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## **Riggers' Subcommittee**

**Thursday 22 September 2016 at 1600**

at Blaby Civic Centre, 22-24 Leicester Road, Blaby, Leicestershire LE8 4GQ

**Present:** Paul Applegate (AR) - Riggers' Subcommittee Chair  
Rick Boardman (AR)  
Matt Knight (PRv)  
Paul Stockwell (PRv)  
Gary Stevens (PRnv)

**Key:**

RE = Rigger Examiner

AR = Advanced Rigger

PR(v) = Parachute Rigger (voting)

PR(nv) = Parachute Rigger (non-voting)

**Apologies:** John Curtis, Pete Sizer, Noel Purcell, Ray Armstrong, Dave Major,  
George Panagopoulos.

**In Attendance:** Tony Butler - Chief Operating Officer  
Jeff Montgomery - Chair STC/STO  
John Hitchen - Vice Chair STC  
Trudy Kemp - Assistant to COO/STO

**Observers:** Martin Cole, Alex Busby-Hicks.

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### **ITEM**

1. **DECLARATIONS OF INTEREST**

The Chair invited declarations of interest relating to items on the agenda for this meeting. None were stated.

2. **MINUTES AND MATTERS ARISING FROM THE RIGGERS' SUBCOMMITTEE MEETING OF THE 28 JULY 2016**

**Page 1, Item 2 – Next & Next Century Tandem Systems.** There was nothing further to report on the WG set up to look at the various issues surrounding reserve loops on Next and Next Century Tandem Systems.

**Page 1, Item 2 – Non-BPA Rated Riggers/Packers & Basic Rigger Training.** This item was on the main agenda.

**Page 1, Item 2 – Equipment Proposal Request.** At the meeting in November 2015, Ray Armstrong agreed to look at compiling a list of manufacturers who were recognized by the BPA for manufacturing Student main and reserve canopies.

The Chair reported that unfortunately, Ray Armstrong was no longer able to progress this item.

**Page 1, Item 2 – Proposal to amend Various Rigging Related Forms.** Rick Boardman reported that he was in the process of drafting the Student/Tandem Harness & Container Initial Clearance forms and stated that the draft documents would be available for consideration at the next meeting.

**Page 2, Item 2 – Tandem Mods Website & Supporting Documentation.** The WG that had been established with a view to looking into creating a document reference library of historical safety related material and supporting paperwork was still ongoing.

**Page 2, Item 2 - Rigging/Packing Confidential Reporting System.** The Committee were looking at a more formal approach for the reporting of rigging and packing related incidents.

Pete Sizer had submitted a draft Packing/Rigging Incident report, which had been tabled to those present for comment, a copy of which would also be included with the Minutes with a request for further input prior to the draft being considered at the next meeting.

**Page 4, Item 9 - AOB(ii).** At the previous meeting the Committee had discussed information surrounding the inspection procedures relating to the Mars 2 AAD, which had raised some concern. Karen Saunders was in the process of gathering further details. The Chair agreed to contact Karen for a progress report.

There being no further matters arising, it was proposed by Rick Boardman and seconded by Matt Knight that the Minutes of the Riggers Subcommittee Meeting of 28 July 2016 be accepted as a true record.

**Carried Unanimously**

**3. MATTERS ARISING FROM THE STC MEETING OF THE 28 JULY 2016**

There were no matters arising from the previous meeting.

**4. RIGGING SYLLABUS UPDATE PROJECT**

Proposed changes to the various Rigging syllabuses and associated documents from Andrew Hilton, on behalf of the Rigger Examiners, had been circulated with the agenda. In addition to the proposed amendments, Andrew had also provided background information as required.

It was noted that the meeting was non-quorate with regard to the number of ARs present to formally accept the proposed changes to the various syllabuses for PRs and above. It was therefore agreed that this proposal be re-circulated with the Minutes with a request for further input prior to consideration at the next meeting.

The Chair thanked Andrew Hilton and the other Rigger Examiners for the work they had undertaken on this item.

**5. CLEARANCE FOR ASSESSMENT JUMPING OF PHIL WAYPER'S DESIGN 6 MAIN PARACHUTE**

This proposal and design project files submitted by Ian Rosenvinge, which had been circulated with the agenda had now been withdrawn by Ian.

**6. ADVANCED PACKERS COURSE REPORTS**

- i) An Advanced Packers Square and Tandem Course had been held at Weston on the Green from the 20 – 29 August 2016 and was attended by Neil Wilcox.

