

# British Parachute Association

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## Safety & Training Committee

Minutes of the meeting held on

**Thursday 2 February 2017 at 1900**

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

**Present:**

Jeff Montgomery	-	Chair STC/STO
Ian Roseninge	-	Peterlee
Steve Saunders	-	Wild Geese
Sara Orton	-	Skydive GB
Paul Yeoman	-	BKPC
Dave Wood	-	Cornish PC
Dylan Bartle	-	22 Tng Gp RAF
Mark Bayada	-	APA
Rob Spour	-	Target Skysports
Ryan Mancey	-	Go Skydive
Bruce Johnson	-	Blue Skies

**Apologies:** John Hitchen, Richard Wheatley, Andy Duncan, Dennis Buchanan, Nader Afsharian, Iain Anderson, Mike Rust, Jason Farrant, Pete Sizer, Matty Holford.

**In Attendance:**

Tony Butler	-	Chief Operating Officer
Paul Applegate	-	Chair Riggers' Subcommittee/Council
Dr John Carter	-	BPA Medical Adviser ( <i>from item 6</i> )
Tony Knight	-	BPA Liaison Officer with CAA
Trudy Kemp	-	Assistant to COO/STC

**Observers:** Florin Craciun, Karen Saunders, Gary Stevens, Stacey Canning, Andy Pointer, Noel Purcell.

The Chair welcomed two new CIs to STC; Sara Orton – Skydive GB at Bridlington and Dylan Bartle – 22 Training Group – RAF Weston on the Green

### Declarations of interest

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

### ITEM    MINUTE

#### 1.    MINUTES OF THE STC MEETING OF 17 NOVEMBER 2016

The COO reported that the draft Minutes of the STC meeting of the 17 November 2016 had been circulated on the 1 December 2016 with a note stating; '*The Minutes have been ratified by Council, apart from Item 5 (Fatality-Peterlee), as there has been a request for an amendment to the wording of one of the paragraphs of this item (not relating to the Board of Inquiry resume wording)*'.

Ian Roseninge has requested that the following paragraphs be changed from:

*"Ian Roseninge made a short address to the meeting and made a number of points in relation to Pamela's progression, after which Ian stated that in his opinion he did not believe it*

had been appropriate for the Board to have included recommendation (a) as worded in the Board of Inquiry Report.

Ian stated that he believed that Board recommendations should be limited to those of imminent safety concerns and any other points should be for a subsequent Panel of Inquiry to investigate”.

Ian has request that the paragraphs are changed to the following:

*“Ian Rosenvinge made a short address to the Meeting and made a number of points with regards to Pamela’s progression after which Ian stated that, he felt a Board’s Findings should be limited to the facts as was done in this case, with any Recommendations limited to matters of imminent safety concern such as the grounding of unsafe equipment or the suspension of any unsafe instructional practice. Ian pointed out that whilst he fully accepts that a Panel investigate such aspects as are included in Recommendation a) it was specifically the wording of that Recommendation that we (he & his staff) were very unhappy with. We (he & his staff) had already pointed this out to the Board suggesting an alternative form of words”.*

It was proposed by Ian Rosenvinge and seconded by Steve Saunders that the Minutes of the STC Meeting of 17 November 2016 with the above variation be accepted as a true record.

**Carried Unanimously**

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

**Page 2, Item 4 (Election of Chair of Riggers’ Subcommittee for 2017).** The Chair reported that at the last meeting, Paul Applegate was re-elected as Chair of the Riggers’ Subcommittee. However, Paul should have been formerly co-opted to STC (non-voting) but this had been overlooked.

It was therefore proposed by Brucie Johnson and seconded by Dylan Bartle that Paul Applegate be co-opted to STC.

**Carried Unanimously**

**3. RIGGERS’ SUBCOMMITTEE MEETING OF 17 NOVEMBER 2016**

Paul Applegate (Chair, Riggers’ Subcommittee) reported that he had nothing to report from the previous meeting.

It was therefore proposed by Steve Saunders and seconded by Paul Yeoman that the Minutes of the Riggers’ Subcommittee meeting of 17 November 2016 be accepted.

