

Safety Training Committee

Minutes of the meeting held on

Thursday 4 November 2010 at

at BPA HQ, Harfay, Glen Parva, Leicester LE12 7TF

Present:

John Moriarty	-	Chair TC
Richard Hatley	-	Chair 99ers' subcommittee
Alan Manczy	-	Headcorn
Alex Busby-Hicks	-	Ydiva LaHar
Stacey Canniff	-	Go ydiva
Maul Yeehan	-	Ydiva Tilstoc
Dave Hood	-	AA
Mal Richardson	-	BK/C
Chris McCann	-	C/C
Ian Robinson	-	Ydiva Jersey
Iain Anderson	-	Ibson ydivers
Gary Hall	-	Ydiva
Colin Hurcell	-	Ydiva t Andrews
Stuart Macoc	-	CCL
Eric Robinson	-	Ydiva Hildalstow
Mick Carruthers	-	Hinton ydiva
Kieran Brady	-	Air Adventures ydivers
Barahton	-	Ydiva orth ydivers
		Ydiva tratallan
		Ydiva GB (From item 3)

Apologies: Ady Kiff, Dylan Bartle, Martin White, Andy Clark, Jay Roberts, Jason Farrant.

In Attendance:

Tony Butler	-	Chair
John Hitchcock	-	Chair
Mar Bayada	-	Council Chair Canopy Group
Alfred Fernandez	-	Communications Manager
T Rudy Karp	-	Assistant to Chair

Observers: Iain Grant, Tilly Moran, Ben Hood, Andy Monfrlou, Kay Carruthers, Matty Holdord, Jerry Lauchbury, Chris Gilmore.

The Chair welcomed Eric Robinson (New Cl o Air Adventures ydivers).

ITEM MINUTE

1. DECLARATIONS OF ANY CONFLICTS OF INTEREST

Any declarations of interest would be made at the meeting to which they relate.

2. MINUTES OF THE STC MEETING OF SEPTEMBER 2010

It was proposed by Alan Manczy and seconded by Alex Busby-Hicks that the Minutes of the TC Meeting of

3. MATTERS ARISING FROM THE STC MEETING OF SEPTEMBER 2

Page 3, Item 3 – Matters Arising). The Chair reported that a meeting of the Canopy Handled Air Group had been held earlier today. He invited Mar Bayada to provide an update to the Commission on the progress to date.

Mar Bayada reported that the Air Group have now completed their research and are ready to start developing a new system of training for Canopy Pilot and Canopy Handled Air. In addition to a revised training system, the Air Group are likely to be recommending the following:

- i) That the BMA adopts a system of controlling the type and size of main canopy to be used depending on the student's weight and experience.
- ii) That student landings in the main landing areas at all ATs carry out no more than a 90-degree rotational turn to land.
- iii) That all ATs who wish to allow students to carry out more than a 90-degree rotational turn have a suitable landing area designated for those landings and specific ATs for the training and control of those areas.
- iv) That Canopy Pilot requirements will also be reviewed, and current Coaches will likely be required to be reassessed.

Mar Bayada stated that more work is still needed to develop the new system and when completed, recommendations will be made to TC. As yet there is no implementation date, however the Air Group hopes that the new system may be ready by April 2020.

Page 4, Item 7 Incident Injury Reports – Resumé (viii) – Display Misfire Reports. The Chair reported that there had been no further input from CIs regarding the currency requirements for display uniforms.

4. RIGGERS' SUBCOMMITTEE MEETING OF SEPTEMBER 2

Mar Bayada reported that there were no matters arising from the Minutes of the previous 99th AG's subcommittee meeting.

It was proposed by Noel Murray and seconded by Stuart Macoc that the Minutes of the 99th AG's Subcommittee meeting of 10 September 2019 be accepted as a true record.

Carried Unanimously

Mar Bayada reported on the 99th AG's subcommittee meeting held in the afternoon and stated that the subcommittee had accepted a proposed guideline on the serviceability of T and C component parts, which would be added to the Guidelines for Component Parts and Blue Book (BMA Form 2).

