

# British Parachute Association

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## Safety & Training Committee

Minutes of the meeting held on

**Thursday 7 February 2019 at 1900**

at BPA HQ, Wharf Way, Glen Parva, Leicester LE2 9TF

**Present:**

Jeff Montgomery	-	Chair STC/STO
Pete Sizer	-	Chair Riggers' Subcommittee/Headcorn
Andy Clark	-	Wild Geese
Alex Busby-Hicks	-	Skydive Tilstock
Ryan Mancey	-	Go Skydive
Paul Yeoman	-	Black Knights
Noel Purcell	-	Skydive Hibaldstow
Stacey Canning	-	APA
Sara Orton	-	Skydive GB
Jay Webster	-	LPS
Kieran Brady	-	Skydive Strathallan

**Apologies:** Tony Butler (on BPA business), John Hitchen, Ady King, Andy Duncan, Mike Carruthers (New CI Skydive North West), Ian Roseninge, Gary Small, Mally Richardson, Jason Farrant, Gary Stevens, Richard Wheatley, Brucie Johnson.

**In Attendance:**

Mark Bayada	-	Council/Chair CF & CP WGs
Trudy Kemp	-	Assistant to COO/STC
Ben Samuel	-	Organisational Consultant

**Observers:** Stuart Selley, Jon McCallum, Kev Dynan, Mary Barratt.

### ITEM   MINUTE

The Chair introduced Ben Samuel, a BPA member who was completing a MA in Organisational Change. As part of his learning programme, he needed to find an organisation outside his own sector (education) in which to carry out a pro bono consultancy project. After approaching the Chair of Council, followed by discussion with the COO and STO, they had offered him the opportunity to carry out a project for BPA on behavioural aspects of safety in our sport. The project brief was currently being formulated.

Ben provided an overview of his aims to those present and stated that at some point he would like to consult with CIs as part of his gathering of information process.

#### **1.   DECLARATIONS OF ANY CONFLICTS OF INTEREST**

The Chair stated that any member with any personal, financial or material interest in any item/s of business on the agenda for this meeting should state any declaration of interest. These would be declared at the relevant item.

#### **2.   MINUTES OF THE STC MEETING OF 15 NOVEMBER 2018**

It was proposed by Jay Webster and seconded by Stacey Canning that the Minutes of the STC Meeting of the 15 November 2018 be accepted as a true record.

**Carried Unanimously**

### **3. MATTERS ARISING FROM THE STC MEETING OF 15 NOVEMBER 2018**

**Page 2. (Item 3, Report of Panel of Inquiry – Carl Marsh Fatality).** The Working Group Report was a main agenda item.

**Page 2, (Item 3, Board of Inquiry – Serious Injury).** The Chair reported that the Working Group have had their first meeting. He stated that Mark Bayada had given a presentation at the Expo regarding the proposed plans of the Working Group.

Mark Bayada reported to STC that analysis of the stats from the number of fatalities in the last 10 years indicates that a set pattern appears to be emerging that those most at risk are those lower experienced CH & CP jumpers, i.e. still in the learning phase.

Mark reported that the WG are planning to look at the following specific areas:

- Redeveloping the CH qualification and bringing it up to date.
- Increasing the jump numbers for CP.
- The WG believe that the current requirements for CP Coaches are out of date and requires a complete review. It is likely that the current system will be abolished, and a new system introduced, whereby current CP Coaches would need to requalify.
- The WG will also be looking at and reviewing other countries' requirements and policies for CH & CP training and qualification.

Mark Bayada stated that it his intention to report to STC at each stage to keep members informed of the WG's progress.

During discussion a number of points were raised by those present. A question was also asked as to whether the WG had considered an interim proposal on jump numbers for jumpers wishing to qualify in CP.

Following consideration, it was decided that until WG had come up with any firm recommendations, that in the interim, this was an area that CIs should monitor.

