

BRITISH PARACHUTE ASSOCIATION
SAFETY AND TRAINING COMMITTEE MEETING
BPA OFFICES, 5 WHARF WAY, GLEN PARVA, LEICESTER
THURSDAY 31 JULY 2008

<u>Present:</u>	Tony Butler	-	BPA Technical Officer/Acting Chair
	John Page	-	Vice Chairman STC/Skydive London
	Kieran Brady	-	Skydive Strathallan
	Phil Cavanagh	-	Black Knights
	Nigel Allen	-	JSPC(N)/APA
	Steve Thomas	-	Cyprus
	Jason Farrant	-	Skydive UK Ltd
	Andy Montriou	-	Skydive Jersey
	Jane Buckle	-	Headcorn
	Paul Moore	-	JSPC(L)/RAPA
	Ray Armstrong	-	Skydive Brid
	Mike Rust	-	NLPC
	David Hickling	-	BPS, Langar
	Paul Hollow	-	Target Skysports
	Tony Goodman	-	Silver Stars
	Chris McCann	-	Skydive Airkix
	Ian Rosenvinge (from item 6a)	-	Peterlee
	Paul Applegate	-	Riggers

Apologies: John Hitchen (who was representing the Association abroad), Dane Kenny, Mark Tether (Paul Moore represented Mark at the meeting), Stuart Meacock (Chris McCann represented Stuart at the meeting), Pete Sizer (Jane Buckle represented Pete at the meeting), Doug Peacock.

In Attendance: Trudy Kemp - Assistant to NCSO/TO

Observers: Jeff Illidge, Richard Wheatley, Derek Hopkins, Rick Boardman, Kim Newton, Member X, Hans Donner, Chris Gilmore.

ITEM

In the absence of John Hitchen (Chairman STC), John Page (Vice Chairman STC) welcomed those present to the meeting. He stated that because of the complexity of the meeting that evening, he believed Tony Butler (Technical Officer) would be better prepared to chair the meeting and thus handed the chair to the Technical Officer.

1. MINUTES OF THE STC MEETING OF THE 5 JUNE 2008

It was proposed by Phil Cavanagh and seconded by Mike Rust that the Minutes of the STC Meeting of the 5 June 2008 be accepted as a true record.

Carried Unanimously

2. MATTERS ARISING FROM THE STC MEETING OF THE 5 JUNE 2008

Page 1, Item 2 – Matters Arising, (Tandem Working Group). The Tandem Working Group was a main agenda item.

Page 2, Item 4 – Incident/Injury Reports Resume. The Technical Officer reported that at the last meeting, CCIs had been advised of an incident with regard to Tandem Students not being hooked-up prior to take-off. He stated that a Panel of Inquiry had been formed and the Panel Report was a main agenda item for this evening. However, concern had been expressed regarding the (then) current Tribunal process and STC had requested that Council be made aware of the Committee's concerns. The Technical Officer reported that at the last Council meeting, on the 25 June, Council amended the Tribunal procedures, to enable a Panel of Inquiry to make disciplinary decisions and provided that the member(s) who were to be disciplined accepted the punishment, a Tribunal need not then be convened.

The new wording in BPA Form 256 (BPA Tribunal Proceedings) was as follows:

'2.9 If the Panel of Inquiry makes recommendations for disciplinary action, and the Panel believes it to be appropriate in the circumstances, the Panel may offer the respondent(s) the opportunity for the stated disciplinary action to be taken by the Panel. Should the respondent(s) reject the offer, a Tribunal shall be convened to decide the matter. Should the relevant Committee consider the Panel of Inquiry's recommendation(s) to be grossly disproportionate in terms of leniency or severity, it may appeal to the Council for a Tribunal to be convened.'

Page 7, Item 9 - A.O.B. (c). The Technical Officer advised those present that Student Parachutists who no longer train/jump round/conical main canopies was a main agenda item.

