



CONSULTATION DRAFT (November 2022)

Part 105 (Parachuting from Aircraft) Manual of Standards 2022

I, Philippa Jillian Spence, Director of Aviation Safety, on behalf of CASA, make the following Manual of Standards.

Dated

Pip Spence **DRAFT ONLY—NOT FOR SIGNATURE**
Director of Aviation Safety

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Chapter 1—Preliminary

1.01 Name

- (1) This instrument is the *Part 105 (Parachuting from Aircraft) Manual of Standards 2022*.
- (2) This instrument may also be cited as the Part 105 Manual of Standards.

1.02 Commencement

This instrument commences on the day after this instrument is registered.

1.03 Authority

This instrument is made under the *Civil Aviation Safety Regulations 1998*.

Note: CASA may issue a Manual of Standards for Part 105 (Parachuting from aircraft): see regulation 105.015 of CASR.

1.04 Definitions

Note: A number of expressions used in this instrument are defined in the Dictionary at the end of the *Civil Aviation Safety Regulations 1998*, or in section 3 of the *Civil Aviation Act 1988*.

- (1) In this instrument:

ATSO (short for Australian Technical Standard Order): see the CASR Dictionary.

automatic activation device means a self-contained device that, if carried with a parachute assembly, automatically initiates deployment of the main parachute or the reserve parachute under predetermined conditions.

canopy relative-work coach has the meaning given by section 5.11A.

canopy relative-work descent: see subsection 5.11A(1).

CAR means the *Civil Aviation Regulations 1988*.

CASR means the *Civil Aviation Safety Regulations 1998*.

chief parachuting instructor, in relation to a parachute descent by a trainee parachutist or tandem parachutist, means the person appointed under section 5.42 as the chief parachuting instructor of the parachute training organisation that is conducting the parachuting training, involving the descent.

certified aerodrome: see the CASR Dictionary.

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cloud descent means a parachute descent in which:

- (a) the parachutist would enter cloud during the descent; or
- (b) the drop zone would not be clearly visible to the parachutist throughout the descent.

competent issuing authority means:

- (a) the national aviation authority of a Contracting State; or
- (b) a body that:
 - (i) has been authorised by the national aviation authority of a Contracting State to issue manufacturing approvals (however described) for emergency parachutes, or reserve parachute assemblies, to which Part 105 of CASR applies; and
 - (ii) CASA has accepted, in writing, as a body competent to issue manufacturing approvals (however described) for the parachutes or assemblies.

direct supervision by a drop zone safety officer, in relation to a parachute descent, means supervision where the drop zone safety officer is present throughout all phases of the operation, whether at the drop zone or in the aircraft that is facilitating the descent.

display descent means a parachute descent conducted for the purpose of a parachuting display.

display organiser means a person who holds an authorisation issued by a Part 105 ASAO under procedures mentioned in section 5.44.

drop zone means the area, specified by the drop zone safety officer who is performing duties for a parachute descent, intended for the landing of a person undertaking the parachute descent.

drop zone safety officer:

- (a) in relation to a parachute descent undertaken by a trainee parachutist or tandem parachutist:
 - (i) means the holder of an endorsement mentioned in paragraph 5.25(2)(a) who is approved to act as the drop zone safety officer for the descent by the chief parachuting instructor under the procedures mentioned in that paragraph; and
 - (ii) if the descent is a display descent undertaken by a tandem parachutist—means the endorsement holder mentioned in subparagraph (i) who has been nominated to act as the drop zone safety officer for the display descent by the display organiser of the parachuting display; and
- (b) in relation to a parachute descent other than a descent mentioned in paragraph (a)—means the holder of an authorisation mentioned in paragraph 5.25(2)(b) that covers that descent.

empty weight has the meaning given by Civil Aviation Order 100.7.

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ETSO (short for European Technical Standard Order): see the CASR Dictionary.