**Carried Unanimously**

Paul Applegate reported on the meeting held this afternoon (17 November) and stated that the Riggers’ Subcommittee had accepted the new Equipment Related Incident Report & Guidelines (BPA Forms 298 & 298b), the object of which were to encourage Packers and Riggers to share information, following an equipment related incident on the ground.

The Committee had also discussed information from Airtec concerning CYPRES AAD service life extension & maintenance.

He stated that Airtec have extended the service lifetime of the CYPRES AAD from 12.5 years to 15.5 years. This lifetime extension only applies to units which have been manufactured after the 1 of January 2017. For this longer service life, the maintenance requirements will be every 5 years and 10 years after the date of manufacture.

Therefore, any CYPRES AAD units manufactured after the 1 of January 2017 must adhere to the five-year maintenance cycle.

Any CYPRES AAD Units manufactured prior to the 1 of January 2017 remain at a 12.5 year lifetime and must still adhere to the four-year maintenance cycle.

A BPA Safety Information Bulletin would be promulgated highlighting this information.

It was noted that BPA stance had not changed with regard to the maintenance requirements.

#### **4. PILOTS' SIG MEETING OF 28 JANUARY 2017**

The Chair reported that the Notes from the Pilots' SIG Meeting of the 28 January 2017 had been circulated earlier in the week. He stated that the notes were for information only, unless any STC members had any questions. There were no actions for STC to consider within the notes.

Tony Knight (BPA Liaison Officer with CAA) was present this evening to answer any questions.

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

- i) There had been 5 Student Injury reports received since the last STC meeting. All males.
- ii) Since the last meeting there had been 2 Injury reports received for 'A' Licence parachutists or above. Both males.
- iii) There had been 10 Student Malfunction/Deployment Problem reports received since the last meeting. 5 males and 5 females.
- iv) There had been 7 Malfunction/Deployment Problem reports received for 'A' Licence parachutists or above. 6 males and 1 female.
- v) Since the last STC there had been 3 Tandem Injury reports received. All males.
- vi) There had been 5 Tandem Malfunction/Deployment Problem reports received.
- vii) There had been 7 'off landings' reports received since the last meeting.
- viii) Four reports had been received of items coming off jumpers on exit or in free fall. A camera, 2 helmets and a shoe.
- ix) One report had been received of an aircraft overflying a DZ/PLA whilst a parachutist was in the air.

#### **6. FATALITY PETERLEE**

The Chair reported that following the Board of Inquiry into the fatal parachuting accident of Pamela Gower at Peterlee on the 10 September 2016, a Panel of Inquiry was formed to investigate the peripheral (including underlying) aspects of the accident and consider the recommendations of the Board, which were:

- a) Whether Pamela Gower was progressed beyond her abilities, taking into account the time periods between her latter jumps.
- b) Whether a formal written risk assessment should be required for those ab initio student parachutists with special needs, who require reasonable adjustments to be made to their training and equipment etc. for reasons of body morphology (such as restricted growth), or other special needs.

The Panel consisted of Ryan Mancey (Chair), Dave Wood and Stacey Canning all of whom were present this evening to answer any questions relating to the report.

The Conclusions of the Panel were that there was no evidence of any breach of either the BPA Operations Manual or the local Standard Operating Procedures. All documentation, training, and equipment was in order and that the Pamela was not progressed beyond her abilities to carry out the planned skydive. The fatal accident she suffered was a consequence of a combination of factors. The flexibility of the Pamela's body was limited by her age as well

as her body morphology (reduced stature/dwarfism). Also, while her equipment was considerably smaller than a standard 'student' parachute container and was modified specifically for her, the combination of her flat body position and large, heavy equipment (in comparison to her body size and weight), made recovery from instability more of a challenge. Having such short arms and legs assisting the recovery (through surface area) also proved difficult.

Whilst Pamela's training enabled her to control herself in free-fall on her front, on her back she had no control to stop a spin and emphasis is put solely on rolling back to her front. This is typical of skydive training the world over and the Panel is not suggesting that the AFF programme should be changed to accommodate 'back-flying' (a more advanced technique where skydivers learn to have control flying in a back-to-earth position).

