

BRITISH PARACHUTE ASSOCIATION
SAFETY AND TRAINING COMMITTEE MEETING
BPA OFFICES, 5 WHARF WAY, GLEN PARVA, LEICESTER
THURSDAY 29 MARCH 2007

<u>Present:</u>	John Hitchen	-	Chairman STC
	Mike Rust	-	NLPC
	Kieran Brady	-	Skydive Strathallan
	Pat Walters	-	Tilstock
	Paul Hollow	-	Target Skysports
	Steve Thomas	-	Cyprus
	Carl Williams	-	Swansea
	Steve Scott	-	Skydive Weston
	Phil Cavanagh	-	Black Knights
	Jason Thompson	-	UK Parachuting
	John Page	-	Skydive London
	Ian Roseninge	-	Peterlee
	Nigel Allen	-	JSPC N/APA
	Jason Farrant	-	Skydive UK Ltd
	Stuart Meacock	-	Peterborough
	Mike Bolton	-	London Parachute Schools
	Mike Carruthers	-	NWPC
	David Hickling	-	BPS, Langar
	Doug Peacock	-	Hinton
	Andy Montriou	-	Skydive Jersey
	Ray Armstrong	-	Skydive Bridlington

Apologies: Paul Applegate, Steve Jelf, Dave Openshaw, Dennis Buchanan (Mike Carruthers represented Dennis at the meeting), Dave Wood, Dane Kenny.

In Attendance: Tony Butler - Technical Officer
Dr John Carter - BPA Medical Advisor
Trudy Kemp - Assistant to NCSO/TO

Observers: Mark Bayada, Colin Fitzmaurice, Nick Johnston, Clair Armstrong, Adrian Thornton, Phill Elston, Gavin Horrell, James Swallow, Dave Major, Rick Boardman, Alex Wilson, Gary Small.

ITEM

1. **MINUTES OF THE STC MEETING OF THE 1 FEBRUARY 2007**

It was proposed by David Hickling and seconded by Paul Hollow that the Minutes of the STC Meeting of the 1 February 2007 be accepted as a true record.

Carried Unanimously

2. **MATTERS ARISING FROM THE STC MEETING OF THE 1 FEBRUARY 2007**

Page 3, Item 6 – Dunkeswell Aircraft Accident Working Group. The Chairman reported that the final report from the Working Group was not completed yet, but would be distributed to STC once it had been. He also reported that the new Pilots' Manual was also to be completed.

3. **MINUTES AND MATTERS ARISING FROM THE RIGGERS' SUB-COMMITTEE MEETING OF THE 1 FEBRUARY 2007**

The Committee was advised that Paul Applegate had been unable to attend that evening's meeting. In his absence the Chairman of STC had chaired the meeting.

There being no matters arising from the previous Minutes, it was proposed by Pat Walters and seconded by Steve Thomas that the Minutes of the Riggers Sub-Committee Meeting of the 1 February 2007 be accepted.

Carried Unanimously

The Chairman gave the meeting details of a number of items discussed that evening. He stated that the Committee had discussed a letter from Sunpath Products Inc regarding Reserve Static Line (RSL) and the Javelin/Javelin Odyssey, a copy of which had been previously circulated. The letter had concerned the removal of the RSL.

The Chairman stated that the letter from Sunpath had caused a great deal of confusion amongst the Committee and the membership in general. The Committee had taken note of the contents of this letter, but wished to clarify that RSLs were not a mandatory requirement for experienced parachutists in the UK.

The Chairman reported that the Committee had also discussed and accepted a proposal that would affect all Advanced Packing Certificate Holders. He stated that as of 1 April 2009, the old Advanced Packing Certificate would cease to exist. Any holders of these certificates had until then to upgrade. After 1 April 2009, former holders of the advanced Packing Certificate would have to complete a full Advanced Packers Course and Exam.

4. **FATALITY - BRIDLINGTON**

The Chairman reported that unfortunately a parachuting fatality occurred at Skydive Bridlington on the 7 March 2007. A resume of the Board of Inquiry Report had been circulated to CCIs with the 'Additions' to the Agenda.

