

The Swedish Transport Agency's Code of Statutes



25:13

The Swedish Transport Agency's regulations on parachuting

Published on
27 February 2025

adopted on 12 February 2025.

AVIATION

OPS series

By virtue of Chapter 1, Section 9, Chapter 6, Section 19 and Chapter 12, Section 4 of the Civil Aviation Ordinance (2010:770), the Swedish Transport Agency issues¹ the following regulations.

Scope

Section 1. These regulations apply to civil parachuting and to the dropping of goods in supply parachutes in Sweden.

These regulations also apply to training for the activities referred to in the first paragraph and when a licence is to be issued for such activities.

Definitions and abbreviations

Section 2. For the purposes of these regulations, the following definitions shall apply:

<i>AFIS</i>	(Aerodrome Flight Information Service) flight information service at an uncontrolled aerodrome;
<i>chief instructor</i>	instructor responsible for the jumping activities of a parachuting club;
<i>parachute</i>	canopy made of textile material or the like with suspension lines and harness, carried in a pack during flight; includes emergency parachutes, sports parachutes, round canopies, reserve parachutes and supply parachutes;

¹ See Directive (EU) 2015/1535 of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services.

<i>parachute inspector</i>	person authorised to examine parachute packers and to inspect, pack and repair sports and reserve parachutes and parachute systems;
<i>parachute technician</i>	person authorised to inspect and exercise supervision over emergency parachutes and to carry out tests and repairs of emergency parachute equipment;
<i>flight director</i>	person responsible for ensuring that flight operations for parachuting activities have a high level of safety and that pilots receive the training and education required for the assignment;
<i>flight manual</i>	a manual setting out constraints within which an aircraft is to be considered airworthy together with the manufacturer's instructions and information for the safe operation of the aircraft by the flight crew, approved in whole or in part by the Swedish Transport Agency or another aviation authority;
<i>jump leader</i>	instructor in the field, leading and responsible for the jumping activities;
<i>jump master or lift director</i>	person who, onboard the aircraft in cooperation with the pilot-in-command, is responsible for the parachutists in the aircraft and for ensuring that the jumps from the aircraft take place at the correct time and position in accordance with the applicable instructions for parachuting;
<i>controlled airspace</i>	(controlled airspace) defined airspace where air traffic control is provided in accordance with the airspace classification;
<i>display leader</i>	responsible person during flying display with <i>parachutes</i>

Section 3. Goods that are lawfully marketed in another Member State of the European Union or in Türkiye, or that originate from and are lawfully marketed in an EFTA State that is party to the EEA Treaty, are presumed to be in compliance with these provisions. The application of this measure is covered by Regulation (EU) 2019/515 of the European Parliament and of the Council of 19 March 2019 on the mutual recognition of goods lawfully marketed in another Member State and repealing Regulation (EC) No 764/2008.

Licence, learner's certificate and corresponding documents

Section 4. Parachute instructors, parachute inspectors, parachute technicians and display leaders must hold a certificate of competence issued by the Swedish Transport Agency.

Section 5. Parachutists must have a licence issued by the Swedish Transport Agency. The licence must be graduated from A to D, with D being the highest level.

A learner undergoing training for a licence must have a learner's certificate issued by the Swedish Transport Agency.

Section 6. Certificates, licences, learner's certificates or corresponding documents issued by a foreign authority or authorised organisation must be approved by the Swedish Transport Agency. Approval requires that both the training and the person's skills correspond to what is required for a Swedish licence. However, for a person who is permanently resident in Sweden, this approval is valid for a maximum of 12 months. The learner's certificate or licence must then be replaced with a Swedish learner's certificate or licence.

Section 7. Schools for teaching parachute jumping must be approved by the Swedish Transport Agency.

Flight service onboard aircrafts used for parachuting

Section 8. The pilot-in-command must be approved for the assignment by the local flight director of a parachute club or by a flight director of a commercial airline.

Section 9. The jump leader and the pilot-in-command must agree in advance on the planned procedures for carrying out the jump, such as:

1. recommended jump speed, final approach and jumping point for the jumping of parachutists and dropping of supply parachutes;
2. instruction for cooperation between the pilot-in-command, ground personnel and parachutists; and
3. instruction for emergency procedures during different phases of the flight with parachutists.

Section 10. The jump master or lift director shall, onboard the aircraft in cooperation with the pilot-in-command, be responsible for the parachutists in the aircraft and for ensuring that the jumps from the aircraft take place at the correct time and position in accordance with the applicable instructions for parachuting.

Section 11. Only those persons whom the jump leader and the pilot-in-command have deemed necessary for the performance of the jump may accompany the aircraft during parachuting.

Flight equipment

Section 12. Provisions on modification or alteration of aircraft intended for carrying parachutists can be found in Regulation (EU) No 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations.

Aircraft that, in accordance with Article 2(3)(d) and Article 2(8)(a) to (c) of Regulation (EU) 2018/1139 of the European Parliament and of the Council of 4 July 2018 on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency, and amending Regulations (EC) No 2111/2005, (EC) No 1008/2008, (EU) No 996/2010, (EU) No 376/2014 and Directives 2014/30/EU and 2014/53/EU of the European Parliament and of the Council, and repealing Regulations (EC) No 552/2004 and (EC) No 216/2008 of the European Parliament and of the Council and Council Regulation (EEC) No 3922/91, are not covered by that Regulation, are instead covered by the Swedish Transport Agency's regulations (TSFS 2020:85) on the certification of certain aircraft and of design and production organisations.

