

## Safety & Training Committee

Minutes of the virtual meeting held by Microsoft Teams on  
**Thursday 11 February 2021**

<b>Present:</b>	Jeff Montgomery	-	Chair STC/STO
	Iain Anderson	-	St Andrews
	Dylan Bartle	-	RAFSPA / JSPC (WOTG)
	Kieran Brady	-	Skydive Strathallan
	Alex Busby-Hicks	-	Skydive Tilstock / Council
	Stacey Canning	-	APA
	Mike Carruthers	-	Skydive North West
	Kris Cavill	-	Target Skysports
	Bryn Chaffe	-	Sky High Skydiving
	Andy Clark	-	Wild Geese
	Paul Floyd	-	Skydiving London
	Reg Green	-	Pilgrims
	Ryan Mancey	-	Go Skydive
	Chris McCann	-	Sibson Skydivers
	Stuart Meacock	-	Hinton Skydiving
	Sara Orton	-	Skydive GB
	Mal Richardson	-	Skydive Jersey
	Pete Sizer	-	Chair Riggers' Subcommittee/Headcorn
	Gary Small	-	Skydive Chatteris
	Billy Steele	-	Skydive Snowdonia
	Jason Thompson	-	Beccles Skydivers
	Jason Webster	-	JSPW(N)
	Richard Wheatley	-	Skydive Langar
	Jim White	-	Paragon
	Martin White	-	Cyprus
	Paul Yeoman	-	Black Knights
<b>Apologies for Absence:</b>	Jason Farrant	-	Skydive Buzz
<b>In attendance:</b>	Mary Barratt	-	Council
	Mark Bayada	-	Council / Chair Canopy Working Group
	Tony Butler	-	Chief Operating Officer
	Dr John Carter <i>(for item 8)</i>	-	Medical Adviser / RSWG Medical Panel
	Angel Fernandez	-	Communications Manager
	Rob Hartley	-	Independent Director
	John Hitchen	-	Vice President
	Kate Lindsley	-	Council
	Trudy Kemp	-	Assistant to COO/STO / Secretary
	Tony Knight	-	Aviation Advisor
	Ally Milne	-	Canopy Working Group
	Craig Poxon	-	Chair of Council
	Noel Purcell	-	Canopy Working Group
	Martin Reynolds	-	Canopy Working Group
	Nick Robinson	-	Canopy Working Group
	Joanne Shaw	-	Independent Director
	Eleanor Southworth	-	Council
	Rob Spour	-	Council

**ITEM MINUTE**

**1. WELCOME**

The Chair welcomed all involved to the 1<sup>st</sup> STC meeting of 2021 and introduced two new Chief Instructors: Billy Steele and Jason Webster and also to the two new Independent Directors: Rob Hartley and Joanne Shaw.

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.

**Meeting Papers/Documents:**

The Chair reminded CIs to please ensure that they submit meeting papers, i.e. Agenda items and response papers in a timely manner.

**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 17 NOVEMBER 2020**

It was proposed by Martin White, seconded by Paul Floyd, that the Minutes of the meeting on 17 November 2020 be accepted.

**Carried Unanimously**

**4. MATTERS ARISING FROM THE STC MEETING OF 17 NOVEMBER 2020**

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

**5. RIGGING MATTERS**

Pete Sizer reported that since the last STC meeting in November, only one Rigging related incident report had been received:

**5.1 Incident**

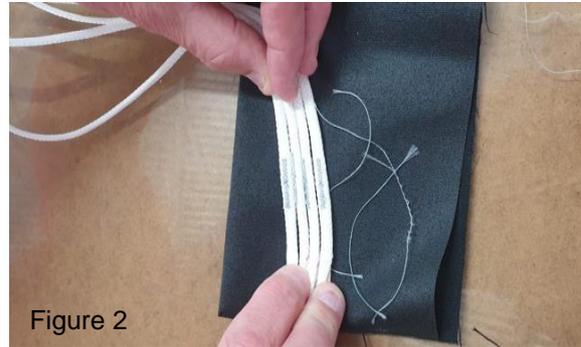
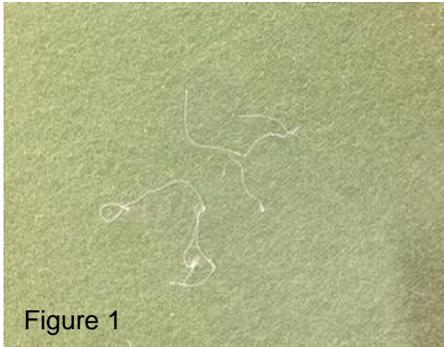
A jumper with approximately 40 descents was packing a main canopy, when he noticed that one of the rigging lines (B2) appeared to be loose at the point of attachment to the connector link on the front right riser. The Canopy was a Skymaster 290. The jumper also holds a packing certificate.

A member of staff was informed and during closer inspection, it was noticed that the line was not attached to the connector and appeared to be missing the bar tack which keeps

the finger trap in place. The inspection also showed some fraying on the line where the bar tack should have been.

The canopy had undergone a reline in October 2020 by the PTO Rigger and since then carried out a total of 6 jumps from the date of the reline, two of those on the day of the incident. At the time of the reline, all bar tacks were inspected and found to be present. The line set was identified as a PISA line set.

Sometime after the incident was reported, pieces of thread were found in the area where the main canopy had been packed, (see Figure 1). The colour of the thread was found to be same colour as the bar tacks on the remainder of the lines (see Figure 2).



The Chief Instructor asked members of staff, and students on the course who were present, if anyone had removed any thread from any of the equipment to which everyone answered "no".

Subsequently, a full inspection of all sets of parachute equipment was carried and no further damage was found to any of the bar tacks.

It remains uncertain what caused the thread to become loose or the bar tack to become undone, however, a number of reasons may have contributed to the cause.

- The manufacturers bar tack may have been stitched on under poor tension, allowing to the thread slowly to pull apart over time.
- The riser had a slider stop covering the connector link, however, the position of the bar tack lies just above the top edge of the slider stop, exposing the bar tacks to any possible friction from the slider grommet. It is unlikely that that amount of damage could have been caused by friction over 6 descents.
- A further cause may be that possible exposed thread from a loose bar tack may have been manually pulled, which may explain how the thread was found in four separate pieces and in roughly the same location where the main canopy was packed. However, there is no evidence to suggest that this was the cause for the line to become loose.

