

Safety & Training Committee

Minutes of the meeting held on

Thursday 11 April 2024 at 17:00
on Microsoft Teams

Present:

Jeff Montgomery	-	Chair STC/Head of Safety & Competitions
Iain Anderson	-	Skydive St Andrews
Paul Dorward	-	Skyhigh Skydiving
Paul Floyd	-	Cyprus Parachute Centre
Chris Good	-	Army AT Air Wing (N)
Reg Green	-	Pilgrims
Nick Hynes	-	Black Knights
Chris McCann	-	Skydive Hibaldstow
Rudy McClenaghan	-	Skydive Ireland
Russ Mellish	-	Army Parachute Association
Sara Orton	-	Skydive GB
Andy Pointer	-	Sibson Skydivers
Pete Sizer	-	Chair Riggers' Subcommittee / Headcorn
Richard Wheatley	-	Skydive Langar

Apologies for Absence:

Dylan Bartle	-	RAF Weston on the Green
Gary Small	-	Skydive Chatteris
Jason Thompson	-	Beccles Skydivers

In attendance:

Mary Barratt	-	Chair British Skydiving
Mark Bayada	-	Vice Chair British Skydiving
Liam Domin-Goddard	-	Communications Manager
Kevin Dynan	-	STO
Robert Gibson	-	Chief Executive Officer
Dr Jake Hard	-	Medical Adviser
Trudy Kemp	-	Assistant to Head of Safety/Secretary
Tony Knight	-	CAA Liaison
Ryan Mancey	-	STO
Craig Poxon	-	Council
Martin Soulsby	-	Vice President

Observers: Dr John Carter, Charlie Robson, Mark Robson, Chris Sears, Mark Smith

ITEM

MINUTE

14/24

WELCOME

14.1 The Chair welcomed all members and guests to the 2nd STC Meeting of 2024. He gave the meeting details of the procedures for wishing to speak, voting etc, and stated that the meeting would be recorded to assist with preparation of the minutes, after which the recording would be deleted.

14.2 The Chair welcomed Russ Mellish, new CI of the Army Parachute Association.

15/24

DECLARATIONS OF ANY CONFLICTS OF INTEREST

The Chair asked that any voting member with a personal, financial or material interest in business on the agenda should declare that interest at the appropriate item.

16/24

MINUTES OF THE STC MEETING OF 8 FEBRUARY 2024

It was proposed by Richard Wheatley, seconded by Chris McCann that the Minutes of the STC meeting of 8 February 2024 be accepted.

Carried Unanimously

17/24

MATTERS ARISING FROM THE STC MEETING OF 8 FEBRUARY 2024

17.1 **Page 2. Item 4.1 – Matters Arising – (Removal of the TBI Rating)** Ryan Mancey provided details of the 1st draft of the TI manual which contains new information which could allow for the training of potential Tandem Instructors. This will be made available shortly to CIs for further consultation and comment.

Action: Chair STC, STOs

17.2 **Page 2. Item 4.2 – Matters Arising – (DSA Working Group).** The Chair reported that the WG have had a further meeting on 18 February to continue the work on the recommendations from the DSA SI. Before the WG meeting took place, the British Skydiving safety team met with the MOD at British Skydiving HQ and were provided with an update of the recommendations and how the MOD have considered their implementation. The outcome of the meeting was extremely productive and opened the door to a positive working relationship between British Skydiving and the MOD, as it was recognised that sharing information was key, to the benefit of both organisations but overall, to the sport in general. In summary, the MOD have produced a Non-Combat parachuting operations manual, which was due to be released on 1 April 2024.

Mark Bayada reported that any parachuting that takes place by service personnel on duty, was now governed by the Non-Combat Parachuting Operations Manual, as it is the requirement of the MOD to fully look after all soldiers on duty under their liability responsibility, so the MOD exercises a higher duty of care, above that of civilian organisations.

Mark Bayada elaborated on the four main recommendations adopted by the MOD, which were:

- Assurance of competency and currency for reserve packers.
- The guidelines for chartering of Civilian aircraft (Form RA1240) which has identified minor issues in the process, and these were being addressed.
- All service personnel will have on them, a method of being electronically tracked, whether that be a telephone, a GPS tracker or watch whatever the system is, as long as it works, to ensure that everybody is trackable whilst jumping on duty.
- Further clarification on emergency drills which allows for more thorough knowledge, as part of the training for B Licence and C Licensed jumpers, as part of their progression.

The Chair then reported that the two main recommendations being considered by the DSA WG are:

- a. Stipulate the documentation to be followed for rigging procedures against a recognised standard.
- b. Stipulate an authorised tools list for rigging purposes, including the calibration requirements for pull force measuring equipment, in order to minimise the risk of damage to parachute systems and ensure accurate pull force test results.

Review of rigging manuals and tools list

The WG has instigated a review of the rigging manuals, including a review of the tools list and effective methods of tool control in the Reserve Packing Guide.

Calibration of scales

The WG is currently looking at the calibration of scales used to assess pull force. It is investigating whether testing scales against a known weight is an acceptable means of compliance. It is also examining what degree of tolerance would be acceptable.

