair any meetings that he could not attend. Tony would also be available if he or the Technical Officer were not available at any time. A new Emergency Telephone Number list would be sent out with the Minutes.

ITEM

1. MINUTES OF THE STC MEETING OF THE 4 DECEMBER 2003

It was proposed by Pete Sizer and seconded by Paul Hollow that the Minutes of the STC meeting of the 4 December 2003 be accepted as a true record.

Carried Unanimously

2. **MATTERS ARISING FROM THE STC MEETING OF THE 4 DECEMBER 2003**

Page 2. Item 4 – Fatality – Netheravon. The Chairman stated that the Panel of Inquiry Report, following the Netheravon fatality, will be available for presentation at the next STC meeting.

Page 8. Item 6 – Panels of Inquiry – c. The Chairman informed those present that the RAPS Panel Report was nearing completion and it is hoped, will be available for the next STC meeting. Dave Hickling stated that the draft report had been prepared and that he was arranging a meeting of the Panel to hopefully finalise the report.

Item 6 – Panels of Inquiry – d. The Chairman also stated that the Low Turn Panel Report is at this time still not ready for presentation to STC.

Item 6 – Panels of Inquiry – e. Neither of the two Panels looking into the flying operations at two clubs have completed their reports yet and the Chairman stated that once they were completed they would be presented to the Committee.

Item 8 – Tandem Parachuting. The Chairman stated that at the last meeting Paul Hollow made two proposals regarding Tandem Parachuting. He withdrew one of his proposals, which dealt with Tandem Instructor' s changing from one type of Tandem rig for another on the same day. At the suggestion of the meeting, Paul has re-submitted the revised proposal for this meeting. Paul' s proposal went out with the agenda. Paul gave the meeting details of his proposed changes.

The Technical Officer stated that in an effort to simplify the proposed amendment to the Operations Manual, he had slightly re-worded the proposal, which was:

Section 4 (Instructors), Paragraph 4 (Tandem Instructors), sub-para 4.6. (Tandem Instructor Currency), New 4.6.4. and N.B. to read:

4.6.3. If it is necessary for a TI to change between different Tandem systems, with differing handle configurations during the same operational day, he/she must complete, and be competent with, suspended harness reserve drills appropriate to the equipment about to be used.

N.B. 'Differing handle configurations' is defined as differing handle locations or differing modes of operation. e.g. where a secondary drogue release may or may not be present, or may or may not be routed through the cutaway pad, changing the operation of the cutaway pad.

A good deal of discussion ensued, during which a number of CCIs stated that they felt that the proposed rule was not necessary and could cause difficulties.

After further discussion it was proposed by Paul Hollow and seconded by Karen Farr that the above proposed amendment to the Operations manual be accepted.

For: 4

Against: 7

Abstentions: 1

Not carried

Page 9. Item 9 – ATSU Notification System. The Chairman stated that at the last STC meeting it was agreed that the Operations Manual would be amended to ensure that Club SOPs detail the person responsible for ensuring that the ATSU notification system is operated correctly. He stated that the proposal went out with the agenda and would be dealt with under Item 7 of the agenda.

Page 10. Item 11 – A.O.B. – a. The Chairman informed those present that at the last meeting Cults Airfield was cleared for all types of parachuting, with a number of restrictions. STC decided that before parachuting could commence, the CCI should attend STC to give details of the rescue equipment in place, including details of the boat and the procedures for its operation. Details were also to be included in Club SOPs. The Chairman stated that the club is to be called; Silver City Skysports and they will not be operating before the next STC meeting, therefore the CCI will attend that meeting to give details.

Page 11. Item 11 – A.O.B. – c. The Chairman also informed the Committee that the Risk Assessment Seminar was held at the BPA offices on the 9th December and the Association would like to thank Stuart Morris for conducting it and also to the CCIs/Club representatives who attended. All of who found it extremely useful and beneficial. The Chairman stated that it is hoped to run another seminar in the next few months and CCIs are urged to attend.

3. **MINUTES AND MATTERS ARISING FROM THE RIGGERS' SUB COMMITTEE MEETING OF THE 4 DECEMBER 2003**

Paul Applegate stated that he had nothing to report from the previous Minutes. Therefore, there being no matters arising, it was proposed by Paul Applegate and seconded by Pete Szer that the Minutes of the Riggers' Sub-Committee Meeting of the 4th December 2003 be accepted.