Mar Bayada reported that the subcommittee had also discussed an incident, where a T and C uneventful T and C student, a T and C Instructor initiated the main canopy deployment sequence by pulling the drogue release handle on a test system. As the drogue release sequence, the centre ill line within the drogue broke at the point where the not lies.

A T and C realised that the ill line had broken, the T and C Instructor initiated his emergency procedures. A T and C the reserve deployed the main canopy before the T and C contained and trailed behind for a few seconds and then fell away.

The reserve canopy was a T win 402, the main canopy was a T win 72, with a ~~9112~~. At the time of the incident the ill line had 81 jumps, the drogue had 704 jumps. The ill line had one replacement back in 2011. This was the first jump after and of a re-orientation inspection and repair.

Mr. Izor reported that the newly adopted guidelines on serviceability of tandem component parts which states that the expected lifespan of a till line is between 00 – 00 jumps. He also stated that the importance of correct and inspection equipment as per the guidelines.

Mr. Izor stated that the Committee had also discussed the subject of L-shackles following a recent incident, which would be covered more fully under the (viii) of this agenda.

ELECTION OF CHAIR OF RIGGERS SUBCOMMITTEE FOR 2020

The Chair reported that one candidate, Mr. Izor, had been nominated for Chair of the Riggers' Subcommittee for 2020. He stated that Mr. Izor is currently Chair and has been nominated by the Council and seconded by Carl Williams.

It was therefore proposed by the Council and seconded by Carl Williams (proxy) that Mr. Izor is re-elected as Chair of the Riggers' Subcommittee for 2020.

For 10 (incl 2 x proxy) Against: 0 Abstentions: 1 (Mr. Izor)

Carried

INCIDENT INJURY REPORTS – SUMMARY

The Chair reported on the following Incident Injury reports that had been received since the last meeting:

i) There had been student injury reports received since the last meeting. 4 jumps and 1 tandem. A static line student tore a tendon in his shoulder on exit. The riser caught his arm as the canopy was deployed, hitting his shoulder. A static line student broke or dislocated his ankle on landing, having landed in a vertical position. Another student broke an ankle on landing. A student on his second jump dislocated his shoulder as he landed.

ii) Since the last meeting there had been one injury report received of a 'D' Licence parachutist, who is an AFF Instructor with 1,100 jumps was accidentally injured in the air by an unstable Level 1 student. The Instructor remained conscious, suffered bruising to his jaw and possible concussion.

iii) There had been another injury report received involving a jumper with approximately 1,471 descents, who sustained serious injuries after being involved in a canopy collision and entanglement with another parachutist with 1 jump following a tandem-way F jump. Shortly after deployment, the less experienced parachutist of the two initiated a slow exit turn of approximately 180 to 270 degrees. A few seconds after initiating the turn, the parachutist crossed into the flight path of the more experienced parachutist who was approaching from behind. It is believed that the less experienced parachutist did not see the other parachutist during the turn. Both parachutists remained entangled for approximately 10 seconds, a time which the less experienced parachutist cut away at approximately 1,000 ft and deployed partially inflated around the lines and equipment of the other parachutist, who then cut away his own main canopy, but it failed to fully inflate. The parachutist landed very heavily under his partially inflated main canopy and the other parachutist's cutaway main canopy. A few seconds after the disconnection of the bottom canopy, the other canopy which appeared to be fully inflated, was seen to collapse. The other parachutist remained with his collapsed main canopy and the other parachutist's entangled canopy, until he impacted on the ground. The deployment of the reserve canopy was observed at the time of the incident.

A video of this incident was shown to those present.

The Chair stated that the experienced parachutist was jumping a approx 140 lb main canopy and that the less experienced parachutist was jumping a abra 2-210 lb main canopy.

Following consideration, it was felt that the procedures or dealing with canopy entanglements that the students should also be relevant to experienced jumpers and it was suggested that this should be included in their courses.