The CI has updated his SMS and instructed his staff to enhance the supervision over the packing of parachute equipment during any courses.

## **5.2 Service Bulletin**

Pete Sizer reported that he had just been notified of a manufacturers Service Bulletin from UPT concerning an issue with Vector SE (Student) containers. A copy of the Bulletin would be circulated for information and attached to the Minutes (Appendix 1).

## **6. PILOTS' SPECIALIST INTEREST GROUP REPORT FOR 2020**

The Chair reported that there was no Pilots' Specialist Interest Group (SIG) meeting this January as the Expo did not take place. Therefore, a report was produced which had been circulated to CIs and Pilots in early January.

The report included details of GASCo meetings from Kieran Brady, and Aviation Matters from Tony Knight.

Both Tony Knight and Kieran Brady were present this evening. There no questions raised by those present relating to their respective reports.

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

The Chair reported that there had not been a great deal of skydiving since the last STC meeting on 12 November 2020, which was reflected by the small number of Injury/Incident reports received:

- a. Three Injury reports had been received for Student Skydivers. All males. The first was a Static Line Student on his second jump, who landed awkwardly and strained his foot. The second was another Static Line Student who, after his third jump, reported that he had an aggravated ear drum. It was later discovered that he had previously perforated his ear drum in 2017. The third was a Student with 33 jumps who landed downwind and slid into a concrete block and then banged his head on a truck. The report stated that the student had plenty of time to get back to the PLA or find an alternative landing area, but there was a lack of decision making. He sustained a bruised hip.
- b. One report had been received of malfunction/deployment problem for a Student Skydiver. A female. This was an AFF Student on her 33<sup>rd</sup> jump, which was a Consolidation jump. She made two attempts to pull the deployment toggle, but was unable, so she carried out her emergency drills and landed without further injury. She is 1.6m (5ft 3ins) and weighs 55kg (121lbs).
- c. There had been three malfunction/deployment problem reports received for licensed skydivers. 2 males and 1 female. The first was a jumper with 167 descents. Her canopy started turning upon opening. She was jumping a full-face helmet, the visor steamed up and she was unable to open it. Realising she was losing altitude, she carried out her emergency drills and landed without further incident. The turning canopy was due to a brake-fire. The second was a skydiver with 2,007 jumps who experienced a spinning canopy, a Velocity 84. He carried out his emergency procedures and landed without further incident. The third was a jumper with 128 descents, whose main and reserve deployed at the same time. The report did not state the reason, if known. Some reserve lines caught around the jumper's legs, which he was able to clear. He cutaway his main and landed under his reserve canopy. The Chair stated that he would gather further information regarding this particular incident for the next meeting.
- d. One report had been received of a camera that was knocked off a chin magnetic cutaway mount.

## **8. 2020 STATISTICS**

This item was taken out of Agenda order.

The Chair reported that the 2020 Statistics had been uploaded to the 2021 STC SharePoint folder, which Chief Instructors have access to. He stated that the jump numbers and Students trained in 2020 are considerably down from the 2019 figures. 99,355 jumps in 2020 compared to 233,534 in 2019. 22,059 Students trained in 2020 compared to 56,680 in 2019, of which 20,291 were Tandem in 2020, against 52,176 Tandems in 2019.

Dr John Carter had written a paper on Student Tandem injury rates and risk factors in 2020, which had been circulated with the Agenda. Dr Carter was present for this item. There were no questions raised by those present in relation to his paper.

Dr Carter's paper stated the following:

The coronavirus epidemic has seen annual jump numbers at about 40% of their usual level and a concomitant drop in injuries.

However, 2020 was the first year in which the British Skydiving information system has been fully active and allowing input of age, gender, height and weight for all Student Provisional memberships. This has provided data for a more detailed analysis of Tandem risk factors. Similar data is available for AFF and Category System jumps but the numbers are so small in a single year (especially this year) that no meaningful analysis can be provided at present for these solo jumpers. The numbers available for Tandem jumps have allowed only a very basic analysis. It will probably require about 5 years of data during normal operations before a detailed analysis of all types of novice jumping is possible. The trends that have been demonstrated will come as no surprise to most instructors and simply confirm what most instructors already felt they instinctively knew. It is important to bear in mind that the size of any of these trends may change as larger amounts of data become available over the next few years. Nonetheless, the present information may be useful to Chief Instructors and their staff in risk assessments and risk mitigation.

### **Body Mass Index**

Body Mass Index (BMI) is calculated from height and weight and appears to have a strong relationship with risk of injury for Student Tandem Skydivers. Although BMI is a far from perfect tool, and some people with a raised BMI may simply have a large muscle mass, it is clear that a BMI of over 30 is, on average, associated with a greater risk of injury. There was not enough data to generate separate BMI charts for men and women, but this analysis will be performed with increased data over the next few years.

It is possible that 2020 has seen fewer obese Student Tandem skydivers in the system than usual. They represented only 8% of the total Tandem population at a time when 28% of the adult population in England are obese. Of course, this is only speculation since this is the first year that we have had full data on our Tandem intake. Perhaps in a year of a viral pandemic that is known to be a greater risk to the obese, some overweight people with a desire to jump will have deferred the decision to another year.

### **Gender**

A less dramatic, but still important, relationship is seen between gender and risk of injury for Student Tandem jumpers. On average, in 2020, female Student Tandem skydivers appear to have had about twice the risk of injury of their male colleagues. In previous years, the male/female difference had already been noted but had not been quite this marked for Tandem Students (though had been this marked for solo students).

### **Age**

During 2020 there is a 45% increase in the risk of injury for Student Tandem jumpers over the age of 50 years. Although this is nowhere near as dramatic as the previous years, it is still a significant increase in risk. Coronavirus may have affected the age distribution in our Tandem students in 2020. Most of the "over 50s" were in the 50-59 bracket and less than 1% of Tandem jumpers were in the "over 70s" bracket. Thus, it was not possible to produce meaningful rates for decades above 59 years. It may well be that older potential jumpers had been shielding at home and that a more marked effect of age will be demonstrable in coming years when we have returned to normality.

