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## Safety & Training Committee

Minutes of the virtual meeting held by Microsoft Teams on

**Tuesday 17 November 2020 at 1900** (postponed from 12 November 2020)

<b>Present:</b>	Jeff Montgomery	-	Chair STC/STO
	Iain Anderson ( <i>from Item 9</i> )	-	St Andrews
	Dylan Bartle	-	RAFSPA
	Kieran Brady	-	Skydive Strathallan
	Alex Busby-Hicks	-	Skydive Tilstock
	Stacey Canning	-	APA
	Mike Carruthers	-	Skydive North West
	Kris Cavell	-	Target Skysports
	Bryn Chaffe	-	Sky High Skydiving
	Andy Clark	-	Wild Geese
	Hans Donner	-	JSPW(N)
	Dave Emerson	-	Skydive Isle of Wight
	Paul Floyd	-	London Parachute School
	Reg Green	-	Pilgrims
	Ryan Mancey	-	Go Skydive
	Stuart Meacock	-	Hinton Skydiving
	Sara Orton	-	Skydive GB
	Mal Richardson	-	Skydive Jersey
	Pete Sizer	-	Chair Riggers' Subcommittee/Headcorn
	Gary Small	-	Skydive Chatteris
	Jason Thompson	-	Beccles Skydivers
	Richard Wheatley	-	Skydive Langar
	Martin White	-	Cyprus
	Dave Wood	-	Cornish Parachute Club
	Paul Yeoman	-	Black Knights
<b>Apologies for Absence:</b>	John Hitchen	-	Vice Chair STC & Vice President
	Jim White	-	Paragon
	Dane Kenny	-	South Coast Skydiving
<b>In attendance:</b>	Tony Butler	-	Chief Operating Officer
	Mark Bayada	-	Council / Chair Canopy Working Group
	Dr John Carter	-	Medical Adviser / RSWG Medical Panel
	Angel Fernandez	-	Communications Manager
	Kate Lindsley	-	Council
	Trudy Kemp	-	Assistant to COO/STO / Secretary
	Craig Poxon	-	Chair of Council
	Martin Soulsby	-	Vice President / Chair Coaching Structure
	WG		
<b>Observers:</b>	Noel Purcell, Rob Spour, Gary Stevens, Ben Wood		

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### **ITEM    MINUTE**

#### **1.        WELCOME**

The Chair welcomed all involved to this the third virtual meeting of STC. The Chair apologised for the technical issues that had resulted in the rescheduling of the meeting due to take place last Thursday (12 Nov) until today. He stated that it appeared that there had been changes that had been made by Microsoft that we had not been made aware of, and hopefully this had now resolved those issues for the majority of STC members.

The Chair asked those who wished to speak to make him aware by using the wave icon or chat feature on Teams. He made a roll call of Chief Instructors as the voting members present, and then outlined the voting procedure.

The Chair stated that the meeting would be recorded to assist with preparation of the minutes after which the recording would be deleted.

**Behaviour:**

The Chair took this opportunity to remind all members, that he expected them to conduct themselves and behave in a professional manner during meetings and any inappropriate or disrespectful behaviour towards other members of the committee or British Skydiving Staff, would not be tolerated, and they would be removed from the meeting. Any points for discussion were to be put across in a calm, and professional manner, without members raising their voices or losing their tempers.

**2. 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.

**3. MINUTES OF THE STC MEETING OF 10 SEPTEMBER 2020**

It was proposed by Martin White, seconded by Gary Small that the Minutes of the meeting on 10 September 2020 be accepted.

**Carried Unanimously**

**4 MATTERS ARISING FROM THE STC MEETING OF 10 SEPTEMBER 2020**

**Page 2, (Item 4 - Matters Arising) The Canopy Working Group.** This is a main agenda item.

**Page 12, (Item 8 - Coaching Structure Working Group).** The 1<sup>st</sup>4sport Level 1 Foundation Coach in Skydiving paper had been circulated with the agenda. It is expected that further information will be circulated, as the WG progresses. Martin Soulsby was present for this item to answer any questions. None were raised by those present. Martin then left the meeting.

**Page 14, (Item 10 - Permissions c) Cornish Parachute Club Request.** The Chair reported that at the last STC meeting CPC submitted a request to be able to carry out AFF training at Perranporth Airfield. Although this request was accepted by STC, it was the opinion of Council at their meeting on 15 September that there was not enough detail on the initial request for STC to exercise due diligence. It was therefore decided that a visit should be made by the STO and an independent Instructor Examiner (Mark Bayada) with the aim of discussing the request with the staff of CPC and if needed discuss any restrictions that might be put in place.

The visit was carried out on 25 September and following that visit, it was agreed that a recommendation would be made by the STO and Mark Bayada to Council that AFF could be carried out with the agreed recommendations and restrictions put in place. Prior to CPC commencing AFF training they were to submit up to date SOPs, including the procedures specific to AFF training at Perranporth, lesson plans and a copy of the written examination. These have now been received.

Both the STO and Mark Bayada recommended to Council that CPC be allowed to commence ab-initio AFF training at Perranporth Airfield as per the SOPs and conditions agreed between themselves, the STO and Mark Bayada.

Council has accepted those recommendations. The conditions are also supported by the COO.

The details of the agreed conditions for AFF to take place at Perranporth Airfield are below:

1. AFF students will be taught water drills as part of Canopy Control lesson.
2. Students will be taught, to carry out a cross wind/ downwind landing as an avoidance manoeuvre to avoid overshooting towards water.
3. Students will be taught procedures for landing on or near cliff as part of abnormal/hazardous landings.
4. Students will undergo extensive water drills in suspended harness during training.
5. If student has undergone no refresher training in previous 21 days they will receive Full Refresher training on canopy control and water drills.
6. After ground school, all students must carry out a Tandem skydive as a familiarisation exercise for canopy control.
7. Student skydiving operations will run on specific days and never alongside Tandem skydiving program. (other than AFF student Tandem prior to level one)
8. Prior to skydiving operations authorised personnel will Activate with Swanwick, RNAS Culdrose and Newquay airport.
9. A WDI will be thrown, before student skydiving. Should there be a significant change in the wind strength or direction and after a prolonged period of time (60mins) since previous flight, another WDI must be thrown.
10. All skydivers are required to wear a manually operated, self-inflating life belt. fitted with an easily accessible operating handle for the student.
11. Students will wear a radio until they have a minimum of 10 jumps following obtaining A Licence (28jumps).
12. DZ control and student talk down will be carried out in the middle of the PLA.
13. DZ controller will always carry a mobile phone and have access to the safety brief for entry into the water.
14. A nominated DZ assistant with radio and phone will be positioned between the perimeter track and the cliffs during student skydiving.
15. When the spot winds indicate any wind from 190'-100' resulting in offshore winds blowing towards the quadrant of 280' - 010', no student skydiving is permitted.
16. When the spot winds indicate winds from 280'-010' onshore, the plane will fly offset crosswind Run ins, no further the 0.5 mile from centre of PLA on coastal side.
17. No students are to be released outside of the cut off points, either short or long of the main runway or more than 0.5 miles offset from the centre of PLA towards the coast.
18. Only one student per pass (levels 1-8).
19. Max 2 consolidation students per pass.
20. The aircraft will not land before the student skydivers are on the ground.
21. If skydivers were to land in the water, all skydiving will be suspended. DZ Control or DZ assistant will call emergency services, coastguard, RNLI lifeboat (St Agnes) search and rescue helicopter is based at Newquay airport.
22. Visiting instructors must be briefed by CI.
23. Pilots must be briefed by chief pilot.
24. Ground school AFF lesson plans specific for Perranporth have been produced, detailing all the necessary training for abnormal / hazardous landings, where water entry drills will be covered.