The Chair stated that it was felt that students should be encouraged to hold more training and safety days. He said that one of the plans for the future was to produce a series of safety video briefs and that this area as well as other topics could be included as one of these videos.

iv) There had been 6 student Mal-union Deployment problem reports received since the last year. All jumps. Two static line students, at different times, of their airbags caught in lines during deployment. Both students disintegrated their airbags, both then had rotational canopies. Both successfully went through their reserve drills and landed safely. However, one student's bag and pilot chute landed on a car, cracked its windscreen. The static line student experienced twists which he was unable to clear. He successfully carried out his reserve drills. Two regular students had mal-unions or suspected mal-unions and one student was unable to locate his main deployment tower. All carried out their reserve drills.

v) There had been 12 Mal-union Deployment problem reports received for 'A' Licence parachutists or above. All jumps. One jumper with 7 jumps carried out a 10-way F jump, traced away on break-off because unstable at pull height. He made 2 attempts to pull and then went through his reserve drills. The same jumper then made another similar jump and again went unstable with the trace off. He made 2 attempts to pull and again went through his reserve drills. The jumper was rounded or restrained and will initially only jump with an AFF Instructor until the CIs satisfied that he can jump with others. In total the 11 jumpers, the jumpers had less than 100 jumps, had between 100 and 500 jumps, 2 had between 500 and 1,000 jumps, and 4 had over 1,000 jumps, 2 had over 2,000 jumps.

vi) In the last TC there had been 2 Tandem Injury reports received. Both jumps. One student received bruising to his shoulder following a hard opening. The other fractured a vertebra on landing.

The Chair expressed concern at the rising number of injuries resulting from low air back injuries on Tandem students, which appear to result from a number of contributory factors such as landing positions harness adjustment bad landing wind conditions, jumps at break between Tandem student Instructor etc.

The Chair stated that a great deal of emphasis is placed on these factors on Tandem Courses. He said that with the introduction of the probationary period for newly qualified Tandem and more senior and supervision for CIs, it is hoped that some of these issues will be addressed, though it was pointed out that these injuries were not specifically related to newer Instructors.

vii) There had been 6 Tandem Mal-union Deployment problem reports received, including a broken main line, which was discussed earlier at item 4 of the agenda.

viii) The Chair reported that last week a serious incident occurred when an AAD lifted, saving the lives of a Tandem Instructor and his student. This involved a Tandem Instructor with a total of 22 Tandem descents. Following an unexpected Tandem student's dive from 10,000 ft the Tandem Instructor went through the main canopy deployment sequence at approximately 6000 ft by pulling the deployment handle on the exit Tandem system. The main canopy deployed and did not appear to be mal-oriented, however the canopy started to spin to the left. The Tandem Instructor made the decision to initiate his emergency drills. Due to the severity of the spin, the Instructor could not locate his emergency handles simultaneously, only being able to locate the cutaway handle, which had moved and was situated behind and level with his feet should be. The Instructor opted to go through the cutaway procedure without locating the reserve handle. As the Instructor cut away the main canopy, the Tandem

...ailed to pull the reservoir pin. T and C pair continued in ... all and the Instructor attempted several times to locate the reservoir handle but could not find it. The Instructor noticed that the L had disconnected and was ... in the air flow. The Instructor attempted to grab and pull the L to activate the reservoir but struggled to get hold of it, at which point the Cypress AAD activated the reservoir canopy. T and C pair landed safely on the MLA without further incident. The Instructor had carried out on a previous T and C descent that day. T and C Instructor has not carried out any further T and C descents since that time.

The Chair stated that a photograph taken on board the aircraft showed that the L appeared to be connected and situated in the correct place. However, at some stage the L became disconnected.

The Chair reported that following this incident he visited the AT concerned and inspected the equipment. He stated that the L was also inspected and put through several pull tests using a hook scale. The recorded poundage recorded did not exceed 2 lbs. All the other Ls were also tested and the L involved in the incident had the lowest recorded poundage recorded. The incident L has been taken out of service.

The Chair reported that this incident had also been discussed at the 99ers' subcommittee meeting this afternoon.