Mark Bayada asked for feedback from CIs for the WG to consider. Any input can be e-mailed direct to Mark: [mark.bayada@bpa.org.uk](mailto:mark.bayada@bpa.org.uk)

A link to Mark Bayada's Expo presentation is as follows:

<https://www.youtube.com/watch?v=6DvFRhezLGM>

**Page 2. (Item 4, Riggers' Subcommittee Meeting).** The Chair reported that at the last STC meeting, it was agreed that a proposal would be put forward regarding modification and repairs to wingsuits to be considered for inclusion in the BPA Operations Manual. The proposal had been circulated with the Agenda suggesting that a new paragraph be added to the Equipment Section of the Operations Manual:

**BPA OPERATIONS MANUAL, SECTION 6 (EQUIPMENT), Paragraph 3 (Personal Clothing and Equipment), New sub-para 3.5. be added to read:**

#### **3.5. Wingsuits**

Any modifications or repairs to a wingsuit, which may modify, affect or change the operation of the main or reserve system, must be carried out/inspected by a suitably qualified rigger or the wingsuit manufacturer.

It was proposed by Alex Busby-Hicks and seconded by Ryan Mancey that the above amendment to the BPA Operations Manual be accepted.

**Carried Unanimously**

**Page 5. (Item 7 – Incident/Injury Reports Résumé - iii).** The Chair stated that at the last meeting it was reported that a student on his 3rd static line descent exited the aircraft and the static line deployed under his arm resulting in a body-line entanglement. It was asked if the student cutaway. The Chair agreed to make further enquiries.

The Chair informed those present that the CI of the PTO where the incident occurred stated that the student cut away the canopy prior to pulling the reserve. He stated that the PTO teaches not to cut away from an entanglement but to go directly to the reserve. However, the student who was under pressure performed the incorrect drill.

**Page 6. (Item 9 – Permissions - ii).** At the last STC meeting following discussion it was agreed that Gary Small should put in a proposal that a Tandem Instructor (Ground) be permitted to carry out Tandem to Accelerated freefall conversion training ground school.

At present BPA Form 273 (Tandem to Accelerated Free Fall Conversion Training) states that the instructor completing the ground school must be both Tandem & AFF qualified (NB2).

The Chair reported that unfortunately, Gary was unable to attend this meeting as he was examining on the BPA Instructor Course. However, he has made a proposal, which had been circulated with the Agenda, requesting that the *N.Bs* in BPA Form 273 be changed to read:

*NB 1. The student should wear an altimeter during the descent.*

*NB 2. The Instructor(s) completing ground school and Tandem/AFF conversion level 2 must be both Tandem (G) and AFF (G) qualified.*

*N.B 3. The Instructor(s) completing the in-air jump of the Tandem/AFF conversion Level 2 must be both Tandem and AFF Instructor qualified.*

*NB 4. The student must be debriefed after this descent as per Section 1, Para 4.4 BPA Operations Manual.*

It was proposed by Alex Busby-Hicks and seconded by Pete Sizer that the above amendment to BPA Form 273 be accepted.

**Carried Unanimously**

#### **4. RIGGERS' SUBCOMMITTEE MEETING OF 15 NOVEMBER 2018**

Pete Sizer, the new Chair of the Riggers' Subcommittee reported that there were no matters arising from the Minutes of the previous Riggers' Subcommittee Meeting.

It was proposed by Noel Purcell and seconded by Andy Clark that the Minutes of the Riggers' Subcommittee meeting of 15 November 2018 be accepted.

**Carried Unanimously**

Pete Sizer reported on the Riggers' Subcommittee meeting held this afternoon and stated that the Subcommittee had discussed a request by Airtec for the Association to consider their position following Airtec's amended maintenance requirements regarding Cypres 2 AAD units.

He stated that for units manufactured after January 2016, Airtec have amended their maintenance policy from recommended to voluntary.

Pete Sizer reported that this subject will be a main Agenda item for the next Riggers' Subcommittee meeting, and in the meantime BPA requirements concerning Cypres AAD maintenance remain unchanged.

Pete Sizer also reported that the Riggers Subcommittee had accepted a proposal to amend the Riggers' Section of the Operations Manual. This is covered under item 8 of the STC Agenda. The Subcommittee had also discussed and accepted the amendments to BPA Form 197 (Guidelines for obtaining an Approved Packing Certificate). This was also included for information in the CF Working Group Report, which is covered under item 7 of the STC Agenda.