However, due to the risk involved with inducing a spin through instability, such as that witnessed by Pamela, the Panel believe that if reasonable heading control can be learnt through training in back-flying in a wind tunnel, it should certainly be considered a requirement if someone with dwarfism or non-standard body morphology wishes to learn to skydive. This could at least prevent a spin situation were they to end up on their back before barrel-rolling over. With wind tunnel training, flying on the front must be learnt first, then flying on the back, which can take some time and expense and could deter some people. From a safety and progression perspective, learning those skills in the tunnel; before even boarding a plane, could be beneficial for the student.

The Recommendations of the Panel were that for (non-Tandem) skydive students who have non-standard body morphology (such as caused, for example, restricted growth), disabilities or other special needs:

- a) A formal written risk assessment should be made.
- b) Special consideration should be given to wind tunnel training before any skydiving takes place, to include consideration of such training whilst wearing parachuting equipment, and heading control in a back-to-earth position. This could be seen as a very robust method for those wishing to skydive. Skydiving is an extreme sport and we should never stop striving to provide new and suitable methods of instruction for our students.
- c) At the discretion of the Chief Instructor, two instructors be used during AFF levels 4 - 7. (One instructor flying some distance above in order to assist if slow fall rate becomes an issue.)

Some discussion ensued in which a question was raised whether the BPA would be issuing any guidelines for assisting CIs with the written risk assessment.

The COO stated that it was not practicable to have a specific sample risk assessment for all types of situations. His understanding was that Blesma produce a comprehensive risk assessment, which he believed would make a good starting point for CIs to look at. Although the BPA may end up producing guidelines in the future for aiding CIs.

Stacey Canning referred the meeting to a 'military' risk assessment that could be made available to CIs if required.

Following further discussion, it was proposed by Dylan Bartle and seconded by Brucie Johnson that the Panel Report be accepted, including its Conclusions and Recommendations.

For: 8 (incl 1 x proxy)    Against: 0    Abstentions: 3 (Ian Rosenvinge, Dylan Bartle & Dave Wood)

**Carried**

The Chair thanked the Panel members for their work in carrying out the investigation.

The COO stated that an amendment to the Operations Manual with regard to training risk assessments would be required and that a proposal would be put to the next STC meeting. He stated that the AFF Manual would also require updating.

The COO asked for the Committee's thoughts on whether risk assessments should be carried out on any Student parachutist with disabilities/special needs, including Tandem Students.

Some discussion ensued and the BPA Medical Advisor who was also present, and was able to offer his advice to the meeting.

He stated that disability comes in a huge range of form, and he believed that it was important that those people who were out of the ordinary including Tandem Students should be properly risk assessed.

The COO stated that in his opinion, it was something that CIs ought to consider, and stated that he would draw up a proposal for CIs to consider for the next STC.

## **7. AGE REQUIREMENTS WORKING GROUP - UPDATE**

Mark Bayada and John Carter gave an update to the meeting on the current position with regard to the Age Working Group's proposal for the next stage of the BPA Medicals, following the successful change to the Tandem Medicals.

The types of Medicals proposed were; Tandem Student, Solo Student, Solo jumper, Tandem Instructor and Instructor.

Mark Bayada reported that the new Tandem Student Declaration/Medical had been launched in April 2016. Feedback was requested via CIs for November 2016. He stated that so far, very little feedback had been received, and he therefore asked CIs if they had any other input to contact the WG asap.

Mark Bayada reported that the proposed new Solo Parachutists Declaration (Student & Licenced jumper) will be that they self-declare regardless of age. Under 18 will still require parent / guardian consent. They will require a Doctor's Certificate if unable to fulfil requirements of self-declaration. The proposed implementation date would be April 2017.

There were no proposed changes to the Tandem Instructor Medical Declaration.

