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The action taken by the Swedish Parachute Association as a consequence of SHK's safety recommendations in final report SHK 2023:03, accident involving SE-KKD, 8 July 2021

In final report SHK 2023:03 into the accident at Örebro Airport on 8 July 2021 involving the aeroplane SE-KKD of the model DHC-2 Mk III in connection with parachute operations, the Swedish Accident Investigation Authority has recommended that SFF, in conjunction with the parachute clubs, take measures to ensure that mandatory information and training is received by all pilots.

This letter contains the Swedish Parachute Association's response.

Appendices:

Appendix 1	SFF's response
Appendix 2	SFF Syllabus NEW JUMP PILOT SFF
Appendix 3	JUMP PILOT NEW AIRCRAFT
Appendix 4	SFF Recurrent Flight Training

Stockholm, 28/04/2023

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Sven Mörtberg, Chief Instructor SFF

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Pär Svensson, Chair Flight Operations Committee

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Joakim Berlin, Chair SFF



Measures implemented by the Swedish Parachute Association in order to ensure that mandatory information and training is received by all pilots as a consequence of SHK's safety recommendations in final report SHK 2023:03

1. The Swedish Transport Agency's oversight inspections of flight operations

The Swedish Transport Agency conducts inspections of flight operations at all parachute clubs. This work began in 2022 and the goal is to inspect all parachute clubs before summer 2023. The inspection is part of the systemic work the Transport Agency is conducting in order to verify that flying with parachutists is being run in accordance with applicable regulations and the procedures described for the organisation. Participants from the clubs are the chief pilot, the pilots who are able to participate and the parachute club's chief instructor. The Flight Operations Manager and the Chief Instructor from SFF participate if possible.

Ahead of these inspections, the club is asked to be able to present, among other things, risk inventories, checklists, calculation models for mass & balance, procedures etc.

During an inspection, a check is made of the attitude towards training relating to current regulations and a review is conducted of risk inventories with mitigations.

During the inspections, major focus has been placed on discussing and training pilots in measures to improve safety and which tools can be used.

Following an inspection, the Swedish Transport Agency issues a supervision report containing any deficiencies that need to be rectified.

2. Chair and chief instructor conference

SFF held a chair and chief instructor conference at which the Swedish Transport Agency participated through Magnus Axelsson, flight inspector. He provided information about the accident in Örebro and the cooperation with SFF in order to increase aviation safety. One part of this work is the flight operations inspections that began in autumn 2022.

3. Flight Operations Manager and restructured Flight Operations Committee

SFF has appointed a central flight operations manager in order to allow the coordination of measures to improve aviation safety between jumpers and pilots within parachute operations. This roll facilitates control over the implementation of measures to improve safety and reporting. The Flight Operations Manager also becomes chair of the Flight Operations Committee, which consists of a representative from each

large parachute club and two representatives from the smaller parachute clubs. The Flight Operations Committee holds regular meetings and its tasks include supporting the association in matters relating to flight operations.

The Flight Operations Committee will work to promote and ensure there is a good safety culture among SFF's clubs. The Flight Operations Committee is currently working on, among other things, an analysis regarding training needs in the clubs, e.g. support and training with regard to risk analyses and production of checklists.

4. Meeting with the parachute clubs' chief pilots, 25 March

On 25 March 2023, all of the parachute clubs' chief pilots came together for a meeting (over Zoom). The meeting was led by Pär Svensson, SFF Flight Operations Manager, together with Chief Instructor Sven Mörtberg.

The Swedish Accident Investigation Authority participated during the day through the accident investigator Mats Trense, who provided information about SHK's final report into the accident in Örebro. Among other things, the report talked about the existence of several safety lapses. The Flight Operations Committee is tasked with reviewing how these are to be identified and dealt with.

The Swedish Transport Agency participated through the flight inspector Magnus Axelsson, who provided information about the deficiencies the agency had noted during the inspections it had completed and the deficiencies that had been noted on the aircraft. Magnus Axelsson provided education regarding applicable regulations for parachuting: NCO, NCO.SPEC, NCO.SPEC.PAR, SERA (EU 923/2021), National Traffic Rules TSFS 2020:59, National Rules for Parachuting LFS 2008:22, Contractual Terms 965/2012 Art 6 4 a c. There was also education regarding how to produce and format a *Risk Inventory, Mitigation and Checklist*.

During the meeting it was decided that a central pilot meeting would be held in autumn 2023.

5. Revision of existing training plans

Following the accident in Umeå in 2019, SFF developed the training plans for jump pilots applicable at that time in order to make them clearer and more extensive, see Appendices 2–4. The training plans encompass "New Jump Pilot", "New Aircraft" and "Recurrent Training". These training plans have been tested in a few clubs. The tests continue and a revision of the three training plans is taking place in 2023.

The Flight Operations Committee is reviewing the qualification requirements for jump pilots.

6. Central and local pilot meetings

Over the years, SFF has had central pilot meetings to a varying degree. The last meeting was in 2021, which was also attended by the Swedish Transport Agency. As of this year (2023), SFF will be holding annual central pilot meetings to which all pilots are invited.

In addition to central meetings, the local flight operations managers will in turn be conducting pilot meetings at the parachute clubs in order to promote a good aviation safety culture, regulatory compliance etc.

Pilot meetings, both central and local, will become an important part of the continual dissemination of information, in-service training, sharing of experiences from other clubs and within the club etc.

7. Training in regulations and risk analyses

Training in regulations and risk analyses for all jump pilots is ongoing. One part of this training is taking place in conjunction with the Swedish Transport Agency's inspections of flight operations in the clubs 2022–2023. The training will be fully completed with all pilots before the start of jump season 2024.

8. Loading instructions and system for calculation of mass & balance

SFF has ensured that all clubs have performed a calculation of mass & balance calculation.

The aircraft are marked out with clear markings; maximum number who are permitted to be where during take-off and when jumping.

The Flight Operations Committee is investigating whether SFF needs a common system for calculating mass & balance or if these have to be tailored to individual clubs.