Michael reported that the 99ers' subcommittee were keen to ascertain how many other instances that may not have actually been logged as an actual incident where an L has inadvertently come undone. This could have occurred in ... all, as a result of someone maybe doing a systems check and noticing it or someone that has just landed and noticed that the L was not done up, but they were fairly certain it had been connected before they left the aircraft.

The 99ers' subcommittee have asked ATs to check their L clips practices to see how much weight actually takes to undo them.

- ix) The ... had been 10 'off landing' reports received since the last The ... included T and C pairs, one student on her first jump clipped the roof of a caravan near the MLA, the ... and ... experienced jumps, including a ... group.
- x) The ... had been reports of ... on jumps on exit, in ... all or on deployment. 4 ... , including 2 T and C student ... and one ...
- xi) Two reports had been received of aircraft overlying a MLA whilst canopies were in the air. In aircraft a A-2 ... through ... group of canopies at 4,000 ft. The AT was unable to ... contact with the aircraft. The other involved a ... aircraft flying over a MLA at about 300 ft, even though the ... were canopies above and on the same level as the aircraft. Both incidents have been reported. ... also had a report of two ... Cessna 20 ... to land at approximately the same time, one ... than the other. Both pilots were unaware of each other. Luckily the Airfield In ... saw how close the aircraft were and advised the ... aircraft to go around. This incident resulted in an Airprox report (DO 201007). Another report involved a Cessna 20 that was above FL 120 when only cleared to FL 120 by ... This was a result of the pilot not setting his altimeter to 101 pressure setting and he was still using FE altimeter a static in ...

TANDEM WORKING GROUP NOTES

The Chair reported that the T and C ... Group ... had taken place at H on 10 The notes of the ... had been circulated at the same time as the TC ... agenda for this

The Chair stated that there are a number of proposed changes to the Operations Manual which would be dealt with under Item 3 on the agenda. There were also a number of other recommendations that TC would need to vote on:

a. Proposed 'C' Licence Written Examination

It was felt by the T AG that a chair should be added to the requirements to obtain a BBA 'C' Licence. The added requirement would allow or revised or gained knowledge of the requirements laid out in the BBA Operations Manual by including a written examination as part of the application process. The draft Examination (Eor. 26) had been included with the T AG notes.

Following consideration, it was proposed by Alex Busby-Hicks and seconded by Gary Hall that the above recommendation by the T and the L or IA Group be accepted.

Carried Unanimously

The C requested that implementation date of the above recommendation take effect from 1 January 2020. There was no objection raised from those present to this request.

b. Proposed amended Graduation system record sheet – Junior Master Grad 1 (JM1) & Canopy Handling Grad 2 (CH2)

The T AG are proposing that the Graduation system record sheet be amended to include a practical element to spotlight Junior Master responsibilities and the Pilot in Charge, with the intention of providing the training officers members hope to achieve. They also believe that the responsibility of the JM is greater than it is perceived to be by any 'B' Licence holders, especially when spotlighted. The proposed draft record sheet (Eor. 247) had been included with the T AG notes.

The C reported that there could be further changes to the record sheet from the Canopy AG in the future. He requested that implementation date of this recommendation also take effect from 1 January 2020.

Following consideration, it was proposed by Chris McCann and seconded by Ian Manczy that the above recommendation by the T and the L or IA Group be accepted.

Carried Unanimously

c. Q & A and Emergency Aids

The T AG are proposing that the Q & A and Emergency Aids aid in Eor. 204 is brought in line with the AT local union track. The proposed amended aid in Eor. 204 had been included with the T AG notes.

Following consideration, it was proposed by Alex Busby-Hicks and seconded by Ian Manczy that the above recommendation by the T and the L or IA Group be accepted.

Carried Unanimously

Col Burrell was able to clarify a query from Gary Hall that the chair is intended with the T I should try to clear it as far as possible as it may cause the pair to roll down which is a safety hazard. It is thrown in this orientation. However, if they roll they will not be able to clear the inter-ference they should still throw the drill until it was safe to do so.

