



Riggers' Subcommittee

Thursday 2 February 2017 at 1600

at BPA HQ, 5 Wharf Way, Glen Parva, Leicester LE2 9TF

Present: Paul Applegate (AR) - Riggers' Subcommittee Chair
Noel Purcell (AR)
Karen Saunders (AR)
Chrissy Downer (PR(v))
Gary Stevens (PR(nv))
Rick Boardman (AR)

Key:

RE = Rigger Examiner

AR = Advanced Rigger

PR(v) = Parachute Rigger (voting)

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

Apologies: John Hitchen, Pete Sizer, Kim Newton, Dave Major.

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

Observers: Florin Craciun, Steve Saunders, Mark Bayada (from item 6)

ITEM

The Chair of STC reported that at the STC Meeting of 17 November 2016, Paul Applegate had been re-elected as Chair of the Riggers' Subcommittee for 2017.

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 17 NOVEMBER 2016

Page 1, Item 2 – Next & Next Century Tandem Systems. As there had been nothing reported from the WG set up to look at the various issues surrounding reserve loops on Next and Next Century Tandem Systems, the Committee felt that this item could now be drawn to a close.

It was the consensus of those present that the Committee should now consider lifting the 100-jump inspection on these reserve loops, but noted that this would require a proposal for consideration at the next meeting.

Page 1, Item 2 – Tandem Mods Website & Supporting Documentation. This item was still ongoing.

Page 2, Item 2 – Mars 2 AAD Karen Saunders had highlighted several issues surrounding the inspection procedures on the Mars 2 AAD, which had given her cause for concern, and in her opinion were impractical for Advanced Packers or even Riggers who no longer jump.

Karen Saunders reported that the manufacturer recommends a yearly inspection and repack, which clearly places the responsibility with the Advanced Packer.

The main areas of concern from the M2 Manual:

- *Perform pressure check by comparing to another precision instrument. Announced actual pressure at the airport check. Variance must not be more than +/-15hPa*

Karen stated that she used a Vigil AAD unit to check the barometric pressure. She was concerned that a lone Packer or Rigger may not have access to a standard barometer to check it against. However, it was felt by those present that a standard barometer should suffice to check the barometric pressure.

- *Check the altitude lock release in the aircraft during ascent to verify the device really works and reacts to the aircraft ascent*
- *Check the altitude lock release at 450 m (1,475ft) or 900m (2,900ft) on the altimeter. The altitude lock is released when the centre line between the two numbers disappears.*

Karen Saunders stated that again, this was difficult due to many factors including the location of the display on the rig itself, and for those Advanced Packers who do not have a jump.

Karen Saunders reported that the manufacturers had released a video explaining how these checks can be completed except for the lock release mechanism. A link can be found at: <http://www.m2aad.com/download-en>

Karen stated that she had contacted the manufacturers, and they had indicated they were prepared to write a statement for the BPA stating that Riggers and Packers, either one or the other, i.e. if they are unable to check the lock release mechanism, so long as the barometric pressure has been checked there would be no requirement to

they were
neither

Following further consideration, it was the view of those present that if the manufacturers were to make a statement to this effect in writing, then they felt that this would be acceptable. Karen stated that she would contact the manufacturer again.

[Post Meeting Note: Following the meeting, Mars had now issued a Safety Bulletin stating the following:

'Amendment to Maintenance Section 7.4 Yearly Inspection of the Lock Release Mechanism. Riggers and Advanced Packers can EITHER check the Lock Release Mechanism OR the Barometric pressure test as per the manual; but this must be done at the manufacturers recommended time scale.

The remaining inspection procedure remains the same'.]

A copy of the Bulletin would be attached to the Minutes for information.

Page 3, Item 5 – Rigging Syllabus Update Project. Andrew Hilton had reported that amended forms would be available for consideration at the next meeting.

Page 6, Item 8 – BPA Riggers' Subcommittee Terms of Reference (ToR). He reported that BPA Council would be reviewing all Committee ToRs, and the nominations process for the annual election of the Riggers' Subcommittee. He stated that he had four categories of voting rights of the various categories of Rigger. He stated that he had four anomalies within the STC ToRs, which would also need to be addressed.