Mark Bayada stated that with regard to the proposal for all other Instructors. It is proposed that they will require Doctor's Certificate, regardless of age. The Validity will be up to the age of 50. From 50 to 65 every 5 years. From 65 Annually. New instructors will require a Medical prior to attending Basic Instructor course (from April 2018). Existing Instructors will require a Medical from April 2018.

Mark Bayada stated that at some stage in the future the Working Group would also be looking at medicals for Ground Instructors, Riggers and Advanced Packers, as these were safety critical roles.

## **8. PROPOSED AMENDMENT SECTION 9 (FLYING) OF BPA OPERATIONS MANUAL**

Tony Knight gave the meeting details regarding the proposed amendments to Section 9 (Flying) of the Operations Manual. Details of which, had been circulated with the Agenda.

Tony stated that the amendments to Section 9 are to ensure that they align with the new EASA requirements that come into effect in April 2017.

### **PARAGRAPH 1 (PILOTS), Sub-para 1.1.1. change to read:**

1.1.1. **Licence.** He/she holds a valid pilot's licence for the type or class of aircraft to be flown (including any differences training appropriate to the type\*) and any ratings necessary for the type of flight to be undertaken, i.e. IR, Night, IMC; RT licence. The minimum standard of acceptable licence is a UK or EU PPL.

Tony Knight reported that the proposed amendment (above) had been discussed at the Pilots' SIG meeting on Saturday 28 January 2017, and it had been agreed that the final sentence should read: '*The minimum standard of acceptable licence is a UK or EU PPL or equivalent 3<sup>rd</sup> country licence used in an approved manner for parachuting operations.*'

**SECTION 9 (FLYING), PARAGRAPH 2 (AIRCRAFT) Sub –para 2.1.2 (c) change to read:**

- c The aircraft is operated for parachuting from a Licensed or Government aero-drome or an EASA certificated aerodrome.

**SECTION 9 (FLYING), PARAGRAPH 3 (AIRCRAFT CLEARANCE AND DOCUMENTATION), Sub-para 3.1. change to read:**

**3.1. British and EU Registered Aircraft**

Aircraft must have a valid Certificate of Airworthiness (C of A) in the category appropriate to the type of operation and must be appropriately approved for the purpose of parachute dropping. Any aircraft modifications required for parachute dropping, for example the installation of parachutist restraints (if necessary) or static line modifications, must be appropriately approved. Any structural or performance limitations applicable to parachuting operations must be stated in the aircraft Flight Manual or in an approved supplement, which must be included in the Flight Manual for that particular aircraft. The aircraft must be operated in accordance with the aircraft Flight Manual and applicable Flight Manual Supplements.

**SECTION 9 (FLYING), PARAGRAPH 3 (AIRCRAFT CLEARANCE AND DOCUMENTATION), Sub-para 3.2. change address at bottom of paragraph to read:**

Application for use of foreign registered aircraft should be made to:

Operations & Authorisations  
Civil Aviation Authority  
Aviation House  
Gatwick Airport South  
RH6 0YR

**SECTION 9 (FLYING), PARAGRAPH 3 (AIRCRAFT CLEARANCE AND DOCUMENTATION), Sub-para 3.3. change to read:**

**3.3. Pilots qualifications to fly foreign registered aircraft**

Pilots wishing to fly foreign registered aircraft in the parachute-dropping role must comply with current EASA FCL requirements and should have had some form of formally certified training carried out, either in the country of registration or in the UK, by a type rating examiner or equivalent, which culminates in a type rating, or similar qualification, which applies specifically to the type of aircraft being flown. Evidence of this training must be contained in the pilot's folder at any PTO where he or she acts as pilot in command of a parachute-dropping aircraft. The BPA will be the final arbiters of the suitability of the qualification.

**SECTION 9 (FLYING), PARAGRAPH 3 (AIRCRAFT CLEARANCE AND DOCUMENTATION), Sub-para 3.4. add new N.B. after 3.4.6. to read:**

*N.B. Pilots must also comply with the documentary requirements of NCO, GEN,135 or SPO, GEN,140 as appropriate.*

**SECTION 9 (FLYING), PARAGRAPH 5 (FLYING OPERATIONS), Sub para 5.1.2 change to read:**

- 5.1.2 That all task specialists concerned with, or taking part in any flight, have been briefed in accordance with all applicable requirements of the BPA Operations Manual and the EASA Air Operations Regulations and that the pilot is assured that such requirements have been met.

