



SAFETY AND TRAINING COMMITTEE AGENDA

1. Discuss an item brought forth by a member, who claims to represent a working group of a half dozen active USPA members:
Require those rating holders for AFFI and TI ratings to agree to a criminal background check to hold a rating. Any offenses of a violent or sexual nature and repeat criminal offenses shall result in notification to Group Member Drop Zones and be noted in the USPA database for consideration should any disciplinary complaints arise against that member. Applicants will further be directed that any convictions occurring after the rating is granted must be reported to the USPA immediately. A one-time fee of \$45 will be assessed to the member to cover the cost. This allows the USPA to be made aware of any potential violations of USPA values, IRM guidance, etc. and empowers them to act better when a member displays a clear pattern of violating USPA principles, values, and the spirit of membership in the organization.
2. Discuss adding terminologies to the SIM section 4 about canopy collisions.
Brought forward by Angie Aragon and Niklas Gummesson
Motion: Move to add diagram and explanation of the “Window of Canopy Entanglements” (attached) to SIM, Section 4-A.
3. Discuss removing IRM E-1.E.2.f. must participate in one AFF Instructor Rating Course per year to maintain currency
There is no currency requirement to be an evaluator; either you meet the requirements, or you don't.
Motion: Move to remove IRM E-1.E.2.
4. Presentation by Brandon Teboe. (15 mins)
Suggesting a change to the landing priorities.
5. Discuss the recently added A-License Progression Card requirement "Met SIM 3-2.A.1.c.(10)"
Section 3-2.A.1.c.(10) reads: "Review SIM Sections 2, 5, 6, 9, and Governance Manual section 1-6". I'm already getting Instructors & S&TA's who are balking at this. They feel that reviewing 4 entire sections of the SIM and section 1-6 of the governance manual is excessively vague direction, and it's likely just going to get pencil whipped. Frankly, I tend to agree.

One alternative suggestion brought up is to select relevant information from these sections and add them to the A-License Exam. I believe this is a reasonable alternative suggestion. (Brian Naiman)
6. Discuss an item from Tandem EWG who extensively discussed Emergency Procedures, Continuing Education, and methods to ensure Tandem Instructors regularly review their EPs every six months.
7. Review the progress of the SIM rewrite.
8. Review the progress of the IRM rewrite.



**United States Parachute Association Winter Board Meeting
Philadelphia, Pennsylvania | July 12-14, 2024**

9. Discuss if tandem instructors must maintain any currency requirements.
Without a currency requirement, a tandem instructor could go almost two years without making a tandem jump and then legally jump with a student, according to current requirements.

Recommended Solution:

Motion: Move to add SIM section 2-1.G.c:

(10) Tandem instructor currency:

(i) If any currently rated Tandem Instructor has not made a tandem jump in the preceding 90 days, they must make one tandem jump with an experienced jumper in the passenger position before taking a student.

(ii) If any currently rated Tandem Instructor has not made a tandem jump within the last 180 days, they must complete Recurrency Training before taking a student. Recurrency Training consists of at least one solo jump on tandem equipment and one tandem jump with an experienced jumper acting as a student in the passenger position. The instructor must demonstrate the ability to control heading during droguefall by making at least one controlled 360-degree turn. Landing must be within 150 feet of the center of the landing area. These two jumps must be witnessed and signed off in the instructor logbook by a TE or DE rated on the equipment used for the jump. (Examiner cannot sign for themselves)

(iv) A jumper with at least 100 skydives and a USPA B license or higher may jump in the passenger position. All jumpers acting as students must be briefed on emergencies and the proper response for a jumper in the passenger position.

(11) All tandem jumps must be conducted in accordance with tandem procedures outlined in the USPA tandem rating course.

(effective immediately)

10. Discuss a Proposal to add a wingsuit option for one of the two skills needed to obtain your D license. Either related to wingsuit formations or XRW formation/docks.
11. Discuss the ERCD appointment of Dannel Lee.
12. Discuss adding terminology to the IRM that passwords for USPA accounts should not be shared and that rating holders will be held accountable for anything signed off through their account.
13. Discuss adding a lightweight HOW TO for S&TAs explaining what's expected and needed of them for State record attempts of all flavors. (Jim Reese)
Add to the SIM or S&TA Handbook
14. Discuss Clarifying Item#6 from the winter board meeting
Item #6 from the Winter BOD meeting 2024:
Discuss adding an option for continuing online education provided by USPA through online training modules that could be done in lieu of the rating renewal seminar.
Proposed Motion: Instruct staff to modify the rating renewal requirements to incorporate an online continuing education option. Also, update the definition of 'Rating Renewal Seminar' to ensure it is consistent with the level of continuing education provided by the online option. (to be implemented 1/1/2025)
15. Discuss Brandon Radcliff's proposal to change the signature line on item #13 on the tandem proficiency card to align with the 2003 proficiency card.