Paul Applegate had submitted a Course Report, a copy of which had been circulated to those present.

The report noted that Neil Wilcox successfully demonstrated his knowledge and skills in all areas and reached the required standard to be awarded both his Advanced Packer (Grade S & T) ratings.

- ii) An Advanced Packers Training Course had been held at Netheravon from the 22 – 25 August 2016. George Panagopoulos had submitted a Course Report, a copy of which had been circulated to those present.

The Course was attended by Jonathan Charles, Daniel Mercer and Tana Quigley. All candidates were advised to attend the examination phase of the Course following a number of supervised reserve re-packs.

- iii) An Advanced Packers Training Course had been held at Skydive Hibaldstow from the 5 – 8 September 2016. Noel Purcell had submitted a Course Report, a copy of which had been circulated to those present.

The Course was attended by Liam Goddard and Ionut-Lucien Ciofu. Both candidates were advised to attend the examination phase of the Course following a number of supervised reserve re-packs.

- iv) An Advanced Packers Examination Course was held at Netheravon from the 20 – 21 September 2016. The Course was attended by Stephen Handley.

George Panagopoulos had submitted a Course Report, a copy of which has been circulated to those present.

Stephen Handley successfully completed the Course and was awarded Advanced Packer (Grade S) status.

#### **7. BPA SAFETY NOTICES/INFORMATION BULLETINS**

Following the previous meeting, a BPA Safety Notice had been issued with regard to Sport parachute equipment cutaway cables.

#### **8. MANUFACTURERS' SAFETY NOTICES/INFORMATION BULLETINS**

A Service Bulletin (BS-Atom-25-002) concerning all harness/containers single and dual manufactured by Parachutes de France, which had been issued by them on them on 11 July 2016, and previously circulated for information.

The subject concerned hydrolyze phenomena of the cordura fabric used for the reserve container in extreme conditions of temperature and humidity, as per BS-ATOM-25-001, dated 19 February 2015.

Parachutes have been found, after a favorable inspection at the last packing, with a degraded and sticky coating. The phenomenon has been listed on the black military equipment manufactured in 2004/2005 and to a lesser extent 2009 (1 isolated case). In civil activity it was confirmed cases on other colours but information (colour and serial number) are not sufficient to isolate a batch of fabric (colour or date of manufacturing).

The manufacturers have asked for all parachutes whose reserve container is not double-lined (or in manufacturing or repair):

- For all equipment with a black reserve container manufactured between November 2004 (Serial Number PKxxx) and September 2005 (Serial Number QJxxx), to modify the reserve container in accordance with the BS ATOM-25-001 before the next jump.

-For the other parachutes, check every 4 months the aspect of the coating. This periodic checking will be retained until application of the SB ATOM-25-001 (repair or preventive action).

The Committee clarified that any reserve repacks that may have been conducted since 11 July 2016 should be re-opened and inspected at the 4-month point. If the inspection is

conducted by the same person who packed it, he/she can then close it back up and extend the pack job to the 6-month point. The inspection should be annotated on the Record of Inspection.

Copies of both Service Bulletins 25-001 & 25-002 would be included with the Riggers' Subcommittee Minutes.

9. **A.O.B.**

i) **Incident Report**

The Chair reported on an incident where a jumper had a premature reserve deployment at approx. 4000ft. the ripcord cable was too short, causing the problem. He stated that it was believed this was at least the third time this particular reserve had popped open. The equipment (Aerodyne container) had been grounded pending further investigation.

Matt Knight gave the meeting details of a number of similar incidents that occurred in the States where the reserve had popped at height and had involving the same container.

The Chair agreed to investigate this matter further.

ii) Rick Boardman reported that himself, Nader Afsharian and Gary Stevens had been working with the SWS Fire Tandem manufacturer and were aiming to formally apply to a future Riggers meeting for acceptance of this system, which has the Direct Reserve Deployment (DRD) installed.

In the meantime, Rick and Gary presented an example system, which had the DRD parts fitted, to enable the Committee to have an advance look at the set up.

There was some concern expressed by those present with this particular set up. Rick Boardman agreed to address the various issues raised with the equipment manufacturer.

iii) **Rigging/Packing Confidential Report**

The Chair advised the Committee that he had received Packing confidential report where it had been found that four parachute rigs had been incorrectly assembled by the same packer. The soft links on the reserve parachutes had not been assembled correctly. A number of other packing/paperwork errors had also been identified.

