

SECTION 9

FLYING

1. PILOTS

1.1. Pilot Qualifications.

A pilot shall not act as pilot in command of an aircraft for a flight during which skydivers are to be dropped unless he/she meets the following minimum requirements:

- 1.1.1. **Licence.** He/she holds a valid pilot's licence for the type or class of aircraft to be flown, including any differences training appropriate to the type (**N.B.1, below*) and any ratings necessary for the type of flight to be undertaken, i.e. IR, Night, IMC; RT licence. The minimum standard of acceptable licence is a UK or EU PPL or equivalent third country licence used in an approved manner for skydiving operations.
- 1.1.2. **Experience.** He/she has at least 100 hours as Pilot in Command (PIC) of aeroplanes if aeroplanes are to be flown by the applicant, or 100 hours as PIC of helicopters if helicopters are to be flown, (except in the case of British Skydiving 'C' Licence skydivers where the requirement is 75 hours PIC in each case). In addition, he/she must have at least 5 hours on type (**N.B.1, below*).
- 1.1.3. In the course of training any hours flown as P1 under supervision of a Chief Pilot (CP) or Pilot Examiner (see 1.1.5. (a) below) may be counted towards the five hours on type (**N.B.1, below*).
- 1.1.4. **Training.**
 - a. Has flown at least four lifts (accompanied and supervised by a British Skydiving Pilot Examiner (PE) or Chief Pilot (CP) as PIC (under supervision) on the type (**N.B.1, below*) of aircraft to be used. The lifts are to be live drops of one or more Licenced Skydivers under the supervision of at least a Category System Instructor or Team Leader.
 - b. CPs must hold a British Skydiving Pilot Authorisation on the type (**N.B.1, below*) of aircraft being used.
 - c. In the case of service pilots or commercial pilots (operating under the terms of an AOC) flying in the course of their service duty or commercial duty, the training requirement of 'a' above may be supplanted by the training requirements specified in their military role training or by the training requirements specified in the AOC.
 - d. He/she has received at least one hour of ground instruction on skydiving dropping techniques, standard procedures and emergency procedures given by at least a British Skydiving Advanced Instructor or British Skydiving Pilot Examiner and has studied the British Skydiving Pilot's Manual and relevant sections of the British Skydiving Operations Manual.
 - e. In the case of service pilots or commercial pilots (operating under the terms of an AOC) flying in the course of their service duty or commercial duty, this briefing may be given by a British Skydiving CSI or Team Leader.

1.1.5. **Tests.**

- a. Has flown a flight test conducted by a British Skydiving Pilot Examiner as PIC on the type (**N.B.1, below*) of aircraft to be used. The test will be conducted according to the Flight Test Proforma (Form 108C) and will be a live drop of one or more Licenced Skydivers under the supervision of at least a Category System Instructor or Team Leader.

or

In the case of aircraft whose seating capacity or configuration only permits the use of one pilot's seat for skydiving to be safely conducted, have flown at least three flights with a British Skydiving Pilot Examiner and performed at least two lifts involving a live drop with a Category System Instructor or Team Leader and under the ground supervision of a British Skydiving Pilot Examiner.

- b. Have successfully completed a written examination (Form108D) administered by a CP or Pilot Examiner.
- c. The recommendation of a Chief Instructor and a British Skydiving Pilot Examiner (to be signed on a British Skydiving Pilot Application Form).

*N.B.(1) * Type in 1.1.1, 1.1.2, 1.1.3. & 1.1.5(a) above, means a type where a type rating is appropriate, or else a type within a class.*

N.B.(2) The five hours on type and two lifts requirement at 1.1.2. and 1.1.5 (above) apply only to the initial application. Subsequent types are applied for on Form 108F.

1.1.6. **Documentation.** Having satisfied all the above requirements, Forms 108A (Initial Application), 108C (Flight Test Proforma), and 108D (Written Examination) are to be completed and sent with the appropriate fee to the British Skydiving HQ who will then issue an Authorised Pilot Certificate. This certificate will be valid for a maximum of 1 year and will be renewable on the 31st March each year. (British Skydiving Authorised Pilot Renewal Form 108G).