Page 8, Item 12 – Equipment Related Incident Reporting System. This item was on the main agenda.

There being no further matters arising, it was proposed by Karen Saunders and seconded by Rick Boardman that the Minutes of the Riggers Subcommittee Meeting of 17 November 2016 be accepted as a true record.

Carried Unanimously

3. **MATTERS ARISING FROM THE STC MEETING OF THE 17 NOVEMBER 2016**

Page 6, Item 6 – Incident/Injury Reports Résumé. The Committee asked that any equipment related reports be passed onto to Riggers' Subcommittee for information.

4. **STUDENT EQUIPMENT CHANGE PROPOSAL**

Chrissy Downer had submitted a Student Parachutist Equipment Change Proposal Application together with the relative paperwork and drawings, copies of which had been circulated with the Agenda and would be attached to the Minutes for information. Chrissy was present at the meeting and provided further details of her request.

The equipment concerned was the Rigging Innovations Telesis 1 AFF/RAPS container system.

The proposed changes were as follows:

- a) to remove main canopy deployment ripcord hard housing from systems which are not being used for R/C deployment at Skydive London and
- b) cover the exposed part of the hard housing on the systems which are used in ripcord deployment mode.

Chrissy Downer reported that she had been in contact with Sandy Reid at Rigging Innovations, who had approved the above changes.

Following consideration, it was proposed by Noel Purcell and seconded by Rick Boardman that the above Student equipment change proposal be accepted.

Carried Unanimously

5. **'Y' STRAP MODIFICATION FOR PARATEC TANDEM STUDENT HARNESS**

Karen Saunders had submitted a Student Parachutist Equipment Change Proposal Application together with the relative paperwork and drawings, copies of which had been circulated with the Agenda and would be attached to the Minutes for information.

Karen Saunders reported that at the Riggers' Subcommittee on the 27 September 2012, a proposal had been accepted for Target Skysports only to add a Y strap to a Paratec Tandem Student Harness (this was the harness that had a type 7 back strap and bellyband). Karen had now requested that the above modification be given a general acceptance.

Noel Purcell was asked if he had any comments, as he had experience of using this mod. Noel stated that in his opinion, he would recommend keeping the buckle fasting higher so there was less risk of the Student sitting on it during a sliding landing. He also suggested using type 17 webbing, and therefore a small 1 inch buckle.

The Committee thanked Noel for his input, but noted that any alterations to the spec of the original Y mod would require acceptance by the Subcommittee at a future meeting.

Following consideration, it was proposed by Karen Saunders and seconded by Rick Boardman that the Paratec Tandem Student harness with a type 7 back strap and bellyband,

and is fitted with a Y strap, previously only accepted for Target Skysports (see Riggers' Subcommittee Minutes of 27 September 2012) be accepted for general use.

Carried Unanimously

6. PROPOSED AMENDMENTS TO VARIOUS ADVANCED PACKER FORMS

Rick Boardman had re-drafted the Advanced Packer Course Training Record (Form 175) and the Initial Issue Advanced Packer Rating (Form 208), copies of which had been circulated with the Agenda.

Following consideration, it was proposed by Rick Boardman and seconded by Karen Saunders that the amendments to BPA Form 175 (with a slight adjustment agreed that evening) and Form 208 be accepted.

Carried Unanimously

The updated forms would be attached to the Minutes for information.

The Chair referred to the Advanced Packers written exam and asked whether a pool of questions could be made available on the BPA website, as was being considered for Riggers. Rick Boardman stated that he would liaise with the Advanced Packer Course Examiners.

7. DRAFT EQUIPMENT RELATED INCIDENT REPORT AND GUIDELINES

Pete Sizer had re-drafted the Equipment Related Incident Report (BPA Form 298A) and had also produced a set of guidelines for completing the Report (BPA Form 298B), copies of which had been circulated with the Agenda.

Following discussion, it was proposed by Pete Sizer (proxy) and seconded by Rick Boardman that BPA Forms 298A & 298B be accepted.