## **5. PILOT'S SPECIALIST INTEREST GROUP MEETING OF THE 26 JANUARY 2019**

The Chair reported that the Notes from the Pilots' SIG Meeting of the 26 January 2019 had been circulated last week. He stated that the Notes were for information only, unless any STC members had any questions. There are no actions for STC consider within the Notes. The Chair reported that the copies of the Notes tabled were the amended versions, as there was a typo error at the end of Item 3(e), which had just repeated the words; 'The second involved'. Item 6(a) which named 3 new Pilot Examiners from 2017 not 2018. The 2018 Pilot Examiners should read: Richard Cole (283), Daniel May (284) and Matt Cunningham (285).

## **6. INCIDENT/INJURY REPORTS – RÉSUMÉ**

The Chair reported that there had not been many incident reports received since the last meeting in November.

- i) There had been 2 Student Injury reports received. Both males. One student fractured two vertebrae having landed on the roof of a building and got dragged off by his canopy inflating. The roof was about 20ft high. The second was a student who sprained his ankle landing on a runway.
- ii) Since the last meeting there had been 2 Injury reports received for 'A' Licence parachutists or above. Both male. A jumper with 146 jumps dislocated his left shoulder as he brought his arm over his head whilst his right arm reached for the deployment toggle. The second jumper twisted his ankle flaring late.
- iii) There had been no Student Malfunction/Deployment Problem reports received since the last meeting.
- iv) There had been 5 Malfunction/Deployment Problem reports received for 'A' Licence parachutists or above. All male. One of the jumpers had less than 100 jumps, 4 had between 100 and 1,000 jumps, and one had over 1,000 jumps.
- v) Since the last STC there had been one Tandem Injury. A male. The Tandem Student sustained a back injury.
- vi) There had been 2 Tandem Malfunction/Deployment Problem reports received.
- vii) There had been 11 'off landings' reports received since the last meeting. These included 3 Students and 2 Tandems.
- viii) One report had been received of a helmet coming off on opening.
- ix) One report had been received involving an aircraft. A Cessna 206. The pilot had attempted to reach 3,500ft but encountered cloud on the way to altitude, though it was clear above the PLA. He decided that he would land with all on board. However, he touched down too far along the runway and initiated a go-around but hit a fence at the end of the runway on his climb out. He continued with the flight and the parachutists exited the aircraft at approximately 3,500ft. Once the aircraft had landed there was found to be damage to the front cowling and scuff marks on the propeller, plus other damage to the horizontal stabiliser.

## **7. WORKING GROUP FOLLOWING THE PANEL OF INQUIRY INTO THE FATALITY OF CARL MARSH - REPORT**

The Working Group Report, including the proposed revised Canopy Formation (CF) Manual and proposed amendments to the BPA Operations Manual had been circulated with the Agenda.

The Chair reported that an e-mail from Noel Purcell had been tabled and contained his comments on the proposed Ops Manual changes concerning the qualifications of the DZ controller. He stated that comments on this item had also been received from Gary Small.

Mark Bayada, the WG Chair, was able to answer any questions relating to the Report, its findings and recommendations.

## Report Findings and Recommendations:

The Working Group considered all the recommendations made by the Panel of Inquiry and has made the following recommendations (*Panel of Inquiry Recommendations in italics*):

- a. *(7.2.1) Categorise CF equipment as “specialised” equipment, that should be annotated on a packing certificate as such, especially given the complexity of packing. If no packing certificate is held, an annotation in the jumper’s logbook, signed by the appropriate instructor/coach/packer.*

Approved packing certificates (BPA Form 111) have been amended to include Specialised Equipment. Details of CF specialised equipment is included in the revised CF Manual. The Working Group recommend that the revised CF Manual is accepted.

- b. *(7.2.2) ‘Require clearance to pack CF equipment’ should be added to the requirements for CF1 grade. This requirement should be included in the BPA Operations Manual and CF Manual.*

The revised CF Manual now requires that all jumpers are fully familiar with and able to pack, the equipment that they are jumping.

- c. *(7.2.3) Ensure CF equipment used on a BPA roadshow, or on a course organised and run by a PTO, must have suitable packing, maintenance and historical records. Any equipment planned for use in such a roadshow/course must have suitable records prepared in advance and have all subsequent packing recorded in stages. The equipment must be packed by packers with the appropriate endorsements on their packing certificates.*

The revised CF Manual has sample documentation for use by coaches and PTOs and states that a system must be in place to maintain records of packing and modification of all equipment used.

