

SECTION 10

SAFETY

1. SAFETY IN THE AIRCRAFT

- 1.1. No person will approach a moving aircraft.
- 1.2. Skydivers will not approach an aircraft from forward of the wings.
- 1.3. The JM is responsible to the pilot for the control of the skydivers in the aircraft. The pilot is in overall command.
- 1.4. All skydivers must have been briefed as to the emergency crash procedures and brace positions relevant to their seating or kneeling positions in the aircraft.

N.B.(1) Aircraft Crash Landing Procedures can be found on Form 261.

- 1.5. The JM is responsible for the orderly enplanement of his/her lift and for supervision and instruction as necessary in the aircraft and it is his/her responsibility to ensure that all embarked skydivers have been instructed in the correct method of exit from the type of aircraft concerned, so as to ensure adequate separation between themselves and the aircraft structure.
- 1.6. All skydivers must fit helmets before take-off, except in the case of skydivers jumping with camera helmets, who may fit their helmets at the most suitable time prior to jumping. (Helmets not fitted for take off should be securely located in the aircraft).
- 1.7. Movement inside the aircraft should be kept to a minimum and consideration should be given to the protection of handles, pads etc.
- 1.8. All skydivers landing with the aircraft wearing AADs must have them deactivated where practicable.
- 1.9. Where skydivers' restraints are fitted, they are to be used during take off and landing.
- 1.10. All Student Tandem Skydivers, or skydivers acting as Student Tandem Skydivers are to be attached to the Tandem Instructor before take-off and must remain attached, except in the event of an aircraft emergency landing, where Tandem Instructors may have to separate from their Students inside the aircraft.
- 1.11. Tandem Instructors must carry out a full systems check prior to moving to the door, which includes; drogue, drogue release(s), cutaway, reserve handle(s), RSL, both side connectors, both main top connectors, chest straps (instructor and student). In addition to this the instructor must check both top hooks, drogue and drogue release at the door, prior to exit.
- 1.12. No skydivers will exit the aircraft until there has been a clear indication from the pilot, either visually or audibly, that the aircraft is in the correct configuration for exit. This indication may be in the form of lights, sound or pre-arranged hand signals.

2. STATIC LINE OPERATION

- 2.1. PTOs may only use Static Line deployment systems acceptable to the British Skydiving (via Riggers' Subcommittee and STC).
- 2.2. Static Line 'strong points' must be of an approved type and must either conform to the British Skydiving Minor Modifications (where applicable) or be CAA approved.

- 2.3. It is the JM's responsibility to ensure that the static line is controlled correctly. Static lines are to be hooked up prior to take off and must not be unhooked until the last static line skydiver has exited.
- 2.4. If, after dispatching static line skydivers, 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.
- 2.5. When dispatching, the static line and bags must be the correct length for the aircraft in use, the aircraft must be at the correct speed for dropping and there must be no short lining of static lines.

3. EMERGENCY PROCEDURES - AIRCRAFT

- 3.1. In the case of an emergency the JM should follow instructions from the pilot where practicable.
- 3.2. Where an emergency occurs at low altitude skydivers may be required to remain on board.
- 3.3. If a parachute container opens inside an aircraft, the skydiver should be moved as far away from the door as is practicable and must land with the aircraft.
- 3.4. The pilot's attention should always be drawn to any emergency situation.
- 3.5. A suitable knife must be located inside the aircraft as part of aircraft equipment in case of a hang-up or other emergency. Jumpmasters, instructors and pilots must be aware of its location and the procedures to be taken in the event of a hang-up.

4. SAFETY IN FREEFALL

- 4.1. When control in freefall is lost by a skydiver who is unable to regain it, they should operate his/her parachute immediately.
- 4.2. In freefall the responsibility for avoiding collision rests with the higher skydiver.
- 4.3. All B Licence skydivers and below must separate when jumping with others in freefall by a minimum altitude of 4,000ft AGL. All C Licence skydivers and above must separate when jumping with others in freefall by a minimum altitude of 3,500ft AGL, to ensure adequate separation before deploying their parachutes.
- 4.4. All freefall skydivers should signal their intentions before operating their main parachutes.
- 4.5. FS will only take place with Student Tandem Skydivers by British Skydiving 'C' Licence skydivers and above and with the permission of the Tandem Instructor and CI.
- 4.6. Tandem Instructors should conduct a systems check after the drogue is deployed; check drogue is inflated, then check handles.