## **5. RIGGING MATTERS**

Pete Sizer spoke to his paper on Rigging related matters that had been circulated with the Agenda:

### **Permission to run British Skydiving Rigging Courses**

1. The Office has received a request from George Panagopoulos requesting permission to deliver a Rigging Course at Skydiving Buzz, Dunkeswell. At present

all British Skydiving Instructional courses are suspended due to the Covid-19 pandemic, however, the STO and the Chair of the Riggers Subcommittee are looking at ways which should hopefully support British Skydiving to enable the delivery of Rigging courses.

The Rigger Examiners will be:  
George Panagopoulos RE  
Andy Shaw RE

It was proposed by Richard Wheatley and seconded by Gary Small that the above request be accepted.

**Carried Unanimously**

2. A further request for permission was received from Noel Purcell to deliver a Rigging Course at Skydive Hibaldstow sometime in the new year, Covid-19 permitting.

The Rigger Examiners will be:  
Noel Purcell RE236  
Pete Sizer RE186

It was proposed by Jason Thompson and seconded by Sara Orton that the above request be accepted.

**Carried Unanimously**

Pete Sizer stated that although STC may grant these permissions, the courses will only go ahead should British Skydiving support restarting instructional courses, when the current trend, growth, and rate of infection in the UK decreases to reflect a decline in new infections.

### **Index of Safety Notices – update November 2020**

Pete Sizer has produced an update to the Index of Safety Notices & Information Bulletins:

<b>Index</b>	55.Parachutes Industries Association
<b>2. Safety Information</b>	116.Tandem Skydiving Safety SI 3/19 6.12.19
<b>12. UPT</b>	AAD pocket tuck tab instruction, 2.10.19
<b>42. Icarus Canopies</b>	2. 2/16-2/18 Safire 3-line trim changes and brake line tab repositioning.
<b>48. Sunrise Rigging</b>	3. Wings MARD new packing instructions 12.19
<b>53. SkyWide Systems</b>	3. Damage to main d-bag IB 202009
<b>55. Parachute Industries Association</b>	1. Tandem Risers – distorted rings PSB – 10.09.20

### **Equipment Incident Resume**

Pete Sizer reported that since the last STC meeting in September, HQ has received two Rigging related incident reports, both of which had been reported on Form 298A (Equipment Related Incident report):

#### **1. Incident**

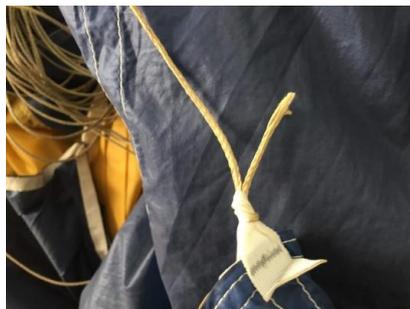
On 9 October, during the packing of a main canopy, Sabre 2, 107, it was noticed that one of the suspension lines appeared to be coming off. After close inspection of the lines, it was noticed the right D4 line was missing a bar tack and finger trap had come loose.

All remaining suspension lines were finger trapped and bar tacked. The loose D4 line was repaired by a rigger and the canopy was placed back into service.

According to the owner of the canopy, the lines had approximately 100 jumps and had undergone a re-line recently.

The Rigger who carried out the reline has been contacted and made aware of the mistake, to which he admitted too and was very apologetic about the incident. The

Rigger has spoken to both the owner and the PTO and assured them that he would implement a procedure for double checking bar tacks during a canopy reline.



## 2. Incident

On 23 October, during a 6-month reserve inspection and repack on a Performance Designs (PD) 126 reserve, it was found that an adhesive temporary patch had been attached to the ripstop nylon (F1-11).



Although the damage does not appear to be significant, due size of the whole, the Advanced Rigger who spotted the repair, opted to ground the system and replace the nylon and mesh on the reserve pilot chute due to the unknown effect that adhesive glue would do the nylon.

The patch was placed on the pilot chute by the same rigger who carried out the previous inspection and repack, who did this with all good intentions, however, only Advanced Riggers and Rigger Examiners can make any modifications or repairs to any reserve component parts such a reserve pilot chute. The rigger has been informed of his mistake and his CI has been made aware of the matter.

Pete Sizer reported that a new paragraph will be inserted in the Advanced Packers Guide, giving guidance on good practice and repair procedures for reserve pilot chute.

## 6. **ELECTION OF CHAIR OF RIGGERS' SUBCOMMITTEE FOR 2021**

The Chair reported that one candidate, Pete Sizer, had been nominated for Chair of the Riggers' Subcommittee for 2021. He stated that Pete Sizer is currently Chair and had been nominated by Noel Purcell, who was CI of Target Skysports at the time of the nomination closing date. The nomination is supported by the new current CI; Kris Cavell and was seconded by Carl Williams.

It was therefore, proposed by Noel Purcell (supported by Kris Cavell) and seconded by Carl Williams that Pete Sizer is re-elected as Chair of the Riggers' Subcommittee for 2021.

For 23

Against: 0

Abstentions: 1 (Pete Sizer)

**Carried**

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

The Chair reported that a résumé of the Injury/Incident reports that had been received since the last STC meeting on 10th September 2020 had been circulated with the Agenda. He stated that only three more reports had been received since the Agenda was sent out, which would be covered at the end of this item.

- a. Five Injury reports had been received for Student Skydivers. All males. The first was a Category System Student who tore his shoulder muscle during exit training. The second was a student with 14 jumps who hurt his knee climbing into the aircraft. He was uncomfortable on the way to altitude; therefore, he was brought down in the aircraft. A static line student on his first jump landed with his feet and knees apart and bruised his toes. The fourth was another static line student on his second jump who flared high and fractured his tibia. The fifth was a Level 3 AFF Student who flared high, held the flare, and pulled his feet up just before landing, resulting in a suspected fracture to his ankle.
- b. Eleven reports had been received of injuries to licenced skydivers. 8 males and 3 females. The first was a skydiver with around 3,000 jumps on an 8-way FS jump who dislocated his shoulder on exit. He landed trying to flare with one handed, which caused a low turn on landing, he then fractured femur. The second was a jumper with 22 descents who hurt his back, he turned low, trying to avoid a hedge. One skydiver with 30 jumps flared late and damaged a tendon in his leg. Another with 120 jumps landed heavily on one foot and fractured her ankle. A skydiver with 484 jumps landed in a field, tripped, fell over and hurt his shoulder. Another with 614 jumps hurt his ankle on landing because of poor feet positioning. A jumper with 125 jumps fell forward on landing, put her arms out and dislocated her elbow. One jumper with 1,071 jumps broke his ankle, he did not flare enough in windy conditions. A skydiver with 1,120 jumps sustained a compressed vertebrae and cracked pelvis on landing, he had carried out a controlled 90 degree turn onto finals, his hands were in his toggles, all the way up and resting on his rear risers, however he made no attempt to slow down and hit the ground at full speed. A jumper with 2,700 jumps landed hard due to turbulence off of a building and fractured her ankle. The final report was a jumper with 8,150 jumps who landed on his right foot, fracturing his tibia and ankle, he was jumping a Velocity 79.
- c. Three reports had been received of malfunction/deployment problems for Student Skydivers. All male. One AFF Student with 16 jumps on a Consolidation jump, experienced a pilot chute in tow. Another student with 12 jumps had broken lines on deployment, he carried out his emergency procedures successfully. The third student, with 15 jumps was worried about his flapping slider and therefore went through his reserve drills.
- d. There had been twenty-four malfunction/deployment problem reports received for licenced skydivers. 20 males and 4 females. 10 of the incidents were skydivers experiencing twists and/or spinning canopies on deployment, including one on a wingsuit jump and another on a display, four of which were on very high-performance canopies. Two jumpers had pilot chutes in tow, one was a lazy throw and the other was the pilot-chute not being fully cocked. One skydiver had a line-over malfunction. Three reports were received for jumpers who had knotted lines on deployment. One report was for a bag-lock. One jumper was unable to pull the main deployment toggle out of the pouch. Another had the slider entangled with a riser causing a violent spin. One skydiver's cutaway pad was dislodged in free fall, when he deployed his main the main released and the skyhook deployed his reserve. One jumper had a damaged canopy, including broken lines. Another had a brake-lock. One jumper was unable to control his canopy on a CF jump due to the nose of the canopy being uneven, it was likely caused by the bridle/pilot chute retraction system distorting the canopy. Another had twisted risers, caused by a step-through when packing. Two of the jumpers had less than 50 jumps. 8 between 200 – 500 jumps. 6 had between 500 – 1,000 jumps. 4 had between 1,000 – 2,000 jumps. 3 had between 3,000 – 5,000 jumps and one had nearly 12,000 jumps.