### **Change in Overall Tandem Injury Rate**

2020 has seen a welcome, but sudden and marked reduction in the overall Student Tandem injury rate. It now appears to be about 5 per 10,000 descents or about 1 in 2000 jumps. Reasons for this have been speculated about and include:

1. The greatly reduced Tandem business may have been mainly taken up by full time professional Tandem Instructors who may be more current and experienced, and may therefore have a lower inherent student injury rate.

2. Older Tandem Students, who are inherently frailer and more liable to injury, may have elected to stay away from the DZ in order to reduce their contacts and risk of coronavirus.
3. Very overweight or obese Tandem Students may have regarded themselves as being at increased risk of coronavirus, particularly if their obesity was associated with other disease factors. They may have elected to stay away from the DZ.

The data available at present do not allow us to say which of these is making a contribution or to what extent. It may well be that all three are playing a part. There may be other factors making a more gradual contribution to change (better Tandem Instructor education, more modern Tandem canopies) but they are unlikely to be responsible for a sudden halving or the Tandem injury rate.

It is unlikely that the 2020 Tandem injury rate is representative of a typical year and it certainly should not be used in advertising unless it is maintained over years of normal operations. Advertising accident rates based on less than a five-year block would be hard to defend in view of known year to year variation.

### **Risk Mitigation and Candour**

When a Tandem Student is identified as being at well above average risk (e.g. a 60 year old woman with a BMI of 35 as compared to a 20 year old man with a BMI of 20) what options are open to their instructor?

For an AFF or Category System Student, there is always the option of transferring to a safer form of skydiving (Tandem). For the Tandem Student, there is no safer way to make a first jump and so the choices are to cancel the jump or to try to jump in a way that reduces risk.

Not jumping may be seen as commercially unattractive to a PTO and will also be unacceptable to many keen Tandem Students who have these extra risk factors. However, the instructor has a duty of candour to discuss significant extra risk with a student. The student should acknowledge these extra risks before being allowed to proceed.

A student can be advised of extra steps that will be taken to reduce risk, but it must be acknowledged that, at present, we do not have data to show how effective they will be, even though we believe they almost certainly help. Extra steps may include:

- (a) Giving higher risk students only to the most experienced instructors on the DZ, with a known history of good landings. Set a minimum standard in terms of numbers of jumps and Tandem currency on the canopy in use.
- (b) Using the biggest, softest landing canopy you have available.
- (c) Only jumping the high-risk student when the winds are "just right" even if it means postponing the jump. Low or zero winds are probably best avoided.
- (d) Carefully checking a student's ability to raise their legs for the required amount of time, even after 5 or 6 minutes hanging in a well tightened suspended harness. Be ruthless in declining to jump a student who cannot manage this.

### **Risk Identification**

While age and gender are mostly easy to identify as risk factors, BMI does require at least a chart of maximum acceptable weights for each height. A spreadsheet can calculate BMI for those who prefer technology. A simple wall ruler and scales help those that have never checked themselves or last did it 5 years and 20 kilos ago. The ruler and scales are also helpful for those students who misremember their personal statistics in their enthusiasm to remain on the course.

## **9. CANOPY WORKING GROUP**

This item was taken out of Agenda order.

The Chair reported that all the documentation and proposals relating for the new system for Canopy Training had been uploaded to the to the Canopy Working Group folder on SharePoint, and that a link to this folder had been circulated with the Agenda. He also noted that response papers to the proposals had also been added to this folder from Rob Spour, Bryn Chaffe, Richard Wheatley and Andy Clark together with details of the new Canopy WG App.

Mark Bayada drew CIs attention to the previous Minutes where it was reported that the intended implementation date for the new system was 1 April 2021.

Mark Bayada noted that the response papers had only been received within the past few days and stated that the WG have not had enough time to fully consider these papers in full. However, the WG had managed to convene a number of extra meetings during this week to consider the responses, although many of the points raised had been discussed in depth by the WG previously.

Mark Bayada, together with the WG members, addressed some of the main points raised in the responses, which included: Litigation, Risk Assessment, Spreadsheet & Landing Areas

Mark Bayada said that the timeline set for introduction of the new system is 1 April, which the WG believe to be achievable.

The various WG proposals and recommendations were then considered individually, including all response papers, and comments raised by those present:

**i) SECTION 7 (PARACHUTE LANDING AREAS - DROPPING ZONES), Paragraph 3 (Parachute Landing Areas), Add new Sub-para 3.3 (High Performance Landing Area). To read:**

**3.3. High Performance Landing Area (HPLA)**

High performance landings with a final turn over 90 degrees are only to be carried out onto designated High Performance Landing Areas (HPLAs) cleared by the PTO Chief Instructor following a risk assessment, details of which should be included within the PTO SMS. Clearing these areas, the following will need to be considered and SOPs written for their control:

3.3.1. Size of area.

3.3.2. Proximity to hazards.

3.3.3. De-confliction with other jumpers.

3.3.4. Qualification and currency of jumpers using that area.

*N.B.(1) The Guidelines for High Performance Landing area may be found on Form 331.*

Following consideration, it was proposed by Stuart Meacock, seconded by Stacey Canning, that the above proposed amendment to the Operations Manual, together with Form 331 (Guidelines for High Performance Landing Areas), be accepted for implementation on 1 April 2021.