**SECTION 9 (FLYING), PARAGRAPH 5 (FLYING OPERATIONS), Sub-para 5.2.2. change to read:**

- 5.2.2. The following pre and post flight details for each flight must be recorded. All records must be preserved for at least 2 years from the date of the last entry, or longer if required by the ANO. The record must include at least:

**SECTION 9 (FLYING), PARAGRAPH 5 (FLYING OPERATIONS), Delete Sub-paras 5.3 (Recording of Aircraft Serviceability) and 5.4 (Performance). Previous Sub-para 5.5 becomes Sub-para 5.4.**

**PARAGRAPH 5 (FLYING OPERATIONS), Sub-para old 5.6. (now 5.4) change to read:**

**5.4. Flight Crew Oxygen Requirements**

- 5.4.1. Supplemental oxygen must be used by the pilot-in-command whenever the cabin altitude exceeds FL 100 for a period of 30 minutes and whenever the cabin altitude exceeds FL 130.
- 5.4.2. Oxygen requirements for parachutists are detailed in Section 8 (Parachuting Limitations), Paras 5.1 – 5.3.

**SECTION 9 (FLYING), PARAGRAPH 5 (FLYING OPERATIONS), New Sub-para old 5.5 (Carriage of Task Specialists), to read:**

**5.5. Carriage of Task Specialists**

Aircraft engaged in parachute operations under part SPO may only carry task specialists who will be acting in one of the following categories:

- 5.5.1. Parachutists who are equipped for and intend to make a parachute descent from the aircraft.
- 5.5.2. Suitably qualified persons who are engaged in training or checking pilots or task specialists.
- 5.5.3. Persons (such as television camerapersons) who are carried as task specialists designated in the PTOs operations manual.

Tony Knight drew attention to the requirements for carriage of task specialists in a letter dated 19/01/2013 ( )-9.98746(to )

Tony stated that the PTOs used to apply to the C for a person who carries on board a CT

- c. The seat is not adjacent to a door that will be removed or opened in flight.
- d. No valuable consideration is involved in the carriage of the passenger.
- e. The passenger is formally informed that the flight is not being conducted in accordance with the requirements of a flight for the purpose of Public Transport.

5.6.2. **Balloons.** At the discretion of the operator/CI, passengers other than parachutists may be carried in balloons provided that:

- a. This is in compliance with the requirements and limitations stated in the Aircraft Flight Manual and applicable Flight Manual Supplements.
- b. No valuable consideration is involved in the carriage of those passengers
- c. The passengers are formally informed that the flight is not being conducted in accordance with requirements of flight for the purpose of Public Transport.

**SECTION 9 (FLYING), PARAGRAPH 5 (FLYING OPERATIONS), Sub-paras 5.8 – 5.14. become Sub-paras 5.7 – 5.13.**

**SECTION 9 (FLYING), PARAGRAPH 5 (FLYING OPERATIONS), Pervious Sub-para 5.11, now 5.10. (Transponder) now reads:**

#### **5.10. Transponder**

In the United Kingdom, unless a discrete code has already been assigned by ATSU controlling or advising the flight, pilots of transponder equipped aircraft should squawk 0033 with Mode C throughout the flight.

**SECTION 9 (FLYING), PARAGRAPH 5 (FLYING OPERATIONS), N.B. at end of paragraph, change to read:**

*N.B. Attention is also drawn to EU regulation No 376/2014 and its associated guidance material regarding occurrence reporting.*

Following further consideration, it was proposed by Mark Bayada and seconded by Bruce Johnson that the amendments to Section 9 (Flying) of the BPA Operations Manual and the variation as discussed be accepted.

**Carried Unanimously**

Tony Knight referred CIs, to an e-mail recently circulated requesting them to let him know if their PTO will be operating under Part SPO (i.e. as a commercial operation) or Part NCO (as a non-commercial operation) and if so whether or not they would like to take advantage of the templates which the BPA will prepare in order to enable their declaration of compliance to the CAA.

