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TANDEM EQUIPMENT REPAIR/MODIFICATION/COMPONENT REPLACEMENT LOG

CONTAINER:_____ SERIAL No:_____ D.O.M:_____

Guidelines for the completion of Form 112E can be found on the reserve of this form.

PREVIOUS REPAIRS, MODIFICATIONS, REPLACEMENTS:				
DATE	PROCEDURE	JUMP No	NAME AND QUALIFICATION	SIGNATURE

GUIDELINES FOR THE COMPLETION OF BPA FORM 112E

The following guidelines have been produced to assist Advanced Packers/Parachute Riggers with the completion of Form 112E. These guidelines will help to clarify what information must be annotated on Form 112E. Should any repairs, modification or replacement be carried out at any time or at completion of the 100-jump inspection or 6-month inspection check this form should be completed. Correct completion of Form 112E enables an accurate audit trail and historical data for any component part being used on a Tandem Parachute System.

Form F112E – Repair, Modification, Replacement sheet

Any changes, modification or repairs should be recorded; this includes but is not limited to:

Changing or replacing: Main/reserve Canopies, Drogue, Risers, AAD or ANY component part including kill line and subcomponents thereof (such as bridle).

Any Repairs to: The Container, Main/reserve canopy, Drogue, Risers or subcomponent, including any servicing or changing of batteries on the AAD.

Modification: Modifications to the equipment, which may include alterations to the RSL (such as the UPT split RSL for Skyhook system) or any modification recommended by the Manufacturer.

These changes should be recorded on form 112E with the date the change was made. The jump number **on the container** of when the change was made, the name, qualification and signature of the person completing the work.

Riggers and Advance Packers (T) are further reminded that the following alterations to paperwork has also taken place:

F112C – Blue Book

This has been re-written and new books are now available from British Skydiving HQ. **The Total Numbers of Jumps on each item (container, Canopies, AAD, Risers, Drogue, Lines) is now required.** If, however you are still using the original blue book the following action should be taken:

The old blue books should be amended by deleting the two references to “(since last inspection)” and “(since last six month inspection)” The wording should be changed to “Total number of jumps” In the back of the blue book Section 12 of the 100 Jump Inspection log should be removed (or stricken through) as this is recorded separately on form 112D.

F112D – Student Harness Airworthiness Inspection sheet

This has also been changed and is now double sided. This allows for a further Modification Sheet relating to the Student Harness only. This should be completed when any repairs, replacement (such as side clips), or modifications are carried out to the Student Harness Only. The new Form 112D should be stapled to the original to enable an audit trail. NB: The student harness MUST be checked and signed for every six months by the AP(T) or rigger completing the repack.

Packing Data Cards should be kept up to date and should include the serial numbers and DOM of **each item** – for example: if there is a change in AAD the packing card should be altered to reflect this.