**Carried Unanimously**

**ii) SECTION 10 (SAFETY), Paragraph 5 (Safety During Skydiving Descents), Add new Sub-para 5.4 - 5.7. To read:**

**5.4.** No skydiver should ever intentionally fly their canopy close to another canopy in a way that may cause the other skydiver any concern. They should always check their airspace before carrying out any manoeuvre and if necessary, carry out avoiding action. The following priorities under canopy apply:

- 5.4.1. High performance canopy pilots, licenced skydivers and Tandem Instructors should give priority wherever possible to solo student skydivers.
- 5.4.2. High performance canopy pilots and licenced skydivers should give priority wherever possible to Tandems and solo student skydivers.
- 5.4.3. High performance canopy pilots should give priority wherever possible to all other skydivers.
- 5.5.** Student Skydivers should land under a flat, level, flared canopy, into a hazard free area and into wind.
- 5.6.** High performance landings with a final turn over 90 degrees should only be carried out by qualified skydivers, cleared by the CI or skydivers under instruction, onto a designated high-performance landing area (see Section 7 para 3.3).
- 5.7.** All skydivers should minimise their turns and fly in a predictable manner at all times during the landing pattern.

**Note: Previous Sub-paras 5.5., becomes 5.8.**

Following consideration, it was proposed by Pete Sizer, seconded by Gary Small, that the above proposed amendment to the Operations Manual be accepted for implementation on 1 April 2021 with a slight variation to the wording in Paras 5.4.1 - 5.4.3.

**Carried Unanimously**

iii) **PROPOSED AMENDMENTS TO OPERATIONS MANUAL – SECTION 6 AND THE ACCEPTANCE OF FORM 330 (CANOPY SIZE CHART) AND FORM 332 (CANOPY RISK ASSESSEMENT)**

This proposal generated a great deal of discussion.

Mark Bayada referred to the Example Form 330 (Canopy Size Chart). He was able to clarify a number of points that had been raised relating to the chart being too prescriptive.

Mark Bayada referred to the App being developed, and will be released shortly, allowing jumpers to enter their exit weight and experience in order to see the minimum canopy size that is recommended for them.

Mark Bayada stated that Form 332 (Canopy Risk Assessment) provides information which allows CIs to award a dispensation to Form 330 (Canopy Sizing Chart). It is intended for single dispensations to allow B Licence skydivers and above who are currently outside of the guidelines, as of 31 March 2021, as a method of granting grandfather rights to allow them to keep jumping their current canopy. It is NOT intended for jumpers to be able to continue downsizing past that date. Jumpers should then continue using that canopy and only downsize once they have reached a point on Form 330 that allows further downsizing.

Some discussion then turned to grandfather rights from the Canopy Sizing Chart for downsizing for those already in the system.

There was feeling that the information stated on Form 332 did not constitute grandfather rights, but was merely a dispensation for their current canopy, as they cannot further downsize and must move to the new system.

Mark Bayada stated that there was always going to be a need for integrating people into the system.



Coaches, and those that are current CP Coaches to act as CT1, CT2, CT3 & CT4 Coaches.

There was some concern expressed with releasing the manuals until they are fully completed.

Following consideration, it was proposed by Stacey Canning, seconded by Reg Green, that the CT Manual for CT1 and CT2 and the CT Manual for CT3 and CT4 be accepted with an implementation date of 1 April 2021.

For: 22

Against: 2

Abstain: 1

**Carried**

v) **PROPOSED AMENDMENTS TO OPERATIONS MANUAL - SECTION 2 (DESIGNATION AND CLASSIFICATION OF SKYDIVERS)**

Mark Bayada reported that the proposed amendments to Section 2 of the Operations Manual had been agreed in principle at the previous STC meeting. He stated that there had been a few minor amendments to those previously agreed.

Following consideration, it was proposed by Gary Small, seconded by Martin White, that the proposed amendments to Section 2 of the Operations Manual be accepted.

For: 18

Against: 2

Abstain: 5

**Carried**

The Chair expressed his thanks to the Working Group for their continued work.

10. **PROPOSED BRITISH SKYDIVING OPERATIONS MANUAL AMENDMENT – ONE-OFF EXEMPTIONS**

The COO reported on the proposed British Skydiving Operations Manual amendments, which had previously been circulated with the Agenda:

a. **Minimum age for skydiving**

The COO stated that it had been brought to our attention that even though we do not permit anyone under the age of 16 to skydive or train for skydiving, this has been inadvertently omitted from **Operations Manual in Section 11 (Medical), Paragraph 2 (General), sub-para 2.1:**

**2. GENERAL**

**2.1.** *No person under the age of 16 years, or aged 55 years or over, will normally be permitted to carry out Student Solo skydiver training. Exceptions to the higher age limit may be permitted if the person has previous recorded solo experience on ram-air parachutes. Higher age limits for Student Tandem Skydivers may be acceptable (see Forms 115A – Student Tandem Skydiver Medical Information and Declaration, and Form 115B – Student Tandem Skydiver Request for Medical Advice).*

It is therefore proposed that **Operations Manual in Section 11 (Medical), Paragraph 2 (General), sub-para 2.1. Be** changed to read:

**2. GENERAL**

**2.1.** No person under the age of 16 years will be permitted to carry out any form of parachute training or descents. No person aged 55 years, or over, will normally be permitted to carry out Student Solo skydiver training. Exceptions to the upper age limit may be permitted if the person has previous recorded solo experience on

ram-air parachutes. Higher upper age limits for Student Tandem Skydivers may be acceptable (see Forms 115A – Student Tandem Skydiver Medical Information and Declaration, and Form 115B – Student Tandem Skydiver Request for Medical Advice).

Following consideration, it was proposed by Paul Floyd, seconded by Richard Wheatley, that the above proposed amendment to the Operations Manual be accepted.

**Carried Unanimously**

**b. Instructor/coach rating renewals**

The COO reported that when a Chief Instructor signs an Instructor or coaching rating renewal, he/she acknowledges that the Instructor or coach is current in all aspects of instruction/coaching for the rating that is being renewed. However, many Instructors and coaches will not be fully current in time for their ratings to be renewed because of the COVID-19 pandemic, which will have prevented skydiving activities taking place for prolonged periods at many PTOs.

It is therefore proposed that a one-off exemption from the above requirement is permitted this year only, on the basis that CIs ensure that before any instruction/coaching by the instructor/coach takes place, the CI will satisfy him/herself that the instructor/coach reaches an acceptable standard of instruction/coaching.

*Note: Instructors/coaches have already been given an extra 12 months to get the jump numbers completed.*

Following consideration, it was proposed by Stuart Meacock, seconded by Kieran Brady, that the above proposed amendment to the Operations Manual be accepted.

