

Australian Government

Civil Aviation SafetyAuthority

Instrument number CASA 11/17

I, GERARD JOHN CAMPBELL, Safety Assurance Senior Manager, Aviation Group, a delegate of CASA, make this instrument under regulation 11.245 of the *Civil Aviation Safety Regulations 1998* (*CASR*).

[Signed G.J. Campbell]

Gerard J. Campbell Safety Assurance Senior Manager Aviation Group

3 February 2017

Direction — conduct of parachute training operations

1 Duration

This instrument:

- (a) commences on the day of registration; and
- (b) is repealed at the end of 31 January 2020.

2 Definitions

(1) In this instrument:

ASA means the Australian Skydiving Association Inc.

ASA Jump Pilot authorisation means an authorisation issued by the ASA to certify that a pilot is qualified to carry out parachute training operations.

ASA Jump Pilot Handbook means the Australian Skydiving Association Jump Pilot Handbook approved in writing by CASA from time to time.

ASA Operational Regulations means the Australian Skydiving Association Operational Regulations approved in writing by CASA from time to time.

ASA Training Operations Manual means the Australian Skydiving Association Parachute Instructors and Operations Manual mentioned in the ASA Operational Regulations as existing from time to time.

ATC means air traffic control.

ATC frequency means a radio frequency used by ATC.

Chief Instructor means an instructor "A" approved by the ASA in accordance with the ASA Operational Regulations to supervise parachute training operations for a training organisation.

controlled airspace means airspace that is determined as Class A, C, D or E airspace under the *Airspace Regulations 2007*.

CTAF means a common traffic advisory frequency.

drop zone means the area within which parachutists taking part in a parachute training operation are required to land.

jump aircraft means any aircraft engaged in the dropping of parachutists in parachute training operations.

jump pilot means the pilot in command of a jump aircraft.

member organisation means an organisation that is a member of the ASA.

parachute training operation means an aircraft operation involving a descent by a student parachutist or a novice parachutist from the aircraft, and includes any aircraft operation involving a tandem descent by parachutists from the aircraft.

training organisation means a member organisation authorised by the ASA to conduct parachute training operations.

(2) The terms *novice parachutist* and *student parachutist* have the meanings given in the ASA Operational Regulations as in force when this instrument is made.

3 Application

This instrument applies to aircraft engaged in parachute training operations by member organisations.

4 Direction

Aircraft engaged in parachute training operations must comply with the requirements mentioned in sections 5 to 13.

5 General conditions

- (1) A jump aircraft when dropping parachutists must be operated in accordance with the ASA Jump Pilot Handbook.
- (2) A jump pilot must hold an ASA Jump Pilot authorisation.
- (3) A jump aircraft must have a current maintenance release.
- (4) A jump aircraft that is not a Class A aircraft must either:
 - (a) be maintained in accordance with an approved system of maintenance; or
 - (b) undergo a maintenance release inspection at the earlier of 100 flight hours and 12 months, and have all engines maintained in accordance with:
 - (i) for piston engines requirement 2 of AD/ENG/4; and
 - (ii) for turbine engines requirement 1 of AD/ENG/5.
- (5) Any alteration of the ASA Jump Pilot Handbook must not be implemented without CASA's prior written approval.

6 Supervision of parachute training operations

- (1) Parachute training operations must be conducted under the supervision of a Chief Instructor.
- (2) Parachute training operations must be conducted in accordance with the ASA Operational Regulations.

7 Conduct of parachute operations

- (1) A jump pilot must take all reasonable measures to ensure that:
 - (a) parachutists exit the jump aircraft only if there is no risk of any part of the aircraft being fouled by parachutists or their equipment when they exit; and

- (b) the operation does not impose any adverse stress on any part of the jump aircraft structure; and
- (c) loose objects, that if dropped could create a hazard to persons or property on ground or water, are not carried by parachutists exiting the jump aircraft.
- (2) Except in accordance with a written specification issued by CASA under regulation 152 of the *Civil Aviation Regulations 1988* (*CAR*) the person in charge of a parachuting operation, the parachutist conducting a descent for the operation and the jump pilot for the operation must ensure that:
 - (a) the parachute descent is made in meteorological conditions in which the target is clearly visible; and
 - (b) the parachutist does not enter cloud.

8 Equipment

- (1) A jump aircraft must be equipped with:
 - (a) 2 serviceable VHF radio transceivers; or
 - (b) if operating in Class G airspace 1 serviceable VHF radio transceiver.
- (2) The radio transceivers or transceiver must be used to make broadcasts in accordance with this approval.