3. MINUTES AND MATTERS ARISING FROM THE RIGGERS' SUB-COMMITTEE MEETING OF THE 5 JUNE 2008

There being no matters arising from the previous Minutes, it was proposed by Paul Applegate and seconded by Steve Thomas that the Minutes of the Riggers Sub-Committee Meeting of the 5 June 2008 be accepted.

Carried Unanimously

Paul Applegate stated that he had nothing to report from the meeting held that afternoon.

4. INCIDENT/INJURY REPORTS - RESUME

The Technical Officer commented that it had been quite an eventful two months since the last STC meeting for injuries and incidents.

- i) There had been 16 Student injury reports received since the last meeting, 12 male and 4 female. One injury was to a Student who dislocated his shoulder pushing off from an aircraft mock-up during training. Another was to a Student who had landed and caught his foot in a divot walking back to the clubhouse. Another Student strained his back muscles following a canopy deployment. Another Student apparently completed a successful static-line jump, went home and later phoned the club to claim she had broken her wrist on the jump. The remaining 13 were landing injuries, the majority of which were minor.
- ii) There had been 9 injury reports received for 'A' Certificate or above parachutists. 3 male and 6 female.
- iii) Since the last meeting there had been 10 Student Parachutist Malfunction/Deployment Problems reported. 9 male and 1 female. Several of the reports involved Students becoming entangled with equipment. The Technical Officer stated that these types of malfunctions could have serious consequences.

- iv) There had been 38 reports of Malfunction/Deployment Problems to 'A' Certificate parachutists and above since the last meeting. 30 male and 8 female.
- v) There had been 14 Tandem Injury reports received since the last meeting. 6 male and 8 female. One was an Instructor who fell on landing, got dragged and hurt his neck. The others were Student injuries, including one to a Student who was disabled. It appeared that as he was being lifted from his wheel chair to have his harness fitted, his arm was fractured in two places. This was not realised at the time and he completed his Tandem descent. He also sustained some ligament damage to his ankle on landing.

The Technical Officer expressed his concern at this particular incident and stated that he felt that CCIs should give a great deal of thought and consideration prior to taking on a Tandem student with serious disabilities.

- vi) There had also been 9 Tandem Malfunction/Deployment Problems reports received.
- vii) There had been one report received of an AAD firing. A parachutist with 153 jumps had a line-over malfunction, cutaway, tried to get stable and deployed his main parachute as his Cypres fired.
- viii) There had been 9 display misfire reports received since the last meeting. All were arena misses. 2 involved jumpers who landed on barriers and another hit a wall and fractured a vertebra. Another incident was where a team member of a display team landed amongst the crowd and struck a member of the public, an elderly gentleman, who was taken to hospital with minor injuries.

The Technical Officer advised those present that this team had only carried out six displays so far in 2008, yet the Association had received 4 incident reports. He stated that because of this and his and the NCSO's concerns, they had instigated a Panel of Inquiry to investigate. This would be covered as a main agenda item.

- ix) The Technical Officer advised the Committee of a 'Hang-up' incident, which occurred at RAPA on the 17 July. He stated that the lift on which the incident occurred consisted of an Instructor, a static-line Student Parachutist and five other freefall parachutists. The five freefall parachutists exited without incident, after which the Instructor dispatched the static-line Student. It was believed that the Instructor then pulled the static-line and deployment bag back into the aircraft, but did not stow them correctly. He then exited the aircraft and became hung-up by the static-line and bag underneath the aircraft.

It was believed that initially the pilot did not realise that a parachutist was hung-up. Once he became aware, and after discussion with the DZ control, he ascended to approximately 7,000ft AGL, at which time he left the controls of the aircraft and cut the instructor free, after which both the aircraft and the parachutists landed without further incident.

The Technical Officer stated that because of serious nature of the incident it had been decided to instigate a Panel of Inquiry to investigate. He stated that this Panel of Inquiry would also be covered as a main agenda item.