At approximately 11.25 hours on Wednesday 7 March 2007, Christopher Peak boarded a Cessna 206 operated by Skydive Bridlington, in order to make his thirty-first jump. Also on board were a Tandem Instructor, his Tandem Student, the Jumpmaster and the pilot of the aircraft.

The aircraft climbed to approximately 9,500 ft. It 'ran in' over the top of the PLA. Once the aircraft was over the 'exit point' Christopher was instructed to move to the door to prepare for exit.

He climbed out to a 'centre-float' type exit position, then released from the aircraft. He was lost from view after a couple of seconds. He was observed from the ground to be in a 'spread' position, though he was seen to be turning slowly. He was observed in this position until he was lost from view immediately prior to impact with the ground. He was not seen to make any attempt to deploy either the main or reserve canopy.

The BPA were informed and a Board of Inquiry was instigated, which consisted of the National Coach & Safety Officer and the Technical Officer.

The Board was able to inspect the equipment in situ and also later, in more detail, the same day. It was noted that the AAD appeared not to have been switched on. (*The manufacturer subsequently confirmed this*).

The Conclusions of the Board were that Christopher's initial exit from the aircraft and majority of the freefall descent went without incident, as Christopher was observed to be in a stable freefall position, though he was turning slowly. It appears that he made no attempt to deploy either his main or reserve parachutes, as he was observed to remain in a 'spread' position until he was lost from view immediately prior to his fatal impact with the ground.

The Board believe there were several possible reasons for this fatality:

- a. Christopher may have forgotten to switch on his AAD, or believed he had switched it on. He may have lost altitude awareness, though his previous six jumps had been from a similar altitude. However, he may have been on his back in a 'spread' position, as he had previously attempted to fly inverted. There is possibility that Christopher's altimeter was reading incorrectly, though it had been checked prior to emplaning. The altimeter was reading 4,500ft when inspected following the fatal jump, but it is believed this occurred on impact.
- b. Christopher may intentionally not have switched his AAD on, as he was asked if it was switched on and replied that it was. He may not have deployed either his main or reserve parachute intentionally. Both main and reserve parachutes were easily activated by the members of the Board following the fatal jump.

It is also the opinion of the Board that if the AAD had been switched on, the fatality may have been avoided.

Following some discussion, it was proposed by John Page and seconded by Mike Rust that the Board of Inquiry Report into the death of Christopher Peak, including the Conclusions be accepted.

Carried Unanimously

The next part of the meeting was held in camera and all observers, with the exception of CCIs, Council Members, Panel Members, Instructor Examiners and the Staff of Skydive Bridlington were asked to leave the meeting.

The Chairman reported that during the initial investigation of the fatality, the Board had discovered a considerable number of breaches of the Operations Manual, which resulted in them suspending the Instructor ratings of the CCI and suspending the Jumpmaster from acting as jumpmaster, both until this STC meeting. He stated that the CAA had also suspended the Club's 'Permission' to parachute.

The Chairman stated that a Panel of Inquiry had been instigated and is 'chaired' by Mark Bayada. The other members were Stuart Meacock and Gary Small. Their first meeting had taken place on the 13 March at the BPA office. The Panel had also visited the Parachute Centre on the 20 March.

Mark Bayada gave the meeting details of the 'Panels' progress so far and was also able to answer a number of questions raised by the Committee.

The CCI concerned was then invited to make any comments relating any issues raised during this discussion and was also able to answer a number of questions raised by those present. After which the CCI concerned was asked to leave the meeting, whilst STC further discussed this matter.

Further discussion ensued, after which the members of the Panel were also asked to leave the meeting, whilst STC made their deliberations.

A lengthy discussion took place by those present, after which STC members considered a recommendation from the Panel that the instructor ratings of the CCI and the suspension of the Jumpmaster from acting as jumpmaster remain suspended until the Panel report is completed and if appropriate a BPA Tribunal has made its recommendations. It was also recommended that the CCI has his Pilot Examiner rating suspended and that he not be permitted to act as Chief Pilot until this time.