United States Parachute Association Winter Board Meeting
Philadelphia, Pennsylvania | July 12-14, 2024

Motion: Move to remove from item #13 on the Tandem Instructor Rating Course Proficiency Card "under current manufacture rated instructor examiner" and change item #13 signature line to "Course examiner signature".

TANDEM INSTRUCTOR RATING COURSE PROFICIENCY CARD

13. Successful completion of manufacture phase one ~~under current manufacture rated instructor examiner.~~

Tandem equipment used for rating

~~Manufacturer Examiner Signature~~
Course examiner signature

16. Discuss removing the manufacturer examiner rating requirement for a USPA TE rating and allow tandem instructors to become USPA Tandem examiners with a minimum number of equipment specific jumps.

This would require the following motions:

Motion: Move to append IRM Section E1,G.F. to read:

f. Current manufacturer examiner endorsement for the equipment type in use for the rating course or 500 jumps on the system to be used.

Motion: Move to append IRM Section E1,G.j.(6) to read:

To: (6) A current copy of the tandem manufacturer's examiner rating card or letter of designation or logbook entries of 500 jumps on the system being used for the examiner rating.

Motion: Move to remove from the IRM, section E-1H.2.b.(4).

(4) Any manufacturer endorsements (required for tandem)

17. Discuss a wording change to SIM section 2-1.G.6.b submitted by Dustin Lehrke #364323. To clear up confusion in the field he is suggesting the following rewording:

Current Wording: SIM 2-1.6.G:

b. The maximum group size allowed for any group skydive is four if that group includes any solo students cleared for self-supervision. The solo student must have successfully demonstrated the skills of ISP Category G. There must be at least one instructor, coach or D-license holder (that has been approved by an S&TA) for each student involved.

Suggested Wording: SIM 2-1.G.6:

b. The maximum number of participants of any skydive including ISP students is four. Students must be cleared for self-supervision, have successfully demonstrated the skills of ISP Category G and not be the majority of participants. Other participants must each be approved by an S&TA and also hold a current USPA instructional rating or D-license.

Suggested wording from Laura Sharp:

b. The maximum number of participants in any skydive that includes a student on solo equipment is four. Students must not form the majority of the group and must be cleared for self-supervision and have



United States Parachute Association Winter Board Meeting Philadelphia, Pennsylvania | July 12-14, 2024

successfully demonstrated the skills of ISP Category G. All other participants must hold a current USPA instructional rating or D-license and receive approval from an S&TA.

18. Discuss changing the altitude of the clear and pull.

Section 4-F, A. 5. a. (p. 73) of the SIM, states the clear and pull is used for emergency exits and pre-planned low-altitude jumps. Additionally, it goes on to state that the student has 5 seconds to deploy.

1. Given the sub-terminal speed of the student, the 5-second window would theoretically use up 500 ft of altitude, putting them at 3,000 ft as the snivel occurs; that is making the huge assumption the student is stable and deploys on time. Most student gear openings take 2-5 seconds. Again, this makes a huge assumption that there are no malfunctions and body position issues. As such, the student will not have sufficient time (altitude) to complete a Canopy Controllability Check above their hard deck. To me, this is telling the student to ignore all the safety benchmarks we have been fervently instilling in their practice up to this point.

2. Section 3.2 of the SCM, determines that competition level canopy pilots lowest acceptable exit altitude is 1200 meters (3937 ft). I vehemently disagree with asking a student to perform an exit at a lower altitude than professional, extremely experienced canopy pilots.

3. It does present cost restrictions. That will add an additional jump and in turn expenditure to the customer.

4. Lastly, there are some statistically significant student losses from the program at some DZs related to successfully completing this jump

Having said all that, my request would be to only require one pull and clear for the student progression and for the altitude to be either 5,500 ft or a compromise of 4,500 ft.

19. Discuss changing the BSR wind tunnel requirement from direct supervision to verified by direct supervision or reviewing the sessions video.

Waivers

20. Discuss a waiver from Skydive Tarhe in China for the SIM section 2-1.G.c.(6).

21. Discuss a waiver for Matt Yount for the SIM section 2-1.G.c.(6)

22. Discuss an age waiver for Cole Hanks #346906, age 16, to earn USPA licenses.

23. Discuss a waiver submitted by Ron Bell to perform remote Tandem Crossover training.

24. Discuss a medical Waiver for Josh Mavica #347610.

25. Discuss an age waiver for Amelia Smith #389896, age 16, to earn USPA licenses.

26. Discuss a waiver submitted by Brian Pepin #315958 to waive night jumps and stand-up landing requirements to earn a Pro Rating. (disabled combat vet)