- x) Seven reports had been received of 'off landings' at Clubs.
- xi) One report had been received of a parachutist losing his camera helmet on deployment and another for a parachutist losing a camera lens on opening.
- xii) A number of reports had been received regarding aircraft or pilots. The first concerned an incident on take-off. The aircraft, a LET 410, was commencing the take-off run when the co-pilot side door opened and detached from the aircraft striking the

propeller, the fuselage and engine nacelle and landed on the runway. The aircraft flew OK, carried out a 180 degree turn and landed on the runway. The A.A.I.B were informed of the incident. Another report was received of a pilot falling off an aircraft stepladder and winding himself.

Another report concerned an SMG92 that veered to the right during take-off. The tail wheel struck a mound at the side of the runway, but took-off OK. It dropped the parachutists as normal and was taken out of service once it had landed. The final report concerned a Skyvan that had completed a lift, was landing when the right undercarriage leg collapsed. The pilot overshot the runway and diverted to an airport with emergency facilities. The aircraft landed at the airport without difficulty.

5. TANDEM WORKING GROUP

Mike Rust had chaired the Working Group (WG) that had been tasked to review the various aspects of Tandem, including Equipment maintenance/inspection/packing, documentation, training and drills for Tandem Instructors. Mike had now completed the report on behalf of the WG, a copy of which had been circulated to CCIs with the agenda, together with various new or revised Tandem equipment forms. Also circulated had been the proposed amendments to the Operations Manual. A letter from David Hickling had also been received, a copy of which had been circulated to those present.

Mike Rust summarised the work carried out by the WG. He expressed his thanks to CCIs, Tandem Instructors and Riggers for their input. He also wished to convey a special thank you to Paul Hollow, Kim Newton and Chris Gilmore for the work that they had carried out.

Mike reported that with regard to Tandem equipment, the WG had felt that the current inspections of six months was inadequate, especially with Tandems being used in a heavy-duty working environment. The Working Group had agreed that an inspection (excluding reserve repack) should be carried out at 100 jumps in order that the equipment can be checked as an interim measure prior to reserve repack and MOT. A new Tandem equipment main parachute packing inspection log and 100 jump equipment inspection form had been devised for this purpose (Forms 112b & 112c). Mike stated that the WG had felt that it would be fair to build in a 10% margin to this system so that rigs were not due during a busy period and to help Centres and Tandem operators to comply.

Mike reported that the WG had also agreed that the Tandem student harness should be inspected on a monthly basis and a new form (BPA Form 112D had been devised for this purpose. He stated that the WG had also been concerned about equipment having various components and the method of recording this. The WG felt that a log should be kept for each container and any changes e.g. Change of main, reserve, AAD. This had been designed as form 112E.

Mike Rust stated that Chris Gilmore had volunteered to make a folder (Tandem Pack Log) as an example of the paperwork required by Tandem Instructors available for inspection to ensure that all documentation were correct and in date. This log was presented to the meeting.

Chris Gilmore provided further details to those present and advised that it was the intention that the Tandem Pack Log would become mandatory for each Tandem Rig. The Technical Officer advised those present that the Tandem Packing Log would cost in the region of £8 - £10 and would include a plastic protective cover.

Mike Rust then summarised by stating that the WG had taken some time to complete their work as there had been a great deal of ground covered. He stated that the subject of Tandem equipment should be reviewed on a regular basis and once again thanked everyone involved for their input and assistance.

Following some discussion, it was proposed by Mike Rust and seconded by John Page that the changes to Section 6 of the BPA Operations Manual regarding Tandem equipment and new or revised BPA Forms; 112A – 112E be accepted. Also that the Tandem Pack Log would become mandatory for each Tandem rig by the 1 October 2008.

Carried Unanimously

The Technical Officer thanked Mike Rust for the tremendous amount of time that he and his team had put into this project.