- d. *(7.2.4) Require AADs to be fitted to CF equipment when being used on any CF training or demonstration, including BPA Competitions Skills Coaching Roadshows.*

The Working Group recommend that the use of AADs should not be made mandatory for all CF training. The WG researched the use of AADs on CF descents world-wide and could find no evidence that AADs enhance safety and the prohibitive cost of installing AADs in all CF equipment would cause many coaches to cease coaching and could possibly stop CF as an activity. To mitigate the risk of not having an AAD, the WG recommend that the minimum Requirement to participate in CF be BPA B Licence and a minimum of 100 jumps. See proposed changes to Operations Manual (below).

The Working Group also recommend that the requirements for obtaining CF Grading be revised, to include CF Grades 1 & 2 (below).

OPERATIONS MANUAL, SECTION 6 (THE GRADING SYSTEM), Paragraph 6.5 (Canopy Formation). To read:

### **6.5. Canopy Formations (CF)**

6.5.1. To obtain Grade 1 in Canopy Formation (CF1) the parachutist must be a ‘B’ Licensed parachutist with a minimum of 100 descents, 5 of which must have been within previous 2 months, be introduced to CF by a CI/Advanced Instructor nominated CF1 Grade parachutist or equivalent of proven CF instructional ability, have received a full safety brief on ‘CF Basics’ (see BPA CF Manual) and demonstrated the ability to:

- a) Safely approach, and fly in close proximity to, a target canopy
- b) Control 3D movement relative to another canopy using appropriate inputs.

- c) Dock safely on one other person having exited the aircraft after them.
- d) Receive a centre dock and pilot a 2-stack/2-way plane.
- e) Receive and make a wing dock.
- f) Brief the Pilot and spot for a 2-way CF jump from at least 8,000ft AGL.
- g) Land safely within 50m radius of a pre-declared target and show good altitude, heading and airspace awareness throughout each qualifying jump.
- h) Pack CF-specific equipment of the type(s) they are using (packing certificate and/or logbook endorsement).

N.B(1). A CF1 Grade skydiver is able to make 2-way CF formations with other CF1 or CF2 holders with CI approval. A CF1 holder must not make canopy formations larger than 2-way unless with a CF coach.

N.B(2). Training programmes such as those contained in the BPA Canopy Formation Coaching Manual are acceptable for training for CF1, provided all the requirements of sub-para 6.5.1. (above) are met.

6.5.2. To obtain Grade 2 in Canopy Formation (CF2) the parachutist must be a Grade 1 in Canopy Formation (CF1), be introduced to CF2 by a CI/Advanced Instructor nominated CF2 Grade parachutist or equivalent of proven CF instructional ability, have received a full safety brief on 'Considerations for Larger CF' (see BPA CF Manual) and demonstrated the ability to:

- a) Safely approach and fly in close proximity to a target formation.
- b) Control 3D movement relative to at least 3 other canopies using appropriate inputs.
- c) Safely approach a 2-way stack or planed formation and dock 3rd.
- d) Safely approach a 3-way stack or planed formation and dock 4th.
- e) Receive a dock as 2nd or 3rd in a stack.
- f) Pilot a formation of 4 or more canopies in a stacked or planed formation.
- g) Brief and complete a 4-way CF jump, which will include briefing the Pilot appropriately.
- h) Spot for a 4-way CF jump from at least 8,000ft AGL.
- i) Land safely within 50m radius of a pre-declared target and show good altitude, heading and airspace awareness throughout each qualifying jump

N.B(1). Training programmes such as those contained in the BPA Canopy Formation Coaching Manual are acceptable for training for CF2, provided all the requirements of sub-para 6.5.2. (above) are met.

N.B(2) The qualifications to become a CF coach may be found on BPA Form 134A.

The Working Group recommend that jumpers currently holding Grade CF1 may be upgraded to CF2, provided the Advanced Instructor carrying out the upgrade is satisfied they meet the revised requirements for obtaining CF2. Also, current CF coaches will be permitted to coach both CF1 & CF trainees.

- e. *(7.2.5) The BPA CF Manual should be updated and amended to include specific warnings regarding emergency procedures, especially with regard to; not to rescue cutaway canopies or components during any phase of the jump. Also, to ensure sound communication and reasoning when dealing with a malfunction or other issue.*

This has been added to the revised CF Manual.