It was proposed by Paul Hollow seconded by Steve Scott that the above Panel recommendations be accepted.

For: 14

Against: 0

Abstentions: 2

Carried

David Hickling asked for it to be noted that he had abstained from the above vote, because of his personal involvement with the CCI.

John Page also asked for it to be noted that he abstained from the above vote because he believed it might be detrimental to his duties as Vice-Chairman of the Association.

The CCI concerned was invited to return to the meeting where he was advised of STC's decision.

All observers were then invited to return to the meeting.

5. INCIDENT/INJURY REPORTS - RESUME

The Chairman reported that unfortunately, there had been another fatality at Headcorn on the 11 March. This accident involved the pilot of the Club's Beaver aircraft, Steve Davis and followed an aborted take-off. The aircraft failed to stop before hitting a parked aircraft. Two parachutists on board sustained minor injuries. The accident was being investigated by the AAIB. STC sent its condolences to the family and friends of Steve.

- i) There had been 14 Student landing injury reports received since the last meeting. 8 male and 6 female. All on ram-air canopies.
- ii) There had been 6 injury reports received for 'A' Certificate or above parachutists. 4 male and 2 female.
- iii) Since the last meeting there had been 12 Student Parachutist Malfunction/Deployment Problems reported. 8 male and 4 female.
- iv) There had been 12 reports of Malfunction/Deployment Problems to 'A' Certificate parachutists and above since the last meeting. 9 male and 3 female.
- v) There had been 2 Tandem Injury reports received since the last meeting. Both male and both were broken ankles. There had also been 4 Tandem malfunction/deployment problem reports received since the last meeting.
- vi) There had been one report of an AAD firing. An FAI 'D' Certificate parachutist who was jumping video, deployed low, experienced a 'streamer' malfunction and his Cypres AAD fired before he had completed his reserve drills.
- vii) One report had been received of a canopy collision during deployment, resulting in one of the jumpers having to cut away.

- viii) Eight reports had been received of 'off landings' all at Clubs.
- ix) Two reports had been received of aircraft problems. One was an aborted take-off, causing the SMG92 Turbo Finist aircraft to ground loop, which resulted in it going off the side of the runway. There were no injuries. The other was a Cherokee 6 aircraft that had completed a parachuting lift and the engine stopped as it was coming in to land, even though both tanks had fuel in them. This resulted in a hard landing, severely damaging the aircraft. The pilot was uninjured. Both incidents had been reported to the AAIB.

6. PROPOSED AMENDMENTS TO BPA OPERATIONS MANUAL

The Chairman reported that papers by Ian Rosenvinge and the Technical Officer proposing and/or suggesting amendments to the BPA Operations Manual had been circulated with the agenda.

Ian Rosenvinge gave the meeting details of his proposals:

- a. Section 1 - Signal Panels & PLA/DZ Location Marker. Ian wished to propose that the BPA Ops Manual be amended such that there is only a requirement to have the DZ signal panels ready at hand and only displayed when required; i.e. in the instance when radio communications are lost with the parachuting aircraft, in which case student parachuting would also be suspended:

Section 1, Paragraph 4.7. change to read:

4.7. Ground to Air Signals

Whenever parachuting by FAI 'A' Certificate (Red) parachutists or above is taking place and radio communication is not used, or in the event of a breakdown in radio communication between the DZ Control and the parachute aircraft, signal panels, which are visible by parachutists from whatever height they are jumping (which may or may not be the PLA/DZ indicator) will be used to signal instructions to the Jumpmaster as follows:

It was proposed by Ian Rosenvinge and seconded by Carl Williams that the above proposed amendment to the BPA Operations Manual is accepted.

Carried Unanimously

- b. Section 1 - Stop Watch. Ian wished to propose that the requirement for a stopwatch be removed from the Operations Manual:

Section 1, Paragraph 4.3.3.(j), change to read:

- j. To ensure that the Club is equipped with windsock, signal panels and telemeters, and that they are positioned at the most suitable location.