The Chair stated that the packer concerned had been asked to contact all the people they had completed work for that involved equipment that they had packed or assembled with soft links.

In the meantime, the packing ratings of the packer concerned had also been suspended.

The Chair reported that he had spoken to the packer concerned and stated that he was are willing to be re-examined by an independent Advanced Rigger for the reinstatement of their AP rating.

The Committee were satisfied that this was an appropriate course of action in this instance.

The Chair stated that he felt that an annual currency requirement for packers should be introduced and/or guidelines produced for the checker to satisfy themselves that a packer is current in all aspects of reserve packing relevant to their status when they are signing off their ratings at membership renewal time.

The Committee felt that this subject had been debated in the past, but noted that this would not have assisted in this particular incident.

- iv) Alex Busby-Hicks stated that there was no incentive for Advanced Packers to become Riggers, and move on up the chain. He stated that he felt that perhaps a time limit should be introduced for Advanced Packers along the same lines as we have for CSBIs to undertake a CSI Course.

The Chair commented that unfortunately, no caveat for a minimum time limit was set as one of the conditions when the AP system was originally introduced. He stated that although he understood the situation, he believed that to change the system or to introduce something new now would be unlikely to be very well received.

Alex Busby-Hicks made an observation with regard to the small number of Rigging Courses held per year and the difficulty in progressing due to this.

At the moment, Rigging Courses were generally held towards the end of the year, and he felt that running additional Courses throughout the year, would assist, and that he felt that this was something that the Committee should consider looking at.

Following discussion, the Committee noted Alex' comments, but pointed out that there were only 5 Rigger Examiners within the BPA who were qualified to run Courses and that they could only facilitate a Course when it was practicable for them to do so.

Date of next Meeting: Thursday 17 November 2016 at 1600  
Blaby Civic Centre

3 October 2016

**PAPERWORK REQUIRING CIRCULATION WITH THE NEXT AGENDA MUST REACH THE BPA OFFICE BY MONDAY 31 OCTOBER 2016**

**Distribution:**

Chairperson Riggers' Subcommittee, All CIs, All Riggers, Advanced Packers, Council, CAA  
Editor – Skydive

**PACKING/RIGGING INCIDENT REPORT**

The object of this form is to encourage Packers and Riggers to share information, following a packing or rigging incident on the ground. Please fill in each section with as much detail as possible.

Rig type	Reserve Type	Packer/Rigger	Date	A.P./Rigger number	Location	
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<b>Brief Title of Occurrence/Incident</b>
<b>Description of Occurrence/Mistake/Incident</b>

Empty rectangular box for notes or additional information.

**Please answer where applicable**

<b>Has the rigger/packer been informed ?</b>	<b>When?</b>	<b>What (if any) was their response?</b>
<b>Has the kit manufacturer been informed?</b>	<b>When?</b>	<b>What (if any) was their response?</b>

**RIGGERS CHAIRMAN COMMENTS-ASSESSMENT/ACTION TAKEN/SUGGESTIONS TO PREVENT**

Large empty rectangular box for Riggers Chairman comments, assessment, action taken, and suggestions to prevent.

**Rigging Syllabuses update project**

Since January 2016 I have been in discussion with the BPA Rigger Examiners about updating and modernizing various aspects of the existing Rigging Courses and associated Syllabus documents.

At this time the below are the proposed amendments and background as applicable for consideration of the Committee.

If and when any of each of these are approved, I shall then incorporate into the relevant forms and paperwork via another Riggers Meeting for finalization.

Regards,

Andrew Hilton  
BPA Advanced Rigger / Examiner  
Rigging Syllabuses Update Working Party 2016



### **Form 199 - Basic Riggers Course Syllabus**

The two points below in the "Limitations" section are saying the same thing; they should be reduced to just one, the one not in strikethrough text.

#### **Limitations of work**

- ~~• Basic Riggers are cleared for all work done within the Basic Rigger course syllabus listed above. All work has to be inspected and signed for by a supervising Parachute Rigger of at least 2 years standing.~~
- After successfully completing the Basic Rigger course and prior to the Parachute Rigger course, candidates will work under the supervision of a Parachute Rigger of at least 2 years standing. The supervising rigger will sign and be responsible for all work carried out.