- e. Two reports had been received for Tandem Student injuries. Both female. One Tandem pair experienced a hard opening, where the Student cut her finger on the chest strap and bruised her chest. The other was a student who had her toes down for landing and broke her ankle.
- f. Seven reports had been received for Tandem malfunctions/deployment problems. One Tandem Instructor being re-evaluated on a Tandem Instructor Course left the aircraft at 13,800ft and after 4-5 seconds pulled the primary handle by mistake. The canopy deployed at 11,800ft. Two reports were for line-over malfunctions. Two other reports were of tension knots. The last two were where sliders stuck at the top of the lines and the instructors was unable to get them down.
- g. One report was received of an AAD fire. A student on his 19<sup>th</sup> jump was unable to locate his main deployment toggle and continued to try until his AAD fired. The CI has decided that the student would to be given the malfunction lesson again and will be supervised on his next jump by an AFF Instructor.
- h. Nine reports had been received of off-landings. Two were AFF Students. One was a Tandem pair. The rest were licenced jumps, including a report of an FS formation load. The conditions were 15-18kts, with broken cloud at 5000ft where the DZ was clearly visible. There was some cloud near the PLA, so the jumpmaster decided to hold the exit to try and be clear of the cloud. This put the formation slightly deeper, but they all got back ok onto the airfield. The trail aircraft however, had issues with the lights and the green did not come on.

The videographer and 3 others saw the other aircrafts jumpers climbing out and decided to climb out anyway as they thought they must have a clear drop with the formation aircraft and left with them. One of the skydivers had seen the red light and knew not to leave, so 10 of them stayed on board. They asked for a second pass, but the pilot started descending. The pilot later stated he had said he was going to test the lights but the jumper he told did not understand or hear clearly, so when the pilot checked the lights they got out. They had quickly briefed a free flown 10-way speed star. The issue was that he had been descending away from the airfield. They got out about 1 mile downwind and landed well outside the airfield. The CI briefed them fully when they returned.

- i. A report had been received of a wing-suiter who had a hard opening and his helmet came off, and one for a static line student who caught his leg in the rigging lines as the canopy deployed, his shoe came off and freed his leg from the lines.
- j. A report was received of a glider overflying a PLA whilst canopies were in the air. The canopies landed safely. The glider did not react to attempts to contact it via radio. It appears to be poor flight planning by the glider pilot. The PTO has reported the incident to the British Gliding Association.

The Chair reported that since the Agenda had been sent out, one report had been received of a skydiver with 395 jumps who having completed a free-fly jump and threw his pilot chute, reached around saw the container open, but the bag was still in the container. He went through his reserve drills. The reserve opened. The main then started to inflate, a riser had not fully released. The jumper then released the riser. Another report was for an AFF Level 1 Student who was observed under what appeared to be a good canopy, but after about a minute the student was seen to cutaway and deploy his reserve. When questioned later, the student said that the main canopy looked 'too small'. He also said that the reserve looked too small as well. The student landed on the PLA, but the cutaway canopy landed on a power-line pole. The third report was another AFF Level 1 student who sprained his ankle on landing.

## 8. **PROPOSED CHANGES TO BRITISH SKYDIVING OPERATIONS MANUAL**

The Chair stated that he was aware of a number of CIs were part of a group messaging app where items of STC business were discussed. He said that he did not wish this to discourage discussion at STC meetings especially when items may involve significant safety related issues.

The Chair reported that the proposed amendments to the British Skydiving Operations Manual had been circulated with the Agenda:

1. At the last STC meeting (10 September 2020) a request was put forward for a long-time experienced AFF & Category System Instructor to be permitted endorse British Skydiving Licence Applications. The instructor did not hold an Advanced Instructor rating, which is the current minimum requirement to endorse applications.

That request was not successful. However, there was some sympathy regarding the request, as it was felt the current requirement caused some problems for members trained abroad by British Skydiving instructors.

The current requirement is in **SECTION 2 (DESIGNATION AND CLASSIFICATION OF SKYDIVERS), Paragraph 2 (British Skydiving National Licence), Sub-para 2.5.** which states:

***'2.5. British Skydiving Licence applications must be endorsed by an Advanced Instructor'***

After some consultation it is suggested that STC considers amending sub-para **2.5.** to read:

- 2.5.** British Skydiving Licence applications must be endorsed by at least a Category System or Accelerated Free Fall Instructor who has held the rating for a minimum of 5 years. In the case of an 'A' licence application the endorsing instructor must hold the type of rating (CSI or AFFI) for which system the applicant was qualified on.

***Note:*** *If the above suggestion is successful the Licence Application forms would need to be amended to reflect the changes.*

Following consideration, it was proposed by Richard Wheatley and seconded by Bryn Chaffe that the above proposed amendment to the British Skydiving Operations manual be accepted.

For: 2

Against: 22

Abstentions: 0

**Not Carried**

2. A request from Alex Busby-Hicks had been circulated with the Agenda asking STC to consider a change to the Operations Manual to enable CSIs to be able to carry out revision training for AFF students who have been cleared for consolidation descents.

Alex had stated that as well as AFF students trained in the UK, there is a steady flow of AFF students who have attended AFF courses abroad and return to the UK with several consolidation jumps remaining, CSIs can dispatch AFF students on consolidation jumps, however, the Operations Manual does not have provision for CSIs to conduct revision training for them.

Therefore, Alex is suggesting that **SECTION 5 (TRAINING), Paragraph 3 (Revision Training), sub-para 3.1 (AFF and the Category System)** be amended to include a new 3.1.2. that reads:

- 3.1.2. Category Systems Instructors who have been briefed by an AFFI and have a logbook endorsement may carry out revision training for AFF Students who have been cleared to make consolidation descents.

*Previous sub-paras 3.1.2 – 3.1.4. become 3.1.3 – 3.1.5.*

Following consideration, Alex Busby-Hicks stated that he wished to make it clear that the revision training must be completed by an appropriately qualified Instructor should a period of time exceed 1 month from the last revision session. It was agreed by those present that Para 3.1.2 be re-worded to reflect this:

- 3.1.2. Category Systems Instructors who have been briefed by an AFFI and have a logbook endorsement may carry out revision training for AFF Students who have been cleared to make consolidation descents, provided the period since the previous recorded revision training session does not exceed one month.