1.1.7. **Proficiency checks.** All Pilots must complete a proficiency check at least every twelve months. This must be conducted by a CP or PE and signed off on Form 108E. This form is to be retained in a Pilot's personal file, which is to be kept and maintained by the CP.

1.1.8. A British Skydiving Authorised Pilot may conduct proficiency checks on CPs and Pilot Examiners.

1.1.9. **Recency.**

- a. A pilot shall not act as PIC of an aircraft carrying passengers, including skydivers, unless within the preceding 90 days he/she has made three take offs and three landings as the sole manipulator of the controls in an aircraft of the same type or class.
- b. A pilot who has not flown skydivers for a period exceeding six months must undergo a proficiency check.

- 1.1.10. **Renewal.** In order to renew a Pilot Authorisation the applicant must have had a proficiency check (Form 108E) within the previous twelve months. The application for renewal must be signed by a Chief Instructor (CI) who must be satisfied that the applicant is current with Skydiving dropping techniques, emergency procedures and relevant British Skydiving Operations Manual requirements. If a renewal is not effected within two years of expiry, then a pilot must fulfil all the initial requirements.
- 1.1.11. Paragraphs 1.1.5 - 1.1.10 above, do not apply to service pilots, or commercial pilots (operating under the terms of an AOC) who in the course of their service duty or commercial duty fly parachuting lifts. Those pilots will be deemed as British Skydiving Authorised Pilots for the duration of the flight provided the skydivers on board are British Skydiving members.
- 1.1.12. **Additional Types.** British Skydiving Authorised Pilots may add additional types of aircraft to their British Skydiving Pilot Authorisation. This will require conformity with the licence requirements at 1.1.1. (above) and completion of a Proficiency Check (on the type of aircraft applied for) with a Pilot Examiner. Upon satisfactory completion of a proficiency check Form 108F must be signed and returned to the British Skydiving HQ who will then issue an additional authorisation.

1.2. Balloon Pilots.

A balloon pilot shall not act as PIC of a Balloon for a flight during which skydivers are to be dropped unless he/she meets the following minimum requirements:

- 1.2.1. **Licence.** He/she holds a valid Pilot's Licence for the balloon to be flown on the intended flight.
- 1.2.2. **Experience.** He/she has at least 60 hours PIC of Balloons.
- 1.2.3. **Training.** He/she has received ground instruction on skydiving dropping techniques and procedures given by at least a Category System Instructor or Team Leader who has made a minimum of one skydive from a balloon or by a Balloon Pilot who has already dropped two or more skydivers. This must include the procedures to be followed in the event of emergencies. He/she must also have read the British Skydiving guidelines for skydiving from Hot Air Balloons (Form 109B).
- 1.2.4. **Recency.** For any skydiving dropping flight, logbook evidence is required of flight within the 90 days preceding the date of the intended flight, as PIC of the Class of balloon to be used. For the privileges of a professional licence to be exercised on a skydiver dropping flight, a Certificate of Test is also required – valid for 13 months.
- 1.2.5. **Documentation.** Having satisfied 1.2.1 - 1.2.4 above, Form 109A is to be completed and sent to the British Skydiving HQ who will then issue an Authorisation to Drop Skydives Certificate. This certificate will be valid for a maximum of one year and will be renewable on the 31st March each year (Form 109A).
- 1.2.6. **Renewal.** The renewal procedure is the same as the initial application and is made on the same form. (Form 109A).
- 1.2.7. The minimum qualification for a skydiver to jump from a balloon is British Skydiving 'B' Licence.

1.3. Chief Pilot (CP).

- 1.3.1 CIs will appoint a Chief Pilot who will be responsible to him/her for the PTO's flying operations. The name of the CP should be notified to British Skydiving in writing at least seven days in advance of the appointment (Form 108H – British Skydiving Chief Pilot Application).
- 1.3.2 To become a British Skydiving Chief Pilot (CP) the applicant must meet the following minimum requirements:
- a. Be a current British Skydiving Authorised Pilot.
 - b. Have a recommendation of a CI and a Pilot Examiner (Form 108H).
 - c. Have been a British Skydiving Authorised Pilot for at least 1 year.
 - d. Have a minimum of 100 hours' skydiver flying.
 - e. Have successfully completed CP written examination, administered by the STO or COO.