Tony requested those PTOs that had not already done so, to let him know either way.

The Chair thanked Tony Knight for the work he had undertaken on this item.

## **9. PERMISSIONS**

The Chair reported that three Permission requests had been received from Mark Bayada, copies of which had been circulated to those present:

- i) The first request was for Alex Clark. Mark Bayada had stated that Alex's CSBI rating expired at the end of February 2017. He was still a current jumper and had been



present at the PTO throughout the year. However, due to military commitments was unable to find time to attend a CSI course.

It was proposed by Mark Bayada and seconded by Brucie Johnson that Alex Clark be awarded a 6 month extension to his CSBI rating be accepted.

**Carried Unanimously**

- ii) The second request was for Ed Moss. Mark had stated that Ed's AFFBI rating had expired at the end of August 2016. Ed had attended an AFF course in June 2016 however was unsuccessful as he failed to achieve the required number of points on the evaluation jumps. After the course, Ed carried on working as an AFFBI until July but then he went to the USA until the end of the year.

Mark Bayada had not requested an extension to Ed's rating at the time as he was not sure how long he was going to be away for and whether he would ever re-attend an AFFI course again. Ed was now back in the UK and committed to becoming an AFFI. Mark would like STC to consider reinstating Ed's AFFBI rating for six months to enable him to prepare for and attend an AFFI course this year.

It was proposed by Mark Bayada and seconded by Dave Wood that the above request be accepted.

**Carried Unanimously**

- iii) The third request was for Chris Good. Mark had stated that Chris' ratings had lapsed in April 2016 following a serious injury. Chris had been involved in a parachuting accident in January 2016 and due to the seriousness of his injuries did not renew his BPA membership or ratings. He was now medically fit and keen to start jumping again. Prior to his accident, he held a CSI, AFFI and TI rating and was current in all three. Chris had over 4000 jumps, 153 in the past two years including 83 Tandems and 20 AFF. He had made a good recovery and following a medical review had been given a new Doctors' Certificate and TI Medical with no restrictions.

It was proposed by Mark Bayada and seconded by Ryan Mancey that the above request be accepted.

**Carried Unanimously**

Ian Rosenvinge asked whether some thought could be given of having provision on an Instructor Course for automatic extension of a BI rating.

Rob Spour stated that perhaps STC should consider awarding 12 month extensions instead of the normal 6 months to save these requests coming before STC.

The COO stated that he felt that much further discussion was required with regard to the awarding of BI extensions, and considered that this was a topic for consideration at the next Instructor Examiners meeting.

## **10. A.O.B**

- i) Circulated to those present was an e-mail from Ian Rosenvinge requesting AFF (Ground) ratings for himself and Nick Brown as from 1 April 2017. Ian had stated that they are both Advanced Instructor Examiners holding AFFI Ratings at a PTO with an active AFF Programme, but have not undertaken any AFF jumps during the current BPA Year.

It was proposed by Ian Rosenvinge and seconded by Ryan Mancey that the above request be accepted.

**Carried Unanimously**

ii) Tandem Instructor Personal Development and Safety Day

The Chair reported that the Tandem Instructor Personal Development and Safety Day had taken place on the 27 January 2017 at the East Midlands Conference Centre, Nottingham and was attended by some 80 Tandem Instructors. He stated that there had been talks and presentations on; Safeguarding, Safety Analysis, Student Harness Fitting, Tandem Exit Techniques, Emergency Procedures Review and an Emergency Inspection and Wear Point review.

The Chair reported that the day was well received by the instructors who attended, and that it is likely that this will be an annual event.

The Chair expressed his thanks to Sara Orton, Noel Purcell, Reg Green and Tom Noonan and Kenneth Gadjia from UPT, for all their hard work.

The Chair reported that at the Tandem Instructor Personal Development and Safety Day, he had asked Noel Purcell and Reg Green to present on Safety Analysis – Tandem Malfunctions / Incident Reports Trends and reporting procedures.