6. PROPOSED CHANGES TO BPA OPERATIONS MANUAL

a. **REMOVAL OF 'TRADITIONAL' PARACHUTING**

The Technical Officer reported that at the last STC meeting the Committee had been informed that Clubs no longer teach ab-initio Students in the use of round or conical main canopies (Traditional). The meeting did not object to 'Traditional' parachuting not being permitted any longer. Therefore, the Operations Manual required updating to allow the use of ram-air main canopies only to be used by Student Parachutists. The proposed changes had been circulated with the agenda.

The Technical Officer advised those present that since the proposed amendments had been circulated, he had highlighted a proposed change to Section 8 of the Operations Manual concerning the numbers of Students per pass, to which he had added AFF.

A considerable discussion ensued. Some concern was expressed by those present that if the proposed change to the number of Students per pass was accepted, it would cause some major operational difficulties for some Clubs, particularly to those Clubs operating with larger aircraft. The Committee felt that there was no evidence to suggest that the current rule as it stood had caused any problems, therefore they could see no reason for any change.

Following further discussion, it was proposed by David Hickling and seconded by Steve Thomas that the changes to Sections 2, 5, 6 & 8 of the BPA Operations Manual for the removal of 'Traditional' parachuting be accepted with the exception of the rule regarding the number of Students per pass, for which the Committee agreed the status quo should remain.

For: 12 Against: 0 Abstention: 1 (Ian Rosenvinge)

Carried

b. **RUNWAY MARKINGS**

The Technical Officer advised those present that following the DHC-2 Turbo Beaver crash at Headcorn on the 11th March 2006, the AAIB had made the following recommendation to the CAA:

Safety Recommendation 2007-099

It is recommended that the Civil Aviation Authority should review the requirement to provide runway edge and obstacle markings for unlicensed runways from which aerial work operations are conducted.

The Technical Officer stated that the CAA had accepted the AAIB recommendations and had amended CAP660. They have requested that the BPA Operations Manual

should also be amended. He stated that the proposed amendments had been circulated with the agenda.

Some discussion ensued with regard to this item. A number of CCIs asked if they could perhaps have some guidelines as to what the CAA would find acceptable in terms of obstacle markings as presently there seemed to be some confusion. Kieran Brady said that he would contact the CAA in an effort to obtain further clarification on this matter.

It was therefore agreed by those present that this item be carried forward to the next meeting.

7. **BPA PANELS OF INQUIRY**

The Technical Officer reported that there had been three Panels of Inquiry instigated since the last STC meeting:

a. Tandem Incident – Netheravon

The Panel of Inquiry to investigate the Tandem Incident at Netheravon on the 31 May 2008, had been instigated following the last STC meeting. The Panel was ‘chaired’ by Mick Nealis. The other members were; Steve Scott and Dave Emerson.

The Panel Report had been circulated to CCIs with the STC agenda.

The Committee was advised that the decision of the Panel was that the five Instructors’ Tandem ratings be suspended for a period of 3 calendar months from the date of their initial suspension letter from the BPA, with the exception of one of the instructors, because of his honesty, whose suspension should run for 1 week less. The Panel were aware that a suspension of 3 months would require the Instructors in question to have to undertake a currency jump with an FAI ‘C’ certificate jumper before taking further Tandem Student Parachutists.

The Technical Officer reported that all the Instructors concerned had been sent a copy of the report and had accepted the disciplinary action of the Panel. However, some of the Instructors were concerned that the report indicated that they had lied to the Panel and they wished it to be recorded that they had not.

STC made no further recommendations or comment.

b. Display Team Panel of Inquiry

The Technical Officer reported that the display incident already mentioned under ‘Incident/Injury Reports’ where a display jumper collided with a member of the public was now the subject of a Panel of Inquiry. This was because the team concerned had completed six displays in 2008 and four incident reports had been received, including two concerning the jumper involved in the most recent incident.

The Committee was advised that this Panel was being ‘chaired’ by John Page and that the other members were; Chris McCann and Jason Webster.

