



USPA Board of Directors Meeting · July 10-12 · Dallas, Texas

Safety and Training Committee Meeting Agenda

Action

Discussion

1. FAA Third Class Medical or Equivalent Definition

The definition of “or equivalent” for the FAA Third class medical required for the USPA Tandem Instructor rating needs to be further defined to clarify the requirement. Military and foreign country civil aviation medical exams are similar, or more stringent than the FAA Third Class medical, and should be accepted. However, there have been requests to use a regular, non FAA approved doctor’s medical exam or statement in lieu of the FAA medical due to criminal records or DUI arrests preventing the candidate from being approved for an FAA medical. There is potential liability in issuing a rating to someone not eligible or qualified to hold an FAA medical certificate; staff believes this should not be allowed.

2. Tandem Hazardous Landing Recommendations

Currently there are no recommendations in the SIM or IRM regarding tree or water landings on tandem jumps. Should recommendations be added to the IRM in the tandem section? This item has been added after a tandem instructor on his phase 2 jumps of his tandem course landed in a tree with a licensed skydiver as his student. Neither jumper was injured. This issue may be better addressed by the next agenda item-probationary periods for new instructors

3. Probationary Periods for New Coaches and Instructors

Should the IRM include recommendations for probationary periods for new rating holders? As an example, should new tandem instructors be limited to taking students who are similar in height and weight to the tandem instructor and jump only in light to moderate winds with a small gust range for the first 25 tandem jumps? United Parachute Technologies and Jump Shack have both used probationary periods for new tandem candidates. Similar limits could be placed on coaches, static line, IAD and AFF instructors to work under the supervision of more experienced instructors after earning a new rating.



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4. Accident Reporting

To accurately track and assess our ratings programs, USPA needs to know about incidents involving students, particularly those involving an AAD firing or serious injury to the student. While not all such incidents point to instructor deficiency, some would. Without required reporting, USPA will not learn of these incidents. Should it be mandatory for S&TAs to report any student injury (requiring a hospital visit) or firing of an automatic activation device?

5. Surrendering Instructional Ratings

Should a process be established that allows a rating holder to voluntarily surrender an instructional rating without being subjected to a 1-6 disciplinary action? The parameters of surrendering and reinstating the rating would need to be established.

6. 2008 Student Fatalities

In 2008 there were seven student fatalities. Do these fatalities indicate that changes are necessary to the USPA instructional rating program?

7. Evaluator Jump Number Requirements for the Instructor Examiner Rating

Should the number of evaluation jumps required for the Instructor Examiner ratings be lowered? The requirement for 50 tandem evaluation jumps for a rating brought this discussion. Should evaluation jumps performed outside of an actual course evaluation jump count towards the total required?

8. Wingsuit Instructor Rating

A proposal and syllabus has been presented for USPA to create a USPA Wingsuit Instructor rating.

9. Skydiver's Information Manual Section 5-2 Recurrency Training Language

Section 5-2 was greatly simplified in the 2008 SIM but there have been many requests to provide greater guidance for the training and supervision necessary for recurrency jumps and change the section to include the expanded guidance.



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10. PRO Rating Qualifications

It has been requested that an instructor be allowed to witness and sign for most of the 10 jumps that are required for the PRO rating. An S&TA would still be responsible for witnessing and signing for the final two jumps of the 10 jump series.

11. Minimum Deployment Altitudes

Modern main canopies often require 800 feet or more to fully inflate. Reserve deployments have also taken more time to inflate recently, with several jumpers running out of altitude before the reserve could fully open and inflate. Low pulls and no pulls continue to cause fatalities each year. If the minimum opening altitudes for C and D licensed jumpers are raised, will this provide an extra margin of safety? Would it prompt the AAD manufacturers to raise the firing altitude of their AADs, knowing that the minimum deployment altitudes have been raised?

12. Night Jump Requirements for the USPA D License

Should the two night jumps continue to be required for the USPA D license?

13. Overlapping Instructor Rating courses

Some examiners are posting courses with overlapping dates. Should this practice be allowed? Should there be parameters established if courses do overlap?

14. Proper Operations of Aircraft During Jump Runs.

Jump runs, specifically where jumpers exit on a climbing pass has the airplane configured in a high speed, high power setting. Numerous incidents and accidents have occurred due to pilot errors of operation in this manner and fatalities have resulted.

15. Tandem Jump BSRs

Discussion of amending the BSRs to allow Tandem jumps with students from the beginning of Civil Twilight to the end of Civil Twilight.

16. Discussion of Spin Training for Jump Pilots