Carried Unanimously

Paul gave the Committee details of the evenings meeting, including a request that a Student Mirage AFF rig be accepted on the basis of it being checked by an Advanced Rigger and the BPA office being notified. This was because the rig presented at the evening' s meeting did not have an adjustable harness, or the rip-away type secondary handle fitted, though it was the same in all other respects. It was proposed by Paul Applegate and seconded by Dave Hickling that this be accepted.

Carried Unanimously

Paul also gave details of a PDf Military Tandem rig that was cleared by the evening' s meeting. He stated that it was similar to the PDf civilian Tandem rig, other than additional ' D' rings on the harness and other minor differences, such as zips etc. He stated that it was to be used by BPS, Langar in the same way as they use their other Tandem equipment. It was proposed by Paul Applegate and seconded by Mike Rust that this be accepted.

For: 11

Against: 0

Abstentions: 1

Carried

4. **MINUTES AND MATTERS ARISING FROM THE PILOTS' SUB COMMITTEE MEETING OF THE 24 JANUARY 2004**

The Technical Officer presented the Minutes of the Pilots' Meeting and stated that a Pilots' Working Group is being formed, as it was felt that the requirements to become a Pilot Examiner were in need of revision.

He also stated that a letter went out with the Pilot' s Committee Meeting agenda from the CAA advising clubs that if they operate in Controlled Airspace the CAA will issue exemptions from some of the ANO requirements, providing certain conditions are met and a formal application is made.

It was proposed by Karen Farr and seconded by Dave Hickling that the Minutes of the Pilots' Sub-Committee Meeting of the 24th January 2004 be accepted.

Carried Unanimously

5. **INCIDENT/INJURY REPORTS RESUME**

The Chairman stated that there had not been many Incident or Injury reports received since the last meeting. This is likely to be due to the relatively slow winter period and that a number of clubs have been closed.

- i. There had been 1 Student injury report received since the last meeting. The Student missed the airfield and landed on a factory roof, was dragged off and fractured his ankle.
- ii. There had been 2 injury reports received for Experienced Parachutists. One was a jumper carrying out a freefly jump and whilst attempting a freefly manoeuvre he hit his face on the equipment of another jumper and pushed his arm back awkwardly, resulting in a broken arm. The other was a bad landing.
- iii. Since the last meeting there had been 4 Student Parachutist Malfunctions/Deployment Problems reported. All were on ram-air canopies.
- iv. There had been 11 reports of Malfunction/Deployment Problems to Intermediate or Experienced Parachutists since the last meeting. 10 male and 1 female.
- v. There had been 3 Tandem Malfunction reports and 1 Injury report received since the last meeting. The injury was to a disabled Student who reported to the club a few days after the jump that she had two broken hips. The Student did not feel any pain until the day after the jump. The instructor reported that he had not noticed a problem during the landing.
- vi. There had been 2 reports received of AADs firing. The first involved a Student who lost altitude awareness. The FXC fired at approximately 1,000ft. It is not known whether the Student also deployed the reserve. The Student has had retraining and been put back onto static line and will not be permitted to go back onto to freefall without the CCI' s clearance. The second was a Category 6 Student who had a stiff pull. She eventually deployed her reserve, but the Cypres also fired just after.

- vii. A report had been received of a parachutist losing his helmet, goggles and glasses in freefall. The CCI stated that this was due to a broken clip on the Protec helmet and suggested that CCIs should check helmet clips.
- viii. Four reports had been received of off landings. All at clubs.

6. THE MANDATORY FITTING OF AADS

The Chairman stated that mandatory fitting of AADs was an agenda item because the Board of Inquiry into the death of Esmond Liggitt made the following recommendation:

‘ That STC considers the mandatory fitting of Automatic Activation Devices (AADs) to the equipment of all categories of parachutists.’

This recommendation along with the Board Report was accepted at the STC meeting of the 4th December 2003.

The Chairman informed the meeting that at this time it is only mandatory for Student piggyback equipment and Tandem equipment to be fitted with AADs.

He stated that a paper was sent out with the minutes of the previous STC meeting with suggested alternatives to the mandatory fitting of AADs to all parachutists’ s equipment for STC members to consider. Which were:

1. The mandatory fitting of AADs to the equipment of all parachutists up to FAI ‘ C’ Certificate.
2. The mandatory fitting of AADs to the equipment of all parachutists up to FAI ‘ B’ Certificate.
3. The mandatory fitting of AADs to the equipment of all parachutists who take part in display jumps.

The paper also noted that it had been brought to the BPA’ s attention by some outside authorities/organisations that display jumps (where the general public is present) may be better protected if display jumpers had AADs.

It was also requested that STC members consider; that at this time it is not mandatory to fit AADs to ‘ Traditional’ (front & Back) equipment.