- f. *(7.2.6) Investigate providing contact information of organisations able to support members who have witnessed a sport parachuting fatality or other serious incident. Perhaps in the form of a leaflet or business-style card which could be given out in the immediate aftermath of a serious incident.*

NHS England has an initiative called Improving Access to Psychological Therapies (IAPT). Unfortunately, it is split up into regions and there is not a nationwide number that can be used by all PTOs. The Working Group recommend that all PTOs obtain their local IAPT (or similar) contact and include the details available into the PTO Incident Procedures. PTOs may use the link below to find IAPT providers in their local area:

<http://www.nhs.uk/Service-Search/Psychological%20therapies%20%28IAPT%29/LocationSearch/10008>

PTOs may also advise all those that have been affected by an incident and feel at risk to call the Samaritans on 116 123. Further details can be found using the following link:

<https://www.samaritans.org/>

Note: There are many organisations offering counselling. A suggestion is that if suitable organisation can be found, and following negotiation with them, a card could be produced in conjunction with the BPA and the organisation that PTOs could keep in their 'Fatality Boxes/Files' to hand out as necessary following a serious incident.

- g. *(7.2.7) Consider giving further training regarding dealing with serious incidents to all Chief Instructors and senior instructors. This may be in the form of a document or PowerPoint presentation which can easily be distributed to and re-used by BPA PTOs. Further, the BPA could possibly address the training of potential Advanced Instructors in the specialised areas of DZ management. i.e. SMS, Risk assessments and H&S procedures, and this be tested during the examination phase of the AI course.*

More training is now carried out on the Advanced courses for future CIs.

- h. *(7.2.8) Amend the BPA Operations Manual requirement to act as a DZ Controller to include a full briefing by the CI on their PTO Incident and Fatality Procedures, including the location of first aid kits and fire extinguishers (as appropriate) and details of incident response policy.*

The above (7.2.8) was agreed at the STC meeting of the 1 February 2018, when the BPA Operations Manual was amended as follows:

4.3.2. The DZ Controller must be a nominated BPA 'B' Licence parachutist or above who has been fully briefed on his/her responsibilities and duties, including incident and fatality procedures, for the specific activities of the day and must be in place whilst parachuting is in progress.

- i. *(7.2.9) Due to the complexity and responsibility now placed on DZ Controllers the BPA should look at increasing the requirements from a BPA "B" licence holder to a BPA "C" licence holder in order to act as a DZ Controller.*

The WG agrees with this Panel of Inquiry recommendation. Proposed changes to Operations Manual, SECTION 1 (CONDUCT AND CONTROL OF SPORT PARACHUTING), Paragraph 4 (Ground Control Organisation), Sub-para 4.3.2. To read:

- 4.3.2. The DZ Controller must be a nominated BPA 'C' Licence parachutist or above who has been fully briefed on his/her responsibilities and duties, including incident and fatality procedures, for the specific activities of the day and must be in place whilst parachuting is in progress.

The Chair reported that there was one slight change to the Operations Manual amendment (appendix C of the Report); Para 6.5.1. which should include the requirement of 5 jumps within the previous 2 months. He stated that this is part of the draft CF Manual that had been sent to CIs but was omitted from the Appendix.

The proposed change to the BPA Operations Manual to increase the requirements of DZ Controllers from 'B' licence to 'C' licence holder also prompted considerable discussion from those present.

CIs present understood the responsibilities of a DZ Controller and how important the role is. However, it was felt that the emphasis should be on the quality of the training and monitoring of a DZ Controller. It was felt that the onus should be on the CI taking responsibility for this training.

Mark Bayada stated that this was the original recommendation from the Panel of Inquiry report, which the WG agreed to uphold due to the complexity and responsibility now placed on DZ Controllers, and that this is perhaps more of a responsibility than a 'B' licence jumper should have.

Noel Purcell asked whether a counter proposal to this recommendation could be tabled. However, the Chair pointed that as this proposal involved an amendment to the BPA Operations Manual, it would need to go out with the next Agenda for consideration.

Following further consideration, it was proposed by Stacey Canning and seconded by Andy Clark that the WG Report, including its Findings and Recommendations, along with the revised CF Manual and the proposed amendments to the BPA Operations Manual be accepted excluding the proposed recommendation involving the DZ Controller qualifications.