The Chair stated that the T AG have added the scenario or the video rapidly entered in the drill to the Q & A drills. The idea is to include this in the other drills once the Q & A drills had been accepted. The T AG are also looking to include a number of additional scenarios to all the other aid in Eor. 204 and it is the intention to submit these for consideration at a future meeting.

d. Proposed T and the Instructor Probationary Method

AT and the Instructor Probationary Method had been discussed at T C previously and the Committee felt that it was something that should be adopted. The T AG had recommended a number of limitations of T I Probationary requirements, which had

been included with the proposed T and A Instructor Probationary Record Card included in the T and A Guidelines.

They also followed a lengthy discussion during which a number of CIs presented questions regarding the rationale behind some of the requirements and currency guidelines, which the Chair, C and a number of T and A Group members were able to clarify. A number of CIs returned to one of the proposed requirements regarding T and A units, which they believed could be open to misinterpretation.

Following discussion, it was agreed by those present that the wording of this proposed requirement be changed to read: "Adequate time between units".

Following further consideration, it was proposed by Tracy Canniff and seconded by Malcolm Richardson that the proposed T and A Instructor Probationary Method be accepted to align with the re-worded requirement as agreed (above) and that also the T and A Instructor (T and A) Probationary Record Card (Form 2) be accepted.

For: 14

Against: 0

Abstentions: 4 (Chris McCann and

c. Proposal

The Probationary Period for new Tandem and Tandem Instructors. This had just been agreed in the previous Itinerary (ZD), and required a change to the Operations Manual:

SECTION 4 INSTRUCTORS), Paragraph 4.7 Tandem Instructor - TI), sub-paragraph 4.7.7, now becomes

Tandem Instructor Probationary Period.

After successful completion of the Tandem and Tandem Instructor Course, the recently qualified Tandem and Tandem Instructor will start a probation period consisting of 20 Tandem descents. During the 20 probationary Tandem descents the Tandem and Tandem Instructor will be restricted to the limitations laid out in the Tandem and Tandem Instructor Probationary Record (BMA Form 2).

Note Previous sub-paragraphs 4.7 to 4.10

Following consideration, it was proposed by Tracy Canniff and seconded by Ian Mancy that the above proposed amendment to the Operations Manual be accepted.

Carried Unanimously

d. Proposal 4

The Chair reported that at the TC meeting of 2 April 2010, Andy Guest put forward a proposal to change the currency requirements to jump a hand wrist mounted camera. This proposal was referred to the Tandem Group for review. The Tandem Group recommended a change to the Operations Manual:

SECTION 4 INSTRUCTORS), Paragraph 4.7 Tandem Instructor - TI), Sub-paragraph 4.7.7.3 to read

Any TI who has over 100 hand wrist mounted camera descents must do a minimum of 10 hand wrist mounted camera descents within the previous two years to continue to jump a hand wrist mounted camera.

Following consideration, it was proposed by Chris McCann and seconded by Aaron Barton that the above proposed amendment to the BMA Operations Manual be accepted.

For: 13

Against: 1 (by proxy)

Abstentions: 0

Carried

e. Rewritten British Paragliding Operations Manual

Following the Association's traditional role, the British Paragliding Association (BPA) to British Paragliding. The Operations Manual has been rewritten to reflect the change. The TC also used the opportunity to change a large number of N.Bs Parasciati

The C stated that the British ydviH and n, g azin a websites will be oH liv a on 27
ov a, b a r. He r a r r e d to the British ydviH portal that allows T s to purchas a
n, g a, b a r s i n b u l and also r a i s t e r t u d e n t p r o v i s i o n a l n, g a, b a r s i n p s. T h e portal also has
a 'c h e c k a M e n u b a r' u n c t i o n.

The C as e d T s to only order the a, o u n t o f t u d e n t p r o v i s i o n a l n, g a, b a r s i n p s that they
require, o r u s e b e f o r e the n e w s y s t e m, g o e s l i v e.