Carried Unanimously

The updated forms would be attached to the Minutes for information.

8. BPA RIGGERS' COURSE REPORTS

Allan Hewitt

Tony Butler spoke to his paper, which had been previously circulated, regarding Allan Hewitt's BPA Rigger ratings. Tony Butler provided further details to those present.

Tony Butler reported that Allan Hewitt has had a long-standing grievance with the BPA over the reinstatement of his BPA Advanced Rigger rating. This grievance went to mediation at Sport Resolutions on the 16 November 2016 and was settled amicably.

As part of the grievance agreement it was agreed that a joint statement be produced. The statement (below) has been posted on the BPA web-site. It was also agreed that it would be reproduced in the Riggers' Subcommittee minutes.

ALLAN HEWITT AND BRITISH PARACHUTE ASSOCIATION LTD

Allan Hewitt and British Parachute Association (BPA) Ltd are pleased to announce that they have reached agreement on a longstanding grievance against BPA that Allan Hewitt has been pursuing for some three years. They would like to thank Sport Resolutions for their help in reaching this agreement.

The BPA acknowledge, with regret, the long and tortuous process Allan Hewitt faced when seeking to reinstate his BPA Advanced Rigger rating. As a result of this, BPA will review the terms of reference of its Riggers' Subcommittee to clearly state the rules of eligibility to vote and the required quorum, so it cannot be misunderstood; also, to emphasise that decisions

cannot be carried if the meaning of a 'declaration of'

Allan is a former Chair development of rigging (later qualified as a BPA Rigger Examiner) and during his has been exemplary. Allan has demonstrated professional reputation as a rigger in

Tony Butler, BPA Chief alter its procedures to environment away from sufficient time to be present including those not on The member with the

Allan Hewitt said "I had hundreds of hours working riggers and skydivers and believe it's the responsibility common sense. This is myself. The rules and regulations members and employees should always have a responsibility other BPA members. I

BPA looks forward to your career as a Rigger Examiner

- End of joint statement

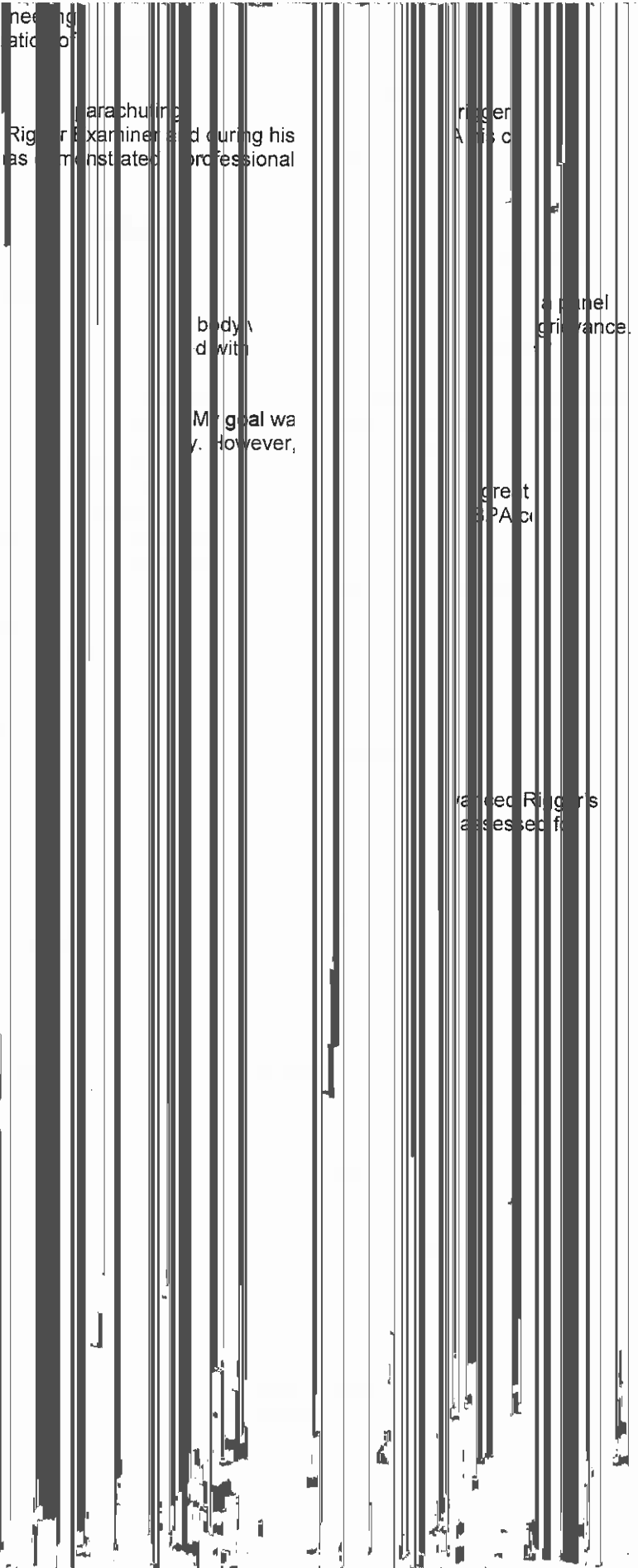
Following the mediation of the outcome and the 2016 being held at Dur rating. Allan had also requested reinstatement of his Rigger