It was proposed by Jason Thompson and seconded by Paul Floyd that the above amended proposed change to the British Skydiving Operations Manual be accepted.

For: 23                      Against: 0                      Abstentions: 1 (Alex Busby-Hicks)

**Carried**

3. A request from Paul Floyd had been circulated with the Agenda for the Instructor to AFF Student ratio be increased from 1:4 to 1:6.

Paul had stated that he does not believe the increase in student numbers would adversely affect the student's overall performance.

Therefore, Paul is requesting that **SECTION (TRAINING), Paragraph 4 (AFF and the Category System)**, be changed to read:

No more than 6 AFF or 12 Category System Student Skydivers will be trained on any one course.

Following consideration, it was proposed by Dylan Bartle and seconded by Dave Wood that the above proposed amendment to the British Skydiving Operations manual be accepted.

For: 23                      Against: 0                      Abstentions: 1 (Paul Floyd)

**Carried**

4. A request from Bryn Chaffe had also been circulated with the Agenda, asking that the current Operations Manual requirement for AFF and Category System Students to receive a minimum of 6 hours ground training before making their first descents.

Bryn's paper stated that he believes that the current 6-hour rule is an arbitrary that does not represent the reality of the length of adequate training. The length of training should solely be dictated by the ability of the students to confirm and complete the training.

Therefore, it is proposed that **SECTION 2 (DESIGNATION AND CLASSIFICATION OF SKYDIVERS), Paragraph 4 (The Category System), Sub-para 4.1 (Category 1)**, change to read:

Has attended a ground school and has successfully completed the syllabus requirements as detailed in Section 5 (Training), Paragraph 2 (The Basic Training System Syllabus), sub-para 2.1 – 2.3 of this Manual.

and

**SECTION 2 (DESIGNATION AND CLASSIFICATION OF SKYDIVERS), Paragraph 5 (Accelerated Free Fall Levels)**, change to read:

Has attended a ground school and has successfully completed the syllabus requirements as detailed in Section 5 (Training), Paragraph 2 (The Basic Training System Syllabus), sub-para 2.1 – 2.3 of this Manual.

Following consideration, it was proposed by Alex Busby-Hicks and seconded by Kieran Brady that the above proposed amendment to the British Skydiving Operations manual be accepted.

For: 20                      Against: 2                      Abstentions: 2 (Bryn Chaffe, Hans Donner)

**Carried**

**9. CANOPY WORKING GROUP**

Mark Bayada spoke to his Interim Canopy Working Group Report, which had been circulated with the agenda and contained a number of proposals, which were considered and voted on individually.

Mark reported that since the last verbal report to STC, the Canopy Working Group has had further meetings and is able to make proposals to STC with regards to the implementation of a new system for Canopy Training.

Mark's report stated that the writing of manuals and coaching qualifications is proving to be a big task and very time consuming. To ensure that this will not be wasted, STCs approval is needed at this stage to ensure that the Working Group's recommendations are acceptable to STC.

Mark also stated that the wording in some of the proposals could be changed if required, as he just needed SCT to agree in principle, which would allow him to continue with the work of the Working Group. The COO stated that the paragraph numbers regarding the proposals would also likely change before final approval.

Mark's report stated:

1. General

It is requested that STC vote on the following proposals with an intended implementation date of 1 April 2021. Once STC has agreed to the proposals, all further documentations and manuals will be written, to be approved at the February STC meeting.

2. Canopy wing loading spread sheet

The spread sheet was first circulated to STC for information in March/April 2020. The spread sheet was devised following extensive research into landing accidents in the UK in the previous 10 years and into systems that have been adopted in other countries. It is the view of the Working Group that the implementation of the spread sheet will not only reduce the number of landing injuries but also their severity. The Working Group has discussed how this can be implemented to reduce injuries, but not be unduly restrictive for the jumpers. It was decided that the spread sheet should become mandatory, but that Chief Instructors can have the authority to allow dispensations, at their own PTO, if an adequate risk assessment has been carried out.

It is therefore proposed that: **The Operations Manual, SECTION 6 (EQUIPMENT), Paragraph 1 (Parachutes - General)**, is amended to include a new sub-para 1.6 that reads:

- 1.6. Skydivers must only use main canopies of a type and size that is within the guidelines on Form 330i-iii. In exceptional circumstances, CIs may grant permission to exceed the stated wing loading at their PTO when the following points have been considered and documented:

- a. Jumpers relevant experience
- b. Jumpers currency
- c. Wing loading to be exceed by
- d. Any restrictions to be placed on that jumper

Mark Bayada was able to answer a number of questions with regard to the Wing Loading chart and it was agreed that a copy of the chart be re-circulated to CIs with the Minutes.

Following consideration, it was proposed by Stacey Canning and seconded by Alex Busby-Hicks that the above proposed amendment to the British Skydiving Operations manual be accepted.

For: 23

Against: 0

Abstentions: 1 (Bryn Chaffe)

**Carried**

### 3. Canopy Training.

After a review of the current system, it has been decided that CH1, CH2, CP1 and CP2 should be replaced with a new system. The new system would comprise of additional canopy training for students followed by Canopy Training (CT) 1 to 4 for all licensed jumpers.

Additional canopy training would replace the existing CH1 and would be incorporated into the students' training as decided by the Chief Instructor in the same way that CH1 is now. The training would be carried out by the instructors, who would be trained and tested on teaching canopy training on their instructor courses. This would remove the requirement for them to be canopy coaches.

CT1 and 2 would then replace CH2 but would be more realistic for the jumper's experience and equipment they are using.

### 4. Canopy Training 1 (CT1).

Required for B License and the exercises would be carried out on student / intermediate type, lightly loaded canopies, and therefore exercises such as use of front or rear risers are omitted as they are of little benefit at this stage and due to the canopies being used, almost impossible for the jumper to know if they are doing it right or wrong.

### 5. Canopy Training 2 (CT2).

Required for C License or to allow the jumper a higher wing loading. This would normally be on an intermediate type canopy that although will still be lightly loaded, will have better performance and be more responsive. CT2 will concentrate on refining the skills already taught and converting the jumper from student type to more experienced equipment.

### 6. High Performance Landings.

The working group looked at the teaching of high-performance landings and recommends that they are split into two parts, both of which will require many more jumps. The aim will be to ensure that jumpers only progress at their pace and are never pressurized to carry out bigger turns because that is what is needed for the qualification. More jumps at each stage will ensure that they have adequate experience and competence before moving on the next stage.

### 7. Canopy Training 3 (CT3).

Introduction to high performance landings and turns up to 90 degrees. This will start with a number of straight in approaches under the direct supervision of a coach followed by a number of jumps during which they can practice the skill until competent. They will then carry out some check jumps with a coach before being introduced to carrying out a

turn. Following a number of jumps with a coach, they will again carry out a number of jumps before some final check jumps with a coach. As the number of solo jumps is high, 50 straight in approaches and 100 x 90 degree turns, it is proposed that they periodically have a landing observed by a coach/ qualified DZ controller.

#### 8. Canopy Training 4 (CT4).

High performance landings up to 270 degrees. Due to the increased risk it is proposed that before beginning training for CT4, the jumper has safely carried out a minimum of 200 logged high performance landings since qualifying CT3. Similar to CT3 training they will carry out some coached jumps followed by a number of individual jumps before some final check jumps. Due the more complex turn the number of jumps required will be much higher, 20 coached jumps followed by 500 logged individual jumps with a coach/qualified DZ controller's signature required every 50 jumps.