The Technical Officer stated that the Panel had discovered that some of the team members were not qualified to carry out the displays. Therefore the Technical Officer had suspended the Team Leader’s rating until this meeting. The Panel were recommending that STC continued the suspension of the Team Leader’s rating until the Panel had completed their investigation and report.

The Technical Officer advised those present that the Panel had held their first meeting today and that their report will be presented to STC when completed.

It was proposed by Tony Goodman and seconded by David Hickling that the Team Leader's rating remains suspended until the Panel had completed their investigation and report.

Carried Unanimously

c. Hang-Up, Bad Lippspringe

The Technical Officer reported that the hang-up incident that was also discussed under 'Incident/Injury Reports' was now the subject of a Panel of Inquiry.

The Panel was being 'chaired' by Gary Small and the other members were Andy Montriou and Jason Farrant.

The Instructor concerned had breached the requirements of the BPA Operations Manual, Section 10 (Safety), Paragraph 2 (Static Line Operation), Sub-para 2.4:

'If, after dispatching static line parachutists, the instructor does not intend to land with the aircraft, all static lines and bags will be unhooked and stowed away securely. In the case of aircraft with high strong points where provision is made for stowing static lines and bags, unhooking may not be necessary.'

The NCSO and the Technical Officer had suspended his Instructor rating until this STC meeting. It was proposed that by the Panel of Inquiry that STC continued that suspension until the Panel has completed its report.

It was proposed by Ray Armstrong and seconded by Mike Rust that the above be accepted.

For: 12

Against: 0

Abstention: 1

Carried

STC felt that that Pilot in this incident should be recognised, as his actions had prevented the occurrence a more serious accident.

8. AFF/TANDEM INSTRUCTOR COURSE

The Association wished to thank Skydive Weston for hosting the AFF/Tandem Instructor Course, from the 9 – 11 June 2008. The report was for information only.

9. PERMISSIONS

a. A letter from Nigel Allen had been circulated with the agenda requesting STC's approval for an exemption to Section 9, Flying, Pilots, Para 1.1.3. that: 'No person over the age of 55 years will be accepted for initial parachute pilot training'.

Nigel's letter stated that Steve Cockshott was 56 years of age. Having started flying only a few years ago, he had some 1200 hours and was a qualified flying instructor with a CAA Class 1 medical. Steve had flown with both Charlie Shea-Simonds and Nick O'Brien, both of whom were CAA instructors, examiners and BPA pilot examiners.

Steve recently undertook a conversion to the Cessna Caravan, the JSPC(N) jump aircraft, and had no difficulty in passing.

Nigel's letter went on to say that according to the BPA Pilots' Manual, an application must be supported by two BPA Pilot Examiners and the BPA Medical Adviser.

The Technical Officer advised those present that in correspondence to Dr Carter, he did not consider this to be a medical matter, and stated that the BPA considers it to be a non-medical issue.

Following some discussion, it was proposed by Nigel Allen and seconded by Ian Rosenvinge that the above permission be accepted

For: 12

Against: 0

Abstention: 1

Carried

- b. A second letter from Nigel Allen had also been circulated with the agenda requesting a one-year extension to Simon Wilson's CSBI rating. Simon's CSBI rating had expired in February 2008. Due to a prolapsed disc, which had to be removed, Simon was unable to commit to a CSI course, however he was now fully fit and intends to commit to a course in the future.

Therefore Nigel was asking for the re-instatement of Simon's CSBI rating and a 12-month extension to his CSBI rating.

It was proposed by Nigel Allen and seconded by Mike Rust that Simon Wilson's CSBI rating be reinstated until 28 February 2009.

Carried Unanimously

- c. Circulated to those present was a letter from John Page requesting that Andy Naude has his CSBI rating reinstated. Andy was a member of the Red Devils and an active Tandem Instructor currently serving in Afghanistan, but on his return to the UK would like to continue to work towards his CSI rating. He was a CSBI up to Feb 2007. Andy is working towards attending a CSI course in either Feb or May 2009.