"The COO said that Allan This would be after his do this would be in January Subcommittee. which would therefore asked Council would be likely to mean rating could be awarded agreed to be available to choose two or attend Marshall proposed, and condition that Allan Hewitt 1 abstention (Paul Appl

Allan attended the court rating. He was successful Examiner ratings.

The Chair then reported been circulated with the

- i) The BPA wishes Skydive Buzz, C
- The Examiners Panagopoulos.



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Rigger Examiner and during his has demonstrated professional

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- iv) Noel Purcell had run an Advanced Packers Examination at Hibaldstow on 9 December 2016. The Course was attended by Liam and
Liam successfully completed the Course and was awarded (S) status.

- v) Pete Sizer had run an Advanced Packers 'Round' Course at Headcorn from the 12 – 14 December 2016. The Course was attended by Gary and Marie Anne Stevens.
Gary successfully completed the Course and was awarded (R) status.

- vi) Rick Boardman had run an Advanced Packers Training Course under the supervision of Pete Sizer at Skydive Headcorn from the 19 – 20 December 2016. The Course was attended by Barry Maple, Marie Anne Stevens and Gary Kennedy. Barry, Marie Anne and Gary were advised to attend the Examination phase of the Course and completed a number of supervised pack jobs.
On completion of the Course, Pete Sizer recommended Gary and Marie Anne to be added to the list of Riggers authorised to run and examine Advanced Packers Courses.
It was proposed by Noel Purcell and seconded by Rick Boardman that Gary's recommendation be accepted.

- vii) Pete Sizer had run an Advanced Packers Examination Course at Headcorn from the 19 – 20 December 2016. The Course was attended by Barry Maple and Gary Kennedy.
Barry Maple had previously held an Advanced Packer Training Course. Barry successfully completed the Examination Course and was re-awarded his Advanced Packer status.

- viii) Noel Purcell had run an Advanced Packers Training Course at Headcorn from the 19 – 22 December 2016.
The Course was attended by Chris Judd, Tom Shorter and Gary Kennedy. Chris, Tom and Gary were advised to attend the Examination phase of the Course and completed a number of supervised pack jobs.

- ix) Andy Shaw had run an Advanced Packers Examination Course at Headcorn on the 21 Jan 2017. The Course was attended by Jack Egan and Gary Kennedy.
Jack successfully completed the Course and was awarded (S) status.

- x) Karen Saunders had run an Advanced Packers Training Course under the supervision of Pete Sizer at Skydive Headcorn from the 19 – 20 December 2016. The Course was attended by Lucy Mancey, Vitaliy Zakrevs and Gary Kennedy. Lucy, Vitaliy and Gary were advised to attend the Examination phase of the Course and completed a number of supervised pack jobs.
On completion of the Course, Pete Sizer recommended Lucy and Vitaliy to be added to the list of Riggers authorised to run and examine Advanced Packers Courses.
It was proposed by Noel Purcell and seconded by Rick Boardman that Lucy's recommendation be accepted.