Therefore, it is proposed that the **Operations Manual, SECTION 2 (DESIGNATION AND CLASSIFICATION OF SKYDIVERS – SPORT PARACHUTISTS), Paragraph 4 (The Category System)**, be amended to include a new sub-para 4.9. to read:

#### **4.9. Additional Canopy Training**

Additional canopy training may take place throughout Student progression.

- 4.9.1. Flat turns on at least 3 descents.
- 4.9.2. Increased the range of the canopy using the toggles on at least 3 descents.
- 4.9.3. It is permissible to complete both 'flat turns' and 'increasing the range of the canopy using the toggles, exercises on the same descent.
- 4.9.4. Displayed a reasonable level of canopy handling, flying the correct landing pattern and landing safely in the intended landing area.
- 4.9.5. A Canopy training written examination.

Following consideration, it was proposed by Paul Floyd and seconded by Hans Donner that the above proposed amendment to the British Skydiving Operations manual be accepted.

**Carried Unanimously**

Also, that the **Operations Manual, SECTION 2 (DESIGNATION AND CLASSIFICATION OF SKYDIVERS – SPORT PARACHUTISTS), Paragraph 5 (Accelerated Free Fall Levels)**, be amended to include a new sub-para 5.9. to read:

#### **5.9. Additional Canopy Training**

Additional canopy training may take place throughout Student progression.

- 5.9.1. Flat turns on at least 3 descents.
- 5.9.2. Increased the range of the canopy using the toggles on at least 3 descents.
- 5.9.3. It is permissible to complete both 'flat turns' and 'increasing the range of the canopy using the toggles, exercises on the same descent.
- 5.9.4. Displayed a reasonable level of canopy handling, flying the correct landing pattern and landing safely in the intended landing area.
- 5.9.5. A Canopy training written examination.

Following consideration, it was proposed by Pete Sizer and seconded by Kieran Brady that the above proposed amendment to the British Skydiving Operations manual be accepted.

**Carried Unanimously**

It is proposed that the **Operations Manual, SECTION 2 (DESIGNATION AND CLASSIFICATION OF SKYDIVERS – SPORT PARACHUTISTS), Section 6 (The Grading System)**, be amended to include a new Sub-para at 6.2. for Canopy Training (CT). This sub-para will replace the previous CH & CP sub-paras. To read:

## **6.2. Canopy Training (CT)**

- 6.2.1 To obtain Grade 1 in Canopy Training (CT1) the skydiver must be an 'A' Licence skydiver and be introduced to CT1 by a CI/Advanced Instructor nominated 'C' Licence or above CT2 Grade skydiver or equivalent of proven CT instructional ability, have received a full safety brief and been instructed, both theoretically and practically in canopy training relevant to CT1, and has successfully achieved the following:
- a. Demonstrate the ability on 5 descents to carry out the correct landing pattern for that PLA in the conditions of the day and land safely on the intended landing area.
  - b. Completed 5 pre-declared safe landings, within an area of 50 metres diameter.
  - c. Check the stall point, fly the canopy on deep brakes and carry out flat turns on at least 3 descents.
  - d. Rear riser turns, as an avoidance manoeuvre, on at least 3 descents.
  - e. A CT1 written examination.
- 6.2.2 Skydivers must have successfully completed CT1 before applying for a 'B' Licence.
- 6.2.3 Training programmes other than those contained in the British Skydiving Canopy Handling Manual are acceptable for training for C, provided all the requirements of sub-para 6.2.2. (above) are met.
- 6.2.4 It is permissible to complete riser exercises and a pre-declared landing on the same descent. However, risers are not to be used as part of the landing pattern.

*N.B.(6) CT1 written examination can be found on Form 241.*

*N.B.(7) The requirements for obtaining CT1 may be found on Form 247.*

*N.B.(8) The qualifications to become a Basic CT coach may be found on Form 134B.*

- 6.3.1 To obtain Grade 2 in Canopy Training (CT2) the skydiver must be an B Licence skydiver and be introduced to CT2 by a CI/Advanced Instructor nominated 'C' Licence or above CT2 Grade skydiver or equivalent of proven CT instructional ability, have received a full safety brief and been instructed, both theoretically and practically in canopy training relevant to CT2, and has successfully achieved the following:
- a. Check the stall point using toggles, fly the canopy on deep brakes and carry out flat turns on at least 3 descents.
  - b. Check the stall point using rear risers and fly the canopy using risers on at least 3 descents.
  - b. Demonstrate the ability to carry out the correct landing pattern for that PLA in the conditions.
  - c. of the day without conflicting with other jumpers and land safely on the intended landing area.

- d. Completed 5 pre-declared safe landings, within an area of 25 meters diameter.
  - e. Rear riser turns, as an avoidance maneuver, on at least 3 descents.
  - f. Receive a full safety brief on any actions carried out under canopy that may cause distraction such as: Collapsing and stowing of slider, loosening of chest strap, removal of booties and use of camera.
  - g. A CT2 written examination.
- 6.3.2. Skydivers must have successfully completed CT2 before applying for a 'C' Licence.
- 6.3.3. Training programmes other than those contained in the British Skydiving Canopy Handling Manual are acceptable for training for CT2, provided all the requirements of sub-para 6.3.1. (above) are met.
- 6.3.4. It is permissible to complete riser exercises and a pre-declared landing on the same descent. However, risers are not to be used as part of the landing pattern.

*N.B.(9) CT2 written examination can be found on Form 241.*

*N.B.(10) The requirements for obtaining CT2 may be found on Form 247.*

*N.B.(11) The qualifications to become a Basic CT coach may be found on Form 134B.*

- 6.4.1. Prior to starting training for Grade 3 in Canopy Training (CT3) the skydiver must be a C licence jumper with the recommendation of a CI, have completed 300 descents, 100 of which must have been completed within the previous 12 months, including a minimum of 25 on the type and size of canopy to be jumped.
- 6.4.2. To obtain Grade 3 in Canopy Training (CT3) the skydiver must hold a 'C' Licence and a Grade 2 in CT (CT2) and be introduced to CT3 by a CI/Advanced Instructor nominated 'D' Licence or above CT4 Grade skydiver or equivalent of proven CT instructional ability or Canopy coach and have a log book endorsement from the CI/Advanced instructor, have received a full safety brief and been instructed, both theoretically and practically in canopy piloting relevant to CT3, and has successfully achieved the following:
- a. Proficiency at conducting canopy drills (dive recovery techniques, straight and approaches up to 90 degree turns) at altitudes above 3,000ft AGL.
  - b. Proficient, high-performance landings, using front risers during a straight on approach, on at least 50 consecutive descents.
  - c. Proficient, high-performance landings, using a front riser/harness to create a final approach turn of up to 90 degrees, on at least 100 descents.
  - d. A CT3 written examination.
- 6.4.3. Initially in air drills and high-performance landings must be supervised by a CI nominated CT coach or equivalent. Student Canopy Training candidate may then practise their skills. The CT Student must not progress to the next stage unless a CI nominated CT coach or equivalent has endorsed Form 248.

- 6.4.4. All successful high-performance landings must be validated by a CT coach or equivalent using Form 248. The candidate must also countersign the coach's validation on Form 248.
- 6.4.5. Upon successful completion of each stage the candidate must not attempt larger degree final approach turns before gaining a requisite amount of experience as dictated by a CT coach or equivalent, who has evaluated the candidate over a reasonable period of time.
- 6.4.6. Training programmes other than those contained in the British Skydiving Canopy Training Manual are acceptable for training for CT1, provided all the requirements of sub-para 6.4.1. (above) are met.
- 6.4.7. Skydivers who have not been awarded CT3 must not attempt unsupervised high performance/swoop landings. Skills should only be practised at a PTO where a CT coach or equivalent is available for guidance.
- 6.4.8. British Skydiving 'C' Licence CT2 Grade skydivers who hold Official 'Pro Swooping Tour' 'Advanced' qualification are deemed to have qualified as CT3.