For: 24                  Against: 0                  Abstain: 1 (Bryn Chaffe)

**Carried**

**c. Proposed one-off exemption to the currency requirements in the Operations Manual for Instructor & Rigger Examiners**

The COO stated that due to the COVID-19 pandemic, British Skydiving made the decision to postpone all their Instructional Courses. This would have had an impact on the currency requirements for both Instructor Examiners and Rigger Examiners.

Exemption 1

At present, only several Instructor Examiners are out of currency and do not meet the currency requirements.

The current Currency requirements are **Section 4, (Instructors), Paragraph 8, (Instructor Examiner IE), Sub Paragraph 8.7** which states:

*8.7. After becoming an IE he/she must attend an instructor course at least every two years.*

It is proposed that STC considers a one-off exemption allowing an extra 12 months, to allow for any Instructor Examiner to regain their currency during 2021.

These changes are so that those Instructor Examiners can retain their ratings when they come to renew in March 2021.

Following consideration, it was proposed by Gary Small, seconded by Chris McCann, that the above proposed amendment to the Operations Manual be accepted.

**Carried Unanimously**

## Exemption 2

At present, a couple of Rigger Examiners are out of currency and do not meet the currency requirements.

Currency requirements to **Section 14, (Rigging), Paragraph 5, (Rigger Examiner RE), Sub Paragraph 5.3** which states:

- 5.3. *The work limitations, record keeping, and currency requirements of the Rigger Examiner rating are detailed in the Rigger Examiner Course Syllabus.*

British Skydiving Form 202 Rigger Examiner Course Syllabus states:

### **Currency**

- *The renewal form must be signed by a Rigger Examiner who must be satisfied that the RE is current and up to date with current practices and have attended at least 1 rigging course within 2 years.*
- *Rigger Examiners in training who have not completed their total 14 days, are required to maintain currency on the BR/PR courses in the same way as a qualified Rigger Examiner. Thus, if 2 years have passed since doing either a PR/BR course during their training period, they should re-attend for re-currency or apply to the Riggers' Subcommittee with an explanation and request for an exemption.*

It is proposed that STC considers a one-off exemption allowing an extra 12 months to allow for any Rigger Examiner or Rigger Examiners in Training, to regain their currency during 2021.

These changes are so that those Rigger Examiners can retain their ratings when they come to renew in March 2021.

Following consideration, it was proposed by Richard Wheatley, seconded by Pete Sizer that the above proposed amendment to the Operations Manual be accepted.

**Carried Unanimously**

## **11. PERMISSIONS**

The Chair reported that at the last STC meeting it was agreed that the COO and/or STO could permit extensions to ratings: Operations Manual, Section 8 (Skydiving Limitations), Paragraph 1 (General), sub-para 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'.

The Chair reported that only two extensions have been awarded since the last meeting, both CSBI ratings: David Ruston and Ross O'Rourke. Both are extended until 31<sup>st</sup> August 2021.

The Chair stated that it is recommended that CIs check as to whether any of their members ratings need an extension. He also asked CIs to note that if there are any members who have not renewed their membership and ratings during the past 12 months because of the COVID-19 pandemic and their CIs wish to have the rating reinstated. This will require a permission from STC, once they have re-joined the Association for 2021-22.

## **12. A.O.B**

- a. A request had been received from Mal Richardson for 6-month extensions, to the

requirement for two named pilots to have had a proficiency check during the last 12 months, under the rules of the British Skydiving Operations Manual Section 9 Flying 1.1.10 Renewal, for:

Brian Heath (Chief Pilot Jersey) Mal Richardson (Pilot and C.I.)

Mal Richardson had stated that Jersey remains restricted from performing any skydiving activity, first imposed in 2020 by the Islands governmental public health department. This would allow them to renew as British Skydiving parachute pilots on 1st April 2021, in order to conduct the proficiency checks locally on the first day of operation, once we are permitted to re-commence skydiving, (should this not be possible before their current expiry on 31st March 2021.)

For clarity:

- This does not affect the two-year requirement, which would require them to conduct the initial training again with an examiner.
- This does not extend or overrule any CAA requirements of their Pilots' licences.

Following consideration, it was proposed by Paul Floyd, seconded by Martin White, that the above request be accepted.

For: 23            Against: 0            Abstain: 2 (Bryn Chaffe, Mal Richardson)

**Carried**

- b. A request had been received from Iain Anderson requesting the reinstatement of Darren Rose's AFF Instructor rating which lapsed on 31 March 2020.

Iain Anderson had stated that Darren has completed the required number of instructional jumps in the preceding two years and delivered numerous AFF training sessions and ground schools, additional to this he had held his AFFI qualification since 2012. Iain had also stated that he would have no problem in signing Darren's renewal, based on the fact that he worked with him on numerous times at Peterlee in 2019. If this request is approved, Darren is planning to get back into instructing later this year once the restrictions allow.

Following consideration, it was proposed by Kieran Brady, seconded by Ryan Mancey, that the above request be accepted.

For: 23            Against: 0            Abstain: 2 (Bryn Chaffe, Iain Anderson)

**Carried**

- c. Instructor Course Review

The Chair reported that a late paper had been uploaded to the STC SharePoint folder in response to a paper from Kate Lindsey requesting the instigation of a Working Group to review British Skydiving Instructor & Rigging Courses.

The Chair stated that the paper also outlined the WG objectives (proposed by Kate) for the Working Group.

The Chair stated that he has asked Kate Lindsley to Chair the Working Group. It is his intention to send out an invitation to all PTOs, CI's, AI's, Examiners and other categories of members, for volunteers as per the paper. He would ask that the responses are sent direct to him so that he can place them into a central folder in SharePoint for the WG and volunteers to access.

- d. The Chair reminded those PTOs who are yet to send in their Re-Affiliation forms and CAA Permission renewal applications to kindly to do so as soon as they can. This will enable plenty of time for them to be countersigned and sent to the CAA in

order to receive their Permission prior to 1 April.

**13. DATES OF NEXT MEETINGS**

Thursdays at 7 p.m.