Noel Purcell who was present at STC gave a brief resume and presentation to CIs that evening of the stats that he had prepared based on the BPA Tandem Incident reports that had been submitted from PTOs from 2014 – 2016.

iii) Rob Spour informed STC members present of a jumper grounded at Spain and Hibaldstow's 2 other Centres.

Date of next Meeting: Thursday 6 April 2017  
at 1900  
Office HQ

8 February 2017

**Distribution:** Chairman BPA, Council, CIs, All Riggers, Advanced Packers, CAA, Editor – Skydive, File

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## **AMENDMENTS TO BPA OPERATIONS MANUAL**

At the STC meeting of the 2 February 2017 the following amendments were made to the BPA Operations Manual:

### **SECTION 9 (FLYING), PARAGRAPH 1 (PILOTS), Sub-para 1.1.1. change to read:**

- 1.1.1. **Licence.** He/she holds a valid pilot's licence for the type or class of aircraft to be flown (including any differences training appropriate to the type\*) and any ratings necessary for the type of flight to be undertaken, i.e. IR, Night, IMC; RT licence. The minimum standard of acceptable licence is a UK or EU PPL or equivalent 3<sup>rd</sup> country licence used in an approved manner for parachuting operations.

### **SECTION 9 (FLYING), PARAGRAPH 2 (AIRCRAFT) Sub –para 2.1.2 (c) change to read:**

- c The aircraft is operated for parachuting from a Licensed or Government aero-drome or an EASA certificated aerodrome.

### **SECTION 9 (FLYING), PARAGRAPH 3 (AIRCRAFT CLEARANCE AND DOCUMENTATION), Sub-para 3.1. change to read:**

#### **3.1. British and EU Registered Aircraft**

Aircraft must have a valid Certificate of Airworthiness (C of A) in the category appropriate to the type of operation and must be appropriately approved for the purpose of parachute dropping. Any aircraft modifications required for parachute dropping, for example the installation of parachutist restraints (if necessary) or static line modifications, must be appropriately approved. Any structural or performance limitations applicable to parachuting operations must be stated in the aircraft Flight Manual or in an approved supplement, which must be included in the Flight Manual for that particular aircraft. The aircraft must be operated in accordance with the aircraft Flight Manual and applicable Flight Manual Supplements.

### **SECTION 9 (FLYING), PARAGRAPH 3 (AIRCRAFT CLEARANCE AND DOCUMENTATION), Sub-para 3.2. change address at bottom of paragraph to read:**

Application for use of foreign registered aircraft should be made to:

Operations & Authorisations  
Civil Aviation Authority  
Aviation House  
Gatwick Airport South  
RH6 0YR

### **SECTION 9 (FLYING), PARAGRAPH 3 (AIRCRAFT CLEARANCE AND DOCUMENTATION), Sub-para 3.3. change to read:**

#### **3.3. Pilots qualifications to fly foreign registered aircraft**

Pilots wishing to fly foreign registered aircraft in the parachute-dropping role must comply with current EASA FCL requirements and should have had some form of formally certified training carried out, either in the country of registration or in the UK, by a type rating examiner or equivalent, which culminates in a type rating, or similar qualification, which applies specifically to the type of aircraft being flown. Evidence of this training must be contained in the pilot's folder at any PTO where he or she acts as pilot in command of a parachute-dropping aircraft. The BPA will be the final arbiters of the suitability of the qualification.

### **SECTION 9 (FLYING), PARAGRAPH 3 (AIRCRAFT CLEARANCE AND DOCUMENTATION), Sub-para 3.4. add new N.B. after 3.4.6. to read:**

*N.B. Pilots must also comply with the documentary requirements of NCO, GEN,135 or SPO, GEN,140 as appropriate.*

**SECTION 9 (FLYING), PARAGRAPH 5 (FLYING OPERATIONS), Sub para 5.1.2 change to read:**

- 5.1.2 That all task specialists concerned with, or taking part in any flight, have been briefed in accordance with all applicable requirements of the BPA Operations Manual and the EASA Air Operations Regulations and that the pilot is assured that such requirements have been met.