The DSA SI concluded that the absence of a requirement for experienced British Skydiving Licensed parachutists to carry out regular EP currency training was very likely to lead to skill-fade and was therefore a factor in the fatality.

The WG is likely to recommend that suspended harness drills are conducted as part of the training to obtain B and C licence. This will be supported by a safety campaign to encourage EP practice on a daily (or more frequent) basis.

It has been suggested that for B Licence, this could be added to the JM1 record sheet. The record sheet could be updated with a further requirement, to record a session of suspended harness drills, as revision of emergency procedures. The suggested amendment reads as follows:

The Licence applicant must have practiced Reserve Drills in a suspended harness within one calendar month of Licence application. The reserve drills are observed and signed for by a minimum of a CSBI / AFFBI.

A further requirement for briefing emergency procedures will also be added, such as when it may be advantageous to only pull the reserve handle, to the current C Licence training. This will be included as a declaration within the C Licence written examination, to state the following:

The Licence applicant has received a full brief given by at least a CSBI / AFFBI on situations where it might be advantageous to pull reserve handle immediately (not to cut away) and practised emergency procedures in a suspended harness.

As part of these requirements, a lesson plan will also be produced to provide guidance for instructors on the suggested emergency scenarios.

The Chair stated that we will produce further education materials and a safety campaign to encourage EP practice. This could evolve into an emergency procedure manual. The manual would contain additional information for Licensed skydivers, to refresh and further educate them on known risks such as main canopy malfunction procedures, other scenarios, such as canopy collisions, entanglements, and other potential risks. Once the WG formalizes the relevant documentation, it will be presented for consultation for comments and any further suggestions.

The Chair reported that British Skydiving has also had a meeting recently with the Implementation Manager for the Director of the Office for Product Safety and Standards to discuss the recommendation made to the office within the SI report, which reads as:

“The Director of the Office for Product Safety and Standards should engage with the Director of the Health and Safety Executive, in regard to clarifying the status of emergency parachutes within the guidance surrounding the relevant Personal Protective Equipment (PPE) regulations, including those made under the Health and Safety at Work etc Act 1974”

The Chair stated that this meeting was attended by himself, Tony Knight (CAA Liaison) and George Duncan (CAA).

Tony Knight provided the Committee with further details of this meeting. He stated that the OPSS's main concern and interests were in relation to TSO standards and their interactions with regulatory policy and implementation which govern reserve parachutes that are used in the UK.

Since that meeting Tony Knight reported that he has had further dialogue with the OPSS in which he had outlined the issues and difficulties we have faced in the past with trying to adopt a TSO system in the UK.

Tony Knight stated that the OPSS are currently consulting with HSE who will in turn come back to us with their thoughts and concerns.

Action: Chair STC

- 17.3 **Page 2, Item 4.3 - Matters Arising - (Suspension of the TI rating).** The Chair reported that the suspension remains in place and the TI concerned has been asked to provide availability for attending an interview panel. Once the panel has taken place, STC will be kept informed of the outcome.

Action: Chair STC

- 17.4 **Page 2, Item 4.4 - Matters Arising - (STC Review).** The Chair reported that as part of the consultation process, a survey will shortly be distributed to all stake holders who come under the remit of STC.

Action: CEO, Chair STC, STOs

- 17.5 **Page 2, Item 5.1 - Rigging Matters - (Consultation Paper reference the extension of the reserve repack cycle).** The Chair reported that British Skydiving suspended all Riggers' Subcommittee meetings to allow for an investigation due to a number of complaints. The investigation is now concluded, and Riggers' Subcommittee meetings have resumed. He stated that British Skydiving held a Riggers' Subcommittee meeting on 28 March, which was organised to inform the Committee members of the outcome of the investigation, including recommendations from the investigation.

No items of business were tabled at the meeting, and this was for information and clarification on matters of compliance and good governance.

The CEO provided STC with further details, and reported that following a series of complaints, a Panel had been convened to explore these complaints and as a result a number of recommendations were put forward which have now been implemented.

He was confident that that what has been achieved would ensure that any decisions made by the Riggers' Subcommittee will be futureproof and will cascade up to STC in a similar fashion.

The Chair reported that a number of recommendations from the Panel had involved amendments to the Riggers' Subcommittee Terms of Reference. These would need to be approved prior to a further meeting of the Riggers' Subcommittee being convened. He stated that these amendments would also have an impact on the STC Terms of Reference.

A draft version of the Terms of Reference for both Committees would be circulated for consideration and comment. A final draft will then be circulated as an E-Vote for final approval. It is hoped to hold a Riggers' Subcommittee meeting in April, to resume normal matters of business.

Kev Dynan (STO) then provided details of the results of the reserve inspection & repack cycle extension survey. A detailed summary overview and analysis of the results had been included in the STC SharePoint folder for this meeting.

The Chair reported that further discussion regarding this item would take place at the next Riggers' Subcommittee meeting. He stated that one of the points that had come out of the investigation into the Riggers' Subcommittee complaint is that the Riggers' Sub Committee is conflicted on this particular

decision, as ultimately it would have an effect or be influenced considerably by members of that Committee.

Therefore, where there is an item of business that has a high conflict of interest where those members of a Committee are conflicted, the item of business will then be escalated to the higher Committee for a decision.