### **Form 200 - Parachute Riggers Course Syllabus**

- Correct typo – "Submission of previous manufactured components" should be "Submission of previously manufactured components"
- Remove **pullout** pilot chutes and replace with a pud pilot chute, thus candidate is making a toggle pilot chute and a pud pilot chute
- Add BOC pocket
- Add a variety of steering toggles – Velcro and Velcro-less
- Change wording of course requirements to clarify that when attending the course, PR candidate **MUST** bring one of each item on the syllabus; non-submissions score a zero
- Wherever safety stows are referenced, mention Form 256 which is the BPA guideline form

### **Form 201 - Advanced Riggers Course Syllabus**

- Remove the current "The establishment must have a minimum of 1 sewing machine per 2 candidates" to align with the other *Rigging Course Establishment* criteria that is already the same in all the other syllabuses.....this must have been an oversight in the AR syllabus.
  - Extend the AR course to 5 days not 4 days. The extra day is because 4 days is not always sufficient for such a high level rating, and the extra day aligns it with the length of the other courses usually running alongside.
  - Remove AP(Rounds) from the AR syllabus.

**Form 202 - Rigger Examiner Course Syllabus**

- Change the part requiring "PR course attendance" into another Method One "Basic Rigger course attendance".
    - This would align with the BPA Instructor Examiner requirements of doing 2 CSBI courses
    - Also, the PR course activities are all included in a BR course anyway -
      - Assist Examiners with the course planning and preparation*
      - Check each candidate's course work*
      - Check each candidate's submission of previous work*
      - Mark all candidate's training records with the assistance of the Examiners*
      - Complete a course report*
      - Debrief candidates*
      - Recommend any changes in the course to the Examiners*
- An RE needs to be an experienced teacher of riggers, not just "an assessor of d-bags" and replacing the PR course with the BR course better prepares the potential RE
- Note requirement to be ready from day 1 to do all lessons, though doing at least 4 on first BR, rest on 2<sup>nd</sup> BR course

**Form 169 - Advanced Packer Course Syllabus**

- Remove the (S, R) course option, thereby making the initial AP rating (S) only and 4 repacks of ram-air systems. Splitting across S and R these days is not an appropriate option nowadays for initial qualification.
- According to this form currently PRs can run and teach full AP courses; appropriate PRs should be able to supervise APs and teach BRs as they already can. However, no-one has ever qualified as a PR to run such courses anyway. This should be removed so only ARs can run such courses, as only ARs or above can examine these.

### Other Miscellaneous System Changes

- Place formal rating requirements for all rigger ratings into the Ops Manual Rigging Section and remove them from the syllabus.

For example – for a BR

*Must be a full BPA Member*

*Must have a BPA Advanced Packer Qualification Grade (5)*

*Must hold a BPA Approved Packing Certificate that includes a Tandem system (i.e. a Tandem main packing certificate).*

*A written recommendation from a CI or Advanced Rigger who has known the candidate for a minimum of six months.*

- These are duplicated between the Ops Manual and Syllabuses. Putting them in the Ops Manual aligns with Instructor Course requirements. This also emphasizes the importance of having these at the start of a course. Any deviation attempted by a candidate on this is now an (unacceptable) breach of the Ops Manual.

- Add the Rigging Question Pool to the BPA Rigging Manual that Pete Sizer authored and is available on the BPA website. It will sit well at the end of that document as the studying that needs to be done. The answers will not be given. Candidates should seek out the answers from all the resources listed elsewhere in The Rigging Manual.
- Another subject that was mooted for discussion from was the notion of 'split examination courses'. This refers to the very old past practice of a candidate doing their exam 2.5 days with one examiner at one location and the other 2.5 days with another examiner at another location. Note, this option has not been in the rules for at least 14 years. Such a system does not lend itself to scrutiny and is not fair to those candidates who have done the "full 5 day / 2 examiner course". Until the BPA starts doing full CSI / AFF etc instructor courses for single candidates with single examiners, such a system belongs in the past alongside making chequered windsocks and doing jumpsuit repairs on 3 day rigging courses.