*N.B.(12) CT3 written examination can be found on Form 249.*

- 6.4.9. Prior to starting training for Grade 4 in Canopy Training (CT4) the skydiver must hold CT3 and 200 jumps logged high performance landings since qualifying CT3, 100 of which must have been completed within the previous 12 months, including a minimum of 25 high performance landings on the type and size of canopy to be jumped. They must have the recommendation of a CI and the coach who is going to carry out training and who has personally observed a landing of 90 degrees and is satisfied that the safe to begin training for CT4.
- 6.4.10. To obtain Grade 4 in Canopy Training (CT4) the skydiver must hold a Grade 4 in CT (CT3) and be introduced to CT4 by a CI/Advanced Instructor nominated 'D' Licence or above CT4 Grade skydiver or equivalent of proven CT instructional ability or Canopy Training coach and have a log book endorsement from the CI/Advanced instructor, have received a full safety brief and been instructed, both theoretically and practically in canopy piloting relevant to CT4, and has successfully achieved the following:
  - a. Proficiency at conducting canopy drills (dive recovery techniques, straight and approaches up to 270 degree turns) at altitudes above 3,000ft AGL.
  - a. Proficient, high-performance landings, using a front riser/harness to create a final approach turn of 270 degrees, on at least 500 descents.
- 6.4.11. British Skydiving 'D' Licence CT3 Grade skydivers who hold Official 'Pro Swooping Tour' 'Pro' qualification are deemed to have qualified as CT4.

*N.B.(13) The qualifications to become a CT coach may be found on Form 134C.*

Following consideration, it was proposed by Paul Floyd and seconded by Paul Yeoman that the above proposed amendment to the British Skydiving Operations manual be accepted.

**Carried Unanimously**

## 9. Landing Areas

The landing area itself and the confliction between jumpers has been a contributory factor in number of incidents and injuries. The working group recommend that any skydiver carrying out a final turn to land of over 90 degrees lands in a designated part of the PLA and that area is fully risk assessed and has specific SOPs for who can use it, when and how.

Therefore, it is proposed that **Operations Manual, SECTION 7 (PARACHUTE LANDING AREAS / DROPPING ZONES), Paragraph 3 (Parachute Landing Areas)**, be amended to include a new sub-para 3.3. to read:

- 3.3. High performance landings with a final turn over 90 degrees are only to be carried out onto designated high-performance landing areas cleared by the STO and/or COO, or STO/COO nominated IE. When clearing these areas, the following will need to be considered and SOPs written for their control:
- a. Size of area.
  - b. Proximity to hazards.
  - c. De-confliction with other jumpers.
  - d. Qualification and currency of jumpers using that area.

Following consideration, it was proposed by Pete Sizer and seconded by Dylan Bartle that the above proposed amendment to the British Skydiving Operations manual be accepted.

For: 23

Against: 0

Abstentions: 1 (Richard Wheatley)

**Carried**

It is also proposed that **Operations Manual, SECTION 10 (SAFETY), Paragraph 5 (Safety During Skydiving Descents)**, be amended to include a new sub-para 5.6. to read:

- 5.6. High performance landings with a final turn over 90 degrees should only be carried out by qualified skydivers, cleared by the CI or skydivers under instruction, onto approved high-performance landing areas (see Section 7 para 3.3).

Following consideration, it was proposed by Martin White and seconded by Hans Donner that the above proposed amendment to the British Skydiving Operations manual be accepted.

**Carried Unanimously**

## 10. Canopy Piloting Competitions.

Currently CP2 is the minimum qualification to compete at a British Skydiving Canopy Piloting Competition (Operations manual Section 2 para 6.3.10). The working group decided that having a minimum qualification required can lead to some jumpers trying to perform a bigger degree of turn than they are ready for, just to be able to enter a competition. It would be more effective to hold specific qualifying events, organized by British Skydiving and authorized by the Elite Performance Committee where new canopy pilots could be assessed and coached to ensure that they at a standard that would allow them to compete safely.

It is therefore proposed that the **Operations Manual, SECTION 2 (DESIGNATION AND CLASSIFICATION OF SKYDIVERS - SPORT PARACHUTISTS), Paragraph 6 (The Grading System), Sub-para 6.3.10.** be amended to read:

- 6.3.10. Before being permitted to take part in a British Skydiving Canopy Piloting competition, the skydiver must be a D Licence skydiver, have a recommendation from a Chief Instructor, a Canopy Training Coach and have attended a qualification event organised by or acceptable to British Skydiving.

Following consideration, it was proposed by Stacey Canning and seconded by Bryn Chaffe that the above proposed amendment to the British Skydiving Operations manual be accepted.

**Carried Unanimously**

11. Canopy Training Coaches.

Mark Bayada reported there is still much work to be done on the coach 's qualification however the outline plan is to have two categories of coach.

**Basic Canopy Training Coach.** To coach training for CT1 and CT2.

**Full Canopy Training Coach.** To coach skydivers training for CT3 and 4.

With STC approval, a more detailed proposal for the coach qualification will be presented at a later meeting.

***Note: It is the intention that these Operations Manual Amendment would not be incorporated until next April.***

The Chair thanked the WG for their continued work.

**10. STC & RIGGERS' SUBCOMMITTEE TERMS OF REFERENCE (FORMS 160 & 194) – ANNUAL REVIEW**

The COO reported that it is Council policy that the Terms of Reference for all the Committees of Council are reviewed annually, towards the end of the year.

Both the Terms of Reference for STC and the Riggers' Subcommittees had been circulated with the Agenda. There have been no suggested changes this year.

It was proposed by Pete Sizer and seconded by Paul Floyd that no changes be made to the Terms of Reference for STC or the Riggers' Subcommittee.

**Carried Unanimously**

The Chair stated that he believed that it is Council's intention that the Terms of Reference for both STC and Rigger's Subcommittees will be reviewed by Council during 2021.

**11. TANDEM INSTRUCTOR COURSE, 14 - 16 SEPTEMBER 2020, APA/JSPW-NETHERAVON**

The Chair reported because of the Covid-19 pandemic all planned Instructors Courses from March 2020 were cancelled for the year. However, a 'Trial' Tandem Instructor course was conducted between 14 16 September to ascertain the feasibility of conducting a course and stay fully Covid-19 compliant with government guidelines and rules.

The course was successful, but it was not considered possible to run other types of courses at this time, or further Tandem Instructor course during 2020.

British Skydiving would like to thank the APA and JSPW- Netheravon for hosting the course and for making available to the Association the full use of the Centre's training facilities.

The Chair stated that there was one recommendation from the course that needs to be voted on:

'That Jon Moulder, who is now a Tandem Instructor Ground TI (G), be allowed to regain full Tandem Instructor Status after a period of six months, where he will be required to attend a full Tandem Instructor Course.'

It was proposed by Reg Green and seconded by Stacey Canning that the above recommendation be accepted.

For: 23

Against: 0

Abstentions: 1 (Richard Wheatley)

**Carried**

The Chair stated that because of the continuing problems regarding to Covid-19, it is likely that that some Basic Instructors and others who were automatically given extensions to their ratings, will have their expire before they are able to attend a course. Can CIs check if that is likely to happen to any rating holders at their centre, and if so, request extensions, if they feel they are warranted in time for the next STC meeting, scheduled for February.