The Chair pointed out that although the Riggers' Subcommittee can discuss the item relating to the reserve re-pack cycle, the subject would then be escalated to STC for a decision to be made and then put forward to Council for ratification.

It was pointed out that there may also be a conflict of interest by some members of STC, which would also need to be addressed.

Action: Riggers' Chair

- 17.6 **Page 5, Item 9.2 - (Proposal to include an FS2 grading)**. The Chair stated that there was nothing further to report on this item. It would therefore be removed from the list of meeting actions.

Action: STC Secretary

- 17.7 **Page 7, Item 10.3 - (Proposed Change to Form 325 - Tandem Instructor Probationary Period Record Card)** The Chair reported that as the result of a request considered by STC on 8 February, it was suggested that the Tandem Instructor Probationary Period requirements as per Form 325 be reviewed. He stated that currently, Form 325 sets out the requirements up to and including a period of 4-5 months after the Tandem Instructor receives their rating but not for the period beyond. The STOs had consulted with other Examiners and a number of proposed changes had been made to Form 325 to address this issue.

A draft of Form 325 (Tandem Instructor Probationary Record Card) had been included in the STC SharePoint folder for this meeting with the revised changes marked in red.

Kev Dynan (STO) provided further details of the proposed changes as detailed below:

Form 325 currently states:

Period A 0-10 Jumps 4-5 Months (Time Since Last Tandem) – Present self to Examiner for re-evaluation.

Period B 11-12 Jumps 4-5 Months (Time Since Last Tandem) – Present self to Examiner for re-evaluation.

Proposed Change to State:

Period A 0-10 Jumps 4-6 Months (Time Since Last Tandem) – Present self to Independent Examiner for re-evaluation.

Period B 11-12 Jumps 4-6 Months (Time Since Last Tandem) – Present self to Examiner for re-evaluation.

And add:

Period A 0-10 Jumps 6-12 Months (Time Since Last Tandem) – Present for re-evaluation on a Tandem Instructor course

Period B 11-12 6-12 Months (Time Since Last Tandem) – Present self to Independent Examiner for re-evaluation.

Period A 0-10 Jumps 12 Months + (Time Since Last Tandem) – Present for re-evaluation on a Tandem Instructor course

Period B 11-12 12 Months + (Time Since Last Tandem) – Present for re-evaluation on a Tandem Instructor course.

Following consideration, it was proposed by Paul Floyd, seconded by Pete Sizer that the proposed amendments to Form 325 be accepted.

Carried Unanimously

18/24

RIGGING MATTERS

18.1 Rigging Matters – Equipment Related Incident Resumé

The meeting were given details of three equipment related incident reports, which had been included in the STC SharePoint folder for this meeting.

18.1.1 Reserve Packing Tool Control

As a result of investigations into this incident, a British Skydiving Safety Information (01-24) had been issued. A number of recommendations had also been made for consideration by STC and the Riggers' Subcommittee, one of these recommendations required a vote from STC and the Riggers' Subcommittee:

- a. The AP(T) concerned had their Advanced Packing ratings suspended on 1 March 2024 until they receive remedial training. The AP(T) concerned is still yet to respond to any communications and it is recommended that these ratings remain suspended.

It was therefore proposed by Pete Sizer, seconded by Rudy McClenaghan that the above recommendation be accepted.

Carried Unanimously

- b. Conduct a review of the advice given to APs regarding a tools list and adequate tool control in the *Reserve Packing Guide*. Note this is a process already underway by the DSA Working Group.
- c. Conduct a review of working practices for reserve packing and rigging. This should include considering guidance on the sensible number of sports, student and Tandem reserves / amount of rigging work that can be safely conducted on a day. It should also consider the sensible hours that rigging work and reserve packjobs that can be conducted.
- d. 'Location' and 'Time Packed' be added to the Record of Inspection to aid in the investigation of similar events in the future.
- e. A section on 'Human Factors' be added to the *Reserve Packing Guide*.
- f. PTOs consider implementing regular internal audits of their APs or second person assurance of AP work.
- g. All PTOs conduct an SMS audit of reserve packing and tool control.
- h. All those packing reserves to be audited by a CI with an AP rating, AR or RE every 2 years, and to include packing area, tool control, knowledge of manuals, and packing techniques. This should include an observed repack.

Action: STC, Riggers' Subcommittees

18.1.2 Tandem Double Ended Loop Failure

As a result of investigations into this incident, a British Skydiving Safety Information (02-24) had been issued. A number of recommendations had also been made for consideration by PTOs:

- a. It is recommended that PTOs using Tandem systems with a double ended loop on the drogue riser, conduct an internal audit of all loops installed on the Tandem Systems and any spares to ensure that loops are in a serviceable condition.

- b. The audit should be annotated within the SMS documentation for the PTO.
- c. Wet conditions on the PLA and freezing temperatures at altitude, may also contribute to wear and tear of loops, therefore regular checks are also recommended.

(Note: Two incidents were reported on 3 March 2024 where the drogue did not release when the primary handle was pulled. This was attributed to wet double ended loops. In both cases the drogues released when the TIs pulled the secondary drogue release).