<b>ZODIAC AEROSAFETY SYSTEMS</b> 61, rue Pierre Curie 78373 Plaisir Tél. 33 1 61 34 23 23 Fax 33 1 61 34 24 23		<b>Bulletin Service</b>		BS-ATOM-25-001 Date: 19/02/2015
		<b>Titre :</b> <b>TISSU CORDURA / CONTENEUR SECOUR</b> <b>CORDURA FABRIC / RESERVE CONTAINER</b>		Page 1/1
Block 1	<u>Données d'application/Technical background</u>			
Applicabilité <i>Applicability</i>	: Tous types de sacs/harnais (solo ou tandem) de la marque Parachute de France. : <i>All the harness/containers (single and dual) manufactured by Parachutes de France.</i>			
Raison <i>Reason</i>	: Phénomène d'hydrolyse du Cordura des conteneurs secours lorsque le parachute est soumis à des conditions extrêmes de température et d'humidité. : <i>Hydrolyze phenomena of the Cordura fabric used for the reserve container in extreme condition of temperature and humidity.</i>			
Description <i>Description</i>	: Quand le tissu Cordura rencontre des conditions d'humidité et de température extrêmes (phénomène reproduit après 2 semaines à 70°C et 95% d'humidité), l'enduction du tissu peut devenir collante et perturber l'ouverture du conteneur secours ou l'extraction du POD. Nous demandons de vérifier, pour les parachutes dont le conteneur secours n'est pas doublé par du tissu Nylon, la tenue de l'enduction. Si elle est devenue collante ou poisseuse, un doublage du conteneur secours est nécessaire. : <i>When the fabric Cordura meets humidity and extreme temperature (phenomenon repeated after 2 weeks at 70 ° C and 95% humidity), the coating of fabric can become sticky and disrupt the opening of the reserve container or extraction of POD. We ask to check on for parachutes whose container is not doubled with nylon fabric, the coating aspect. If it has become sticky or tacky, dubbing the reserve container is necessary.</i>			
Application <i>Compliance</i>	: Au prochain pliage ou en cas de doute sur les conditions de stockage/utilisation : <i>For the next packing or in case of doubt on storage or use conditions</i>			
Approbation <i>Approval</i>	: Approuvé par Zodiac Aerosafety Systems en accord avec l'agrément national de production – suivant l'arrêté du 22/11/2002 modifié par l'arrêté du 24/02/2012 : <i>Approved by Zodiac Aerosafety Systems in accordance with the national production agreement – following the ordinance dated 11/22/2002 and modified by the ordinance dated 02/24/2012</i>			
Main d'œuvre <i>Labour</i>	: Par un réparateur agréé : <i>Senior or master rigger or equivalent according to the local regulation</i>			
Masse et centrage <i>Weight and Balance</i>	: Non applicable : <i>Not applicable</i>			
Références <i>Reference</i>	: Non applicable : <i>Not applicable</i>			
Publications concernées <i>Publication concerned</i>	: Non applicable : <i>Not applicable</i>			
Interchangeabilité <i>Intergengeability</i>	: Non applicable : <i>Not applicable</i>			
Block 2	<u>Information concernant le matériel :</u>			
a)	Matériel/Material	: Kit de réparation à demander à ZODIAC AEROSAFETY SYSTEMS : <i>Kit to be asked at ZODIAC AEROSAFETY SYSTEMS</i>		
b)	Approvisionnement	: Contact Contact : Anissa LAZRAC Email : Anissa LAZRAC/PLAISIR/ARZ/BAERO/ZODIAC Tel 33 (0) 1.61.34.24.93		
Block 3	<u>Consignes d'exécution :</u>			
Réparation suivant les Instructions Techniques / <i>Repair in accprdance with technicals instructions :</i>				
CMM 25-63-66 Ed 14 - Notice de réparation LR & LS VF & GB				
CMM 25-63-59 Ed 14 - Notice de réparation ATOM Tandem Ed 14 VF et VGB				
Block 4	Diffusion		Block 5	Approbation des Services Qualité et R&D
DGAC - OSAC - FFP - SNPP		Date		Name
ASY - Distributeurs - Utilisateurs		19/02/2015		P. CHAVANON
		20/02/2015		R. GUERIN