8 April, 17 June, 5 August, 23 September, 11 November.

The meeting closed at 21:54 (duration 2:54)

**Attached:**

**Amendments to the British Skydiving Operations Manual, 11 February 2021**

**Appendix 1:** UPT Service Bulletin

Approved by STC on 6 April 2021  
Published on 7 April 2021

## AMENDMENTS TO BRITISH SKYDIVING OPERATIONS MANUAL

At the STC meeting of 11 February 2021, the following amendments to the British Skydiving Operations Manual were accepted. These amendments are intended for inclusion in the Operations Manual from 1 April 2021, the date which become requirements.

### SECTION 2 (DESIGNATION AND CLASSIFICATION OF SKYDIVERS), Paragraph 2 (British Skydiving National Licence), Sub-paras 2.1 – 2.4. Change to read:

- |  |  |
|--|--|
| <b>2.1. British Skydiving 'A' LICENCE:</b> | Category 8 and CT Written Examination.   |
| <b>2.2. British Skydiving 'B' LICENCE:</b> | British Skydiving 'A' Licence, 50 descents and at least 'CT-Grade 1 and JM-Grade 1'.   |
| <b>2.3. British Skydiving 'C' LICENCE:</b> | British Skydiving 'B' Licence, 200 descents, CT-Grade 2, at least one further 'Grade 1' and 'C' Licence Written Examination. |
| <b>2.4. British Skydiving 'D' LICENCE:</b> | British Skydiving 'C' Licence, and 1000 descents.  |

### SECTION 2 (DESIGNATION AND CLASSIFICATION OF SKYDIVERS), Paragraph 4 (The Category System), Add new Sub-para 4.9 (Additional Canopy Training). 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.

**Note:** *Previous Sub-para 4.9. becomes 4.10.*

### SECTION 2 (DESIGNATION AND CLASSIFICATION OF SKYDIVERS), Paragraph 5 (Accelerated Free Fall Levels), Add new Sub-para 5.9 (Additional Canopy Training). To Read 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.

SECTION 2 (DESIGNATION AND CLASSIFICATION OF SKYDIVERS), Paragraph 6 (The Grading System), Add new Sub-para 6.2 (Canopy Training). 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 CH2 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 Training Manual are acceptable for training for CT1, provided all the requirements of sub-para 6.2.1. (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.(5) CT1 written examination can be found on Form 240B.*
- N.B.(6) The CT jump record log for obtaining CT1 may be found on Form 247A.*
- N.B.(7) The qualifications to become a CH coach may be found on Form 134B.*
- 6.2.5 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 CH2 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.
  - c. Demonstrate the ability to carry out the correct landing pattern for that PLA in the conditions 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 manoeuvre, 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 the slider, loosening of chest strap, removal of booties and use of camera.
  - g. A CT2 written examination.
- 6.2.6 Skydivers must have successfully completed CT2 before applying for a 'C' Licence.
- 6.2.7 Training programmes other than those contained in the British Skydiving Canopy Training Manual are acceptable for training for CT2, provided all the requirements of sub-para 6.2.5. (above) are met.

6.2.8. 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.(8) CT2 written examination can be found on Form 240C.*

*N.B.(9) The CT jump record log for obtaining CT2 may be found on Form 247B.*

*N.B.(10) The qualifications to become a CH coach may be found on Form 134B.*

6.2.9. 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.

6.2.10 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 CP1 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:

6.2.11. Initially in air drills and high-performance landings must be supervised by a CI nominated CP 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 CP coach or equivalent has endorsed Form 248.

6.2.12. All successful high-performance landings must be validated by a CP coach or equivalent using Form 248. The candidate must also countersign the coach's validation on Form 248.

6.2.13. 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 CP coach or equivalent, who has evaluated the candidate over a reasonable period of time.

6.2.14. Training programmes other than those contained in the British Skydiving Canopy Training Manual are acceptable for training for CT3, provided all the requirements of sub-para 6.2.9 & 6.2.10. (above) are met.

6.2.15. 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 CP coach or equivalent is available for guidance.

*N.B.(11) CT3 written examination can be found on Form 240D.*

*N.B.(12) The CT jump record log for obtaining CT3 may be found on Form 248.*

6.2.16. 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.

6.2.17. 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 CP1 Grade skydiver or equivalent of proven CT instructional ability or Canopy Training coach and have a logbook 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.

6.2.18 Before being permitted to take part in a British Skydiving Canopy Piloting competition, the jumper must be a D Licence skydiver, have CT4, have a recommendation from a Chief Instructor (CI), and Canopy Piloting (CP) Coach. Prior to this sign off, the CP Coach signing this accreditation must have spent time with the jumper, while attending a qualification event organised by, or acceptable to British Skydiving, with the specific requirement of watching the jumper's landings, and assessing the jumper's competence

in that environment. The CT coach, signing off on this accreditation should have experience of competition as a CP competitor, and the trust of the CI to make the judgement that they feel the jumper is ready for the competition environment.

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

**Note: Previous Sub-paras 6.4 - 6.12, become 6.3 - 6.9.11.**

**SECTION 6 (EQUIPMENT), Paragraph 1 (Parachute - General). Add new Sub-para 1.6. To read:**

- 1.6. Skydivers must only use main canopies of a type and size that is within the guidelines on Form 330 (i-iii). In exceptional circumstances, CIs may grant a variation to exceed the stated wing loading at their PTO when the following points have been considered and documented. In such cases Form 332 must be completed by the CI:
  - 1.6.5. Jumpers relevant experience
  - 1.6.6. Jumpers currency
  - 1.6.7. Wing loading to be exceeded by
  - 1.6.8. Any restrictions to be placed on that jumper.

**SECTION 7 (PARACHUTE LANDING AREAS - DROPPING ZONES), Paragraph 3 (Parachute Landing Areas). Add new Sub-para 3.3 (High Performance Landing Area). To read:**

**3.3. High Performance Landing Area (HPLA)**

High performance landings with a final turn over 90 degrees are only to be carried out onto designated High Performance Landing Areas (HPLAs) cleared by the PTO Chief Instructor following a risk assessment, details of which should be included within the PTO SMS. Clearing these areas, the following will need to be considered and SOPs written for their control:

- 3.3.5. Size of area.
- 3.3.6. Proximity to hazards.
- 3.3.7. De-confliction with other jumpers.
- 3.3.8. Qualification and currency of jumpers using that area.