Kennedy all
ice they had

10. **BPA SAFETY NOTICES/INFORMA**

There had been no BPA Safety Not

11. **MANUFACTURERS' SAFETY NOT**

i) The Chair reported that Airt
CYPRES AAD unit, had ext
This lifetime extension only applies t
1st of January 2017. For this lon er
every 5 years and 10 years

Therefore, any CYPRES AA
adhere to the five-year main

Any CYPRES AAD Units m
12.5-year lifetime and must
Safety Information Notice 02
GmbH & Co.Kg Safety Syst

A BPA Safety Information B
information, a copy of which

ii) A Product Advisory had bee
battery replacement on all s

Due to new IATA restrictions
batteries, the manufacturers
Vigil AAD, consequently forc
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Effectively immediately, the I
to either AAD or Vigil Americ

A battery replacement is ma

- «Bat Low» or «Bat F

- When the Vigil has r

All Vigil batteries (Vigil I, II &
months from the date of mar

Full details are included on th

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

i) An e-mail had been received
that Riggers Subcommittee n
lapsed in April 2016 following
parachuting accident in Janu:
not renew his BPA members

Mark Bayada had reported th
jumping again. Prior to his ad
current in all three, which Ma
reinstated.

Mark was also requesting fro
Advanced Packer (S) rating t

njury. Chris'
seriousness

requesting
rating whic

The meeting was advised that Chris has over 4000 jumps, 153 in the past two years. He has made a good recovery and following a medical review has been given a new Doctors' Certificate with no restrictions. He had held Advanced Packer (S) status since Sept 1999.

It was proposed by Noel Purcell and seconded by Karen Saunders that the above request be accepted.

Carried Unanimously

- ii) Pete Sizer had reported that during the recent Advanced Packer course at Headcorn it was noticed that there was a discrepancy (Typo) between the Technical Manual, Safety Information (4/15) and the decision at Riggers. Namely:
Page 14 Connector Links Para 4. should read "Soft Links may not be used on Student Main Canopies" in accordance with the decision at Riggers 30.7.15 and SI 4/15.

As the author of both documents, Pete Sizer had apologised for the error.

- iii) Circulated to those present was information from Kim Newton regarding 'baby' D rings.

Kim had reported that she recently found a set of main risers on equipment, where there were several issues with the risers, amongst which was that the brake locking rings were of the 'baby D ring' type identified in 1994 as causing opening problems due to them breaking during openings. Kim had supplied photos of the relevant D rings, which had been circulated to those present and would also be attached to the Minutes for information.

Kim had referred to the Minutes from Riggers' Subcommittee meeting of 11 August 1994, item 5, which mentions the Safety Information Notice that was issued (SI 5/94) and that the discussion concluded that the notice was relevant to other types of 'D' ring not only the 'H219' that was stated in the notice.

Kim stated that she was concerned that many Riggers and Advanced Packers may not be aware of this issue, as most, if not all, manufacturers had been using round small rings for many years. However, the age of these risers on this set of equipment was evident and she felt that questions could have been asked as to whether they were suitable for use.

Kim stated that she felt that we need to highlight the responsibility of Riggers and Advanced Packers to question the use of old components and that if they see something that is not common practice that they must seek advice.

Kim had respectfully asked the Committee to discuss and possibly recommend ways in which we could improve the knowledge of those who oversee equipment.

The Committee discussed Kim Newton's email, during which the following points were considered:

- The Committee to look at compiling a list of older BPA safety notices and bringing them up to date with a view to educating Packers.
- The Committee to look at ways of encourage more Riggers and Advanced Packers to attend meetings and to take an interest in their sport. It was suggested that perhaps a letter be circulated highlighting various ongoing issues.
- The Committee to think about holding a Riggers convention each year at the AGM.