N.B.(3) Suggested guidelines for the responsibilities of a CP can be found on Form 236.

1.4. Pilot Examiner (PE).

To become a British Skydiving Pilot Examiner the applicant must meet the following minimum requirements:

- 1.4.1. Be a current British Skydiving Authorised Pilot.
- 1.4.2. Have the recommendation of a CI and a Pilot Examiner.
- 1.4.3. Have been a British Skydiving Authorised Pilot for at least 1 year.
- 1.4.4. Have 500 hours' skydiver flying, or, 250 hours' skydiver flying and a CSI rating.
- 1.4.5. Have an IR or IMC rating.
- 1.4.6. Have successfully completed the Pilot Examiner written examination, administered by the STO or COO.
- 1.4.7. **Documents.** Having satisfied 1.4.1. -1.4.6. above, Form 108J is to be completed and sent to the British Skydiving HQ who will then issue the applicant with a British Skydiving Pilot Examiner Certificate. This certificate will be valid for up to 12 months and will be renewable at the same time as the Pilot Authorisation to Drop Skydivers is renewed.

N.B.(4) British Skydiving Pilot's Manuals are obtainable from the British Skydiving HQ.

2. AIRCRAFT

2.1. Weight

- 2.1.1. Other than in accordance with the additional requirements listed in 3.2. below, the Maximum Total Weight Authorised (MTWA) of aircraft used for skydiver dropping shall not exceed 5,700 kg.

- 2.1.2. Aircraft with MTWA in excess of 5,700 kg may be used subject to the following conditions:
- a. The aircraft is flown only by pilots holding valid professional pilots' licences, which include a valid Type Rating for that aircraft.
 - b. The aircraft is operated for skydiving from a Licensed or Government Aerodrome or an EASA certificated aerodrome.

3. AIRCRAFT CLEARANCE AND DOCUMENTATION

An aircraft shall not be used for the purpose of dropping persons unless the Certificate of Airworthiness issued or rendered valid in respect of the aircraft under the law of the country in which the aircraft is registered includes an express provision that it may be used for that purpose and the aircraft is operated in accordance with a written Permission granted by the CAA.

3.1. British and EU Registered Aircraft

Aircraft must have a valid Certificate of Airworthiness (C of A) in the category appropriate to the type of operation and must be appropriately approved for the purpose of skydiver dropping. Any aircraft modifications required for skydiver dropping, for example the installation of skydiver restraints (if necessary) or static line modifications, must be appropriately approved. Any structural or performance limitations applicable to skydiving operations must be stated in the aircraft Flight Manual or in an approved supplement, which must be included in the Flight Manual for that particular aircraft. The aircraft must be operated in accordance with the aircraft Flight Manual and applicable Flight Manual Supplements.

3.2 Foreign Registered Aircraft

An operating permit must be obtained from the CAA before a foreign registered aircraft (other than an EU registered aircraft) is used for any aerial work. The aircraft must have a valid C of A from the country of registration in the category appropriate to the type of operation and must be operated in accordance with the aircraft Flight Manual with respect to flight with the door removed or for skydiving operations.

Application for use of foreign registered aircraft should be made to:

Operations & Authorisations
Civil Aviation Authority
Aviation House
Gatwick Airport South
RH6 0YR

3.3. Pilots qualifications to fly foreign registered aircraft

- 3.3.1. Pilots wishing to fly foreign registered aircraft in the skydiver-dropping role must comply with current EASA FCL requirements and should have had some form of formally certified training carried out, either in the country of registration or in the UK, by a type rating examiner or equivalent, which culminates in a type rating, or similar qualification, which applies specifically to the type of aircraft being flown. Evidence of this training must be contained in the pilot's folder at any PTO where he or she acts as pilot in command of a skydiver-dropping aircraft. British Skydiving will be the final arbiters of the suitability of the qualification.