It was proposed by John Page and seconded by David Hickling that Andy Naude's CSBI rating be reinstated until 31 May 2009.

Carried Unanimously

- d. Circulated to those present, in the same letter as John Page's previous Permission request, John had requested a Permission against the 55 year rule for someone to be permitted train for 'solo' parachuting. The person concerned was over 70.

The Technical Officer reported that the Chairman of STC had stated that he would only accept this request if it was supported by the BPA Medical Adviser. He stated that his understanding was that it has not been so supported.

- e. The Technical Officer advised the Committee that Oliver Main, a Tandem B.I. from the Pilgrims Club was on the Tandem Instructor Course in early September. However, his Tandem B.I. rating expired at the end of August 2008. He stated that Dane Kenny was out of the Country at this time and was therefore unable to put in a written request for an extension to Oliver's rating. Therefore it was requested that a one-month extension be granted.

It was proposed by Tony Goodman and seconded by John Page that the above permission be accepted.

Carried Unanimously

10. A.O.B.

There were no matters for discussion under AOB.

Dates of next Meeting: Thursday 25 September 2008
 BPA Offices, Glen Parva, Leicester
 at 7.00 p.m

4 August 2008

Distribution:

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

AMENDMENTS TO BPA OPERATIONS MANUAL

At the last STC meeting of the 31st July 2008 the following amendments were made to the BPA operations Manual:

SECTION 2 (DESIGNATION AND CLASSIFICATION OF PARACHUTISTS), Paragraph 1.2. Change to read:

1.2. Parachutists are also Classified in several ways:

- 1.2.1. Fédération Aéronautique International (FAI) (British Standard) Certificate (Issued by the BPA on behalf of the Royal Aero Club of the United Kingdom), (see para.2 below).
- 1.2.2. Fédération Aéronautique International (FAI) International Parachutist Certificate of Proficiency. (see para 3 below).
- 1.2.3. The Category System (see para.4.below).
- 1.2.4. Accelerated Free Fall (AFF) Levels (see para.5.below).
- 1.2.5. The Grading System (see para. 6.below).
- 1.2.6. Student Tandem Parachutists (see para.7.below).

SECTION 2 (DESIGNATION AND CLASSIFICATION OF PARACHUTISTS), Paragraph 4.5. N.B. Change to read:

N.B. Student Parachutists jumping may transfer to the AFF method of training, at level 3 once they have obtained Category 5.

SECTION 2 (DESIGNATION AND CLASSIFICATION OF PARACHUTISTS), Paragraph 4.7. N.B. Change to read:

N.B. Category 7 descents must take place from a minimum altitude of 6,000ft AGL.

SECTION 2 (DESIGNATION AND CLASSIFICATION OF PARACHUTISTS), Paragraph 4.8. N.B(1). Delete. Change previous N.Bs 2-5 become N.Bs 1-4.

SECTION 5 (TRAINING), Paragraph 4 (AFF AND RAPS). Change to read:

4. AFF AND THE CATEGORY SYSTEM

No more than 3 AFF or 12 Category System Student Parachutists will be trained on any one Course.

SECTION 5 (TRAINING), Paragraph (Landings). Change to read:

5. LANDINGS

Suitable training equipment, such as ramps, platforms or 'fan' trainers are to be used on practical landing sessions.

SECTION 5 (TRAINING), Paragraph 6 (Suspended Harness). Change to read:

6. SUSPENDED HARNESS

All AFF and Category System Student Parachutists must perform suspended harness drills during initial training.

SECTION 6 (EQUIPMENT), Paragraph 1.3. Change to read:

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

SECTION 6 (EQUIPMENT), Paragraph 2 (Equipment Used by Student Parachutists). Delete previous sub-para 2.1 (Traditional). New sub-para 2.1. to read:

2.1. AFF & Category System

2.1.1. Main parachutes must be ram-air type and must be large and docile in relation to the parachutist's weight and height. The main and reserve parachutes must be contained in 'piggyback' type containers.

