



Riggers' Subcommittee

Thursday 22 September 2016 at 1600

at Blaby Civic Centre, 22-24 Leicester Road, Blaby, Leicestershire LE8 4GQ

Present: Paul Applegate (AR) - Riggers' Subcommittee Chair
Rick Boardman (AR)
Matt Knight (PRv)
Paul Stockwell (PRv)
Gary Stevens (PRnv)

Key:

RE = Rigger Examiner

AR = Advanced Rigger

PR(v) = Parachute Rigger (voting)

PR(nv) = Parachute Rigger (non-voting)

Apologies: John Curtis, Pete Sizer, Noel Purcell, Ray Armstrong, Dave Major,
George Panagopoulos.

In Attendance: Tony Butler - Chief Operating Officer
Jeff Montgomery - Chair STC/STO
John Hitchen - Vice Chair STC
Trudy Kemp - Assistant to COO/STO

Observers: Martin Cole, Alex Busby-Hicks.

ITEM

1. **DECLARATIONS OF INTEREST**

The Chair invited declarations of interest relating to items on the agenda for this meeting. None were stated.

2. **MINUTES AND MATTERS ARISING FROM THE RIGGERS' SUBCOMMITTEE MEETING OF THE 28 JULY 2016**

Page 1, Item 2 – Next & Next Century Tandem Systems. There was nothing further to report on the WG set up to look at the various issues surrounding reserve loops on Next and Next Century Tandem Systems.

Page 1, Item 2 – Non-BPA Rated Riggers/Packers & Basic Rigger Training. This item was on the main agenda.

Page 1, Item 2 – Equipment Proposal Request. At the meeting in November 2015, Ray Armstrong agreed to look at compiling a list of manufacturers who were recognized by the BPA for manufacturing Student main and reserve canopies.

The Chair reported that unfortunately, Ray Armstrong was no longer able to progress this item.

Page 1, Item 2 – Proposal to amend Various Rigging Related Forms. Rick Boardman reported that he was in the process of drafting the Student/Tandem Harness & Container Initial Clearance forms and stated that the draft documents would be available for consideration at the next meeting.

Page 2, Item 2 – Tandem Mods Website & Supporting Documentation. been established with a view to looking into creating a document reference safety related material and supporting paper

Page 2, Item 2 - Rigging/Packing Confidential Reporting looking at a more formal approach for the reporting of rigging

Pete Sizer had submitted a draft Packing/F those present for comment, a copy of which request for further input prior to the draft be

Page 4, Item 9 - AOB(ii). At the previous i surrounding the inspection procedures rela concern. Karen Saunders was in the proce contact Karen for a progress report.

There being no further matters arising, it w Matt Knight that the Minutes of the Riggers accepted as a true record.

3. **MATTERS ARISING FROM THE STC ME**

There were no matters arising from the pre

4. **RIGGING SYLLABUS UPDATE PROJECT**

Proposed changes to the various Rigging s Hilton, on behalf of the Rigger Examiners, I the proposed amendments, Andrew had al

It was noted that the meeting was non-quo formally accept the proposed changes to th therefore agreed that this this proposal be r further input prior to consideration at the ne

The Chair thanked Andrew Hilton and the c undertaken on this item.

5. **CLEARANCE FOR ASSESSMENT JUMP PARACHUTE**

This proposal and design project files subrr with the agenda had now been withdrawn b

6. **ADVANCED PACKERS COURSE REPORT**

i) An Advanced Packers Square and Green from the 20 – 29 August 20

Paul Applegate had submitted a Cc to those present.

The report noted that Neil Wilcox s in all areas and reached the require Packer (Grade S & T) ratings.

- ii) An Advanced Packers Training Course had been held at Netheravon from the 22 – 25 August 2016. George Panagopoulos had submitted a Course Report, a copy of which had been circulated to those present.

The Course was attended by Jonathan Charles, Daniel Mercer and Tana Quigley. All candidates were advised to attend the examination phase of the Course following a number of supervised reserve re-packs.

- iii) An Advanced Packers Training Course had been held at Skydive Hibaldstow from the 5 – 8 September 2016. Noel Purcell had submitted a Course Report, a copy of which had been circulated to those present.

The Course was attended by Liam Goddard and Ionut-Lucien Ciofu. Both candidates were advised to attend the examination phase of the Course following a number of supervised reserve re-packs.

- iv) An Advanced Packers Examination Course was held at Netheravon from the 20 – 21 September 2016. The Course was attended by Stephen Handley.

George Panagopoulos had submitted a Course Report, a copy of which has been circulated to those present.

Stephen Handley successfully completed the Course and was awarded Advanced Packer (Grade S) status.

7. BPA SAFETY NOTICES/INFORMATION BULLETINS

Following the previous meeting, a BPA Safety Notice had been issued with regard to Sport parachute equipment cutaway cables.

8. MANUFACTURERS' SAFETY NOTICES/INFORMATION BULLETINS

A Service Bulletin (BS-Atom-25-002) concerning all harness/containers single and dual manufactured by Parachutes de France, which had been issued by them on them on 11 July 2016, and previously circulated for information.