Action: PTOs

18.1.3 Javelin Container Canopy Compatibility

As a result of investigations into this incident, it was recommended that STC and the Riggers' Subcommittee discuss the policy for canopy compatibility in Sunpath Javelin containers at the next Riggers' Subcommittee meeting.

Action: STC, Riggers' Subcommittees

The Chair reported that correspondence had been received from Gary Small relating to this matter, which would be referred to the Riggers' Subcommittee.

18.2 Rigging Matters - British Skydiving Safety Information

Two British Skydiving Safety Information Notices had been issued since the last meeting and had been included in the STC SharePoint folder for this meeting:

18.2.1 **Safety Information 01/24** – Reserve Packing Tool Control.

18.2.2 **Safety Information 02/24** – Failure of Double Ended Loop.

18.3 Rigging Matters - Manufacturers' Bulletins

18.3.1 Safran Electronics and Defence

Safran Electronics and Defence had recently issued a Service Bulletin #740-24-012, details of which had been included in the STC SharePoint folder for this meeting.

18.3.2 Fluid Wings

Fluid Wings, LLC, had issued a Service Bulletin #24-400-001, details of which had been included in the STC SharePoint folder for this meeting.

19/24

INCIDENT/INJURY REPORTS - RESUMÉ

A resumé of incident and injury reports had been included with the Agenda. One of these had included a confidential report which had been submitted to CHIRP. The CI of the PTO involved expressed their concern that they were only made aware of this report when they had read a copy of the resumé that had been circulated ahead of this meeting. They stated that they felt that large parts of their report were unsubstantiated and based on speculation. They stated that CHIRPS had sent an e-mail to the PTOs main e-mail address, which never reached the CI themselves and they had never been contacted for any further feedback.

The Chair stated that this matter had now been addressed with the CHIRPS board and that they had been advised that the person to contact has always got to be the Chief Instructor on any parachuting safety issue.

Dr John Carter also provided the meeting with further information relating to the CHIRP organisation.

The Committee were given details of a number of additional incident and injury reports received since the Agenda had been published, details of which will be included in the full Incident Resumé (Appendix 1).

20/24

FOUNDATION COACH RATING

A paper from Martin Soulsby had been received detailing a proposed change to the Operations Manual for the inclusion of the Foundation Coach rating. This had been included in the STC SharePoint folder for this meeting, together with a draft of the Foundation Coach Application (Form 345) and a folder containing supporting paperwork for consideration. This had also included a draft document for the Foundation Coach CPD Requirements (Form 355).

Martin Soulsby was present at the meeting to answer any questions relating to this item.

The proposed changes included the addition of a Foundation Coaches Rating Renewal to Section 2, Designation and Classification of Skydivers (Sport Parachutists), Paragraph 6 (The Grading System), and were as follows:

SECTION 2 (Designation and Classification of Skydivers (Sport Parachutists), Paragraph (THE GRADING SYSTEM), new Sub-Para 6.12 (Foundation Coach renewal) be included to read:

6.12 Foundation Coach renewal

- 6.12.1. British Skydiving Foundation Coach qualifications expire on the 31 March each year but may be renewed up to six months after that date.
- 6.12.2. To renew a Foundation Coach qualification, the coach must satisfy a Training Provider Assessor that the coach has the required CPD points.
- 6.12.3. Once a coaching qualification has expired, the Foundation Coach may not exercise the privileges of that qualification until the qualification is renewed.
- 6.12.4. The CPD requirements for renewal of a Foundation Coach qualification can be found in Form 355.

Additionally, the following N.B.s in Section 2 (Designation and Classification of Skydivers (Sport Parachutists), Paragraph 6 (The Grading System), be amended to include reference to the criteria to become a Foundation Coach can be found on Form 345.

SECTION 2 (Designation and Classification of Skydivers (Sport Parachutists), Paragraph 6 (THE GRADING SYSTEM), Sub-Para 6.3 (Formation Skydiving (FS) N.B.14. be changed to read:

N.B.(14) The qualifications to become an FS Coach or Foundation Coach may be found on Forms 134 or 345 respectively.

SECTION 2 (Designation and Classification of Skydivers (Sport Parachutists), Paragraph 6 (THE GRADING SYSTEM), Sub-Para 6.4 (Canopy Formations (CF) N.B.15. be changed to read:

N.B.(15) The qualifications to become a CF Coach or Foundation Coach may be found on Forms 134A or 345 respectively.

SECTION 2 (Designation and Classification of Skydivers (Sport Parachutists), Paragraph 6 (THE GRADING SYSTEM), Sub-Para 6.6 (Freestyle/Freeflying (FF) N.B.17. be changed to read:

N.B.(17) The qualifications to become a FF or BFF coach may be found on Forms 134D or 134F. The criteria to become a Foundation Coach can be found on Form 345.

SECTION 2 (Designation and Classification of Skydivers (Sport Parachutists), Paragraph 6 (THE GRADING SYSTEM), Sub-Para 6.8 (Wingsuit (WS) N.B.19, be changed to read:

N.B.(19) The qualifications to become a WS Coach or Foundation coach may be found on Forms 134E or 345 respectively.