- iv) Paul Applegate stated that there was currently no paperwork for the logging of work completed on Student Tandem harnesses.

Following discussion
added to the reverse
inspection). This was

- v) Mark Bayada gave
Age Working Group
successful change

Mark Bayada stated
looking at medicals
were safety critical

am position
BPA Medical

Dates of Future Meetings:

At 1
Th
16

10 February 2017

PAPERWORK REQUIRING CIRCULATION WITH THE NEXT AGENDA MUST REACH THE BPA OFFICE BY MONDAY 20 MARCH 2017.

Distribution:

Chairperson Riggers' Subcommittee
Editor – Skydive



Mars M2 Information Bulletin

Amendment to Maintenance Section 7.4 Yearly Inspection of the Mars M2 Manual.

Riggers and Advanced Packers can EITHER check the Lock Release Mechanism OR the Barometric pressure test as per the manual; but this must be completed at the manufacturers recommended time scale.

The remaining inspection procedure remains the same.

Jevicko, February 6th, 2017


Vratislav Malý
MarS a.s.



Materials

1 1/2" Type 4 square weave
Bonded nylon 40 thread

Equipment

Straight stitch sewing machine
Marking pencil
Ruler
Hot Knife
Stitch unpicker

Construction Drawings

CURRENT
SETUP.

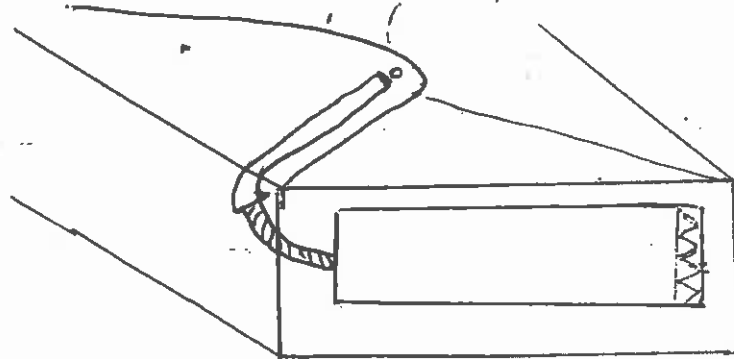


FIG 1

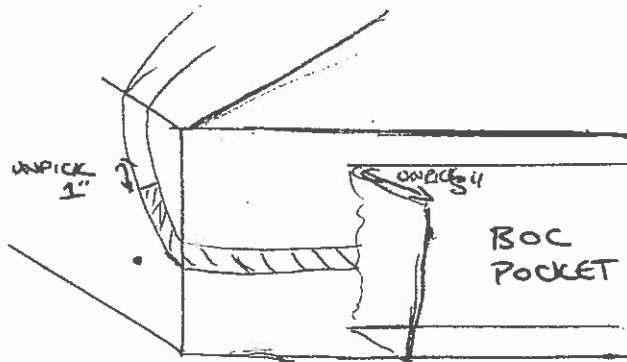
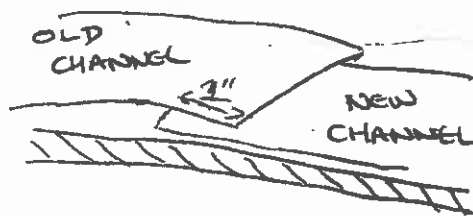


FIG 2





British Parachute Association

Wharf Way, Glen Parva, Leicester, LE2 9TF

www.bpa.org.uk

STUDENT PARACHUTIST EQUIPMENT* CHANGE PROPOSAL - APPLICATION

* Equipment used by Student Parachutists; Tandem, AFF (including consolidation jumps), Category System

Applicant Details

Karen Saunders AR250
Membership No. 938089

Equipment Details

Paratec Tandem Student Harness

Synopsis of Proposed Change

To add Y strap to prevent student slipping out of the harness – blanket clearance requested
Previously cleared for use by Target Skysport on 27th September 2012

Method of Change

Type 8 wrapped around the leg straps joined near coccyx, with an adjustable strap up to meet the horizontal back strap.

