

Lesson learnt...

From the oversight perspective...

Lesson learnt...

Delegated oversight from CAA to the Association

- We could have been more present...
- We could have had more communication...
- We could have been more supportive...

TRAINING MANUAL

JUMP - PILOT



Prerequisites for training, Swedish PARA Association

For new JUMP pilot

- Min 200 hours to start the training
- Min 8 hours training and at least 20 loads with instructor if together with check-out on new aircraft version / class / type, all items in this syllabus must be covered.
- Min 5 hours training/20 loads with instructor if already checked out on aircraft type, all items high lighted in YELLOW must be covered and sign for.

For “old” JUMP pilot, see syllabus: “Jump – Pilot, New Aircraft”

- New aircraft version / class / type, after skill test: **Min 10 loads with instructor.**
- The PARA FI may decide which items to cover from within this syllabus, both regarding ground school and flight training, however; all items highlighted in YELLOW must be covered and signed for.



2. Training plan

2.1 Aim of the training

The aim is that the pilot after the training, (and a skill test when so required), can act as PIC, (or co-pilot), during PARA operation and has shown adequate knowledge, skill and attitude, in normal and non-normal situations during flying and decision making including, but not limited to, a/c systems and operation, weather conditions, special operation, (including but not limited to), formation flying, big way formation, PARA at night and overall co-operation with all other staff.

2.2 Prerequisites for training

The student must hold at least a valid PPL with the appropriate medical certificate and completed at least 200 flight hours as a pilot of airplanes.

The student must be able to read, speak and understand English.

The student shall have completed a theoretical course regarding PARA operation.

2.3 Required experience qualifications

When in doubt; To be obtained from SFF or Transportstyrelsen before training begins.



Briefings and ground school

*)B 3	Flight profiles short field Take Off and Landing Performance Mass & Balance Engine limitations Stall speeds Characteristics of the stall Stall recognition and recovery Stalling and recovery: Without power With power on With flaps down Spin avoidance and recovery
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Integrated flight training

5	Prestart checklist and normal engine start, T/O with engine failure, Engine failure at "safe" altitude, Abnormal procedures, T/O with engine fire before liftoff, T/O and landings without basic instruments, Instrument flight, Precautionary landing, Engine out approach and go-around, Eng out landing	1:15
6	Prestart checklist and normal engine start, Pax. briefing (<i>and "dock-boy" coordination</i>), Normal T/O and climb, flying at gross mass, Maneuvers at max gross, Change of C/G, T/O and landings at max gross mass, Eng fail in initial climb After landing and parking procedure	1:30
7	Normal and non-normal PARA operation, spotting technique, use of nav equipment, cooperation with lift-chef, simulated emergencies, aborting dropping, descending with jumpers onboard, landing with full load.	1:30

SFF Recurrent, Jump-Pilot Flight Training 2021

Name _____ Date _____

License/Rating/Medical _____ OK _____ Notes _____

Aircraft Type _____ Reg _____

Recurrent training 2021	Performed date
Objectives: Practice Normal and non-normal PARA operation, spotting technique, use of nav equipment, cooperation with lift-chef, simulated emergencies, aborting dropping, descending with jumpers onboard, landing with full load.	Off block _____ Off ground _____ On ground _____ On block _____ Flight time _____
Planning: Normal PARA operation, calculation of T/O and landing performance	Landings
Preflight: Check of mass and balance, required fuel, weather	

Content:	Comments:
1: Check of area for eng start, coordination with ground crew, normal and non-normal starting, radio check, initial taxi, consideration of a/c position for loading, report from lift-chef, check of mass and balance.	

Joint Emergency Training 2021

7: Practice with experienced jumpers only: Simulated emergency on ground, on pilot's order only; EMERGENCY-OPEN SEATBELT-GET OUT!

8: Practice with experienced jumpers only: Simulated engine failure after T/O, (safe altitude but below 1000 ft / 300 m), Pilot's order: REMAIN SEATED-WE ARE LANDING!

9: Practice with experienced jumpers only: Simulated engine failure at altitude, Pilot's order: REMAIN SEATED! Memory items performed and heading to a landing area: WE WILL GLIDE TO...! Then: "green light" or order: OPEN SEAT BELT-GET OUT!