PROPOSED NE DZ PLA

A paper r o, n, M a t t y H o l g r d h a d b e e n c i r c u l a t e d w i t h the A r e n d a r e q u e s t i H that a new
DZ P L A b e a p p r o v e d a t n o w d o n i a - L a n b e d r A i r f i e l d, L a n b e d r, A L L 4 2 2 X. T h e r e
n, g a, p s h a d a l s o b e e n i n c l u d e d w i t h the proposal.

Map 1 shows the proposed 00, n, d i a, r e t e r P L A. It contains no n, a o r h a z a r d s. A m i n o r h a z a r d
exists at point A. T h i s i s a n o b s o l e t a w a t e r c a s e, n, e n t p o n d w i t h w a i s t d e e p w a t e r. T h i s w a s
d u e t o b e i l l e d i n w i t h i n a c o u p l e o f w e e k s. T h e r e a r e s i g n i f i c a n t o v e r s h o o t s o n s i d e s t o the
East, A r e s t and o u t h.

Map 2 shows a 00, n, r a d i u s c i r c l e i n w h i c h there a r e n o p o w e r l i n e s o t h e r t h a n t h o s e l i n e s
r e q u i r e d t o s e r v i c e the h a H a r s and the u n i t s o f the i n d u s t r i a l e s t a t e t o the East, a
o r t h o u t h r u n n i H r a i l w a y l i n e i s a t 00, n, r o, n, the c e n t r e o f the P L A.

Map 3 shows a 1,200, n, r a d i u s c i r c l e. T h e r e i s n o o p e n b o d y o f w a t e r w i t h i n t h i s c i r c l e. T h e
e s t u a r i n e a r e a i n the A i s t i d a l. T h e r e i s a r o a d t h a t t r a v e r s e s i t, t o l i v e v e h i c u l a r a c c e s s t o
a b u s y c a, n, p s i t e t o the A r e s t.

It i s r e q u e s t e d t h a t the DZ P L A b e a p p r o v e d o r T a n d e, n, s and 'C' L i c e n c e j u m p e r s. It i s h o p e d
o r A F F and o t h e r L i c e n s e d j u m p i H i n the f u t u r e, o n c e the o p e r a t i o n h a s b e c o m e
e s t a b l i s h e d, b u t a r e q u e s t w i l l b e n, a d a t o T C f i r s t.

The s i t e w a s i n s p e c t e d b y the T a n d the C o n 22 o c t o b e r and b o t h s u p p o r t the
p r o p o s a l and b e l i e v e t h e r e i s n o n e e d o r l o a t a t i o n a i d s t o b e u s e d b y a n y c a t e g o r y o f
j u m p e r s.

The C h a i r r e p o r t e d t h a t the n a, r e o f the T w i l l b e y d i v e n o w d o n i a and t h a t n o
p a r a c h u t i H w i l l t a k e p l a c e p r i o r t o B A A A l l i a t i o n and C A A a p p r o v a l.

F o l l o w i H c o n s i d e r a t i o n, i t w a s p r o p o s e d b y A l e x B u s b y - H i c s and s e c o n d e d b y M a u l Y e o, n, a n
t h a t the a b o v e p r o p o s e d n e w DZ P L A b e a c c e p t e d.

Carried Unanimously

PERMISSIONS

A l t t e r r o, n, D a v e A p o d h a d b e e n c i r c u l a t e d w i t h the A r e n d a r e q u e s t i H t h a t the
r e s t r i c t i o n s r e a r d i H the c a t e g o r y o f j u m p e r s p e r m i t t e d t o j u m p a t M e r r a n p o r t A i r f i e l d
b e c h a H e d. D a v e A p o d h a d s t a t e d t h a t p r e s e n t l y the m i n i m u m r e q u i r e m e n t t o j u m p
o n the A i r f i e l d i s 'A' l i c e n c e h o l d e r s w i t h j u m p s w i t h a r a d i o o r i v e j u m p s and t h e
h a d r e q u e s t e d t h a t i t i s c h a H e d t o:

'A' L i c e n c e j u m p e r s, w i t h a r a d i o f o r 10 j u m p s. A l s o, the 'A' l i c e n c e j u m p e r w o u l d n o t
b e o n the f i r s t l i t o t h e d a y, s o t h a t the l a n d i H p a t t e r n c o u l d b e o b s e r v e d. T h e
j u m p e r w o u l d b e b r i t e d o n the d a y s w e a t h e r c o n d i t i o n s and t h e e x t r a h a z a r d s o n
M e r r a n p o r t A i r f i e l d. T h e l o a t a t i o n a i d and w a t e r d r i l l s w i l l b e c o v e r e d o r t h o s e f i r s t
10 j u m p s. A n d l i m i t s w i l l b e p u t i n p l a c e w h e n the w i n d i s f o r c e r t a i n a r e a s o n the
a i r f i e l d.

D a v e A p o d h a d p r o v i d e d u l l d e t a i l s o f h i s r e q u e s t i n h i s p r e v i o u s l y c i r c u l a t e d l e t t e r.

T h e r e f o l l o w e d s o m e d i s c u s s i o n i n w h i c h D a v e A p o d c l a r i f i e d a n u m b e r o f p o i n t s
r a i s e d b y T C.

The C stated that the T had been operated at Merranport Airfield since 200 , and it had taken many years of experience to come to this proposal, which he and the T supported the proposal.

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

For: 10 (incl 1 x proxy) Against: 0 Abstentions: 2 (Lucretia Macoc , Davan Lloyd)

Carried

- ii) A letter regarding the T had been circulated with the A and a request for a six-month extension to the C BI rate of job Johns whose rate expires in over winter 2010. The T had stated that the Centre has not had as many Category 1 students through to enable job to prepare for a C I course, but are expected in over winter.

Following consideration, it was proposed by Ewan Macneil and seconded by Martin Izor that the above request be accepted.

For: 1 (incl 1 x proxy) Against: 0 Abstentions: 1 (Loren Durcell)

Carried

A.O.B

- i) Circulated to those present was a letter regarding Davan Lloyd requesting that Andy Montrou be allowed to continue as a T and a Instructor without the following Operations Manual restriction. (Section 4, paragraph 7.1) which states:

'Any TI, who has not made a Tandem descent in the preceding 3 calendar months, must make one Tandem jump with a BPA 'B' Licence parachutist before taking a Student Tandem Parachutist. The BPA 'B' Licence parachutist must be briefed on how to respond to Tandem emergencies.'

Davan Lloyd had stated that Andy Montrou is out of date under the calendar month rule, due to a shoulder injury. He is expected to be 100% fit with his reserve drills completed for 2020, and he had until 1 March 2020 to complete his 20T and 20S.

Andy Montrou advised that he had completed over 700T and 200 jumps to date and that he had carried out his last T and 200 jumps at the beginning of 2010. He also stated that he was now medically fit.

During consideration of this request, it was felt by some of the CIs present that the 'B' Licence rule is there for a reason and they expressed some concern about the fact that Andy had not completed a T and 200 jumps for almost a year and considered that if this proposal was accepted it would set a dangerous precedent.

However, other CIs present noted Andy Montrou's significant experience, and felt that this type of request should be considered individually and on the merits of the Instructor concerned.

Following consideration, it was proposed by Ewan Macneil and seconded by Chris McCann that the above request be accepted.

For: 7 Against: 0 Abstentions: 2 (Loren Durcell, Davan Lloyd)

Not Carried

- ii) The Chair reported that in 2007 following a Manx Inquiry into a fatality, a number of recommendations involving Eric Johnson were made and accepted by T.C. All but one of the recommendations had a time frame attached to them, which expired many years ago. The one recommendation that did not include a time frame was: 'That he

may not carry out any parachuting activities without a BPA Advanced Instructor being physically present on the DZ. (This restriction does not apply to ground school but does apply to positions such as DZ controller any and all aerial activities, including flying).

The Chair stated that Lic Johnston is requesting that this recommendation is now lifted. He stated that this request is supported by Miss and the C.

The C stated that standard protocol for requests such as this would be for the to go out with the agenda.

There were no objections raised from those present or this request be considered this evening.