SECTION 2 (Designation and Classification of Skydivers (Sport Parachutists), Paragraph 6 (THE GRADING SYSTEM), Sub-Para 6.9 (Tracking (TR) N.B.20, be changed to read:

N.B.(20) The qualifications to become a TR coach or BTR coach can be found on Forms 134G & 134H respectively. The criteria to become a Foundation Coach can be found on Form 345.

Following consideration, it was proposed by Sara Orton, seconded by Paul Floyd that the above amendments to the British Skydiving Operations Manual, including Form 355 (Foundation Coach CPD Requirements) be accepted.

Carried Unanimously

20.1 Draft Form 345 (Foundation Coach Application)

Following consideration, it was proposed by Russ Mellish, seconded by Paul Floyd that the draft Foundation Coach application (Form 345) be accepted.

Carried Unanimously

The Chair expressed his thanks to Martin Soulsby for the work he had undertaken on this item.

21/24

PROPOSED AMENDMENTS TO THE BRITISH SKYDIVING OPERATION MANUAL

A proposal to amend the British Skydiving Operations Manual had been included with the Agenda.

The Chair reported that following a review and update to the Wing Suiting Progression Manual, it was found that the British Skydiving spelling of the word ***Wingsuit***, has been spelt with two words (Wing Suit), since it was first introduced as part of our Grading System. After some research and seeing that most countries spell the word as one word (Wingsuit), it makes sense to align ourselves with the rest of the world.

It was therefore proposed that **SECTION 2, (Designation and Classification of Skydivers (Sport Parachutists), Paragraph 6 (THE GRADING SYSTEM), Sub-Para 6.8, (Wing Suit (WS), be changed to read:**

6.8 Wingsuit (WS)

SECTION 2 (Designation and Classification of Skydivers (Sport Parachutists), Paragraph 6 (THE GRADING SYSTEM), Sub-Para 6.8 (Wingsuit (WS), Sub-Para 6.8.1, be changed to read:

6.8.1. To obtain Grade 1 in Wingsuit (WS1) flying, the skydiver must be a 'C' Licence holder with Grade 1 in Tracking (TR1), with at least 500 descents or at least 200 descents within the previous 18 months.

SECTION 2 (Designation and Classification of Skydivers (Sport Parachutists), Paragraph 6 (THE GRADING SYSTEM), Sub-Para 6.8 (Wingsuit (WS), Sub-Para 6.8.2, be changed to read:

6.8.2. The skydiver may then be introduced to WS (for WS1 training) by a CI/Advanced Instructor nominated WS2 Grade skydiver or equivalent of proven WS instructional ability, have received a full safety brief and demonstrated the ability to:

SECTION 2 (Designation and Classification of Skydivers (Sport Parachutists), Paragraph 6 (THE GRADING SYSTEM), Sub-Para 6.8 (Wingsuit (WS), Sub-Para 6.8.2, Sub Paras a - b, be changed to read:

- a. Fly the Wingsuit safely and in a controlled manner (with overall stability) on at least three descents.
- b. Deploy the main parachute in a safe Wingsuit manner (at the correct altitude) on at least three descents.

SECTION 2 (Designation and Classification of Skydivers (Sport Parachutists), Paragraph 6 (THE GRADING SYSTEM), Sub-Para 6.8 (Wingsuit (WS), Sub-Para 6.8.4, be changed to read:

- 6.8.4 To obtain Grade 2 in Wingsuit (WS2) the skydiver must be Grade 1 in WS (WS1) and be introduced to WS2 by a CI/Advanced Instructor nominated WS2 Grade skydiver or equivalent of proven WS instructional ability, have received a full safety brief and demonstrated the ability to:

SECTION 2 (Designation and Classification of Skydivers (Sport Parachutists), Paragraph 6 (THE GRADING SYSTEM), Sub-Para 6.8 (Wingsuit (WS), Sub-Para 6.8.6, be changed to read:

- 6.8.6. Training programmes such as those contained in the British Skydiving Wingsuit Training Manual are acceptable for training for WS1 & WS2, provided all the requirements of the above sub-paras are met.

The Chair stated that the initials within the Grading System stickers will remain as they are.

Following consideration, it was proposed by Pete Sizer, seconded by Chris Good that the above amendments to the British Skydiving Operations Manual be accepted.

Carried Unanimously

22/24

PERMISSIONS

A paper from Richard Wheatley had been included in the STC SharePoint folder for this meeting.

Richard Wheatley had reported that Tom Shorten who currently works in Voss had held UK ratings for several years whilst working at Skydive Langar. Last year Tom had omitted to renew his British Skydiving membership and ratings but would like to renew both membership and ratings for 2024. Richard Wheatley's paper had included further information relating to Tom's currency.

Following consideration, it was proposed by Paul Floyd, seconded by Pete Sizer that Tom Shorten's British Skydiving CSI, AFFI and TI ratings be re-instated.

For: 12 Against: 0 Abstentions: 1 (Richard Wheatley)

Carried

23/24

INSTRUCTOR COURSE REPORTS

There had been two Instructor Courses held since the last STC meeting:

23.1 Instructor Course 01/2024 – Army Parachute Association

The Association wished to thank The Army Parachute Association for hosting the Category System Basic, Tandem Basic, AFF Basic, Advanced and CSI Instructor Courses. The Course Report had been included in the STC SharePoint folder for this meeting and was for information only.