(E)TSO, followed by an identifying letter and number, is a shorthand reference to both the TSO and the ETSO, each of which has the same identifying letter and number.

fore-and-aft parachute equipment means parachute equipment used for undertaking a parachute descent, in which the person who undertakes the parachute descent is equipped with two parachute containers:

- (a) one of which contains the main parachute; and
- (b) the other of which comprises the container mentioned paragraph 1.04(5)(a) in the definition of **reserve parachute assembly**, and that is not configured to carry a main parachute.

freefall means the period between:

- (a) when a person undertaking a parachute descent exits the aircraft; and
- (b) when the parachute is completely open.

freely, for a person undertaking a parachute descent, means a freefall descent undertaken with the parachutist's body being predominantly in a vertical head-up or head-down position.

ground control has the meaning given by subsection 1.06(3).

ground control assistant has the meaning given by subsection 1.06(4).

ground control authorisation has the meaning given by subsection 1.06(5).

high altitude, for a parachute descent, means a parachute descent in which the parachutist exits an aircraft used to facilitate the parachute descent at a pressure altitude above flight level 150.

jump pilot authorisation has the meaning given by subsection 3.01(2).

loadmaster means a person who is nominated by the drop zone safety officer who is performing duties for a parachute descent, to have the responsibilities mentioned in section 5.27 in relation to the descent.

main parachute means a personnel parachute:

- (a) that is not a reserve parachute or an emergency parachute; and
- (b) that is either:
 - (i) packed into the parachute container of a reserve parachute assembly for the purpose of undertaking a parachute descent; or
 - (ii) packed into a parachute container separate to the container of the reserve parachute assembly, and is used in conjunction with the reserve parachute assembly when undertaking a parachute descent.

Note: For subparagraph (b)(ii), see the definition of **fore-and-aft parachute equipment**.

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manufacturer, of an emergency parachute or a reserve parachute assembly, means:

- (a) the holder, or previous holder, of an approval for the parachute or assembly, granted under Part 21 of CASR, mentioned in regulation 21.305 of CASR; or
- (b) the holder, or previous holder, of a manufacturing approval (however described) for the parachute, or assembly, issued by a competent issuing authority.

packer means the holder of a packer authorisation.

packer authorisation means an authorisation issued by a Part 105 ASAO that administers the airworthiness of a parachute, that authorises the holder to:

- (a) carry out the following activities on the parachute:
 - (i) pack the parachute;
 - (ii) assemble the parachute;
 - (iii) inspect the overall condition of the parachute assembly to determine the airworthiness of the assembly;
 - (iv) repair minor defects in the parachute, the parachute container or the harness; and
- (b) approve a reserve parachute, emergency parachute, or main parachute mentioned in section 5.05, for return to service following maintenance the packer has carried out.

parachute packing logbook means a logbook in which written records relating to the airworthiness of a parachute are kept, that:

- (a) is attached, or carried on, the parachute; or
- (b) if the logbook is kept electronically, may be accessed by some means (that links to the logbook) that is attached, or carried on, the parachute, such as a label or tag.

parachute training operation means an aircraft operation conducted by a parachuting training organisation that involves a descent from the aircraft by a trainee parachutist or a tandem parachutist (or both).

parachuting activity: see regulation 105.010 of CASR.

parachuting display means organised parachuting performed before a public gathering.

parachuting training, for the grant of a parachutist certificate, or a rating or endorsement on the certificate, means training and assessment in all the units of competency (however described) required by a Part 105 ASAO that administers parachute descents, for the issue of the certificate, rating or endorsement:

- (a) for a parachutist certificate—to undertake a parachute descent; and
- (b) for a rating or endorsement on the parachutist certificate—to conduct the activities authorised by the rating or endorsement.

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parachuting training organisation means a person who:

- (a) is administered by a Part 105 ASAO under an approved function mentioned in section 27 of the Part 149 Manual of Standards; and
- (b) holds an authorisation issued by the ASAO to conduct parachuting training.

parachutist authorisation means:

- (a) a parachutist certificate; and
- (b) any rating or endorsement (however described) in relation to that authorisation, authorising the person to conduct specified activities that relate to:
 - (i) undertaking a parachute descent; or
 - (ii) parachuting training for undertaking a parachute descent.

parachutist certificate means an authorisation (other than a student parachutist certificate or a tandem parachutist certificate) that authorises the holder to undertake a parachute descent.

parachutist instructor means a person holding a parachutist authorisation, issued by a Part 105 ASAO, that authorises the person to conduct parachuting training.

relative-work descent: see subsection 5.32(1).

reserve static line means a line, attached to the main parachute, that initiates the deployment of the reserve parachute following the jettisoning of the main parachute.

rigger means the holder of a rigger authorisation.

rigger authorisation means an authorisation, issued by a Part 105 ASAO that administers the airworthiness of a parachute:

- (a) for which the grant of a packer authorisation is a pre-requisite; and
- (b) that authorises the holder to carry out the following activities for the parachute (in addition to the activities the person is authorised to carry out under their packer authorisation):
 - (i) repairs and modifications of the parachute, parachute container, container harness and any dual harness that attaches to the container harness;
 - (ii) in the case that the parachute is other than a reserve parachute or emergency parachute—the manufacture, using a sewing machine, of parachute components for the parachute;
 - (iii) approve a reserve parachute, emergency parachute, or main parachute mentioned in section 5.05, for return to service following maintenance the person has carried out.