It was proposed by Ian Rosenvinge and seconded by Mike Rust that the above proposed amendment to the BPA Operations Manual is accepted.

Carried Unanimously

- c. Qualifications to dispatch post L7/Cat 8 Pre A Certificate Student Parachutists. Ian also wished to propose that CSIs and AFFBIs be able to dispatch post AFF Level 7 students through to A Certificate and that AFFBIs be allowed to dispatch post Category 8 pre A Certificate Students.

The above proposal generated some discussion. A number of those present believed that this proposal should be extended to also include CSBIs. Others stated that they had no problem with CSI dispatching post cat 8, but not AFFBI's. Others felt that the status quo should remain, as it was an established system that worked well without making any changes at this time.

Following further discussion, it was proposed by Ian Rosenvinge and seconded by Doug Peacock that the above proposed amendments to the BPA Operations Manual is accepted.

For: 7 Against: 10 Abstentions: 0

Not Carried

- d. Crash Rescue Procedures and Equipment Ian wished to propose that the Operations Manual be amended to remove the requirement for a stretcher but leaving the blankets requirement. And that "*A vehicle carrying*" is removed, to be replaced with a 'Vehicle capable of carrying':

This proposal generated some discussion, after which a counter proposal was tabled by Mike Rust, seconded by Geordie Page that the BPA Operations Manual wording remain the same regarding the vehicle requirements, but that it be amended to remove the requirement for a stretcher, but leaving the two blankets requirement:

Section 9, Paragraph 5 (Flying Operations) sub-para 5.13.2 (h) change to read:

5.13.2 (h) Two Blankets.

For: 10 Against: 5 Abstentions: 2

Carried

- e. Section 7 - Wind Turbines. Ian gave the meeting details of his final proposal that wind turbines up to 15m in height be considered a Major Hazard and that those above 15m in height (to blade tip at max height above ground) are considered a Special Hazard, with distances as specified (essentially not within 1200m without restrictions or curtailment of the parachute activity):

Section 7, Paragraphs 1.6., 1.8. & 7, be changed to read:

1.6. Major Hazard

This is any obstacle, either natural or artificial, which because of its size may be difficult to avoid and which, if struck by a parachutist, may result in injury (i.e. large hangars, buildings, small wind turbines up to 15 mtrs to a blade tip at its highest point, woods etc.).

1.8. Special Hazard

This is a hazard, which could carry a special risk to parachutists and if parachutists were to come in contact with may result in serious, or fatal injury. Special Hazards include stretches of open deep water and deep rivers (see paragraph 5- below), electricity power lines (see paragraph 6- below), large wind turbines of a height greater than 15 mtrs to a blade tip at its highest point (see paragraph 7 – below), densely built up areas, cliffs and quarries. All of them require greater attention to safety and special consideration should be given to their presence in the neighbourhood of PLAs.

7. NATIONAL GRID AND LARGE WIND TURBINES

Special hazards over 15m in height (i.e. large wind turbines or national grid pylon supported electric power lines) are not normally acceptable within 1200m of the PLA/DZ centre without restrictions applying to, or curtailment of the parachuting activity.

Following some discussion, it was proposed by Ian Rosenvinge and seconded by John Page that the above proposed amendment to the BPA Operations Manual is accepted.

For: 14 Against: 2 Abstentions: 1

Carried

The Technical Officer then gave the meeting details of his suggested amendments to the BPA Operations Manual. He stated that over the last couple of months there had been a number small of changes that need to be made to the Operations Manual, which were listed below:

- a. The CAA 'Parachuting Permission' is no long called a P & E. Therefore, **Section 1, Paragraph 2, sub-para 2.11. should to be changed to read:**

2.11. When the Club is in possession of a valid Civil Aviation Authority (CAA) Parachuting Permission.

It was proposed by Mike Rust and seconded by Andy Montriou that the above proposed amendment to the BPA Operations Manual be accepted.