Following consideration, it was proposed by Ian and seconded by Mike Carruthers that the above request be accepted.

Carried Unanimously

- iii) The Chair asked CIs if they had anyone they wished to nominate for the Mike For a Trophy (new year by the Year), to please send details of their nomination to the C in preparation for the end of the year. He stated that last year were received a couple of nominations. Therefore, it was worth nominating someone CIs is a worthy recipient.
- iv) The Chair reported that the AGM Annual return and affiliation forms would be circulated in the next week or two. He asked if they would kindly complete the forms as soon as possible once they had finished their for 2019. He stated that the Annual return forms are the most important. The affiliation forms could follow later.
- v) The Chair stated that at the AGM each year the BPA Chair includes a video of BPA's activities for the previous year as part of his speech. This usually included some competition and activities. However, there was a lack of student participation. Therefore, he asked if any CIs can send in, by the end of the year, some good short video clips of Tandem, AFF and or static line, participation, this would be helpful. He stated that so far this year no one has sent us any. This would be a great help for the help.
- vi) The C provided the information within regarding the new AGM portal and explained how the system would work in relation to rating renewals. He stated that further details would be circulated to rating approvers in due course.
- vii) The Chair expressed his thanks to TC members for their support throughout the year and wish them a Merry Christmas and a Happy New Year and hoped that as many as possible would be attending 'Skydive the Expo' and AGM, at the East Midlands Conference Centre, Nottingham, on 2 January 2020. Also, on the Friday the various ratings of DZ's, CIs, Tandem Instructors or 99ers & Advanced Macs, which were or previously listed in the books.

2. PROVISIONAL DATES OF 2020 MEETINGS

The provisional dates of 2020 TC Meetings are as follows:

6 February, 2 April, 2 May, 2 July, 17 September, 12 November.
Thursdays at 19:00hrs, at British Activities House.

The Chair reported that the above dates will need to be approved by Council and that CIs will be notified if there are any changes.

Distribution: Chair, BPA, Council, CIs, All 99ers, Advanced Macs, CAA, Editor – activities, File

AMENDMENTS TO BPA OPERATIONS MANUAL

At the T C meeting on 14 November 2019 the following amendments were made to the BPA Operations Manual:

SECTION 2 (DESIGNATION AND CLASSIFICATION OF PARACHUTISTS), Paragraph 2 (BPA Parachutist Licence), sub-para 2.3. Change to read

2.3. BPA 'C' LICENCE: BPA 'B' Licence, 200 descents, at least one further 'Grade 1' and the C Licence Written Examination (BPA Form 24)

SECTION 2 (DESIGNATION AND CLASSIFICATION OF PARACHUTISTS), Paragraph 2 (BPA Parachutist Licence), N.B. (1) below sub-para 2.4. Change to read

N.B. (1). BPA Licence applications must be endorsed by an Advanced Instructor.

SECTION 4 (INSTRUCTORS), Paragraph 4 (Tandem Instructor), New Sub-para 4.7. to read

Tandem Instructor Probationary Period.

After successful completion of the Tandem Instructor Course, the recently qualified Tandem Instructor will start a probation period consisting of 20 Tandem descents. During the 20 probationary Tandem descents the Tandem Instructor will be restricted to the limitations laid out in the Tandem Instructor Probationary Record (BPA Form 25).

Note Previous sub-para 4.7 to 4.10 now becomes 4.7 to 4.10

SECTION 4 (INSTRUCTORS), Paragraph 4 (Tandem Instructor), sub-para 4.8. Currency requirements to jump a hand wrist mounted camera). New Sub-para 4.9. to read

4.9. Any TI who has over 100 hand wrist mounted camera descents must do a minimum of 10 hand wrist mounted camera descents within the previous two years to continue to jump a hand wrist mounted camera.

BPA OPERATIONS MANUAL, Fourth Re-write December 2019

T C Accepted the re-written 'British Skydiving' Operations Manual (December 2019). The Operations Manual incorporated all amendments accepted during 2019, plus other word and paragraph changes.

Approved by T C on 6 February 2020
Published on 7 February 2020