

**Subject:** GIPPSLAND - GA8 registered SE-MES, on 14/07/2019, at ESNU (UME) : Umeå - Sweden

**Reply to Safety Recommendation SWED-2020-001 received on 09/09/2020**

<p><b>Safety Recommendation:</b></p>	<p>Consider introducing a formal training programme for pilots in parachute operations</p>
<p><b>Intermediate response:</b></p>	<p>Depending on the specific nature of the undertaking, parachute operations in European Union Aviation Safety Agency (EASA) Member States are governed by Part-SPO (specialised operations) or Part-NCO (non-commercial operations with other-than complex motor-powered aircraft) of Commission Regulation (EU) No 965/2012, on air operations [see Article 6.4a(c) of the Cover Regulation and SPO.GEN.005(c)(2)].</p> <p>According to SPO.OP.230 and NCO.SPEC.105, the operator/pilot-in-command (PIC) is required to carry out a risk assessment and establish standard operating procedures (SOPs) or checklists, respectively, to mitigate the risks related to the specific activity. When developing the SOPs or checklists, the mitigation should be tailored according to the complexity of the operation, and should take into account the required piloting skills and level of experience [see AMC2 SPO.OP.230 and GM1 NCO.SPEC.105 (a)(2)]. For developing the checklist, the pilot-in-command should duly take into account minimum crew experience and training provisions, as well as recency provisions [see GM1 NCO.SPEC.105(c)((2) and (3)].</p> <p>SOPs should include the following for flight crew members: selection criteria (initial qualification, flight experience, experience of the activity); initial training (volume and content of the training); recent experience requirement and/or recurrent training (volume and content of the training). For initial and recency training, the operational environment and the complexity of the activity should be detailed in the training programmes [see AMC2 SPO.OP.230(c)(2)]. The qualification and nomination of persons providing the training should also be included in the SOPs [See SPO.SPEC.PAR,100(c)].</p> <p>Whilst a specific rating for flight crew is required for glider and banner towing according to Commission Regulation (EU) No 1178/2011 on aircrew, a specific flight crew rating for parachute operations is considered inappropriate, as these operations are within the normal flight envelope (as opposed to banner or glider towing where the aircraft characteristics are affected by the towed elements, and also considering pick-up of banner is critical).</p>

	<p>Instead of mandating specific pilot training for parachute operations, mitigation is provided through the air operations regulation as highlighted above, which is considered to be more appropriate due to the fact that specific operational requirements can only be determined at operator/operations level rather than a generic approved training organisation level (i.e. flight crew licensing). Examples of specific operational aspects which need to be considered are as follows:-</p> <ul style="list-style-type: none"> <li>•the operating environment e.g. geographic considerations;</li> <li>•the type of aeroplane used;</li> <li>•the type of skydiving operation</li> </ul> <p>Furthermore, introducing a pilot rating for parachuting operations would not support the principle of proportionality for the general aviation community. It would not be consistent with the European Union Aviation Safety Agency’s commitment to the General Aviation Road Map which aims to bring positive change to the general aviation community by simplifying existing regulations where possible, introducing flexible measures where necessary, and developing safety promotion to address safety risks.</p> <p>EASA has therefore concluded that it would not be appropriate to impose additional flight crew training by introducing a formal training programme for pilots in parachute operations.</p> <p>However, EASA is currently considering taking an action in the form of safety promotion, which may include a dedicated workshop, in order to help foster safe parachute operations.</p>
<b>EASA Status:</b>	Open