Materials

Type 8, Type 12 buffer, chest strap buckle

Equipment

Harness Machine, Hot Knife

Construction Drawings

- 1) Make loop holding chest strap buckle and sew buffer piece in place
- 2) Wrap lengths around leg straps and sew. These are not attached to legstraps – just fitted tightly around leg straps.
- 3) Create a confluence with ends and wrap vertical strap around and sew 4 point pattern.

ADVANCED PACKER COURSE TRAINING RECORD

NB. *BPA Form 169 (Advanced Packer Course Syllabus) details the requirements and syllabus for the course.*

(PLEASE PRINT ALL DETAILS)

Candidate's Name:			
Address:			
BPA No:		Checked By:	
Main Packing Certificate	Issue date:	Checked By:	
Course Type:	Square / Round / Tandem <small>(delete as applicable)</small>		
Course Venue:			
Course Start Date:			

Instructing Riggers		
Name (Print)	BPA No	Rigger Number

Lessons Given During Course			
Lesson	Round / Square	Candidate Signature	Rigger Signature
1. BPA Operations Manual requirements			
2. Safety notices and information			
3. Equipment compatibility (Pack volume study)			
4. Documentation, including packing cards, inspection check lists and packing logs			
5. Packing tools selection and safety requirements			
6. General Rigging and assembly			
7. Canopy and container inspection techniques and reports			
8. Inspection of AAD and RSL installations			
9. Contamination of materials including fabric tensile strength testing and acid mesh			

10. AAD requirements			
11. Closure loop replacements			
12. Packing demo			
13. Packing lessons and practice			

Handouts given out during the course			
Handout		Candidate Signature	Rigger Signature
1. Section 14 & 6 BPA operations manual			
2. Terms of reference and rules of procedure			
3. Rigging technical operations manual			
4. BPA safety notice index			
5. Equipment knowledge for parachute instructors			
6. Reserve packing guide			

Equipment worked on during training						
Container	Reserve	AAD	RSL	Closure Loop Replacement - Type and Details	Candidate Signature	Rigger Signature

At the end of the Advanced Packer Training course the Instructing Riggers will submit this form to the BPA Office and Riggers' Committee.

INITIAL ISSUE OF ADVANCED PACKER RATING

(PLEASE PRINT ALL DETAILS)

Candidate's Name:			
Address:			
BPA No:		Checked By:	
Main Packing Certificate:	Issue date:	Checked By:	
Exam Type:	Square / Round / Tandem <small>(delete as applicable)</small>		
Exam Venue:			
Exam Start Date:			

Reserve Packing Exam							
Written Paper Mark:							
Inspection of Reserve Packing log:							
	Container	Reserve	Main	AAD	RSL	Examining Riggers	
						Signature	Rigger No
Test 1							
Test 2							
Test 3							
Test 4							
If the candidate is successful the examining Rigger will submit this form to the BPA Office, for issue of the Advanced Packer Rating							

(Please tick appropriate box)

Advanced Packer (Grade R) Advanced Packer (Grade S) Advanced Packer (Grade T)

* (Please delete as appropriate)

I the undersigned (BPA Advanced Rigger*/BPA Rigger Examiner*) have examined the candidate named above and am satisfied that he/she has fulfilled the requirements of BPA Form 169 Advanced Packer Syllabus* / Form 198 Advanced Packer Course Syllabus (Tandem)* and is suitable and eligible to be awarded the appropriate Advanced Packer status, as indicated above. Packing Exam details are below.