Carried Unanimously

- b. There was a typo in the Jumpmaster Section, which states 'B' Certificate, but should read 'C' Certificate. Therefore, **Section 3, Paragraph 1.5. should be changed to read:**

1.5. FAI 'C' Certificate (Red) parachutists or above preparing to attend, or whilst attending a Category System Basic Instructor (CSBI) Course may dispatch Student Parachutists under direct supervision of at least a Category System Instructor (CSI).

It was proposed by Mike Rust and seconded by Andy Montriou that the above proposed amendment to the BPA Operations Manual be accepted.

Carried Unanimously

- c. Student equipment needs to be accepted by the Riggers' Committee and the modification of Student equipment also need to be accepted by the Riggers' Committee, this is done by completing BPA Form 209. The relevant section in the Operations Manual needs to be updated to reflect this. Therefore, **Section 6, Paragraph 1 sub-para 1.3. & N.B. should read:**

1.3. Any modifications to parachute equipment must be carried out by a parachute equipment manufacturer or a rigger with the necessary qualifications. Any modification to equipment used by Student Parachutists, including Tandem equipment, must be approved by the Riggers' Committee before use.

N.B. BPA Form 209 complete with relevant drawings should be submitted for modifications to equipment used by Student Parachutists.

It was proposed by Andy Montriou and seconded by Stuart Meacock that the above proposed amendment to the BPA Operations Manual be accepted.

Carried Unanimously

- d. Separate Tandem Malfunction reports have now been in use for a number of years. The BPA Operations Manual needs to reflect this. Therefore it was suggested that **Section 12, Paragraph 3, Sub-para 3.2. be amended to read:**

3.2. Other BPA Reports.

The BPA require Reports in the following cases:

3.2.1. **Injury Reports** (BPA Form 117). Any injury to any parachutist requiring professional medical treatment whilst taking part in any parachuting activities, including training.

3.2.2. **Incident/Malfunction/Deployment Problem Report** (BPA Form 118). Any malfunction or deployment problem, any incident involving BPA members taking part in parachuting activities, or any incident involving an aircraft flight for the purpose of parachute dropping.

3.2.3. **Tandem Incident/Malfunction/Deployment Problem Report** (BPA Form 118A). Any malfunction or deployment problem, any incident involving BPA members taking part in Tandem parachuting activities.

3.2.4. **Third Party Claim** (BPA Form 119). Any incident involving injury to a third party or damage to property.

It was proposed by David Hickling and seconded by Mike Rust that the above proposed amendment to the BPA Operations Manual be accepted.

Carried Unanimously

- e. The Riggers' Committee no longer requires Advanced Packer (R) and (S) qualifications to commence Basic Rigger training, only an (S) qualification. Therefore, **Section 14, Paragraph 2, sub-para 2.1.2. should to be changed to read:**

2.1.2. Must hold an Advanced Packer (S) qualification.

It was proposed by Steve Thomas and seconded by Andy Montriou that the above proposed amendment to the BPA Operations Manual be accepted.

Carried Unanimously

7. PROPOSED UPDATED INJURY/INCIDENT FORMS

The Chairman reported that draft copies of the updated Injury (Form 117), Incident /Malfunction/Deployment Problem (Form 118) and Tandem Incident/Malfunction/Deployment Problem (Form 118A) forms had been circulated with the agenda.

The TO advised those present that the reason for the changes was to obtain a little more information and bring them in line with the principles of risk assessments.

It was proposed by Doug Peacock and seconded by Stuart Meacock that the above proposed forms be accepted.

Carried Unanimously

The TO stated that it is the intention is for the new forms to be all made into the book format currently used, but in the mean time, Clubs may continue to use the old forms.

8. INSTRUCTOR COURSE REPORT

The Association would like to thank Joint Services Parachute Centre – Netheravon for hosting the Course, which ran from the 19 – 28 February 2007.

