



Reference: IBA STN 4/23 – Flyer Safety Brief
Subject: New IBA Approval – IBA Flyer Safety Brief
Date: 1st October 2023
Authority: IBA Director of Safety and Training

Requirement. This notice introduces the IBA Flyer Safety Brief, a new IBA approval (sign-off) on the flyer flight chart. The new brief is an additional step to enhance our overall safety mission, and the aim is to prepare flyers for the increasing level of risk associated with more advanced flying skills and to advise them on their personal responsibilities for maintaining their own safety. The brief is the final sign-off to achieve full IBA Level 1 status; it is to be delivered once a flyer has completed all IBA Level 1 flight skills and before a flyer starts any Level 2 progression.

Training Material. The training material required to support the IBA Flyer Safety Brief is enclosed, and this is to be used by all IBA instructors as the source document for delivering the brief to flyers. It will also be used by IBA Trainers to teach instructors how to deliver the IBA Flyer Safety Brief to flyers.

Supporting Material. The IBA Flyer Safety Brief sign-off does not replace the requirement for instructors to deliver a routine safety brief when preparing a flyer as detailed in the [IBA Instructor Level 1 Manual – Section 4.13](#). This new brief is to be regarded as the initial safety training material, while the flight specific safety brief will cover the detail of the activity to be flown at the time, such as increased risks associated with transition skills.

Timing. This STN is effective 1st October 2023, with one month grace period for all flyers to comply by 1st November 2023.

Grace Period for Legacy Flyers. This is a new requirement with a new sign-off. Therefore, flyers who have already progressed beyond the initial point of briefing are to receive the briefing within the initial grace period, and ideally before their next flight. The approval can be added retrospectively to their flight chart. The grace period allows time to discuss the new requirement with rated flyers and to allow them to continue to fly while the brief is delivered, and their flight chart is updated. The grace period does not apply to core flyers who have not yet achieved IBA Level 1, and the Flyer Safety Brief is to be delivered as part of their standard progression.

Actions. The following actions are required:

- General Managers and Lead Instructors (or designated IBA Trainers) are to review this STN and ensure that all instructional staff are trained in the new requirement via a Safety Meeting. This must include discussion on communications with legacy flyers.
- Instructors are to then deliver and sign-off the IBA Flyer Safety Brief to all rated flyers who have achieved IBA Level 1 and above, ideally before their next flight and no later than 1st November 2023.

Specific questions or comments regarding this communication should be sent to the IBA Director of Safety & Training, Rusty Lewis, at rlewis@iflyworld.com.

All current IBA Safety and Training Material is available to users via their personal log in to <http://www.tunnelflight.com/reference-materials/>

Enclosure:

1. Training Material for IBA Flyer Safety Brief.

Enclosure 1

Training Material - IBA Flyer Safety Brief

Introduction. The IBA Flyer Safety Brief is a further step to enhance the safety of all rated flyers. As flyers continue to progress through the rating system, flight skills become more difficult. The briefing serves to mitigate the increased risks associated with more advanced skills and raises the awareness of flyers regarding their personal responsibilities to maintain their own safety.

The IBA Flyer Safety Brief does not replace the requirement for instructors to deliver a routine safety brief when preparing a flyer as detailed in the [IBA Instructor Level 1 Manual – Section 4.13](#). This new brief is to be regarded as the initial safety training material, while the flight specific safety brief will cover the detail of the activity to be flown at the time, such as the more advanced maneuvers within IBA Level 2-4. These include transitions, dynamic skills, and skill specific risks and how to mitigate them, including how to abort the movement if required or bail to the most appropriate body position.

Instructor Training Objective: Deliver a Flyer Safety Brief to a flyer upon completion of IBA Level 1 flight skills and before coaching of IBA Level 2 flight skills that:

- Identifies the increasing level of risk associated with more advanced flying skills; and
- Describes the flyer’s personal responsibilities in reducing these risks to maintain their own safety while flying.

Desired Outcomes: The flyer understands the type of risks associated with more advanced flying and understands their personal role in mitigating the additional risks.

Timing. The Flyer Safety Brief is a new approval (sign-off) on the IBA Flight Progression Chart and is to be delivered upon completion of all IBA Level 1 Flight Skills and before any IBA level 2 skills are coached or flown. The IBA Flyer Safety Brief is also required as part of flyer recurrency.

Content. The brief is to cover the additional risks associated with more advanced flying, the additional personal responsibilities that the flyer has, and what actions the flyer must take to maintain his or her personal safety. The format of the brief is detailed below:

- **Additional Flight Risks.** The instructor is to introduce the flyer to the additional risks associated with flying as a rated flyer who has achieved IBA Level 1, and the risks associated when continuing their progression through the IBA rating system. This includes:
 - **Instructor position for Rated Flyers.**
 - The instructor will adopt the recognized handling and supporting position during coaching. However, once the skill has been approved, the flyer is to be advised that they are a “rated flyer,” and therefore the instructor may not be in the side-body position and may be supervising the flight from a different part of the tunnel or standing in the door.
 - The instructor is to discuss the presence of other flyers in the wind, and how this may affect their direct access to a single flyer who may be temporarily blocked by

another flyer, which may delay the timing of the support they can offer. The instructor is to brief the flyer on the possible instructor positions and what they can expect in terms of flight supervision.