The subject concerned hydrolyze phenomena of the cordura fabric used for the reserve container in extreme conditions of temperature and humidity, as per BS-ATOM-25-001, dated 19 February 2015.

Parachutes have been found, after a favorable inspection at the last packing, with a degraded and sticky coating. The phenomenon has been listed on the black military equipment manufactured in 2004/2005 and to a lesser extent 2009 (1 isolated case). In civil activity it was confirmed cases on other colours but information (colour and serial number) are not sufficient to isolate a batch of fabric (colour or date of manufacturing).

The manufacturers have asked for all parachutes whose reserve container is not double-lined (or in manufacturing or repair):

- For all equipment with a black reserve container manufactured between November 2004 (Serial Number PKxxx) and September 2005 (Serial Number QJxxx), to modify the reserve container in accordance with the BS ATOM-25-001 before the next jump.

-For the other parachutes, check every 4 months the aspect of the coating. This periodic checking will be retained until application of the SB ATOM-25-001 (repair or preventive action).

The Committee clarified that any reserve repacks that may have been conducted since 11 July 2016 should be re-opened and inspected at the 4-month point. If the inspection is

conducted by the same person who packed it, he/she pack job to the 6-month point. The inspection should be conducted at the 6-month point. The inspection should be conducted at the 6-month point.

Copies of both Service Bulletins 25-001 & 25-002 would be included in the next Subcommittee Minutes.

9. **A.O.B.**

i) **Incident Report**

The Chair reported on an incident where a jumper deployment at approx. 4000ft. the ripcord cable. He stated that it was believed this was at least had popped open. The equipment (Aerodyne) will be the subject of further investigation.

a premature short, causing the jumper to open at this particular

Matt Knight gave the meeting details of a number of the States where the reserve had popped at from the container.

The Chair agreed to investigate this matter further.

ii) Rick Boardman reported that himself, Nader and Gary were working with the SWS Fire Tandem manufacturer for a future Riggers meeting for acceptance of the new Deployment (DRD) installed.

Gary Staiming formally apply to the Direct Reserve

In the meantime, Rick and Gary presented an alternative parts fitted, to enable the Committee to have a meeting.

There was some concern expressed by those present. Rick Boardman agreed to address the various concerns with the manufacturer.

iii) **Rigging/Packing Confidential Report**

The Chair advised the Committee that he had been advised where it had been found that four parachute riggers on the same packer. The soft links on the reserve were packed correctly. A number of other packing/paperwork were also reviewed.

The Chair stated that the packer concerned had advised they had completed work for that involved equipment assembled with soft links.

In the meantime, the packing ratings of the packer were suspended.

The Chair reported that he had spoken to the manufacturer who was willing to be re-examined by an independent body for reinstatement of their AP rating.

The Committee were satisfied that this was an isolated instance.

The Chair stated that he felt that an annual check should be introduced and/or guidelines produced for the packer is current in all aspects of reserve packing. The packers are signing off their ratings at membership renewal.

The Committee felt that this situation would not have assisted in this

- iv) Alex Busby-Hicks stated that the Riggers, and move on up the list should be introduced for Advanced CSBIs to undertake a CSI Course

The Chair commented that under the current conditions when the Riggers were introduced, although he understood the situation, it was not possible to introduce something new now

Alex Busby-Hicks made an observation that the Rigger Courses held per year and the

At the moment, Rigging Courses are being run, he felt that running additional Courses would be a good idea, he felt that this was something that

Following discussion, the Committee considered that there were only 5 Rigger Examiners, therefore they could only facilitate a Course

change
new

were qualified
applicable for

Date of next Meeting: Thursday 17 November 2016
Blaby Civic Centre

3 October 2016

PAPERWORK REQUIRING CIRCULATION WITH THE NEXT AGENDA MUST REACH THE BPA OFFICE BY MONDAY 31 OCTOBER 2016

Distribution:

Chairperson Riggers' Subcommittee, All CIs, All Riggers, Advanced Packers, Council, CAA
Editor – Skydive

PACKING/RIGGING INCIDENT REPORT

The object of this form is to encourage Packers and Riggers to share information, following a packing or rigging incident on the ground. Please fill in each section with as much detail as possible.

Rig type	Reserve Type	Packer/Rigger	Date	A.P./Rigger number	Location	
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Brief Title of Occurrence/Incident

Description of Occurrence/Mistake/Incident

Empty rectangular box for notes or additional information.

Please answer where applicable

Has the rigger/packer been informed ?	When?	What (if any) was their response?
Has the kit manufacturer been informed?	When?	What (if any) was their response?

RIGGERS CHAIRMAN COMMENTS-ASSESSMENT/ACTION TAKEN/SUGGESTIONS TO PREVENT

Large empty rectangular box for Riggers Chairman comments, assessment, action taken, and suggestions to prevent.

Rigging Syllabuses update project

Since January 2016 I have been in discussion with the BPA Rigger Examiners about updating and modernizing various aspects of the existing Rigging Courses and associated Syllabus documents.

At this time the below are the proposed amendments and background as applicable for consideration of the Committee.

If and when any of each of these are approved, I shall then incorporate into the relevant forms and paperwork via another Riggers Meeting for finalization.