The Chairman advised those present that there was a recommendation from the Course Examiners that required STC acceptance:

‘That Ben Cannon, Jason Snailham and Paul Morgan be given six-month extensions to their Category System Basic Instructor ratings.’

It was proposed by John Page and seconded by Mike Rust that the above Recommendations be accepted.

Carried Unanimously

9. PERMISSIONS

- a. A request from Jason Farrant had been circulated with the ‘Additions’ to the Agenda, requesting the re-instatement of Adrian Thornton’s CSI rating.

The Committee was advised that in 2006 Adrian had been working abroad in Iraq, and due to his commitments abroad was unable to carry out any courses/parachuting, He was now based back here in the UK and had renewed his BPA membership and was very keen to continue Instructing as a BPA CSI at Dunkeswell. Adrian last jumped and dispatched at Dunkeswell in November 2005 and he has logged 4300 jumps.

It was proposed by Jason Farrant and seconded by Andy Montriou that Adrian Thornton’s CSI rating be re-instated.

Carried Unanimously

- b. A letter from Steve Thomas had been circulated with the 'Additions' to the Agenda, requesting STC's permission for a Foreign Instructor (Tandem) evaluation course to be held at the Paradive Skydiving Centre in Israel. Steve gave the meeting details of his request and stated that all the foreign TI's to be evaluated would become full members of the BPA before the course commences and that they all meet the requirements of Section 4, Para 12 of the Operations Manual. Steve stated that the reason for this request was to enable him to expand his Tandem Skydiving operation at his Centre in Cyprus, as he is short of qualified TI's. He stated that Paradive have offered to send their TI's to Cyprus on a rotational basis if they can become BPA accepted.

Steve advised the Committee that it was the intention if this request was accepted that the NCSO/TO and/or a NCSO/TO nominated Examiner would carry out the evaluation.

David Hickling was concerned that this was a similar situation to that discussed by the Committee some years ago when someone wished to set up a rigging establishment in Spain.

The Chairman pointed out that in this instance the request had been to train Riggers at a non Affiliated Centre in order for them to gain a BPA rating. He stated that in Steve's request was that the foreign Instructors would be evaluated in Israel, but all the jumping would be carried out at a BPA Affiliated Centre. He also stated that to be permitted to jump as a Foreign Instructor, the Foreign Instructor's Instructor rating must be current in their own country.

John Page expressed some concern with regard to the insurance side of things if the NCSO/TO go over to Israel to evaluate. Steve Thomas said that he would look into this matter to ensure that suitable insurance cover was in place.

Following further discussion, it was proposed by Steve Thomas and seconded by John Page that the above permission be accepted.

For:15

Against: 0

Abstentions: 2

Carried

- c. Carl Williams gave the meeting details of his request, a copy of which had been circulated to those present asking for an exemption from the telemeters requirement at Swansea Airport whilst parachuting is in progress. Carl's letter stated that RAPS did not take place at Swansea whereby telemeters would be essential. He stated that Swansea have two PLAs at the airport that maybe used and changed at short notice. DZ Control is done from whichever PLA is in use and they had found moving telemeters to be very difficult and cumbersome hence this request for an exemption.

Following some discussion, it was proposed by Carl Williams and seconded by Ian Rosenvinge that the above permission be accepted.

Carried Unanimously

- d. Nigel Allen gave the meeting details of his request, a copy of which had been circulated to those present requesting a six month extension to the AFFBI rating of Mike Lewis.

It was proposed by Nigel Allen and seconded by Steve Thomas that the above permission be accepted.

Carried Unanimously

10. **A.O.B.**

- a. A request from Ian Rosenvinge had been circulated with the Agenda requesting permission for Tony Cowan to be permitted to be checked out as a BPA Parachute Pilot at the age of 60 years old. Tony had served a full career as a pilot in the RAF flying a variety of transport aircraft including the dropping of parachutists. Since leaving the RAF he flew the Police Islander operating out of Teesside until they switched to a helicopter since when he has flown for Logan air until recently retiring as a commercial pilot.

It was proposed by Ian Rosenvinge and seconded by Phil Cavanagh that the above permission be accepted.

