

Issued: 28 June 2016

Sports Parachuting Aircraft - Operators and Pilots

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	Not primarily affected
Flight Operations:	All Operators Involved in Sports Parachuting
Licensed/Unlicensed Personnel:	All Operators Involved in Sports Parachuting

1 Introduction

- 1.1 The purpose of this Information Notice (IN) is to provide an update on the progress of new European aviation rules relating to aircraft operators and pilots providing aircraft for sports parachuting flights in the United Kingdom.
- 1.2 This IN describes the forthcoming changes for operators involved in Sports Parachuting, with the entry into force of the [EASA Air Operations Regulation \(EU\) No 965/2012](#), for aircraft operations other than those for the purpose of Commercial Air Transport (CAT).
- 1.3 This IN supersedes IN-2013/185.

2 European Legislation for Parachute Aircraft Operators

- 2.1 Current air operations regulations for parachute-dropping aircraft and Parachute Training Organisations (PTOs) are based on the UK legislation in the Air Navigation Order (ANO) and the Standardised European Rules of the Air (SERA).
- 2.2 EASA Air Operations Regulation (EU) No. 965/2012, which comes into force on **25 August 2016**, will replace many of the UK air operations regulations. This legislation will consist of the following Annexes to the Air Operations Cover Regulation:
 - Annex VII - 'Part-NCO' (Non-Commercial, with other-than-complex aircraft operations) includes specific requirements for non-commercial parachute operations at Part-NCO.SPEC.PAR.

- Annex VIII - 'Part-SPO' (Specialised Operations) includes commercial parachuting and parachuting from complex aircraft (e.g. twin-turboprop).

2.3 However, NCO.SPEC, and Annex VIII Part-SPO for sports parachuting in the UK will not enter into force **until 21 April 2017**.

3 Part-SPO Parachute Aircraft Operators – Future Requirements

3.1 Commercial parachute aircraft operators will also be subject to Annex III Part-ORO to the Air Operations Regulation which details, in addition to other matters, what responsibilities aircraft operating organisations have. These responsibilities will vary according to whether it is a commercial operation and/or operating 'complex' aircraft for Specialised Operations (parachuting), or a non-commercial operation and operating an other-than-complex aircraft under Part-NCO.

Under the European Aviation Safety Agency (EASA) '**Basic Regulation**' (Regulation (EC) No. 216/2008) a complex aeroplane is defined as an aeroplane:

- *with a maximum certificated take-off mass exceeding 5,700 kg, or*
- *certificated for a maximum passenger seating configuration of more than 19, or*
- *certificated for operation with a minimum crew of at least two pilots; or*
- *equipped with (a) turbojet engine(s) or more than one turboprop engine.*

For most practical purposes the 'complex' requirements will only affect parachuting aircraft operators using twin-turboprop powered aeroplanes.

3.2 The EASA Basic Regulation goes on to list common requirements for commercial and/or complex aircraft engaging in Part-SPO operations:

- *The operator must have directly or indirectly through contracts the means necessary for the scale and scope of the operations. These means comprise but are not limited to the following: aircraft, facilities, management structure, personnel, equipment, documentation of tasks, responsibilities and procedures, access to relevant data and record keeping.*
- *The operator must use only suitably qualified and trained personnel and implement and maintain training and checking programmes for the crew members and other relevant personnel.*
- *The operator may need to establish a Minimum Equipment List (MEL) or equivalent document.*
- *The operator must implement and maintain a Management System to ensure compliance with the essential requirements for operations and aim for continuous improvement of this system.*
- *The operator must establish and maintain an accident prevention and safety programme [Safety Management System (SMS)], including an occurrence reporting programme.*
- *Aircraft operations must only be undertaken in accordance with an operator's Operations Manual.*
- *The operator must develop and maintain security programmes adapted to the aircraft and the type of operation.*
- *The prevention of fatigue must be managed through a rostering system.*

3.3 Part-ORO requires all operators of Part-SPO complex/commercial parachute aircraft to make a formal 'Declaration' of their activities and to have Standard Operating Procedures (SOPs) included in the Operations Manual. The operation of parachuting aircraft is not currently