- The flyer must be told to always discuss the instructor position before the flight, so that the instructor is fully aware of what the flyer requires, especially when a skill has been approved but the flyer is returning to the tunnel after a period of absence.
- **Wind speed range.**
 - The instructor is to brief the flyer on the need to be aware of the flight speed range they are capable and comfortable flying at, and to avoid flying at speeds that are outside of their comfort range, and what to do if those situations are encountered.
 - The instructor is to brief the flyer on the different, higher wind speed used as they continue their progression through the different IBA levels and explain how these speeds at times may not be appropriate for belly flying. This includes the increased risk of the flyer inadvertently assuming a belly-flying orientation at the higher wind speed, which increases the risk of contacting the wall, the net or other flyers. Higher wind speeds can also result in stronger drives which will reduce the flyer's reaction time. The instructor is to explain the use of the bail out position as they continue their progression and brief the flyer on how to recognize and know their wind speed and to check the speed range with the instructor before the flight.
 - The instructor is to brief the flyer on how different wind speed ranges between flyers may impact their ability to fly together. A flyer's comfortable wind speed range may fall outside that of another flyer's, therefore increasing the risk of contact with the other flyers, the walls, or the net. The instructor must emphasize the need to discuss wind speed ranges with the instructor before attempting to fly with others.
 - The instructor is to brief the flyer on the affect that different flight suits can also have on the wind speed settings and the need to use an appropriate flight suit for the activity being flown
- **Spatial awareness, flying with other flyers, and proximity to tunnel walls.**
 - When using different flight orientations, such as back-flying, head-up, or head-down, the flyer requires an increased level of spatial awareness to avoid contact with the tunnel wall, the door, the net, and, when permitted, other flyers. The instructor is to brief the flyer to be aware of their surroundings when flying in new body positions and include the actions required to avoid unplanned contact.
 - The instructor is to brief the flyer on the additional risks associated with flying with other flyers. Specifically, the flyer is to be advised of the increased risk of contact with the walls, net, and other flyers because of the reduced space available for maneuvering, the ability level of other flyers, and the effect of burbles. The flyer must be advised on how to prevent being affected by burbles, inadvertently influencing other flyers with their own burble, and contacting the wall or other flyers.

- In addition, when flying with other rated flyers, the instructor is to emphasize the need for an agreed flight plan between the flyers that is communicated to the instructor. This plan must include the flight skills being flown and the wind speed they will be flown at, as well as the entrance and exit plan.
 - The instructor is to brief the flyer on the additional risks of flying in a formation with others and how having a grip on another flyer can further increase the risks highlighted above.
- **Additional Flyer Responsibilities.** The instructor is to explain the flyer's role in helping to mitigate the additional flight risks including:
 - **Personal safety.** It is important to increase the flyer's awareness regarding their role in maintaining their own personal safety as they progress to increasingly demanding flight skills. This includes how they interact with the instructor to create the safest possible environment for the flyer, their friends, and the instructor. During the brief, the instructor is to direct the flyer to the IBA website to read the article "[Flyer Safety- Be Part of the Team](#)". This is a useful reminder that safety is a collective responsibility, and that the flyer must be accountable for their own actions. This includes maintaining a sense of personal responsibility, especially when the flyer is performing approved skills without physical support from the instructor.
 - **Communication:** The instructor is to emphasize that during briefings and throughout their flight, the flyer is to maintain communication with the instructor to avoid any doubts or lack of understanding. This includes, where necessary, indicating their confusion or lack of understanding in the wind by shaking their head to say "no".
 - **Following instructor directions:** The instructor is to use distinct hand signals, which will have been explained during the briefing. The instructor is to brief the flyer that they are to wait for the signal to enter the airflow; wait for the signal to begin a maneuver or transition; only to adjust their position inside the tunnel when directed to; and to follow any other directions previously briefed. If the flyer is unsure of what the instructor is directing, then the flyer is to signal the instructor and must not initiate any movements until both the instructor and the flyer have an agreed understanding of what is required.
 - **Logging of flight skills.** The instructor is to brief the flyer on the importance of using a flight logbook and how to do this via the IBA website. This includes an explanation of how the instructor will use the logbook to confirm the flyer's approval level before they fly and how this process contributes to the overall safety mission.
 - **Maintaining currency.** The instructor is to brief the flyer on the value of maintaining currency and how this is achieved. This must also include a discussion on what happens if their currency lapses. Importantly, the instructor is to inform the flyer that even though they may be approved for a skill, if they are not current, they may be limited in what they are permitted to fly and that they can expect a higher level of supervision from the instructor.
 - **Flying to their approved level.** The instructor is to brief the flyer that once they have been approved to fly without the direct support of an instructor or coach, they must stay within their approval level and not attempt new skills without support from the instructor.
 - **Avoiding last-minute, unplanned movements.** The instructor is to brief the flyer on the procedure required at the end of the flight rotation, when the lights will flash to

- signal that they must exit the tunnel. At this point, the flyer is to stop and avoid any unplanned or rushed movements. The instructor must discuss the added pressure of time and how it can negatively impact the safe execution of a movement. The priority is safety and not attempting to complete one more skill, especially if it is unplanned.
- **Fit to Fly.** The instructor is to brief the flyer on the importance of maintaining flyer fitness and assessing their readiness for flight. A useful indicator is to use the IMSAFE checklist (Illness, Medication, Stress, Alcohol, Fatigue, Emotions). This checklist allows the flyer to assess their own ability to fly safely. This will include a discussion on communicating any uncertainties to the instructor. They can also be directed the [flying fitness](#) section of the IBA website.
 - **Flight Gear.** The instructor is to discuss personal flight gear with the flyer and how to choose an appropriate suit for their planned flight. Bootie style FS suits are often introduced/used for FS progressions after completing IBA level 1, and the instructor is to advise the flyer on the increased drive associated with these suits. The brief must include the need to verify that helmets and other items of PPE are fitted correctly, including an explanation of the effects of loose and tight-fit suits, as discussed above, in relation to wind speed. The instructor is to emphasize the need to discuss suit choice and new gear with the instructor pre-flight.