Carried Unanimously

- b. Ian Rosenvinge had also made another request that had also been circulated with the Agenda, stating that due to an oversight on Dave Ruffell's, and Ian's part he failed to apply and Ian failed to notice or endorse his advanced packers rating on his 2006/2007 BPA renewal. He did apply to renew, and Ian endorsed his application to renew his other BPA ratings. Ian stated that Dave has remained current in the inspection & maintenance of equipment continuing to pack reserves in the USA under his American Riggers rating. Ian requested STC's permission for Dave to exceed the 6 month rule regarding rating renewals so that he may now apply to renew that rating on his 2007/08 BPA renewal, which Ian would then with STC's permission endorse before forwarding to the Association.

Following some discussion, it was proposed by Ian Rosenvinge and seconded by John Page that the above permission be accepted.

Carried Unanimously

- c. Jason Farrant gave the meeting details of his request, a copy of which had been circulated with the 'Additions' to the Agenda. Jason stated that he planned to operate a Beech King Air at Dunkeswell from early next month. He had obtained clearance from Cardiff Air Traffic to operate up to Flight Level 150 and plans to operate up to 15,000ft (above sea level) or FL150 - whichever is the lower.

Paragraph 5.2.3. of Section 8 of the Operations Manual only allows parachuting to take place between 12,000ft and 15,000ft when the mean elevation of the PLA does not exceed 500ft above sea level. Dunkeswell Airfield is 843 feet AMSL.

In view of the fact that the Club does not intend to operate from an altitude greater than 15,000ft above sea level, Jason was therefore proposing an exemption from the restriction. The Committee was advised that the Chairman of the Pilots' Committee, Tony Knight, supports this request.

Following some discussion, it was proposed by Jason Farrant and seconded by Andy Montriou that the above permission be accepted.

Carried Unanimously

- d. The Chairman reported that the CAA had now decided that the TAWS Exemption would not be renewed when the current one expires on 31 Mar 08. Any further Exemptions issued by the CAA would state this in the notes and Keith Thomas would be writing to those who had already renewed to inform them.

- e. The Chairman advised the Committee that Paul Moore had produced written details of a system he uses at Bad Lippspringe for checking that German jumpers fulfil the new conditions for jumping at BPA Clubs without having to be BPA members. This had been e-mailed to all Clubs. The Chairman asked CCIs to note that where Paul's paper talks about rigs packed for six months, this applies in Germany and may be different in other countries.

- f. The Chairman reminded DZ Operators that if they have not let Trudy in the BPA office know if they intend to attend the DZ Operators Forum on the 12th April, to do so. This would help in planning the meeting. He recommended that all Clubs be represented if possible.

Dates of next Meeting: Thursday 31 May 2007
 BPA Offices, Glen Parva, Leicester
 at 7.00 p.m

Issued: 3 April 2007

Distribution:

Chairman BPA
Council
CCIs
All Riggers
Advanced Packers
CAA
Lesley Gale (Editor – Skydive)

AMENDMENTS TO THE BPA OPERATIONS MANUAL

At the STC Meeting of the 29th March 2007, the following Sections of the BPA Operations Manual were amended as follows:

SECTION 1 (CONDUCT AND CONTROL OF SPORT PARACHUTING), Paragraph 2 (Conditions), sub-para 2.11. change to read:

2.11. When the Club is in possession of a valid Civil Aviation Authority (CAA) Parachuting Permission.

SECTION 1 (CONDUCT AND CONTROL OF SPORT PARACHUTING), Paragraph 4 (Ground Control Organisation), sub-para 4.3.3.i. change to read:

j. To ensure that the Club is equipped with windsock, signal panels and telemeters, and that they are positioned at the most suitable location.