23.2 Instructor Course - Skyhigh Skydiving

The Chair reported that Skyhigh Skydiving had hosted the Tandem and AFF Instructor Courses from 18 – 22 March. Due to bad weather the TI Course did not fully complete and the STOs had to re-schedule the training for all TI candidates.

Kev Dyan (STO) provided further details and stated that the final TI candidate had qualified this afternoon. The Course report is still to be finalised and will therefore be put forward to the next meeting.

24/24 A.O.B

There were no items under AOB for consideration.

25/24 DATE OF NEXT MEETING

Thursday 6 June 2024 at 5pm
Virtually by Microsoft Teams

The meeting closed at 18:21 (duration: 01:21)

Attached:

- **Amendments to the British Skydiving Operations Manual, 11 April 2024**
- **STC Actions Table**
- **Appendix A - Injury/Incident Reports Resumé**

Distribution: Chair British Skydiving, Council, CIs, CAA, Editor – Skydive the Mag, File

Accepted by STC: 6 June 2024
Published: 7 June 2024

ACTIONS FROM STC MEETING OF 11 APRIL 2024

Item	Action Required	Action Owner	Agreed Completion Date
17.1	Review of TBI Rating	Chair STC, supported by STOs	Ongoing
17.2	DSA Recommendations	Chair STC	Ongoing
17.3	Suspension of TI Rating	Chair STC	Ongoing
17.4	STC Review	CEO, Chair STC, supported by STOs	Ongoing
17.5	Consultation re Extending the Reserve Repack Period	Chair Riggers' Subcommittee	Ongoing
17.6	Submission of Proposal to STC re: FS Grade 2 for consideration at the STC	Dylan Bartle	Nothing further received, remove from actions table.
18.1.1	Recommendations from Reserve Packing Tool Incident	STC, Riggers' Subcommittees	June 2024
18.1.2	Recommendations from Tandem Double Ended Loop Failure Incident	PTOs	PTOs to Note
18.1.3	Recommendations from Javelin Container Canopy Compatibility Incident	STC, Riggers' Subcommittees	June 2024

AMENDMENTS TO BRITISH SKYDIVING OPERATIONS MANUAL

At the STC meeting of 11 April 2024 the following amendments were made to the British Skydiving Operations Manual:

SECTION 2 (Designation and Classification of Skydivers (Sport Parachutists), Paragraph 6 (THE GRADING SYSTEM), Sub-Para 6.3 (Formation Skydiving (FS) N.B.14, be changed to read:

N.B.(14)The qualifications to become an FS Coach or Foundation Coach may be found on Forms 134 or 345 respectively.

SECTION 2 (Designation and Classification of Skydivers (Sport Parachutists), Paragraph 6 (THE GRADING SYSTEM), Sub-Para 6.4 (Canopy Formations (CF) N.B.15, be changed to read:

N.B.(15) The qualifications to become a CF Coach or Foundation Coach may be found on Forms 134A or 345 respectively.

SECTION 2 (Designation and Classification of Skydivers (Sport Parachutists), Paragraph 6 (THE GRADING SYSTEM), Sub-Para 6.6 (Freestyle/Freeflying (FF) N.B.17, be changed to read:

N.B.(17) The qualifications to become a FF or BFF coach may be found on Forms 134D or 134F. The criteria to become a Foundation Coach can be found on Form 345.

SECTION 2, (Designation and Classification of Skydivers (Sport Parachutists), Paragraph 6 (THE GRADING SYSTEM), Sub-Para 6.8, (Wing Suit (WS), be changed to read:

6.8 Wingsuit (WS)

SECTION 2 (Designation and Classification of Skydivers (Sport Parachutists), Paragraph 6 (THE GRADING SYSTEM), Sub-Para 6.8 (Wingsuit (WS), Sub-Para 6.8.1, be changed to read:

6.8.1. To obtain Grade 1 in Wingsuit (WS1) flying, the skydiver must be a 'C' Licence holder with Grade 1 in Tracking (TR1), with at least 500 descents or at least 200 descents within the previous 18 months.

SECTION 2 (Designation and Classification of Skydivers(Sport Parachutists), Paragraph 6 (THE GRADING SYSTEM), Sub-Para 6.8 (Wingsuit (WS),Sub-Para 6.8.2, be changed to read:

6.8.2. The skydiver may then be introduced to WS (for WS1 training) by a CI/Advanced Instructor nominated WS2 Grade skydiver or equivalent of proven WS instructional ability, have received a full safety brief and demonstrated the ability to:

SECTION 2 (Designation and Classification of Skydivers (Sport Parachutists), Paragraph 6 (THE GRADING SYSTEM), Sub-Para 6.8 (Wingsuit (WS), Sub-Para 6.8.2, Sub Paras a - b, be changed to read:

- a. Fly the Wingsuit safely and in a controlled manner (with overall stability) on at least three descents.
- b. Deploy the main parachute in a safe Wingsuit manner (at the correct altitude) on at least three descents.