The Chairman stated that a number of BPA clubs are requiring the mandatory use of AADs for all parachutists from 2004 or 2005.

He stated that some input has been received. Some were for AADs for all. More were for the use of AADs for those up to FAI ‘ B’ or ‘ C’ Certificate. There was also concerns that there could be problems whilst jumpers were having the AADs serviced, if AADs were made mandatory for all. Concern had also been voiced with regard to AADs on water jumps.

He stated that any proposal would need to be worded for final ratification at the next STC meeting, as it would be a change to the requirements of the Operations Manual. Also, it has been requested that if AADs are made mandatory, a reasonable timeframe should be permitted.

A great deal of discussion ensued, after which it was proposed by Karen Farr and seconded by Dave Hickling, that from the 1st July 2004, all parachutists below FAI 'B' Certificate, excluding parachutists jumping Traditional (front & back) static line equipment, must use equipment fitted with an operational AAD which must be switched on prior to any descent.

For: 10

Against: 1

Abstentions: 1

Carried

Following further discussion, it was proposed by Andy Guest and seconded by Ian Cashman that from the 1st July 2004 all parachutists taking part in display jumps must use equipment fitted with an operational AAD which must be switched on prior to any descent.

For: 8

Against: 0

Abstentions: 4

Carried

Note: The above two decisions will be worded as Operations Manual amendments for presentation at the STC meeting of the 8th April 2004.

7. PROPOSED AMENDMENTS TO BPA OPERATIONS MANUAL

The Chairman stated that a paper went out with the agenda containing a number of proposed amendments to the Operations Manual. He asked the meeting if they wished to vote on the proposed amendment as a whole, or individually. The meeting agreed to consider all six proposed amendments together.

- a). At the STC meeting on the 4th December 2003, Tony Knight stated that he would submit an amendment to the Operations Manual regarding ATSU notification:

Section 9 (Flying), Paragraph 5.12. (ATSU Notification). Change to read:

5.12. ATSU Notification

All operators are required to notify the start and finish of parachuting operations to appropriate Air Traffic Service Units (ATSUs) as listed in the UK AIP (Air Pilot) ENR section 5.5. Attention is drawn to the need to notify Area Control Centres (ACCs) outside the operating hours of some ATSUs. Operators are required to ensure that their SOPs specify the person responsible within their organisation for ensuring that this notification procedure is followed. It is recommended that all operators should maintain a record of the times when the drop zone has been notified as active or inactive.

N.B. The record of times can be kept on BPA Form 193, which also gives detailed information on the notification procedure.

- b). It was stated that when the rule regarding WDIs was last changed, the throwing of a WDI on a display requirement was inadvertently removed.

Section 8 (Parachuting Limitations), Paragraph 2 (Wind), sub-para 2.3. (Wind Speed and Direction), 2.3.3.e. Change to read:

- e. A WDI must be thrown before the start of Static Line Student jumping, or before the start of a parachute display.
- c). The words ‘ with oxygen’ has been taken out of the ‘ Maximum Altitude, paragraph as it caused confusion.

Section 8 (Parachuting Limitations), Paragraph 5 (Maximum Altitude), sub-para 5.3. Change to read:

Members who wish to parachute above 15,000ft will need STC and CAA approval and must submit their plans and details of their equipment in advance (via a CCI).

- d). ‘ National Air Traffic Services’ has been replaced with AUS.

Section 8 (Parachuting Limitations), Paragraph 9 (Night Jumps), sub-para 9.11. Change to read:

9.11. Notification of night parachuting is to be made in writing at least five working days in advance to Airspace Utilisation Section (AUS) (see 9.12. below) and copied to the BPA giving the following information:

- e). The following words were removed at the CAA’ s suggestion; ‘ or to any pilot that the CAA has agreed in writing that such provisions are not required, subject to such conditions as the CAA may specify.’

Section 9 (Flying), Paragraph 1 (Pilots), sub-para 1.2.4.b Change to read:

- b. The requirements at ‘ a’ above shall not apply to the pilot of a foreign registered aircraft who is qualified and experienced in the country of registration to drop parachutists.
- f). ‘ DETR’ has been changed to DfT, and the address to apply for a DfT permit has been included.

Section 9 (Flying), Paragraph 3 (Aircraft Clearance and Documentation), sub-para 3.2. Change to read:

3.2 Foreign Registered Aircraft

An operating permit must be obtained from the Department for Transport (DfT) before a foreign registered aircraft is used for any aerial work. The aircraft must have a valid C of A from the country of registration in the category appropriate to the type of operation and must be operated in accordance with the aircraft Flight Manual with respect to flight with the door

removed or for parachuting operations. The DfT consults with the CAA prior to granting any such permit.