SECTION 1 (CONDUCT AND CONTROL OF SPORT PARACHUTING), Paragraph 4 (Ground Control Organisation), delete sub-paras 4.7.1. & 4.7.2. and replace with new sub-para 4.7. to read:

4.7. Ground to Air Signals

Whenever parachuting by FAI 'A' Certificate (Red) parachutists or above is taking place and radio communication is not used, or in the event of a breakdown in radio communication between the DZ Control and the parachute aircraft, signal panels, which are visible by parachutists from whatever height they are jumping (which may or may not be the PLA/DZ indicator) will be used to signal instructions to the Jumpmaster as follows:

Note: Previous sub-paras 4.7.2 (a –d) become sub-paras 4.7.1. – 4.7.4.

SECTION 3 (JUMPMASTERS), Paragraph 1 (General), sub-para 1.5. change to read:

1.5. FAI 'C' Certificate (Red) parachutists or above preparing to attend, or whilst attending a Category System Basic Instructor (CSBI) Course may dispatch Student Parachutists under direct supervision of at least a Category System Instructor (CSI).

SECTION 6 (EQUIPMENT), Paragraph 1 (parachutes - General), sub-para 1.3. change to read, plus new N.B.:

1.4. Any modifications to parachute equipment must be carried out by a parachute equipment manufacturer or a rigger with the necessary qualifications. Modifications to equipment used by Student Parachutists, including Tandem equipment, must be approved by the Riggers' Committee before use.

N.B. BPA Form 209 complete with relevant drawings should be submitted for modifications to equipment used by Student Parachutists.

SECTION 7 (PARACHUTE LANDING AREAS/DROPPING ZONES), Paragraph 1 (Basic Definitions), sub-paras 1.6. & 1.8. change to read:

1.6. Major Hazard

This is any obstacle, either natural or artificial, which because of its size may be difficult to avoid and which, if struck by a parachutist, may result in injury (i.e. large hangars, buildings, small wind turbines up to 15 mtrs to a blade tip at its highest point, woods etc.).

1.8. Special Hazard

This is a hazard, which could carry a special risk to parachutists and if parachutists were to come in contact with may result in serious, or fatal injury. Special Hazards include stretches of open deep water and deep rivers (see paragraph 5- below), electricity power lines (see paragraph 6- below), large wind turbines of a height greater than 15 mtrs to a blade tip at its highest point (see paragraph 7 – below), densely built up areas, cliffs and quarries. All of them require greater attention to safety and special consideration should be given to their presence in the neighbourhood of PLAs.

SECTION 7 (PARACHUTE LANDING AREAS/DROPPING ZONES), Add new Paragraph 7 (National Grid and Large Wind Turbines), to read:

NATIONAL GRID AND LARGE WIND TURBINES

Special hazards over 15m in height (i.e. large wind turbines or national grid pylon supported electric power lines) are not normally acceptable within 1200m of the PLA/DZ centre without restrictions applying to, or curtailment of the parachuting activity.

Note: *Previous para 7 becomes para 8.*

SECTION 9 (FLYING), Paragraph 5 (Flying Operations), sub-para 5.13.2. h. change to read:

h. Two Blankets.

SECTION 12 (DOCUMENTATION), Paragraph 3 (Reports), sub-para 3.2. change to read:

3.2. Other BPA Reports.

The BPA require Reports in the following cases:

- 3.2.1. **Injury Reports** (BPA Form 117). Any injury to any parachutist requiring professional medical treatment whilst taking part in any parachuting activities, including training.
- 3.2.2. **Incident/Malfunction/Deployment Problem Report** (BPA Form 118). Any malfunction or deployment problem, any incident involving BPA members taking part in parachuting activities, or any incident involving an aircraft flight for the purpose of parachute dropping.
- 3.2.4. **Tandem Incident/Malfunction/Deployment Problem Report** (BPA Form 118A). Any malfunction or deployment problem, any incident involving BPA members taking part in Tandem parachuting activities.
- 3.2.4. **Third Party Claim** (BPA Form 119). Any incident involving injury to a third party or damage to property.

SECTION 14 (RIGGING), Paragraph 2 (Basic Rigger), sub-para 2.1.2. change to read:

2.1.2. Must hold an Advanced Packer (S) qualification.