**SECTION 9 (FLYING), PARAGRAPH 5 (FLYING OPERATIONS), Sub-para 5.2.2. change to read:**

- 5.2.2. The following pre and post flight details for each flight must be recorded. All records must be preserved for at least 2 years from the date of the last entry, or longer if required by the ANO. The record must include at least:

**SECTION 9 (FLYING), PARAGRAPH 5 (FLYING OPERATIONS), Delete Sub-para 5.3 (Recording of Aircraft Serviceability) and 5.4 (Performance). Previous Sub-para 5.5 becomes Sub-para 5.4.**

**PARAGRAPH 5 (FLYING OPERATIONS), Sub-para old 5.6. (now 5.4) change to read:**

**5.4. Flight Crew Oxygen Requirements**

- 5.4.1. Supplemental oxygen must be used by the pilot-in-command whenever the cabin altitude exceeds FL 100 for a period of 30 minutes and whenever the cabin altitude exceeds FL 130.
- 5.4.2. Oxygen requirements for parachutists are detailed in Section 8 (Parachuting Limitations), Paras 5.1 – 5.3.

**SECTION 9 (FLYING), PARAGRAPH 5 (FLYING OPERATIONS), New Sub-para old 5.5 (Carriage of Task Specialists), to read:**

**5.5. Carriage of Task Specialists**

Aircraft engaged in parachute operations under part SPO may only carry task specialists who will be acting in one of the following categories:

- 5.5.1. Parachutists who are equipped for and intend to make a parachute descent from the aircraft.
- 5.5.2. Suitably qualified persons who are engaged in training or checking pilots or task specialists.
- 5.5.3. Persons (such as television camerapersons) who are carried as task specialists designated in the PTOs operations manual.

**SECTION 9 (FLYING), PARAGRAPH 5 (FLYING OPERATIONS), Pervious Sub-para 5.7 (Carriage of Passengers), becomes Sub-para 5.6. which reads:**

**5.6 Carriage of Passengers**

- 5.6.1 Aircraft.** At the discretion of the operator/CI and provided that the aircraft is operating under Part NCO, a passenger may occupy a co-pilot's seat in any multi-engine aircraft or any single engine turbine aircraft provided that:
- a. This is in compliance with the requirements and limitations stated in the aircraft Flight Manual and applicable Flight Manual Supplements, taking into account the purpose of the flight as deemed by the Air Navigation Order (ANO).
  - b. The seat is fitted with an approved safety harness.
  - c. The seat is not adjacent to a door that will be removed or opened in flight.
  - d. No valuable consideration is involved in the carriage of the passenger.
  - e. The passenger is formally informed that the flight is not being conducted in accordance with the requirements of a flight for the purpose of Public Transport.
- 5.6.2 Balloons.** At the discretion of the operator/CI, passengers other than parachutists may be carried in balloons provided that:

- a. This is in compliance with the requirements and limitations stated in the Aircraft Flight Manual and applicable Flight Manual Supplements.
- b. No valuable consideration is involved in the carriage of those passengers
- c. The passengers are formally informed that the flight is not being conducted in accordance with requirements of flight for the purpose of Public Transport.

**SECTION 9 (FLYING), PARAGRAPH 5 (FLYING OPERATIONS), Sub-paras 5.8 – 5.14. become Sub-  
paras 5.7 – 5.13.**

**SECTION 9 (FLYING), PARAGRAPH 5 (FLYING OPERATIONS), Pervious Sub-para 5.11, now 5.10.  
(Transponder) now reads:**

**5.10. Transponder**

In the United Kingdom, unless a discrete code has already been assigned by ATSU controlling or advising the flight, pilots of transponder equipped aircraft should squawk 0033 with Mode C throughout the flight.

**SECTION 9 (FLYING), PARAGRAPH 5 (FLYING OPERATIONS), N.B. at end of paragraph, change to  
read:**

*N.B. Attention is also drawn to EU regulation No 376/2014 and its associated guidance material regarding occurrence reporting.*