2.1.2. Where static line deployment is used, the static line must be continuous from deployment bag to the point of attachment in the aircraft.

2.1.3. The following Wing Loading criteria should be applied to main canopies:

a. First Jump 'Solo' Student Parachutists - not to exceed 0.8 lbs/sq.ft.

b. 'Solo' Student Parachutists having completed at least one 'solo' descent - not to exceed 0.85 lbs/sq.ft.

N.B. Exceptions to the above are permitted where a Canopy's Manufacturer has published advice that a higher wing loading is suitable. The manufacturer's higher limit may then apply.

2.1.4. Equipment must be fitted with a reserve static line (RSL) and an automatic activation device (AAD), which must be switched on prior to any descent.

2.1.5. *Category System freefall equipment must be ripcord deployed, up to at least the completion of Category 6.*

2.1.6. Accelerated Free Fall equipment may be either ripcord or 'throwaway' deployed, and must be able to be activated from either side.

SECTION 6 (EQUIPMENT), Paragraph 2 (Equipment Used by Student Parachutists). Previous sub-para 2.3 (Tandem) now becomes sub-para 2.2.

SECTION 6 (EQUIPMENT), Paragraph 2.2 (Tandem). Change to read:

2.2. Tandem

2.2.1. Only Tandem equipment acceptable to the BPA (via Riggers' Committee and STC) may be used.

2.2.2. Tandem equipment must be fitted with an AAD specifically designed for tandem equipment. If the equipment is not specifically designed to accept an AAD, the initial installation must be carried out by an Advanced Rigger. In the case of a Cypres AAD the Advanced Rigger must be approved by Airtec.

2.2.3. Tandem equipment (excluding the Student Harness – see 2.3.5. below) must be packed and fully inspected every 6 months (BPA Forms 112A & 112D). Also, the Tandem equipment, excluding the reserve canopy, must be inspected every 100 descents (BPA Form 112B & 112C).

N.B(1). The 100 descent inspection may take place between 100 and 110 descents.

N.B(2). The 100 jump inspection requirements can be found on BPA Form 112C.

N.B(3). BPA Forms 112A, 112B, 112C, 112D & 112E must be retained with the Tandem equipment documentation.

- 2.2.4. The 100 descent inspection must be carried out by Advanced Packer (Tandem), or a rigger.
- 2.2.5. The Student Tandem harness must be inspected monthly and certified as serviceable, by a Tandem Instructor, Advanced Packer (Tandem), or rigger (BPA Form 112D).
- 2.2.6. The owner of the Tandem equipment must maintain a Log Card/record of all descents, which must be available for the 100 jump and 6 monthly inspections/repacks (BPA Form 112B).
- 2.2.7. The owner of the Tandem equipment must maintain a log of repairs, modifications and component replacements, which must be available for the 100 jump and 6 monthly inspections/repacks (BPA Form 112E).
- 2.2.8. Parachutists who are not Tandem Instructors (TI), or TI candidates undergoing evaluation, may not jump Tandem equipment.

SECTION 6 (EQUIPMENT), Paragraph 4 (Instruments), sub-paras 4.1. & 4.5. Change to read:

- 4.1. Altimeters must be worn by all Student Parachutists (other than Tandem Student Parachutists). Also, altimeters must be worn by FAI Certificated parachutists carrying out planned delayed openings of 15 seconds or more.
- 4.5. AFF and Category System Student Parachutists must be equipped with a radio receiver for at least the first three descents.

SECTION 6 (EQUIPMENT), Paragraph 5 (Automatic Activation Devices). Change N.B. to read:

N.B. Also see sub-paras 2.1.5. and 2.1.4. above and Section 13 (Displays) para 4.3.