**12. PERMISSIONS**

- a. A request from Paul Floyd had been circulated with the agenda requesting that Ryan Stew, who's CSI rating lapsed in March 2018, be permitted to attend the CSI examination course without the need to attend the CSBI again owing to him having already previously held the rating.

Paul's letter stated that Ryan had shown an interest in gaining his Tandem and AFFI ratings in the coming seasons. Ryan is keen to have his CSI re-instated, allowing him to teach at both LPS and JSPW-Netheravon and in time attend his TI and AFFI rating on courses as they become available.

Following consideration, it was proposed by Martin White and seconded by Jason Thompson that the above request be accepted.

For: 23

Against:0

Abstentions: 1 (Paul Floyd)

**Carried**

- b. A request had been circulated with the Agenda from Bryn Chaffe stating that Ian Batey's 18-month time period in which to attend an Advanced Instructor Course following his attendance on a Pre-Advanced Instructor Assessment Course expires in December 2020. Therefore, Bryn is requesting that the 18-month period be extended by 9-months. This is because Ian has been unable to attend a course due to the Covid-19 pandemic.

Following consideration, it was proposed by Gary Small and seconded by Kieran Brady that the above request be accepted.

For: 23

Against:0

Abstentions: 1 (Bryn Chaffe)

**Carried**

**13. A.O.B**

- a. A request from Ryan Mancey had been circulated with the Agenda for a change to the operating restriction at Old Sarum Airfield.

Ryan's request stated that GoSkydive at Old Sarum has been cleared to carry out AFF training for many years now. However, until this last season, they have only had 'A' licence and above cleared to carry out skydives through the GoSkydive apprenticeship. During the 2020 season they have completed around 70 AFF jumps without any problems. Ryan believes that the current restrictions were wise to begin with but are now too restrictive and have prevented them from jumping students in what he would consider to be perfectly workable conditions.

The PTO's current restrictions agreed by STC on 30 September 2010 are:

*'FAI A Certificate holders and Students are permitted to jump. Student Parachutists must plan to hand facing in westerly or easterly direction.*

*Therefore, all Student parachutists are only permitted to jump when the wind is in a westerly or easterly direction or when the wind is less than 5 knots in a northerly or southerly direction. In addition, there would only be one solo student exiting the aircraft per pass all solo students will be equipped with a radio.'*

Ryan is requesting that the restrictions are changed to:

- *Student skydivers will be permitted to jump when there is a runway crosswind component of 10kts or less. (Wind coming across the runway)*
- *AFF Level 1 will be completed as Tandem AFF Conversion Training.*
- *No more than two solo students to be dispatched per pass.*
- *All solo students up to AFF Level 7 must be equipped with a radio.*

Ryan's request had stated the reasons for the proposed changes:

- The original restrictions mention students landing in an east/west direction in order to avoid conflict with the runway as well as the built-up areas to the North and South. This in his opinion was very vague, bearing in mind that the runway is on 240/060 degrees. (south-west / north-east). By changing the wording to a runway crosswind component, this gives a much more realistic wind direction to work with.
- There are six student rigs at GoSkydive, all containing PD Navigators - 280's, 260's and 240 square foot. Even the lightest AFF student will have a forward speed greater than 10kts when in full drive and should therefore be able to position themselves to not land on, or across the runway, or glide themselves to an alternative landing area. Also, a landing direction arrow is in use to indicate the landing direction.
- Having to complete AFF Level 1 as 'Tandem AFF Conversion Training', the student skydiver would have already flown a landing pattern at Old Sarum and have been assessed by the instructor who flew with them and familiarised them with the local features from the air.
- Having completed around 70 AFF student skydives and many hundreds of 'A' licence and above skydives using the student canopies at Old Sarum, it is Ryan's opinion as CI that there is more than enough room to dispatch two solo students.
- The current airfield restriction is that 'all solo students are to be equipped with radios. In the British Skydiving Operations Manual it states that solo students must be equipped with a radio for at least the first three descents. Ryan would have AFF students be equipped with radios up to level 7 and then perhaps longer on an individual basis (For instance if confidence was an issue, or a long break between jumps).
- Ryan feels that if these changes to their restrictions are made, it will be easier to keep their solo students 'current' through the year, with far fewer 'long breaks' though their student progression due to weather that would be perfectly jumpable elsewhere.
- When the original restrictions were made, Old Sarum was quite an active airfield with many businesses on it and many visiting pilots. Currently the only businesses operating at Old Sarum are GoSkydive and GoFly (a small flying school with one aircraft).

The Chair reported that he had visited the site in relation to this matter and is happy to support this proposal.

Following consideration, it was proposed by Alex Busby-Hicks and seconded by Andy Clark that the above request be accepted.

For: 23

Against:0

Abstentions: 1 (Ryan Mancey)

**Carried**

- b. A request from Chris McCann had been received after the Agenda had been circulated. The request is to extend the AFFBI rating for Billy Payn, whose rating is due to expire at the end of November 2020. Billy had not been able get on a course because of the Pandemic.

Following consideration, it was proposed by Paul Floyd and seconded by Richard Wheatley that Billy Payn be awarded a 6-month extension to his AFFBI rating.

**Carried Unanimously**

Alex Busby-Hicks asked whether STC could consider a 'blanket' extension for BI ratings, as due to the Covid-19 Pandemic there may be a significant number of requests in the next few months. The COO stated that this was something that could be considered at the next meeting.

Bryn Chaffe asked whether the COO & STO could deal with BI extensions on a daily basis without coming to STC first particularly in light of the current situation. The COO stated that this had been considered by STC in the past, but no proposal had been submitted.

Reg Green asked whether a proposal could be dealt with this evening. However, the COO pointed out that as it involved an amendment to the Operations Manual to allow for this, a proposal would need to go out with the Agenda. Those present stated that they were happy with a proposal being considered this evening with the proviso that the COO / STO circulates an e-mail the following day to ensure that no one objected to the Operations Manual amendment.

Following further consideration, it was proposed by Bryn Chaffe and seconded by Paul Floyd that the COO and/or STO should be permitted to extend ratings without going to STC first for approval.

**Carried Unanimously**

**NOTE:**

Following the meeting, CIs were advised of the proposed wording to the Operations Manual and no objections were raised:

**SECTION 8 (SKYDIVING LIMITATIONS), Paragraph 1 (General), add new sub-para 1.2. to read:**

- 1.2 The COO and/or STO may extend member's ratings for up to 6-months without referring the ratings to STC prior to the extension being awarded, provided that the member has a recommendation from a CI.

**Note: Previous Paragraph 1, becomes sub-para 1.1.**

- c. An addition to the agenda had been sent out to CIs on Monday detailing two proposals by the British Skydiving Medical Adviser, Dr John Carter, that STC exempts all instructors operating at affiliated PTOs, wherever normal recertification facilities are not available, from the normal validity periods for instructor medical certificates depending on the date of expiry of original doctor's certificate, as follows:
- i. Certificates expiring on or after 16 March 2020 and on or before 8 October 2020 may be extended from the date of initial approval by STC in May 2020 until 22 November 2020, both dates inclusive.

- ii. Certificates expiring on or after 9th October and on or before 22 November 2020 may be extended by up to a maximum of 45 days and in any case to no later than 31st December, whichever is sooner.