5. SAFETY DURING SKYDIVING DESCENTS

- 5.1. After operating the main parachute, all skydivers will check that their canopy has developed normally. If it has not, emergency procedures may need to be taken.
- 5.2. Throughout the descent skydivers should be aware of other skydivers and, if necessary, take avoiding action.
- 5.3. Under canopy the responsibility for avoiding collision rests with the higher skydiver.

- 5.4. No skydiver should ever intentionally fly their canopy close to another canopy in a way that may cause the other skydiver any concern. They should always check their airspace before carrying out any manoeuvre and if necessary carry out avoiding action. The following priorities under canopy apply:
- 5.4.1. High performance canopy pilots, licenced skydivers and Tandem Instructors should give priority wherever possible to solo student skydivers.
 - 5.4.2. High performance canopy pilots and licenced skydivers should give priority wherever possible to Tandems and solo student skydivers.
 - 5.4.3. High performance canopy pilots should give priority wherever possible to all other skydivers.
- 5.5. Student Skydivers should land under a flat, level, flared canopy, into a hazard free area and into wind.
- 5.6. High performance landings with a final turn over 90 degrees should only be carried out by qualified skydivers, or skydivers under instruction, cleared by the CI, onto a designated high-performance landing area (see Section 7 para 3.3).
- 5.7. All skydivers should minimise their turns and fly in a predictable manner at all times during the landing pattern.
- 5.8. Student Tandem Skydivers or skydivers acting as Student Tandem Skydivers are not permitted to take part in activities or disciplines prohibited to other Student Skydivers, other than F.S. which may take place with CI approval.

6. INCIDENTS

- 6.1. Records are to be kept of all incidents, including malfunctions, deployment problems and injuries. Reports are also to be sent to British Skydiving HQ (see Section 12, Documentation).
- 6.2. **Investigation of Incidents**
- 6.2.1. **Fatal Accidents.** The procedures for fatal accidents are covered on Form 146.
 - 6.2.2. **Other Incidents.** Including injuries will be investigated under PTO arrangements unless special factors make a British Skydiving investigation desirable.

7. DISCIPLINE

- 7.1. A CI may suspend any skydiver from his/her PTO for any breach of the British Skydiving Operations Manual, or for any safety reasons.
- 7.2. If a skydiver is permanently grounded from a PTO. The skydiver's logbook/card and British Skydiving membership certificate should be endorsed, in red. The British Skydiving HQ should also be informed in order that CIs at other PTOs may be informed.
- 7.3. A CI who has reason for recommending the temporary or permanent suspension of any skydiver from **all** skydiving should state the case in writing to the Chair of the STC, who may instigate a Panel of Inquiry to investigate.
- 7.4. The Safety & Technical Officer (STO) or Chief Operating Officer (COO) may suspend any member from skydiving, or the rating/authorisation/qualification of a member, for a suspected breach of the British Skydiving Operations Manual, or for any safety reason until the next STC Meeting. A Panel of inquiry may be formed to investigate further.

7.5. The STC may suspend any member from skydiving, or the rating, authorisation or qualification of a member, for a suspected breach of the British Skydiving Operations Manual or for any safety reason, until the outcome of a report by a Panel of Inquiry.

7.6. A Panel of Inquiry will conduct its investigation to decide whether disciplinary action should be brought against the suspended skydiver, or the suspension should continue, and make recommendations accordingly. The skydiver will have the right to appeal under the terms of the British Skydiving Consolidated Disciplinary and Grievance Procedures.

N.B.(2) The Consolidated Disciplinary and Grievance procedure can be found on Form 256.

7.7. Low Openings.

All instructors are authorised to ground any skydiver who has made a low opening without good reason, pending further investigation.

7.8. All instructors are expected to intervene whenever they observe a breach of the British Skydiving Operations Manual and/or local SOPs, or an unsafe practice and bring it to the notice of the CI.