Note: The manufacture, in Australia, of components for a reserve or emergency parachute is authorised by an approval, granted under Part 21 of CASR mentioned in regulation 21.305 of CASR.

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student parachutist certificate means an authorisation that authorises a trainee parachutist:

- (a) who does not hold a parachutist certificate; and
- (b) is receiving parachuting training;

to conduct a solo parachute descent under the supervision of a parachutist instructor.

tandem descent means a parachute descent, conducted as part of a parachute training operation, by:

- (a) a parachuting instructor who holds an endorsement (however described) that authorises the person to control a parachute descent in which a tandem parachutist is carried; and
- (b) a tandem parachutist.

tandem parachutist: see regulation 105.010 of CASR.

tandem parachutist certificate means an authorisation that authorises a person who does not hold a parachutist certificate to undertake a parachute descent as a tandem parachutist.

TSO (short for Technical Standard Order): see the CASR Dictionary.

(2) In this instrument:

- (a) a Part 105 ASAO ***administers the operation of an aircraft to operate a parachute descent*** if the ASAO has an approved function mentioned in section 26 of the Part 149 Manual of Standards in relation to the aircraft; and
- (b) a Part 105 ASAO ***administers parachute descents*** if the ASAO's approved functions include the aviation administration functions mentioned in sections 23 and 24 of the Part 149 Manual of Standards in relation to a parachute descent; and
- (c) a Part 105 ASAO ***administers the airworthiness of a parachute*** if the ASAO has an approved function mentioned in section 28 of the Part 149 Manual of Standards in relation to the parachute.

Meaning of emergency parachute

- (3) For the purposes of the definition of ***emergency parachute*** in regulation 105.010 of CASR, an emergency parachute is a personnel parachute carried on an aircraft, to be used by a person to abandon the aircraft in an emergency situation.

Meaning of reserve parachute

- (4) For the purposes of the definition of ***reserve parachute*** in regulation 105.010 of CASR, a reserve parachute is a second or auxiliary personnel parachute worn by a person undertaking a parachute descent.

Note: Section 5.30 requires 2 reserve parachutes to be carried for a cutaway descent (in which the main parachute is deliberately jettisoned and a reserve parachute then deployed as the main parachute).

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Meaning of reserve parachute assembly

- (5) For the purposes of the definition of *reserve parachute assembly* in regulation 105.010 of CASR, a reserve parachute assembly means all the assembled components that make up a complete, functional reserve parachute, including the following:
- (a) the parachute container (but not including a main parachute that is packed in the container);
 - (b) the container harness, and any dual harness (to be worn by a tandem parachutist) that attaches to the container harness;
 - (c) the ripcord, pilot parachute and all associated components and attachments;
 - (d) the reserve parachute, including suspension lines and associated components.

Meaning of trainee parachutist

- (6) For the purposes of the definition of *trainee parachutist* in regulation 105.010 of CASR, a trainee parachutist is a person who is undertaking a parachute descent in the course of receiving parachutist training, for the purpose of:
- (a) if the person holds a student parachutist certificate —obtaining a parachutist certificate; or
 - (b) if the person holds a parachutist certificate—obtaining a rating or endorsement (however described) on the parachutist certificate.

1.05 References to AS/NZS standards, TSOs, ETSOs etc.

In this instrument, unless the contrary intention appears:

- (a) a reference to a particular AS/NZS standard is a reference to the particular joint Australian and New Zealand Standard, as in force or existing from time to time; and
- (b) a reference to a particular TSO is a reference to that TSO or a later version of that TSO; and
- (c) a reference to a particular ETSO is a reference to that ETSO or a later version of that ETSO; and
- (d) a reference to a particular (E)TSO is a reference to the relevant ETSO or TSO, or a later version of the ETSO or the TSO.