*N.B.(1) The Guidelines for High Performance Landing area may be found on Form 331.*

**SECTION 10 (SAFETY), Paragraph 5 (Safety During Skydiving Descents). Add new Sub-para 5.4 - 5.7. To read read:**

- 5.4.** No skydiver should ever intentionally fly their canopy close to another canopy in a way that may cause the other skydiver any concern. They should always check their airspace before carrying out any manoeuvre and if necessary, carry out avoiding action. The following priorities under canopy apply:
  - 5.4.1. High performance canopy pilots, licenced skydivers and Tandem Instructors should give priority wherever possible to solo student skydivers.
  - 5.4.2. High performance canopy pilots and licenced skydivers should give priority wherever possible to Tandems and solo student skydivers.
  - 5.4.3. High performance canopy pilots should give priority wherever possible to all other skydivers.
- 5.5.** Student Skydivers should land under a flat, level, flared canopy, into a hazard free area and into wind.
- 5.6.** High performance landings with a final turn over 90 degrees should only be carried out by qualified skydivers, cleared by the CI or skydivers under instruction, onto a designated high-performance landing area (see Section 7 para 3.3).

**5.7** All skydivers should minimise their turns and fly in a predictable manner at all times during the landing pattern.

**Note:** *Previous Sub-paras 5.5., becomes 5.8.*



## VECTOR 3SE RESERVE PIN COVER FIELD MODIFICATION

### Overview

Modification of the bottom tuck tab of the Vector 3 SE Reserve Pin Cover for container sizes V360-1, V360-2, V360-3, V361, V364 and V364-1 built between May 2013 and January 2021.

The Bottom tuck tab is trimmed back 3/8" (9mm)

This work must be performed by a certified Master rigger.

### Machines/Tools required

Single needle 301 sewing machine

Snips or scissors

Heavy duty scissors

Seam ripper

Hot knife

Lighter

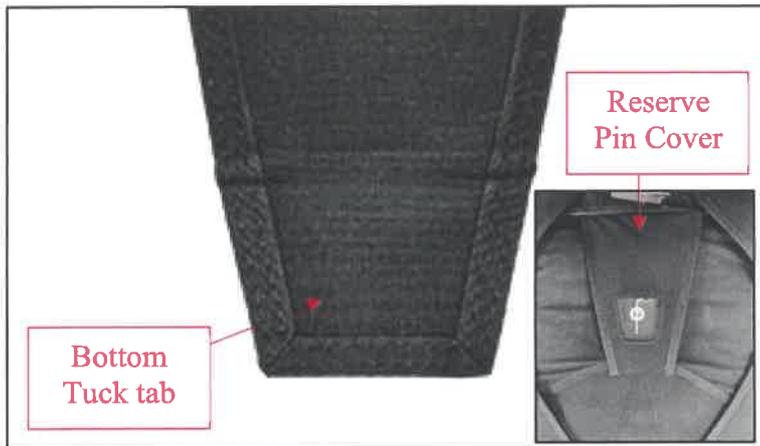
## ENGINEERING DEPARTMENT

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INSTRUCT. V3SE Reserve Pin Cover Field Modification REV 1.docx

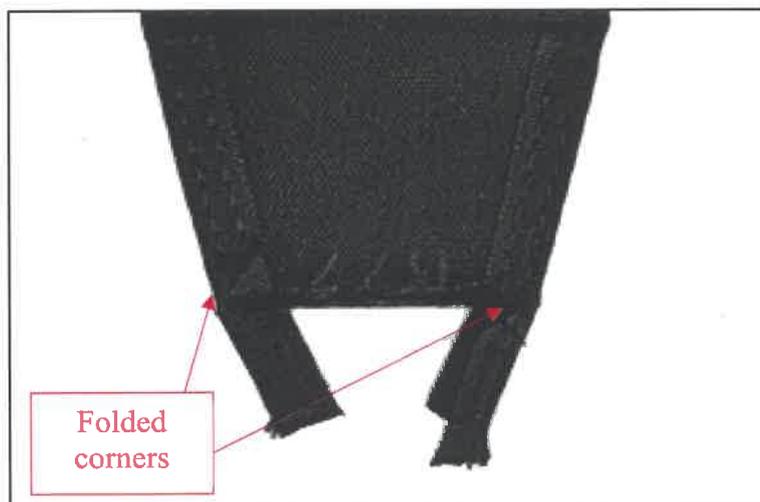
**Procedure**



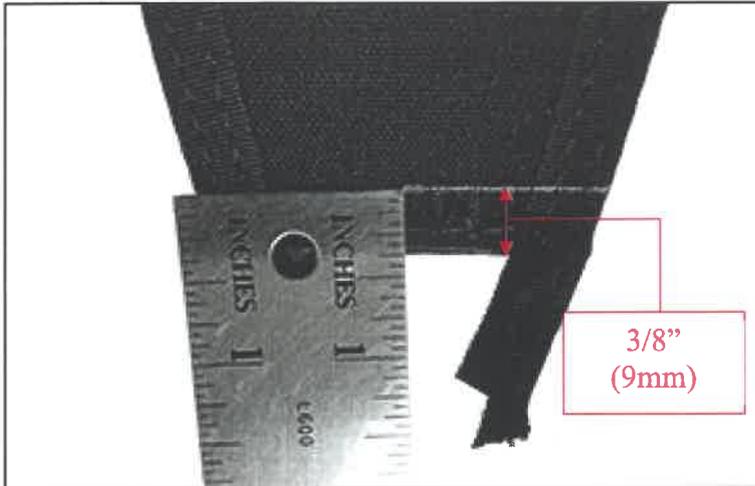
Identify the Reserve Pin Cover flap bottom "Tuck Tab".