Block 1 Données d'application/Technical background

Applicabilité <i>Applicability</i>	: Tous types de sacs/harnais (solo ou tandem) de la marque Parachute de France. : <i>All the harness/containers (single and dual) manufactured by Parachutes de France.</i>
Raison <i>Reason</i>	: Phénomène d'hydrolyse du Cordura des conteneurs secours lorsque le parachute est soumis à des conditions extrêmes de température et d'humidité. : <i>Hydrolyze phenomena of the Cordura fabric used for the reserve container in extreme condition of temperature and humidity.</i>
Description <i>Description</i>	: Un point a été fait et il apparaît que des parachutes ont été trouvés, après un contrôle satisfaisant au dernier pliage, avec une enduction dégradée et collante. Le phénomène a été répertorié sur des matériels militaires noirs fabriqués en 2004/2005 et dans une moindre mesure 2009 (1 cas isolé). Dans le domaine civil il nous a été remonté des cas sur d'autres couleurs mais les Informations (couleur et numéro de série) ne sont pas suffisantes pour isoler une période où une couleur en particulier. : <i>A point was made and it appears that parachutes were found, after a favorable inspection at the last packing, with a degraded and sticky coating. The phenomenon has been listed on the black military equipment's manufactured in 2004/2005 and to a lesser extent 2009 (1 isolated case). In civil activity it was confirmed cases on other colors but information (color and serial number) are not sufficient to isolate a batch of fabric (color or date of manufacturing).</i>
Application	: Nous préconisons pour tous les matériels dont le conteneur secours n'est pas doublé (ni en fabrication ni en réparation) : - pour tous les matériels comportant un conteneur secours noir fabriqués entre Novembre 2004 (S/N PKxxx) et septembre 2005 (S/N QJxxx), de faire doubler le conteneur secours en accord avec le BS ATOM-25-001 avant le prochain saut, - pour les autres, vérifier périodiquement tous les 4 mois l'état de l'enduction. Cette vérification périodique sera conservée jusqu'à application du BS ATOM-25-001 soit en réparation soit à titre préventif.
Compliance	: <i>We ask for all parachutes whose reserve container is not doubled (or in manufacturing or repair):</i> - <i>For all equipment with a black reserve container manufactured between November 2004 (Serial Number PKxxx) and September 2005 (Serial Number QJxxx), to modify the reserve container in accordance with the BS ATOM-25-001 before the next jump,</i> - <i>For the other parachutes, check every 4 months the aspect of the coating. This periodic checking will be retained until application of the SB ATOM-25-001 (repair or preventive action)</i>
Approbation <i>Approval</i>	: Approuvé par Zodiac Aerosafety Systems en accord avec l'agrément national de production – suivant l'arrêté du 22/11/2002 modifié par l'arrêté du 24/02/2012 : <i>Approved by Zodiac Aerosafety Systems in accordance with the national production agreement – following the ordinance dated 11/22/2002 and modified by the ordinance dated 02/24/2012</i>
Main d'œuvre <i>Labour</i>	: Par un réparateur agréé : <i>Senior or master rigger or equivalent according to the local regulation</i>
Masse et centrage <i>Weight and Balance</i>	: Non applicable : <i>Not applicable</i>
Références <i>Reference</i>	: Non applicable : <i>Not applicable</i>
Publications concernées <i>Publication concerned</i>	: Non applicable : <i>Not applicable</i>
Interchangeabilité <i>Intergengeability</i>	: Non applicable : <i>Not applicable</i>

ZODIAC AEROSAFETY SYSTEMS  
61, rue Pierre Curie  
78373 Plaisir  
Tél. 33 1 61 34 23 23  
Fax 33 1 61 34 24 23

## Bulletin Service

BS-ATOM-25-002  
Date: 11/07/2016

Titre :  
TISSU CORDURA / CONTENEUR SECOUR  
CORDURA FABRIC / RESERVE CONTAINER

Page 2/2

Block 2 Information concernant le matériel :

- a) Matériel/Material : Kit de réparation à demander à ZODIAC AEROSAFETY SYSTEMS  
*Kit to be asked at ZODIAC AEROSAFETY SYSTEMS*
- b) Approvisionnement : Contact Contact : Anissa LAZRAK  
Email : Anissa LAZRAK/PLAISIR/ARZ/BAERO/ZODIAC  
Tel 33 (0) 1.61.34.24.93

Block 3 Consignes d'exécution :

Réparation suivant les Instructions Techniques / *Repair in accordance with technicals instructions :*  
CMM 25-63-66 Ed 14 - Notice de réparation LR & LS VF & GB  
CMM 25-63-59 Ed 14 - Notice de réparation ATOM Tandem Ed 14 VF et VGB

Block 4 Diffusion

DGAC - OSAC - FFP - SNPP  
ASY - Distributeurs - Utilisateurs

Block 5 Approbation des Services Qualité et R&D

Date

Name

Visa

11/07/2016

P. CHAVANON

11/07/2016

R. GUERIN