**Carried Unanimously**

The Committee then voted on the Panel of Inquiry recommendation involving the proposed change to Operations Manual, SECTION 1 (CONDUCT AND CONTROL OF SPORT PARACHUTING), Paragraph 4 (Ground Control Organisation), Sub-para 4.3.2. To read

- 4.3.2. The DZ Controller must be a nominated BPA 'C' Licence parachutist or above who has been fully briefed on his/her responsibilities and duties, including incident and fatality procedures, for the specific activities of the day and must be in place whilst parachuting is in progress.

It was proposed by Stacey Canning and seconded by Pete Sizer that the above proposed amendment to the BPA Operations Manual be accepted.

For: 2

Against: 9 (incl. 1 by proxy)

Abstentions: 0

**Not Carried**

Following discussion, it was felt by those present that STC still need to look at increasing the levels of standards for DZ Controllers at PTOs, and that the Committee should consider whether the introduction of a training plan for DZ Controllers be made mandatory.

It was felt that this be given consideration at a future meeting.

The Chair expressed his thanks to the members of the WG for the work involved in producing their report.

The Chair stated that the new CF2 grading stickers would be sent to CIs in due course.



## 8. PROPOSED AMENDMENTS TO BPA OPERATIONS MANUAL

A proposal from Pete Sizer had been circulated with the Agenda requesting a change to the Riggers Section of the Operations Manual. Pete had highlighted an anomaly in the requirements for recommending a candidate to become a Basic Rigger.

There are two methods for training (Method 1 & 2) but they have at present two different recommendation requirements for attending.

Pete Sizer had outlined the differences, and in order to be consistent, he had proposed that the Operations Manual, Section 14 (Riggers), Paragraph 2 (Basic Rigger), sub-para 2.1.3. be changed to read:

- 2.1.3. Have a written recommendation from the Supervising Rigger, who must be at least a PR who has held their rating for at least two years and has known the candidate for a minimum of six months.

The Chair reported that this proposal had been discussed and agreed at the Riggers' Subcommittee meeting this afternoon.

It was proposed by Sara Orton and seconded by Noel Purcell that the above amendment to the BPA Operations Manual be accepted.

**Carried Unanimously**

## 9. PERMISSIONS

A request from Brucie Johnson had been circulated with the Agenda requesting an extension to the AFFBI rating of Richard Liddle. Brucie had stated that Richard has 1,276 jumps to date. He had attended his AFFBI course in February 2018. He was originally booked on an AFFI course September 2018 but was not ready. He is now booked at on the AFFI course Langar in March.

Therefore, Brucie had asked for an extension of just 6-7 weeks. Richard has booked ground training and a beat-up camp prior to the course in March.

It was proposed by Alex Busby-Hicks and seconded by Ryan Mancey that the above request be accepted.

**Carried Unanimously**

## 10. A.O.B

- i) Noel Purcell gave STC a résumé of his 2018 Statistical Analysis presentation on Tandem Statistics, injury & malfunction trends, which he had delivered at the BPA Tandem Instructor Personal Development & Safety Day at EMCC on Friday 25 January 2019.

Noel's presentation was comprehensive and was well received by those present.

The Chair thanked Noel Purcell for his presentation and for the work involved in producing the various stats.

Ryan Mancey stated that at his PTO, they have introduced a requirement that a TI must have carried out their Tandem reserve drills on a monthly basis rather than every two months as per the BPA Operations Manual. A number of other CIs stated that they have also introduced this requirement at their PTOs.

Ryan Mancey stated that he may look to putting forward a proposal to the next STC meeting for a change to the BPA Operations Manual concerning TI emergency drills.

Alex Busby-Hicks reported that at his PTO they put their Tandem students in a suspended harness prior to them getting in the aircraft before the planned jump. If the Student is unable to lift their legs in the suspended harness, they are not permitted to jump. Alex stated that they had noted a considerable reduction in injury rates amongst Tandem Students and he felt in his opinion that this should be made a mandatory requirement for other PTOs as well.

A number of CIs indicated that they already use suspended harnesses, as part of their training.

The Chair reported that they do speak to PTOs on the audits and encourage PTOs to start implementing this.

Alex Busby-Hicks felt that this could perhaps be a recommendation from a future TI Course, and that he may look to making at putting something forward in due course.