SECTION 6 (EQUIPMENT), Paragraph 8 (Parachute Packing), sub-para 8.3 (Reserve Parachutes), 8.3.1. & N.B.(2). Change to read:

- 8.3.1. All reserve parachutes may only be inspected and packed by riggers and persons who have been certified on a BPA Advanced Packing Course, or holders of an appropriate packing certificate.

N.B.(2) Advanced Parachute Packers and holders of packing certificates endorsed for reserve parachutes are subject to an annual currency certification at the time of membership renewal. This certification will be displayed on the BPA membership card.

SECTION 6 (EQUIPMENT), Paragraph 8 (Parachute Packing), sub-para 8.3.3. Delete.

SECTION 6 (EQUIPMENT), Paragraph 8.6 – 8.11. Change to read:

- 8.6. Prior to packing reserve parachutes (excluding Tandem reserve parachutes – see para 8.7. below) they must be inspected and certified as serviceable on the appropriate Record of Inspection/Inspection Check List. (BPA Forms 112, or 113).
- 8.7. Prior to packing Tandem reserve parachutes, the Tandem system, including main parachute, reserve parachute, container, instructor harness, AAD and drogue, must be inspected and certified as serviceable on the Tandem Record of Inspection/Check List (BPA Form 112A). This form must be retained with the Tandem system documentation.
- 8.8. Packing/record cards must also be maintained for all reserve parachutes.
- 8.9. The pull force of a reserve ripcord on piggyback equipment may be test pulled by the user after the reserve has been packed. The user should then sign the Inspection Check List to indicate that he/she has made the test pull. In all cases, the packer must test pull the reserve ripcord with a scale and sign for the recorded poundage on the Inspection Check List. The maximum acceptable pull force is 22 lbs.
- 8.10. **Repack Cycles.**

Parachutes must be packed at least every 6 calendar months.

8.11. Reserve Sealing Thread

Only Riggers, Advanced Packers and packers with the appropriately endorsed packing certificate may seal reserves and must use a method acceptable to the BPA Riggers Sub-Committee. The rigger/packer should use a method of identification on their seal that is identifiable to him/her. Seal thread must be a thread manufactured to break at no more than 6lbs. The sealing of reserves is optional.

N.B. The acceptable BPA reserve sealing method can be found on BPA form 215.

SECTION 6 (EQUIPMENT), Paragraph 9 (Packing Certificates). Change to read:

Approved Packing Certificates (Main parachutes). Holders of these certificates are certified to assemble and pack specified parachutes and deployment devices into specific containers. These may be issued or endorsed by Parachute Riggers and/or parachute instructors (excluding CSBIs, TBIs or AFFBIs), provided those instructors have their own packing certificates endorsed for the equipment they are signing for.

SECTION 6 (EQUIPMENT), Paragraph 9 (Packing Certificates), Delete N.B.

SECTION 8 (PARACHUTING LIMITATIONS), Paragraph 2 (Wind), sub-para 2.1. (Ground wind speed limits for Parachutists). Change to read:

2.1. Ground wind speed limits for Parachutists.

2.1.1.	AFF & Category System Student Parachutists	15 Knots
2.1.2.	FAI 'A' Certificate (Red) parachutists and above and Student Tandem Parachutists	20 Knots

SECTION 8 (PARACHUTING LIMITATIONS), Paragraph 7 (Opening Heights). Change to read:

4 OPENING HEIGHTS

Minimum opening heights for main parachutes:-

4.1.	AFF & Category System Student Parachutists	3,000ft AGL
4.2.	FAI 'A' Certificate (Red) parachutists and above	2,000ft AGL
4.3.	Student Tandem Parachutists	5,000ft AGL
4.4.	FAI 'C' Certificate (Red) holders, on displays	1,500ft AGL

SECTION 8 (PARACHUTING LIMITATIONS), Paragraph 7 (Number of Parachutists Per Pass). Change to read:

7. NUMBER OF PARACHUTISTS PER PASS

No more than 2 Category System Student Parachutists will be dispatched per pass.