9 Radio procedures

- (1) Subject to subsection (5), a jump pilot must ensure that a broadcast advising the intention to drop parachutists is made not less than 2 minutes before the parachutists exit the aircraft.
- (2) A broadcast under subsection (1) must be made on all relevant frequencies for the airspace through which the parachutists descend and in which the jump aircraft operates.
- (3) A broadcast made under subsection (1) must give notice of:
 - (a) the location of the drop zone; and
 - (b) the altitude at which the parachutists will exit the aircraft.
- (4) The relevant frequencies include:
 - (a) any ATC frequency for airspace used by the jump aircraft; and
 - (b) any other frequency used in airspace through which the parachutists may descend after exiting the aircraft; and
 - (c) where the landing area for the parachutists is located in the vicinity of an aerodrome where an ATC service is not provided the CTAF for the surrounding airspace.
- (5) A broadcast made by ATC on an ATC frequency advising that parachutists will be dropped at a time stated in the broadcast is taken to be a broadcast on that frequency under subsection (1), subject to meeting the requirements of subsections (3) and (4).

10 Additional requirements in controlled airspace

- (1) A jump pilot must not allow a parachutist to exit a jump aircraft in controlled airspace until the jump pilot has received from ATC:
 - (a) the clearance "[Aircraft call-sign] clear to drop"; or
 - (b) clearance in some other form allowing parachutists to exit the aircraft.

- (2) While flying in controlled airspace, a jump pilot must use the VHF radio transceivers of the jump aircraft to communicate with ATC and to monitor and advise air traffic outside the controlled airspace.
- (3) Up to and including flight level 150, ATC may assign to a jump pilot responsibility for not entering an active restricted area that has been designated for:
 - (a) non-flying activities; or
 - (b) flying activities for which ATC services are not provided.
- (4) The jump pilot must discharge his or her responsibility under subsection (3) by not entering the restricted area, but is not required to maintain a minimum distance from the restricted area.
- (5) While flying in controlled airspace and unless otherwise agreed with ATC, a jump pilot must:
 - (a) keep the jump aircraft within 3 nautical miles of the drop zone; and
 - (b) drop a parachutist with the reasonable expectation that the parachutist will remain within 1 nautical mile of the centre of the drop zone.

11 Additional requirements at aerodromes requiring radio carriage

- (1) A jump pilot must not engage in an operation involving parachute descents at, or in the vicinity of, an aerodrome where radio carriage is required, unless the jump pilot uses the jump aircraft VHF radio transceivers to monitor and advise air traffic in the vicinity of the aerodrome and the surrounding areas, using the relevant CTAF and other relevant frequencies mentioned in subsection 9 (4).
- (2) In addition to the broadcast required under subsection 9 (1), a jump pilot must ensure that a broadcast advising the intention to drop parachutists at, or in the vicinity of, an aerodrome where radio carriage is required is made not less than 4 minutes before parachutists exit the jump aircraft.
- (3) A broadcast under subsection (2) must be made on the relevant frequencies mentioned in subsection 9 (4).
- (4) A jump pilot must ensure that parachutists do not exit a jump aircraft at, or in the vicinity of, an aerodrome where radio carriage is required if the descent would take place 15 minutes or less before the estimated time of arrival at the aerodrome of an aircraft engaged in a regular public transport operation (an *RPT aircraft*).
- (5) Subsection (4) does not apply if:
 - (a) the jump aircraft and the RPT aircraft are in direct radiocommunication with each other; and
 - (b) all parachutists are able to exit the aircraft and land before the RPT aircraft arrives within the circuit area of the aerodrome.
- (6) After an RPT aircraft arrives within the circuit area of an aerodrome where radio carriage is required, a jump pilot must ensure that parachutists do not exit the jump aircraft at, or in the vicinity of, the aerodrome until the RPT aircraft has landed at the aerodrome and taxied clear of the runway.
- (7) After an RPT aircraft has broadcast that it is taxiing for departure from an aerodrome where radio carriage and use is required, a jump pilot must ensure that parachutists do not exit the jump aircraft during flight at, or in the vicinity of, the aerodrome until the RPT aircraft is clear of the circuit area of the aerodrome.

12 Additional requirements at certified or registered aerodromes

- (1) A jump pilot must ensure that parachutists do not exit a jump aircraft at a certified or registered aerodrome, unless:
 - (a) the operation is carried out in accordance with a written agreement between a parachute training organisation and the aerodrome operator; and
 - (b) the ASA has approved the written agreement as being in accordance with the ASA Operational Regulations and the ASA Training Operations Manual.
- (2) Subsection (1) does not apply to an operation at a certified or registered aerodrome if written specifications issued under regulation 152 of CAR require or allow those descents to be conducted differently.
- (3) A jump pilot must ensure that parachutists do not exit the jump aircraft at a certified or registered aerodrome if the pilot in command of another aircraft is carrying out an instrument approach procedure at the aerodrome.

13 Additional requirements for operations more than 10 000 feet above mean sea level (*AMSL*)

A flight crew member who is on duty in an unpressurised jump aircraft must be provided with, and continuously use, supplemental oxygen:

- (a) if the aircraft is above flight level 120; or
- (b) if the aircraft operates above 10 000 feet AMSL:
 - (i) for more than 15 minutes during an operation involving parachute descents; or
 - (ii) at night; or
 - (iii) in I.M.C.

Note As a direction, this instrument will take priority over AIP ENR provisions in relation to jump aircraft.