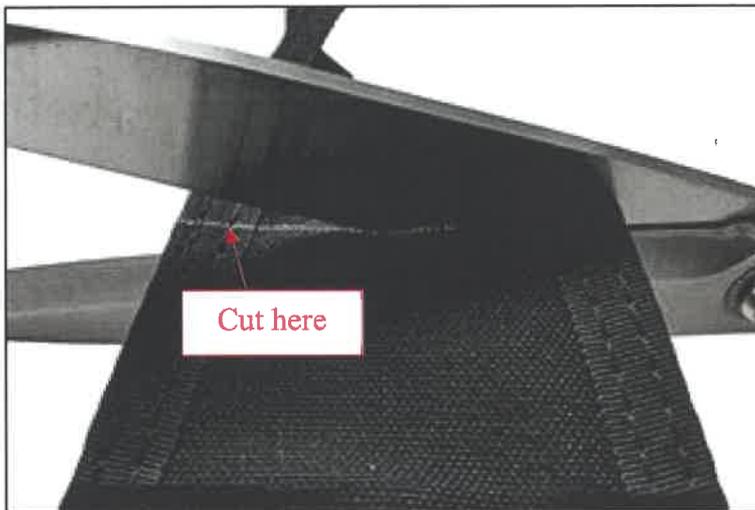
Using either snips or a seam ripper, carefully unpick the binding tape stitching from the bottom edge of the flap.



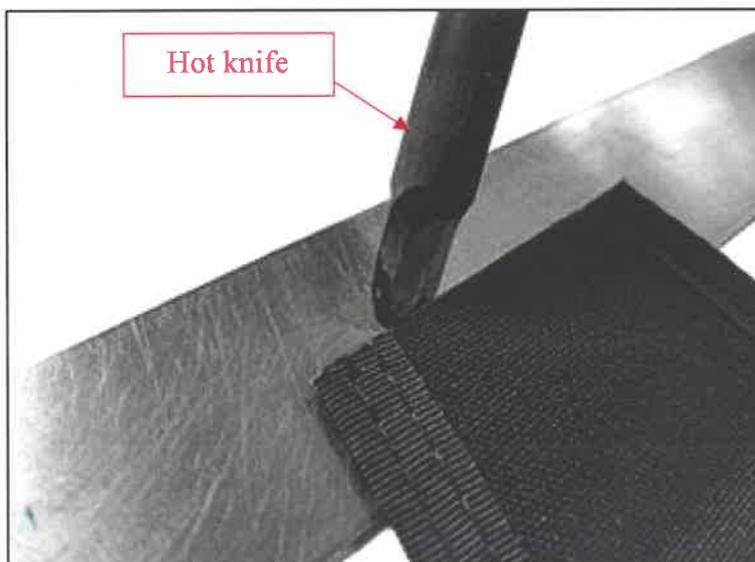
Remove all stitching up to the folded corners.



From the bottom edge of the flap, measure 3/8" (9mm) as shown and mark a line across the flap as shown.



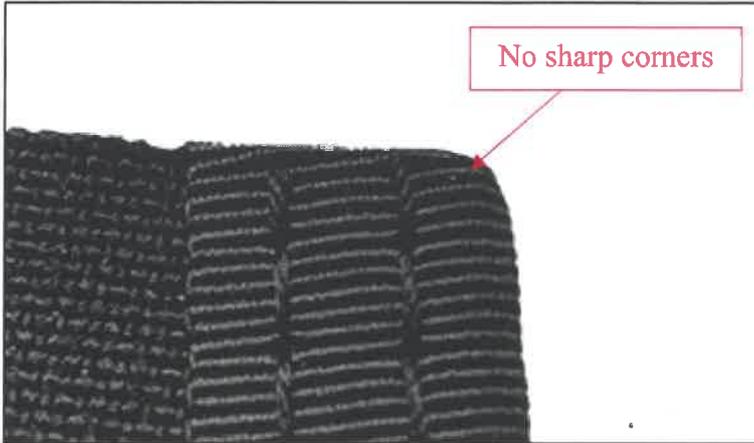
Using heavy scissors, carefully cut and remove the end of the tuck tab.



Sear the cut nylon material and binding tape to stop any fraying.

This is done using a hot knife and 45-degree angle to sear the material to the MDS plastic stiffener. Repeat on both sides of the flap.

If a hot knife isn't available, use a lighter to seal the materials and thread as best as possible.

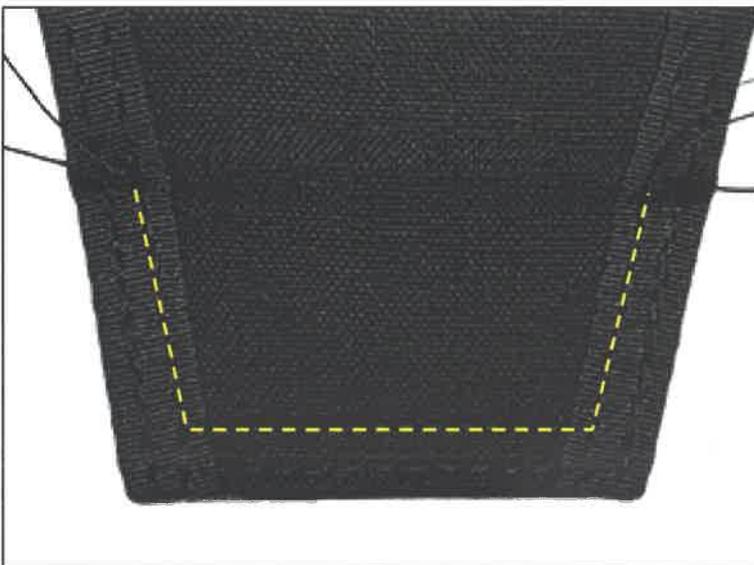


The corners should also be free of any sharp edges.



Using E thread and starting at the top of the Tuck Tab stiffener, begin sewing on the OUTER stitch row of the binding tape.

Follow the indicated stitch pattern.



Next, move the INNER stitch row of the binding tape and repeat following the indicated stitch pattern.



All threads should be trimmed and sealed using a lighter.

The bottom tuck tab should not exceed 1 3/8" (35mm)

This completes the field modification.