**11. DATES OF 2019 MEETINGS**

Thursdays, 4 April, 30 May, 25 July, 19 September, 14 November.  
at 19:00hrs. at BPA HQ.

**Distribution:** Chairman BPA, Council, CIs, All Riggers, Advanced Packers, CAA, Editor – Skydive,  
File

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## **AMENDMENTS TO BPA OPERATIONS MANUAL**

At the STC meeting of the 7<sup>th</sup> February 2019 the following amendments were made to the BPA Operations Manual:

### **SECTION 2 (DESIGNATION AND CLASSIFICATION OF PARACHUTISTS), Paragraph 6 (The Grading System), Sub-para 6.5. (Canopy Formation). Change to read:**

#### **6.5. Canopy Formations (CF)**

6.5.1. To obtain Grade 1 in Canopy Formation (CF1) the parachutist must be a 'B' Licensed parachutist with a minimum of 100 descents, 5 of which must have been within previous 2 months, be introduced to CF by a CI/Advanced Instructor nominated CF1 Grade parachutist or equivalent of proven CF instructional ability, have received a full safety brief on 'CF Basics' (see BPA CF Manual) and demonstrated the ability to:

- a) Safely approach, and fly in close proximity to, a target canopy.
- b) Control 3D movement relative to another canopy using appropriate inputs.
- c) Dock safely on one other person having exited the aircraft after them.
- d) Receive a centre dock and pilot a 2-stack/2-way plane.
- e) Receive and make a wing dock.
- f) Brief the Pilot and spot for a 2-way CF jump from at least 8,000ft AGL.
- g) Land safely within 50m radius of a pre-declared target and show good altitude, heading and airspace awareness throughout each qualifying jump.
- h) Pack CF-specific equipment of the type(s) they are using (packing certificate and/or logbook endorsement).

*N.B(1). A CF1 Grade skydiver is able to make 2-way CF formations with other CF1 or CF2 holders with CI approval. A CF1 holder must not make canopy formations larger than 2-way unless with a CI/Advanced Instructor nominated CF1 Grade parachutist or equivalent of proven CF instructional ability.*

*N.B(2). Training programmes such as those contained in the BPA Canopy Formation Coaching Manual are acceptable for training for CF1, provided all the requirements of sub-para 6.5.1. (above) are met.*

6.5.2. To obtain Grade 2 in Canopy Formation (CF2) the parachutist must be a Grade 1 in Canopy Formation (CF1), be introduced to CF2 by a CI/Advanced Instructor nominated CF2 Grade parachutist or equivalent of proven CF instructional ability, have received a full safety brief on 'Considerations for Larger CF' (see BPA CF Manual) and demonstrated the ability to:

- a) Safely approach and fly in close proximity to a target formation.
- b) Control 3D movement relative to at least 3 other canopies using appropriate inputs.

- c) Safely approach a 2-way stack or planed formation and dock 3rd.
- d) Safely approach a 3-way stack or planed formation and dock 4th.
- e) Receive a dock as 2nd or 3rd in a stack.
- f) Pilot a formation of 4 or more canopies in a stacked or planed formation.
- g) Brief and complete a 4-way CF jump, which will include briefing the Pilot appropriately.
- h) Spot for a 4-way CF jump from at least 8,000ft AGL.
- i) Land safely within 50m radius of a pre-declared target and show good altitude, heading and airspace awareness throughout each qualifying jump.

*N.B(1). Training programmes such as those contained in the BPA Canopy Formation Coaching Manual are acceptable for training for CF2, provided all the requirements of sub-para 6.5.2. (above) are met.*

*N.B(2) The qualifications to become a CF coach may be found on BPA Form 134A.*

**SECTION 6 (EQUIPMENT), Paragraph 3 (Personal Clothing and Equipment), New sub-para 3.5. be added to read:**

**3.5. Wingsuits**

Any modifications or repairs to a wingsuit, which may modify, effect or change the operation of the main or reserve system, must be carried out/inspected by a suitably qualified rigger or the wingsuit manufacturer.

**SECTION 14 (RIGGERS), Paragraph 2 (Basic Rigger), sub-para 2.1.3. Change to read:**

- 2.1.3. Have a written recommendation from the Supervising Rigger, who must be at least a PR who has held their rating for at least two years and has known the candidate for a minimum of six months.