

EASA Skydiving Workshop

Technical flight safety aspects other than Operation / Human Factors

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Certification aspects

- EASA **SIB 2018-18 R1** for restraint systems
- **SIB known** in the community ?
- All aircraft **modifications** and STCs **approved** ?
- Special Condition SC-O23-div-01 'Use of aeroplanes for parachuting activities' **applied**?
- Specific **Operation envelope** addressed in service life / maintenance instructions (e.g. fatigue analysis)
- Certification for use in parachute operations is depending on the operational envelope



Safety Information Bulletin Airworthiness – Operations

SIB No.: 2018-18R1

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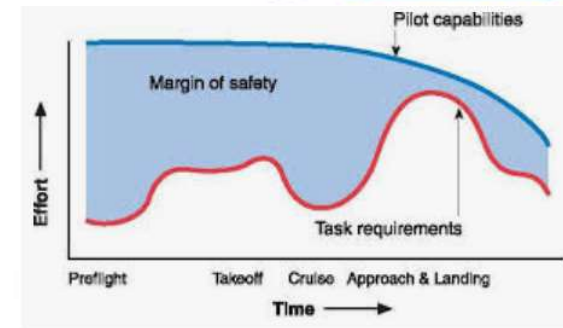
Subject:

Use of Restraint Systems and Pilot Back Protection during Parachute Operations

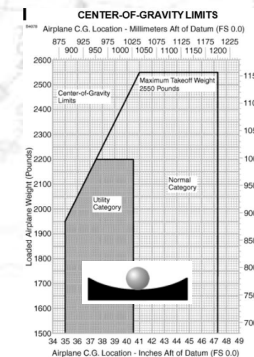
Certification does only allow to operate within the given limits!

Aircraft Suitability – Safety Margins

- **Structural strength** of your aircraft adequate?
- **CG Range** large enough?
- Category **N-Normal** (3,8g) versus **U-Utility** (4,4g) - adequate ?
- Is your aircraft operation in accordance with **AFM Limits** (e.g. your risks addressed with SIB 2018-18, STC **Supplements** included)?
- **‘Common Cause’** failures addressed in your assessment (e.g. jumper move)? **If it can happen – it will happen – it is just a matter of time!**
- **Restraint** systems for parachutists suitable enough?
- **Stability and Control** addressed?



**Is the aircraft suitable for safe parachute dropping?
Are the Safety Margins appropriate?**



Continuing Airworthiness

- **Specific operation** - up and down – engine shock cooling
- **High speed** decent
- Higher **engine wear** to be expected
- High Rate of engine failures, **loss of power more likely !**
- Modifications addressed (e.g. STC) ?
- Part M/ML **Maintenance Programme** adapted?
- **Who checks** that scheduled maintenance items are adhered to during high season?



Has the maintenance programme been adequately modified for para ops?



TCO (third country registration) aircraft

- Higher number of TC registered skydiving aircraft (N-Reg) within the EU
- EU **Regulations** do not fully address these aircraft (Parts SPO, NCO apply – Parts 21, M/ML do not apply)
- **Who is the actual operator** / who is responsible for what?
- It is possible to change to a European register -> one legal system for better operational/airworthiness control!



Accident causal and contributing factors do not depend on Registration!



Solutions ? Risks properly adressed ?



- Select the most „suitable and safe“ aircraft for your operation
- **Modify** your aircraft **4safety**
- Implement **EASA SIB 2018-18 R1**
- Develop and implement the **AMP** – aircraft maintenance programme suitable **for your operation** and maintaining your assett
- Coordinate with your competent authority regarding the **proper regulations for your a/c registration**

Close the holes in the cheese! Actively work together4Safety !



Chat is open for discussion and proposals