- 3.3.2. The pilot of a foreign registered aircraft who is not qualified and experienced in skydiver dropping will, in addition, be required to complete the training programme outlined in 1.1.3. (above) and the tests outlined in 1.1.4 (above).
- 3.3.3. The pilot of a foreign registered aircraft who is qualified and experienced in skydiver dropping in the country of registration will, in addition, have to complete a test in accordance with 1.1.4 above.
- 3.3.4. Where the requirements of a state of registration differ or are in conflict with the regulatory requirements of British Skydiving the more stringent shall apply.

3.4. Documents

The following aircraft documents must be available to the pilot and Chief Instructor/Team Leader before a flight for the purpose of skydiver dropping is made:

- 3.4.1. The approved flight manual/owner's manual/pilot's operating handbook and MELs as applicable to the aircraft.
- 3.4.2. The Certificate of Airworthiness.
- 3.4.3. A Weight and Centre of Gravity schedule.
- 3.4.4. Documents recording the maintenance and serviceability of the aircraft (see 5.1.-5.3. below).
- 3.4.5. The British Skydiving Operations Manual, and any local SOPs.
- 3.4.6. Any Permissions issued by the CAA relevant to the intended flight.
- 3.4.7. Pilots must also comply with the documentary requirements of NCO, GEN,135 or SPO, GEN,140 as appropriate.

4. AIRCRAFT MAINTENANCE

Aircraft owned or operated by British Skydiving PTOs or Display Teams in the skydiving role will be maintained in accordance with the current requirements of EASA or the state of registration. Where there is any regulatory conflict over such requirements then the more stringent will apply.

5. FLYING OPERATIONS.

5.1 Authorisation of Flights.

All flights made for the purpose of skydiver dropping are to be authorised in writing. A list of those entitled to authorise flights for this purpose is to be maintained by the CI/Team Leader. A person thus entitled must be satisfied before authorising such flights that:

- 5.1.1. The aircraft to be used has a valid Certificate of Maintenance Review or Certificate of Release to Service, or there is evidence in the aircraft logbook or Technical Log that the requirements of the maintenance schedule have been met and are current.
- 5.1.2. That all task specialists concerned with, or taking part in any flight, have been briefed in accordance with all applicable requirements of the British Skydiving Operations Manual and the EASA Air Operations Regulations and that the pilot is assured that such requirements have been met.

5.1.3. The pilot of the aircraft is appropriately qualified for the intended flight.

5.2. Pilot's Fuel Log/Flight Log

- 5.2.1. The pilot must have available to him/her in the aircraft, a record of fuel and oil uplifts made, and the quantity of fuel on board prior to each flight or series of flights, to enable remaining endurance and fuel reserves to be readily calculated.
- 5.2.2. The following pre and post flight details for each flight must be recorded. All records must be preserved for at least 2 years from the date of the last entry, or longer if required by the ANO. The record must include at least:
- a. **Pre-Flight.** The date, the aircraft registration, the destination or dropping zone, quantity of fuel on board, and signature or initials of the pilot in command certifying that he/she has accepted the conditions under which the flight shall be made.
 - b. **Post-Flight.** Take off and landing times of each flight, the number of landings and the signature or initials of the pilot in command certifying the serviceability of the aircraft.

5.3. Aircraft Limitations.

Weight and balance limitations are to be observed throughout all phases of flight. Pilots are required to advise CIs/Team Leaders of any performance or structural limitations of the aircraft they are commanding, that may affect safety during flight and in particular during exit. CI/Team Leaders must ensure that skydivers are aware of such limitations.

5.4. Flight Crew Oxygen Requirements

- 5.4.1. Supplemental oxygen must be used by the pilot-in-command whenever the cabin altitude exceeds FL 100 for a period of 30 minutes and whenever the cabin altitude exceeds FL 130.
- 5.4.2. Oxygen requirements for skydivers are detailed in Section 8 (Skydiving Limitations), Paras 5.1 – 5.3.