Both exemptions are subject to the following conditions and notes:

Conditions:

1. Instructors should retain their (expired) medical certificate as evidence of their eligibility for this extension.
2. Medical certificates with an expiry date that falls before 16 March 2020 are not eligible for any part of this exemption
3. Medical certificate holders who are under additional medical surveillance (e.g. by their AME or other certifying doctor) should continue to comply with the specified requirements (e.g. provision of reports or attending physical or virtual reviews) imposed by their AME/Certifying Doctor. Failure to do so may invalidate their medical certificate and/or the applicability of this exemption to them. If difficulties arise the certificate holder should contact their AME/Certifying Doctor who may need to discuss with the Association's medical adviser.
4. All instructors remain subject to the obligations of the declaration that they signed on the front of their medical certificate (whether that certificate is expired or current).
5. All instructors benefiting from this extension will complete a Covid19 medical declaration (British Skydiving Form 116X).

Notes:

- i. The exemption applies only to instructor medical certificate holders.
- ii. Student Tandem, Solo Student and Solo Parachutist medical certificates are not included in the terms of the exemption. They are normally used when there is a specific medical problem present that needs medical certification.
- iii. In the exemption period, instructors who might benefit from the exemption, do not have to defer their medical examination. This means that medical certificate holders can (and indeed should) still choose to have a medical if they and their certifying doctor are both able and safe to do so whilst following Government and Public Health Guidance. If your usual certifying doctor is unable to perform medicals, ask if there are colleagues in the area who may be able to help. Alternatively, check the CAA web site <https://www.caa.co.uk/medical> for links to identify approved medical examiners.
- iv. Medical certificates with an expiry date that falls before 16th March 2020 are not eligible for this exemption. In the middle of the current health care crisis it will not be possible to distinguish between certificates that expired earlier and were not renewed due to oversight and those that expired earlier and were not renewed due to medical problems or illness. Certificates that expired before 16th March will need to be renewed through the normal medical process and instructors will be unable to exercise the privileges of their rating until the medical is renewed.
- v. Only ONE exemption can be used on a medical certificate. There is NO facility to extend a medical certificate to 22nd November and then extend it for a second time by a further 45 days.
- vi. In this period (and possibly beyond), there will be a few medical certificate holders who need to provide specialist reports to their certifying doctor in the normal way to maintain their certification status. These actions should continue, and medical certificate holders should make best endeavours to provide the reports as required. There are advantages for the instructor in planning ahead to procure these early to avoid subsequent difficulties. If there are difficulties which cannot be overcome, early discussion with the certifying doctor may sometimes result in special arrangements or deadline extensions. However, because safety assurance is a primary concern, some individuals could lose certification under these circumstances.

- vii. No PTO will be required to accept this medical certificate exemption for their instructors if they do not wish to do so. If, following a risk assessment, you decide to operate only with instructors whose medicals are still in date, you are entitled to do so.
- viii. Having an extension period for medical certificates does NOT mean that it is immediately safe, or in the public interest, to be running a skydiving operation. All Government and Public Health guidelines on travel, meeting, distancing, and unnecessary contact should still be followed.

The Medical Advisor provided further details and stated that he realised that these extensions were only covering a short period, but our medical system is closely linked to that of CAA Class 2 medicals for private pilots and until the CAA feels it appropriate to extend that by more than 45 days and past the 22 November it would be difficult for us to justify doing it.

He stated that perhaps we should consider having a process of automatic extensions if the CAA extends the process. However, that would mean an entirely different proposal.

Kieran Brady stated that he understood why the Tandem Instructor medical was closely linked to the CAA process for pilots. However, he believed that the other Instructor ratings could be looked at separately.

The Medical Advisor stated that if STC wished to see a separate system for non-Tandem Instructors, this could be considered, but would involve a separate proposal.

The COO stated that the reason that this proposal had come about initially was that a couple of Instructors had been unable to get a Doctors' Medical due to the current lockdown. He felt that it may not involve a great many Instructors anyway, and he did not foresee it as a problem.

There followed some discussion, those present felt that perhaps some thought be given to STC automatically extending Instructor medicals as the CAA issues further extensions to their Class 2 medicals depending on what the CAA may plan.

Following further consideration, a counter proposal was tabled by Pete Sizer, seconded by Stuart Meacock that British Skydiving Instructor Medical extensions will be granted in line with CAA Class 2 Medical extensions from the 22 November.

#### **Carried Unanimously**

- d. The Chair asked CIs if they have anyone, they wished to nominate for the Mike Forge Trophy (New Skydiver of the Year), to please send details of their nomination to the Chief Operating Officer before the end of the year. He stated that last year we only received a couple of nominations. Therefore, it is worth nominating someone CIs feel is worthy.
- e. The Chair reported that the PTO Annual Return and Re-Affiliation forms had been circulated a couple of weeks ago. He asked if PTOs would kindly complete the forms as soon as possible once you have finished jumping for 2020. He stated that the Annual Return forms are the most urgent. The Re-Affiliation forms can be sent back a little later.
- f. The Chair extended his thanks to STC members for their support throughout this unhappy year and wished them a Merry Christmas and a Happy New Year. He reported that there will not be hosting a physical Expo in January, but it is hoped that something virtual will be organised. Unfortunately, we also will not be hosting a Safety Day for Tandem Instructors or Riggers & Advanced Packers.

**14. DATE OF NEXT MEETING**

Provisionally: 11 February 2021

The meeting closed at 21:05 (duration 2:05)

**Attached:**

**Amendments to the British Skydiving Operations Manual, 17 November 2020**

**Distribution:** Chair British Skydiving, Council, CIs, All Riggers, Advanced Packers, CAA, Editor – Skydive the Mag, File

Approved by STC on 11 February 2021  
Published on 12 February 2021

## **AMENDMENTS TO BRITISH SKYDIVING OPERATIONS MANUAL**

At the STC meeting of 17 November 2020, the following amendments to the British Skydiving Operations Manual were accepted.

### **SECTION 2 (DESIGNATION AND CLASSIFICATION OF SKYDIVERS), Paragraph 4 (The Category System), Sub-para 4.1 (Category 1)**, Change to read:

#### **4.1. Category 1**

Has attended a ground school and has successfully completed the syllabus requirements as detailed in Section 5 (Training), Paragraph 2 (The Basic Training System Syllabus), sub-para 2.1 – 2.3 of this Manual.

### **SECTION 2 (DESIGNATION AND CLASSIFICATION OF SKYDIVERS), Paragraph 5 (Accelerated Free Fall Levels)**, Change to read:

Has attended a ground school and has successfully completed the syllabus requirements as detailed in Section 5 (Training), Paragraph 2 (The Basic Training System Syllabus), sub-para 2.1 – 2.3 of this Manual.

### **SECTION 5 (TRAINING), Paragraph 3, (Revision Training), Sub-para 3.1. (AFF and the Category System), 3.1.2.** Replace previous 3.1.2. to read:

- 3.1.2. Category Systems Instructors who have been briefed by an AFFI and have a logbook endorsement may carry out revision training for AFF Students who have been cleared to make consolidation descents, provided the period since the previous recorded revision training session does not exceed one month.

**Note:** Previous sub-paras 3.1.2 – 3.1.4. now becomes sub-paras 3.1.3 – 3.1.5.

### **SECTION 5 (TRAINING), Paragraph 4, (AFF and the Category System)**, Change to read:

No more than 6 AFF or 12 Category System Student Skydivers will be trained on any one Course.

### **SECTION 8 (SKYDIVING LIMITATIONS), Paragraph 1 (General), add new sub-para 1.2.** To read:

- 1.1. The COO and/or STO may extend member's ratings for up to 6-months without referring the ratings to STC prior to the extension being awarded, provided that the member has a recommendation from a CI.

**Note:** Previous Paragraph 1, becomes sub-para 1.1.