



SHAPE SAFETY BULLETIN #14

(Safety & Health In Arts Production & Entertainment)

PARACHUTING AND SKYDIVING

The following recommendations and guidelines are to aid in the promotion of safety with respect to parachuting and skydiving film sequences. Adjustments may have to be made in any given case as circumstances warrant for the safety of the persons involved in the parachuting or skydiving activity or on the set or location.

1. Radio communications shall be maintained between the aircraft carrying the jumpers and the landing site at all times. Ground signals (smoke, panels, etc) shall be provided as a backup.
2. The "Parachuting Coordinator" shall be a qualified jumper. When only one jumper is employed, that jumper should be the Coordinator.
3. The Parachuting Coordinator shall determine whether or not security is necessary to exclude non-essential crew and non-participating spectators from the landing area. Open field landings may not require security.
4. The Producer shall require each Parachutist or Parachuting Coordinator to hold a Canadian Sport Parachuting Association **Exhibition Jump Rating**, or present satisfactory evidence of the necessary experience, knowledge and skill required to attain this rating.
5. CSPA Exhibition Jump Ratings are issued to members who have a Class C Certificate of Proficiency who have accomplished 10 successive pre-declared jumps into a 10 metre (32 foot) diameter target area, landing not more than 5 metres (16.5 feet) from target center. All landings must be made standing up.
6. Parachutists who hold a CSPA Class C Certificate of Proficiency and an Exhibition Jump Rating, who certify that they will use a steerable square main and reserve canopy, will be permitted to exit over or into a congested area. The selected landing area must permit the jumper to land not closer than 4.5 metres (15 feet) from any spectator and will not involve passing over non-participating persons on the surface at an altitude of less than 30 metres (100 feet).
7. All jumps shall be conducted in accordance with the Canadian Aviation Regulations.
8. The Parachuting Coordinator will determine whether or not the visibility, cloud ceiling height and velocity of wind, as they apply to the particular situation, are safe or unsafe. Landing area size, canopy type, number of jumpers and planned stunt will be taken into consideration.
9. Before each jump is to be performed, all persons involved shall be thoroughly briefed. There should be a dry run on the ground at the site.
10. All equipment, props, wardrobe, etc., shall be made available to the Coordinator prior to the stunt/jump for safety evaluation. Final safety approval rests with the

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CODE OF SAFE PRACTICES - PARACHUTING AND SKYDIVING

Coordinator with respect to equipment and wardrobe used in the jump.

11. The Coordinator shall have the responsibility to temporarily hold or cancel the authorized operations if at any time the safety of persons or property on the ground or in the air is in jeopardy or if there is a contravention of the terms or conditions of any Transport Canada Special Flight Operations Certificate.
12. Transport Canada requires that each reserve parachute be packed by an appropriately rated parachute rigger. If a parachutist has a malfunction on the job and uses his reserve chute, a spare parachute or the presence of a certificated rigger can usually save many shooting hours.
13. All operations involving fixed-wing aircraft and helicopters shall conform with the guidelines established by the Occupational Safety Committee.
14. All pilots must be familiar with the dropping of jumpers, including the peculiarities of the operation to include: flight with the door removed, FAR Part 105, rehearsals of all exits, all ground signals, signals to abort jump, pilot's responsibilities, provisions of all Letters of Authorization or waivers. The pilot must analyze weight and balance of the aircraft with jumpers in exit position.
15. Jumps near or into potentially hazardous landing areas (water, power lines, etc.) should be considered carefully.
16. Pickup boats and flotation gear should be available when the possibility of a water landing exists and each boat pilot shall participate in the pre-jump briefing.
17. Lighting for night shots should be reviewed with the Parachute Coordinator. That landing site for a night shot should be viewed during daylight hours before jumping.

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