5.5. Carriage of Task Specialists

Aircraft engaged in skydiving operations under part SPO may only carry task specialists who will be acting in one of the following categories:

- 5.5.1. Skydivers who are equipped for and intend to make a skydiving descent from the aircraft.
- 5.5.2. Suitably qualified persons who are engaged in training or checking pilots or task specialists.
- 5.5.3. Persons (such as television camerapersons) who are carried as task specialists designated in the PTOs operations manual.

5.6 Carriage of Passengers

- 5.6.1. No passengers shall be carried on a flight conducted for the purpose of skydiving except skydivers who are equipped for and intending to make a descent by parachute during the flight or task specialists.

5.6.2. Task specialists can only be carried for a specific task connected with the skydiving operation and the task specialist duties must be defined within the organisation's SOPs.

5.7. Pilot Fatigue.

A pilot who is engaged in skydiving operations should not fly more than four hours without a thirty-minute break away from the aircraft and should not fly more than eight hours in any one day. Air Operators Certificate (AOC) holders should continue to apply the flight duty and rest period limitations associated with their AOC operation. In addition, the flight time limitations prescribed in the ANO are applicable - 100 hours in any 28-day period and 900 hours in any one year.

5.8. Aeronautical Information.

Up to date aeronautical information relevant to the intended flight or flights is published in the UK AIP, (Air Pilot), NOTAMs and AICs. These documents must be accessible to the pilot either as hard copy or online.

5.9. Air Traffic Control Clearance.

Where it is intended to make flights for the purpose of dropping skydivers in notified areas of controlled airspace, the notification procedures published in the UK AIP for 'Non-Standard Flights' must be complied with. For skydiving operations in aerodrome traffic zones, the prior permission of the person having management of the aerodrome or of the appropriate ATC unit must be obtained.

5.10. Transponder

In the United Kingdom, unless a discrete code has already been assigned by ATSU controlling or advising the flight, pilots of transponder equipped aircraft should squawk 0033 with Mode C throughout the flight.

5.11. ATSU Notification

All operators are required to notify the start and finish of skydiving operations to appropriate Air Traffic Service Units (ATSUs) as listed in the UK AIP (Air Pilot) ENR section 5.5. Attention is drawn to the need to notify Area Control Centres (ACCs) outside the operating hours of some ATSUs. Operators are required to ensure that their SOPs specify the person responsible within their organisation for ensuring that this notification procedure is followed. It is recommended that all operators should maintain a record of the times when the drop zone has been notified as active or inactive.

N.B.(5) The record of times may be kept on Form 193, which also gives detailed information on the notification procedure.

5.12. Crash Rescue Procedures and Equipment.

5.12.1. CIs are to specify crash rescue procedures appropriate to their operation. A notice should be displayed at the DZ control position (and/or other suitable location), giving instructions for summoning the local Police, Fire, Ambulance (and Coastguard, if applicable) services in the event of emergencies.

5.12.2. Firefighting, release and rescue equipment should be available whilst skydiving is taking place, to a scale appropriate to the aircraft types to be used and not less than the following:

A vehicle carrying;

- a. A foam extinguisher of appropriate size.
- b. One axe.
- c. One bolt cropper-61cm.
- d. One crowbar-1m
- e. One fire resistant blanket.
- f. Two pairs of fire-resistant gloves.
- g. One medical first aid pack.
- h. Two blankets.

5.12.3. Holding of the above equipment at a forward site at which a Display Team may enplane is not mandatory. It should nevertheless be provided at such sites whenever it is practicable to do so.

N.B.(6) For aircraft operations at a location other than a licensed or Government aerodrome further guidance is to be found in CAA CAP 793 "Safety Operating Practices at Unlicensed Aerodromes".

5.13. Flying Accidents.

Any flying accidents or incidents which have, or could have, caused substantial damage to an aircraft, or fatal/serious injury to any person while upon, or by direct contact with, an aircraft during any stage of flight must be reported by the quickest available means to the British Skydiving and:

Air Accident Investigation Branch
Department for Transport
Berkshire Copse Road
Aldershot, Hampshire. GU11 2HH
Tel..01252 512299 (24 Hours)

N.B.(7) Attention is also drawn to EU regulation No 376/2014 and its associated guidance material regarding occurrence reporting.