SECTION 2 (Designation and Classification of Skydivers (Sport Parachutists), Paragraph 6 (THE GRADING SYSTEM), Sub-Para 6.8 Wingsuit (WS), Sub-Para 6.8.4, be changed to read:

6.8.4 To obtain Grade 2 in Wingsuit (WS2) the skydiver must be Grade 1 in WS (WS1) and be introduced to WS2 by a CI/Advanced Instructor nominated WS2 Grade skydiver or equivalent of proven WS instructional ability, have received a full safety brief and demonstrated the ability to:

SECTION 2 (Designation and Classification of Skydivers (Sport Parachutists), Paragraph 6 (THE GRADING SYSTEM), Sub-Para 6.8 (Wingsuit (WS), Sub-Para 6.8.6, be changed to read:

6.8.6. Training programmes such as those contained in the British Skydiving Wingsuit Training Manual are acceptable for training for WS1 & WS2, provided all the requirements of the above sub-paras are met.

SECTION 2 (Designation and Classification of Skydivers (Sport Parachutists), Paragraph 6 (THE GRADING SYSTEM), Sub-Para 6.8 (Wingsuit (WS), N.B.19, be changed to read:

N.B.(19)The qualifications to become a WS Coach or Foundation coach may be found on Forms 134E or 345 respectively.

SECTION 2 (Designation and Classification of Skydivers (Sport Parachutists), Paragraph 6 (THE GRADING SYSTEM), Sub-Para 6.9 (Tracking (TR), N.B.20, be changed to read:

N.B.(20)The qualifications to become a TR coach or BTR coach can be found on Forms 134G & 134H respectively. The criteria to become a Foundation Coach can be found on Form 345.

SECTION 2 (Designation and Classification of Skydivers (Sport Parachutists), Paragraph 6 (THE GRADING SYSTEM), new Sub-Para 6.12 (Foundation Coach renewal) be included to read:

6.12 Foundation Coach renewal

- 6.12.1. British Skydiving Foundation Coach qualifications expire on the 31 March each year but may be renewed up to six months after that date.
- 6.12.2. To renew a Foundation Coach qualification, the coach must satisfy a Training Provider Assessor that the coach has the required CPD points.
- 6.12.3. Once a coaching qualification has expired, the Foundation Coach may not exercise the privileges of that qualification until the qualification is renewed.
- 6.12.4. The CPD requirements for renewal of Foundation Coach qualification can be found in Form 355.

The following incident and Incident/Injury reports had been received since the last meeting:

- a. There has been one Student injury report received.

A Static Line student on their second jump sustained a suspected broken right ankle, landing on rough ground within the PLA following a late flare and poor landing position.

- b. There have been no Licensed skydiver injury reports received.

- c. One report has been received of Student Malfunction or Deployment problems.

An AFF Level One student carried out their reserve drills despite appearing to have a good canopy deployment. The student had made limited response to hand signals throughout the skydive and did not respond to altimeter or pull signals between 6,000 and 5,000ft therefore the primary instructor deployed the student's main pilot chute. The student reported that they were unaware the canopy had deployed, saw the instructors fall away and so made four attempts to deploy their pilot chute. The student then carried out their reserve drills. The student landed the reserve without further incident.

- d. There have been seven malfunction/deployment problem reports received for Licensed skydivers.

An A-Licence skydiver with 37 descents experienced severe twists on opening after a hard pull. They started to clear the twists, but the canopy began to dive so they attempted to carry out their reserve drills. They initially had difficulty cutting away so elected to deploy their reserve. At around the same time or very shortly after, the skydiver was able to cutaway, completing their reserve drills out of sequence. The reserve pilot chute was observed to deploy at or around the same time as the main canopy was cutaway.

A Licensed skydiver with 53 descents could not deploy their main canopy. They made two attempts to deploy their main pilot chute but became unstable and so pulled their reserve from an unstable position. The reserve opened without incident. This was the jumper's first jump since November.

A B-Licence jumper with 68 descents experienced twists on deployment. On clearing the twists, the jumper noticed what is suspected to be a step-through or inversion so elected to carry out their reserve drills.

A Licensed skydiver with 63 descents experienced a lineover malfunction. On opening, the jumper reported that one side of the canopy appeared to be partially collapsed with lines going over it. The canopy started to spin so the jumper elected to carry out their reserve drills.

Three reports were received of Licensed skydivers cutting away from diving / spinning canopies with twists. The jumpers had 427, 1,000 and 1,100 jumps.

- e. Two Tandem injury reports have been received.

A Tandem student fainted under canopy and did not regain consciousness until after landing. No injuries were reported following the jump or landing.

A Tandem student broke their right ankle on landing. The student had completed a harness test and demonstrated an acceptable landing technique prior to jumping but under canopy struggled to lift their legs. On landing, the student's foot dug into the soft ground instead of sliding breaking their right ankle. The instructor has 6,000 Tandem descents.

- f. There have been three Tandem malfunction/deployment problem reports received.

A Tandem instructor with 717 Tandem descents experienced a premature deployment of the main canopy shortly after setting the drogue. After landing it was noted that the double ended loop had failed. The incident occurred on a Paratec Next Tandem system. On inspection of the double ended loop, it appears the loop had not been manufactured correctly. The loop does not appear to have

been manufactured by Paratec or the PTO rigger. The incident is referenced further in Safety Information Bulletin 2/24.