Regards,

Andrew Hilton
BPA Advanced Rigger / Examiner
Rigging Syllabuses Update Working Party 2016

Form 199 - Basic Riggers Course Syllabus

The two points below in the "Limitations" section are saying the same to just one, the one not in strikethrough text.

Limitations of work

- ~~Basic Riggers are cleared for all work done within the Basic Rigger work has to be inspected and signed for by a supervising Parachute Rigger standing.~~
- After successfully completing the Basic Rigger course and prior candidates will work under the supervision of a Parachute Rigger supervising rigger will sign and be responsible for all work carried

Form 200 - Parachute Riggers Course Syllabus

- Correct typo – "Submission of previous manufactured components" to "Submission of previously manufactured components"
- Remove pullout pilot chutes and replace with a pud pilot chute and a toggle pilot chute
- Add BOC pocket
- Add a variety of steering toggles – Velcro and Velcro-less
- Change wording of course requirements to clarify that when candidate **MUST** bring one of each item on the syllabus; non-
- Wherever safety stows are referenced, mention Form 256 w

Form 201 - Advanced Riggers Course Syllabus

- Remove the current "The establishment must have a minimum of 10 candidates" to align with the other *Rigging Course Establishment* criteria in the other syllabuses.....this must have been an oversight in the AR syllabus
- Extend the AR course to 5 days not 4 days. The extra day is beneficial for such a high level rating, and the extra day aligns with other courses usually running alongside.
- Remove AP(Rounds) from the AR syllabus.

Form 202 - Rigger Examiner Course Syllabus

- Change the part requiring "PR course attendance" into "attendance".
 - This would align with the BPA Instructor Examiner requirements
 - Also, the PR course activities are all included in a BR course
 - Assist Examiners with the course planning and preparation*
 - Check each candidate's course work*
 - Check each candidate's submission of previous work*
 - Mark all candidate's training records with the assistance of the candidate*
 - Complete a course report*
 - Debrief candidates*
 - Recommend any changes in the course to the Examiners*

An RE needs to be an experienced teacher of riggers, and replacing the PR course with the BR course better prepares them for the role.

- Note requirement to be ready from day 1 to do all lessons, rest on 2nd BR course

Form 169 - Advanced Packer Course Syllabus

- Remove the (S, R) course option, thereby making all courses ram-air systems. Splitting across S and R these courses is not necessary for initial qualification.
- According to this form currently PRs can run and teach these courses and be able to supervise APs and teach BRs as they already are qualified as a PR to run such courses anyway. This should be changed so that only ARs or above can examine these.

Other Miscellaneous System Changes

- Place formal rating requirements for all rigger ratings into the Ops Manual Rigging Section and remove them from the syllabus.

For example – for a BR

Must be a full BPA Member

Must have a BPA Advanced Packer Qualification Grade (5)

Must hold a BPA Approved Packing Certificate that includes a Tandem system (i.e. a Tandem main packing certificate).

A written recommendation from a CI or Advanced Rigger who has known the candidate for a minimum of six months.

- These are duplicated between the Ops Manual and Syllabuses. Putting them in the Ops Manual aligns with Instructor Course requirements. This also emphasizes the importance of having these at the start of a course. Any deviation attempted by a candidate on this is now an (unacceptable) breach of the Ops Manual.

- Add the Rigging Question Pool to the BPA Rigging Manual that Pete Sizer authored and is available on the BPA website. It will sit well at the end of that document as the studying that needs to be done. The answers will not be given. Candidates should seek out the answers from all the resources listed elsewhere in The Rigging Manual.
- Another subject that was mooted for discussion from was the notion of 'split examination courses'. This refers to the very old past practice of a candidate doing their exam 2.5 days with one examiner at one location and the other 2.5 days with another examiner at another location. Note, this option has not been in the rules for at least 14 years. Such a system does not lend itself to scrutiny and is not fair to those candidates who have done the "full 5 day / 2 examiner course". Until the BPA starts doing full CSI / AFF etc instructor courses for single candidates with single examiners, such a system belongs in the past alongside making chequered windsocks and doing jumpsuit repairs on 3 day rigging courses.

ZODIAC
61, rue
78373
Tél. 3:
Fax 3:

SYSTEMS

Bulletin Service

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CMM 2

Block :

DGAC
ASY -

GB

Name

P. CHAVANON
R. GUERIN

11/01/2003
20/02/2003

Visa

ZODIAC AEROSAFETY SYSTEMS

61, rue Pierre Curie
78373 Plaisir
Tél. 33 1 61 34 23 23
Fax 33 1 61 34 24 23

Titre :
TISSU
CORDON

SEAL CONTAINER

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Applicability : All the

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Weight and Balance : Not applicable

Références : Non applicable
Reference : Not applicable

Publications concernées : Non applicable
Publication concerned : Not applicable

Interchangeabilité : Non applicable
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ZODIAC A
61, rue Pie
78373 Plais
Tél. 33 1 61
Fax 33 1 61

Block 2

a)

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Block 3

Réparation
CMM 25-63
CMM 25-63

Block 4

DGAC - OS
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