Application for use of foreign registered aircraft should be made to:

International Aviation Negotiations 2
Department for Transport
Zone 1/25
Great Minster House
76 Marsham Street
London
SW1P 4DR

Tel: 020 7944 5815

Fax: 020 7944 2194

It was proposed by Ian Rosenvinge and seconded by Ian Cashman that the above six (a-f) proposed changes to the BPA Operations Manual be accepted.

Carried Unanimously

8. PERMISSIONS

- a). A letter from Mike Rust went out with the agenda requesting permission for Jhn Stevens, a Category System Instructor, to be permitted to carry out some AFF ground training (Familiarisation and Fitting of Equipment including After Landing Procedures, Canopy Control, Malfunctions and Emergency Procedures, and Landings), prior to attending an AFF Instructor Course. Mike gave the meeting details of why he requested the permission. This generated a good deal of discussion, with a number of Committee members stating that this type of request would set an unacceptable precedent.

It was proposed by Mike Rust and seconded by Pete Sizer that the above request be permitted.

For: 3

Against: 7

Abstentions: 2

Not carried

- b). A letter from Ian Cashman also went out with the agenda requesting a six month extension to the CSBI rating of Richard Bishop. He was originally booked on the February CSI course, but because of injury has had to postpone until the August course.

It was proposed by Ian Cashman and seconded by Mike Rust that the above request be permitted.

Carried Unanimously

- c). A letter from Andy Guest was copied to those present requesting a 'Permission' from the 60 jump rule for instructor rating renewal for Dave Payne. Due to military commitments Dave has been unable to complete the required number of jumps. Andy stated that the request was only for Dave's CSI rating and not his AFF rating. He also stated that Dave would try to get as many jumps as he could before the 1st April.

It was proposed by Andy Guest and seconded by Brian McGill that the above request be permitted.

Carried Unanimously

- d). A letter from Paul Hollow was copied to the meeting requesting a 'Permission' for him to attend the February Instructor Course, for the first part of the requirements for upgrading to Examiner status, being short of the required two years as an Advanced Instructor. Paul stated that he did not realise that he had to have been an Advanced Instructor for two years prior to the first part of the course.

It was proposed by Paul Hollow and seconded by Andy Guest that the above request be permitted.

For: 11

Against: 0

Abstentions: 1

Carried

9. A.O.B.

- a). An e-mail from Ian Rosenvinge was circulated to those present requesting STCs' support for Council to consider a 3 month BPA membership conversion from Provisional membership, as with the proposed new insurance premium, going from static line to freefall could cost the parachutists a around £140.00. It was generally felt by the meeting that this was a Council matter and not STCs. The Technical Officer stated that he would copy Ian's e-mail the 'Insurance Committee' who would be looking at all aspects of insurance over the next year.
- b). The Chairman requested that any CCIs who had not yet sent in their Annual Returns should send them as soon as possible, so that statistics for 2003 can be completed.

Date of next Meeting; Thursday 8th April 2004
At 7 p.m.
At the BPA offices.

6th February 2004

Distribution

C. Allen - Chairman BPA
CCI's
Council
Advanced Riggers
CAA

AMENDMENTS TO THE BPA OPERATIONS MANUAL

At the STC Meeting of the 5th February 2004, the following Sections of the BPA Operations Manual was amended as follows:

Section 8 (Parachuting Limitations), Paragraph 2 (Wind), sub-para 2.3. (Wind Speed and Direction), 2.3.3.e. Change to read:

- f. A WDI must be thrown before the start of Static Line Student jumping, or before the start of a parachute display.

Section 8 (Parachuting Limitations), Paragraph 5 (Maximum Altitude), sub-para 5.3. Change to read:

- 5.3. Members who wish to parachute above 15,000ft will need STC and CAA approval and must submit their plans and details of their equipment in advance (via a CCI).

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All operators are required to notify the start and finish of parachuting operations to appropriate Air Traffic Service Units (ATSUs) as listed in the UK AIP (Air Pilot) ENR section 5.5. Attention is drawn to the need to notify Area Control Centres (ACCs) outside the operating hours of some ATSUs. Operators are required to ensure that their SOPs specify the person responsible within their organisation for ensuring that this notification procedure is followed. It is recommended that all operators should maintain a record of the times when the drop zone has been notified as active or inactive.

N.B. The record of times can be kept on BPA Form 193, which also gives detailed information on the notification procedure.

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With STC Minutes