AR/RE's Name (Print) _____ BPA No _____

Signed _____ Rigger No _____

FOR OFFICE USE ONLY

Date Issued _____ Valid Until _____

Authorised by _____ Rating Issued _____

EQUIPMENT RELATED INCIDENT REPORT

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

Brief Title of Occurrence/Incident

Description of Occurrence/Mistake/Incident

Rig type	Canopy Type	Packer/Rigger	AP / Rigger number	Date	Location
-----------------	--------------------	----------------------	---------------------------	-------------	-----------------

Name and status of person making report _____
(i.e. Instructor, Rigger, etc)

Signed _____

Date _____

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

BRITISH PARACHUTE ASSOCIATION

Wharf Way, Glen Parva, Leicester, LE2 9TF. Tel: 0116 278 5271. Fax: 0116

www.bpa.org.uk

E-mail: skydive@bpa.org.uk

GUIDELINES FOR THE COMPLETION OF THE EQUIPMENT RELATED INCIDENT REPORT

It is important that the BPA Equipment Related Incident Report helps the Association when compiling statistics, which may help in the future. It is also important if a claim is made against a Parachute or individual member. ERI Reports should be submitted for any incidents involving BPA members taking place on the ground. Incidents should be reported on the appropriate Incident/Malfunction/Deployment Problem Forms should be completed and sent to the BPA as soon as possible.

Please ensure that the form is completed as fully as possible, and if a person filling in the form is unable to obtain the information required, then 'Not known' should be inserted, or if a section does not apply.

BRIEF TITLE. Brief description of the Incident. (eg. Stitch Pattern)

DESCRIPTION OF INCIDENT. As fully as possible describe the incident so that others can recognise the situation for themselves (if appropriate).

RIG TYPE. With date of manufacture and serial number where available.

CANOPY TYPE. With date of manufacture and serial number where available.

PACKER/RIGGER and NUMBER. So that further information can be obtained.

DATE and LOCATION. Of where the Incident was noticed..

NAME and STATUS. Of the person making the report. So that further information can be gathered.

HAS THE RIGGER/PACKER/MANUFACTURER BEEN INFORMED (If in response). So the Chairman / Committee knows where to begin a search. A manufacturer may be made aware of an incident by a BPA member or give that member specific advice or instructions in response to the report.



SAFETY INFORMATION

CYPRES AAD SERVICE MAINTENANCE

Airtec GmbH & Co.Kg Safety Systems who manufacture CYPRES AAD units have extended the service lifetime from 12.5 years to 15 years. This applies to units which have been manufactured after 01/15. After this service life, the maintenance requirements will be as per the original manufacture.

Therefore, any CYPRES AAD units manufactured after 01/15 will adhere to the five-year maintenance cycle.

Any CYPRES AAD Units manufactured prior to 01/15 will have a service lifetime and must still adhere to the four-year maintenance cycle. See Safety Information Notice 02/16.

Note: This is a BPA Requirement and not an Airtec requirement.

03rd Feb 2017

Jeff Montgomery
Safety & Technical Officer

Distribution:

CI's
Council
Riggers
STC Mailing
PTO Operators
BPA Skydive The Mag
File



PRODUCT ADVISORY

Page 2

For VIGIL 1 owners:

Vigil 1 owners in need of a battery replacement should contact either A.A.D. nv/sa (Belgium) or Vigil America (Florida) to request and obtain an RMA number.

Unfortunately, the encapsulated battery for the Vigil 1 is no longer available and therefore can no longer be replaced. We are offering two options for current Vigil 1 owners who need a battery replacement:

Option 1: In exchange for the Vigil 1, a new Vigil with a maximum 20 year life expectancy at 300,00€ excluding VAT and shipping (or current exchange rate in US\$).

Option 2: In exchange for the Vigil 1, a replacement Vigil with the latest firmware and an expiration date comparable to the expiration date of your current Vigil. This engraved Vigil will be offered at the current cost of a Vigil battery plus shipping.

For Vigil 2 owners:

Vigil 2 owners who need a battery replacement should contact either A.A.D. nv/sa (Belgium) or Vigil America (Florida) to request and obtain an RMA number.

Battery replacements for the Vigil 2 will be performed at the current price of the Vigil 2 battery, plus shipping.

In addition, all Vigil 2 units returned for a battery replacement will receive a firmware update and full inspection at no additional charge.

We sincerely apologize for the inconvenience this updated procedure will cause and for both cases you need to contact either AAD Belgium via service@vigil.aero or Vigil America via service@vigilamerica.com.

Vigil AAD control units and Vigil AAD cutters will continue to be field replaceable.

Regards,

Vigil Team