Section 13. The aircraft must be equipped in an approved configuration for parachuting. Signs and visual markings must indicate the approved position of the parachutists during loading, flight and jumping, as well as any additional restrictions needed during jumping to ensure that approved centre of gravity limits are maintained.

Parachute equipment

Section 14. Parachute jumps may only be performed if the parachutist is equipped with an appropriate combination of at least two canopies connected to the same harness, one of which must be a reserve parachute.

Safety during parachuting

Section 15. Parachuting must be performed under the supervision of a jump leader in accordance with the instructions applicable to the jump leader.

Section 16. The jump leader shall ensure that the parachutist is provided with the equipment that is prescribed for parachuting.

When parachuting into water, the jump leader shall check that the depth of the water and condition at the bottom of the water are satisfactory.

Section 17. The area intended for the landing of a parachutist must be at least 50 m x 50 m in size with an unobstructed approach and alternative

landing sites, and must be approved by the chief instructor. Permission must be obtained from the landowner to use the area for the purpose.

The landing area for learner parachutists must consist of, as far as is possible, a circular area with a radius of at least 200 m. Outside the landing area there must be a safety zone at least 200 m wide, where there is no water deeper than 1 m, power lines, buildings higher than one storey or comparable obstacles.

Section 18. In order to facilitate rescue operations, at least the following must be provided at the landing area:

1. telephone or other means of communication;
2. medical bag;
3. car;
4. boat (in the case of jumps into water).

Section 19. If parachuting is performed at a location where other air operations are conducted, the jump leader shall ensure that the necessary coordination between the various operations takes place.

Section 20. The minimum altitude for triggering a sports parachute is 700 m AGL (Above Ground Level). The minimum altitude for jumping with a round canopy that triggers automatically is 400 m AGL. The minimum altitude for dropping goods with a supply parachute that triggers automatically is 150 m AGL.

Section 21. While flying to the jumping altitude, oxygen shall be used in the aeroplane by the parachutists when the altitude can be assumed

1. to be between 10 000 ft and 13 000 ft for a period of more than 30 minutes;
2. to exceed 13 000 ft, for a period of more than 6 minutes; or
3. to exceed 15 000 ft, for a period of more than 3 minutes.

Section 22. When jumping, the parachutists must be equipped with a life jacket if:

1. the intention is to land in water; or
2. there is a risk of accidental landing in water.

Section 23. For parachuting to be performed within controlled airspace, the pilot-in-command must have obtained authorisation.

Section 24. When parachuting is to be performed wholly or partially within controlled airspace, the aircraft from which the parachuting is performed must exercise its own separation from the parachutists. At the request of air traffic control, the aircraft must remain above all parachutists and notify the appropriate air traffic control unit when the last parachutist has landed or left controlled airspace.

Section 25. Parachuting in the dark outside controlled airspace and parachuting outside controlled airspace over and above the single dropping

of parachutists for periods longer than 15 minutes must be planned and notified to the Aeronautical Information Service (AIS). Notification must be made no later than 24 hours before the intended parachute jump.

Section 26. Parachuting involving operations at aerodromes with AFIS service (with or without TIC zone or TIC area) shall be notified by the pilot-in-command to the relevant AFIS unit prior to the jump.

Section 27. If parachuting takes place in the vicinity of an aerodrome without open air traffic control, the pilot-in-command of the aircraft shall notify this on the aerodrome or flight club radio frequency.

Wind strength

Section 28. Before each parachute jump, the parachutist must have checked the prevailing wind conditions. The maximum ground wind for parachuting shall not exceed:

1. 6 m/s during the first five jumps of the parachutist;
2. 8 m/s during the sixth to the twentieth jumps of the parachutist; and
3. 11 m/s during further jumps.

Section 29. Parachuting at ground winds between 9 and 11 m/s may only take place on condition that the parachutist is equipped with a parachute whose own drive exceeds 5 m/s and with a wing reserve parachute.

For water jumping, the ground wind must be at least 2 m/s.

Parachute jumping display

Section 30. For parachute jumping displays, the landing area shall be at least 50 m x 50 m with an obstacle-free approach and one or more adjacent and suitably located alternative landing areas, provided that the participating parachutists hold at least a C licence.

If the parachutist has at least a D licence, the landing area can be reduced and consist of a landing area of 1 000 m².

Section 31. Parachute jumping displays may not be performed if the ground wind exceeds 6 m/s or, if the conditions are otherwise good, 8 m/s.

Provided that the identified alternative landing area is in a tailwind position in relation to the intended landing area, displays may be performed with a maximum ground wind of 11 m/s.

Section 32. The display leader shall approve suitable display parachutists, choice of parachutes, landing areas and wind limits, taking into account current conditions and circumstances.

Exemptions

Section 33. The Swedish Transport Agency may grant exemptions from these regulations.

1. This statute shall enter into force on 1 April 2025.
2. This statute repeals the Swedish Civil Aviation Authority's regulations (LFS 2007:46) on parachuting.

On behalf of the Swedish Transport Agency

JONAS BJELFVENSTAM

Magnus Axelsson
(Road and Rail)