Two reports were also reported of Tandem deployment problems. Two Tandem instructors at the same PTO, on the same lift, and jumping the same Tandem systems (Paratec Next), pulled the primary drogue release handles but the drogues did not release. In both instances the drogue released as the instructors pulled the secondary drogue release handles. Both Tandem systems had been jumped previously that day into a very wet landing area. It is thought that wet double ended loops, in combination with freezing conditions at altitude had caused the deployment issue. The loops had been wiped down and dried prior to jumping to remove excess moisture.

g. Two reports have been received concerning AADs.

An AFF Level Four student had an AAD fire after entering a flat spin which the instructor was unable to stop. After a good exit, the student did a 90 degrees turn to the left which stopped on heading. As the student attempted to make a turn in the opposite direction, they entered a violent, uncontrolled turn which the instructor initially stopped. The student de-arched and began to spin again but this time the instructor was unable to stay with the student. The instructor signalled for the student to pull but they did not respond. On passing the instructor's hard deck, the instructor deployed their own canopy and observed the student's AAD fire shortly afterwards.

A B-Licence skydiver with 60 descents also experienced an AAD fire. The skydiver was jumping new equipment and was unable to deploy the pilot chute, which had a tuck tab. The skydiver lost altitude awareness due to the hard pull and the AAD fired as the skydiver was still trying to deploy the main pilot chute.

h. Seven 'off-landing' reports have been received. Four were Tandem pairs. The other three were experienced skydivers, including two Tandem camera flyers.

Most of the reports were due to misjudging the wind conditions or changeable wind conditions. A jumper with 56 descents became disorientated after opening due to broken cloud at 2,500ft. They flew too far upwind trying to locate the PLA and once the PLA had been located, couldn't make it back.

i. Two reports have been received of items coming off on exit, in free fall or on deployment.

In both cases the items were lost on exits that didn't go according to plan. One Licensed skydiver lost a GoPro, the other lost a Z3 full-face helmet with camera attached.

j. One report has been received of aircraft problems.

A twin-engine aircraft had completed a pass at 10,000ft and was climbing to 15,000ft when the right engine ran down, despite 400lbs of fuel still indicating on the fuel gauge for the fuel tank feeding the engine. The pilot successfully carried out the engine failure drills and restart procedures after selecting the other fuel tank. The remaining skydivers on board exited the aircraft at 13,000ft over the PLA following the engine restart. The aircraft was subsequently inspected by engineers and found to have a defective fuel gauge which was recalibrated.

k. One confidential report had been submitted to CHIRP.

The report details a near miss between a wingsuiter under canopy and skydivers dropping from a second aircraft. The PTO had been conducting multi plane operations.

The report is available to read in full here: [GAFB-Edition-99-Feb-2024.pdf \(chirp.co.uk\)](https://chirp.co.uk/app/uploads/2024/02/GAFB-Edition-99-Feb-2024.pdf)
<https://chirp.co.uk/app/uploads/2024/02/GAFB-Edition-99-Feb-2024.pdf>

Additional Incident Reports

The following Incident/Injury reports had been received since the Agenda had been circulated:

a. There have been 2 Licensed skydiver injury reports received.

A Licensed skydiver with 74 descents completed a weak flare, landed hard on their lower back, and incurred minor bruising to their coccyx.

An A-Licence jumper with 45 jumps injured their back, kidney and ribs when overshooting the PLA and hitting a fence post. The jumper had confused the holding area and landing pattern after a drop in winds, and overshot the PLA. They hit a fence without flaring their canopy and landed in a ditch. After receiving first aid, the jumper walked off the landing area and was debriefed by an instructor. When the pain got worse in the evening the skydiver went to hospital and was diagnosed with two small vertebrae fractures, a fractured rib and a bleeding kidney.

b. One report has been received of Student Malfunction or Deployment problems.

An AFF (Level 1) Student with 19 descents drifted into a windsock on landing. The student was under radio instruction but ignored commands to trim to avoid the windsock for fear of making a low turn. The student was re-educated on trim turns for landing.

c. There have been three malfunction/deployment problem reports received for Licensed skydivers.

A B-Licence jumper with 141 descents cutaway from a step through they had packed themselves.

A D-Licence skydiver with 1705 jumps cutaway from a canopy with severe twists. The jumper had apparently rushed the pack job.

A B-Licence jumper with 194 descents could not release one toggle after opening. They made three attempts to release the toggle before electing to cutaway. This may have been due to incorrectly stowing the excess brake lines.

d. There have been two Tandem malfunction/deployment problem reports received.

A Tandem instructor with 1,380 Tandem descents snagged their drogue in the aircraft as they moved to the door. The instructor realised what had happened, moved back and closed the door. The drogue had caught on a snag point that had been previously covered with tape. The instructor landed with the aircraft and the snag point was re-covered.

A Tandem instructor with 6,000 Tandem descents cutaway from what they believed to be tension knots. After an uneventful freefall, the instructor deployed the canopy which opened with an uncommanded turn to the left. When the instructor attempted to take control of the canopy, they couldn't bring the left brake toggle beyond their shoulder and so they elected to cutaway and deploy the reserve.

e. One report has been received of items coming off on exit, in free fall or on deployment.

A GoPro was lost by a C-Licence skydiver with 320 descents after they banged their head on the aircraft door on exit.