Note 1: An example for paragraph (a) is the joint Australian and New Zealand Standard AS/NZS 1754:2004, *Child restraint systems for use in motor vehicles*.

Note 2: The first version of a TSO may have been issued with or without the notation “(0)” at the end (for example, citations of TSO-C129 and TSO-129(0) would refer to the same document). Thus, for first version TSOs, either form is an acceptable citation for the other.

Note 3: Later versions of a TSO are identified by an alphabetical letter (for example, a later version of TSO-C129 or TSO-C129(0) is TSO-C129a). Unless the contrary intention appears in a provision, a reference in this instrument to TSO-C129 or TSO-C129(0) means that version or a later version (in this case, TSO-C129a), but not the earlier version.

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1.06 Prescribed Part 105 activity—ground control

- (1) For the purposes of paragraph (i) of the definition of *parachuting activity* in regulation 105.010 of CASR, the activity in subsection (2) is prescribed.
- (2) For subsection (1), communications, for the purpose of ensuring the safe conduct of a parachute descent, made using visual signals or radiocommunications (or both), between a ground control assistant and the pilot in command of an aircraft being used to facilitate a parachute descent, is a parachuting activity.
- (3) The parachuting activity is *ground control*.
- (4) The *ground control assistant* is a person who holds a ground control authorisation.
- (5) A *ground control authorisation* is an authorisation that:
 - (a) is issued by a Part 105 ASAO that administers a parachute descent; and
 - (b) authorises the holder to undertake ground control during the operation of an aircraft to facilitate a parachute descent.

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Chapter 2—Reserve parachute assembly, and emergency parachute, requirements

Division 1—Preliminary

2.01 Scope of Chapter 2

This Chapter prescribes requirements in relation to reserve parachute assemblies and emergency parachutes.

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Division 2—Reserve parachute assemblies

2.03 Definitions for Division 2

In this Division:

manufacturer's requirements: see paragraph 2.04(4)(a).

Part 105 ASAO's requirements: see paragraph 2.04(4)(b).

2.04 Requirements in relation to a reserve parachute assembly

- (1) For paragraph 105.055(3)(a) of CASR, the reserve parachute assembly must meet the requirements of one of the following:
 - (a) TSO-C23;
 - (b) ETSO-C23.

Note: For paragraph (a), a reserve parachute assembly manufactured by Underline Designs Pty Limited ACN 057 268 612 in accordance with the requirements stated in ATSO authorisation 515899, as existing from time to time, is taken to meet the requirements of TSO-C23.
- (2) Also, for paragraph 105.055(3)(a) of CASR, if a determination, or decision, was made under repealed Section 103.18 of the Air Navigation Orders that the reserve parachute assembly meets the requirements of a parachute equipment specification or standard, without stating the name of the specification or standard, the assembly is taken to meet the requirements of TSO-C23.
- (3) Also, if subsection (1) or (2) does not apply, for paragraph 105.055(3)(a) of CASR, all the following requirements must be met:
 - (a) the national aviation authority of a Contracting State has made a written determination, or decision, that the reserve parachute assembly meets the requirements of a parachute equipment specification or standard;
 - (b) CASA has accepted, in writing, the determination or decision, for the purposes of paragraph 105.055(3)(a) of CASR.
- (4) Subject to sections 2.05 and 2.06, for paragraph 105.055(3)(b) of CASR, the reserve parachute assembly must have been maintained in accordance with all of the following:
 - (a) the requirements (the *manufacturer's requirements*) about the airworthiness of the assembly specified in a document, as existing from time to time, issued by the assembly's manufacturer;
 - (b) the requirements (the *Part 105 ASAO's requirements*) about the airworthiness of the assembly specified in a document, as existing from time to time, issued by the Part 105 ASAO that administers, under an approved function of the Part 105 ASAO:
 - (i) the airworthiness of the assembly, in relation to the provision of the reserve parachute by a person to another person under paragraph 105.055(2)(a) of CASR; and
 - (ii) the parachute descent for which the parachute is provided.

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2.05 Resolution of inconsistent requirements—subsection 2.04(4)

- (1) Subsection (2) applies if, for a reserve parachute assembly, a manufacturer's requirement is inconsistent with a Part 105 ASAO's requirement.
- (2) Subject to subsection (3), for paragraph 105.055(3)(b) of CASR, the reserve parachute assembly must have been maintained in accordance with the manufacturer's requirement, and not the Part 105 ASAO's requirement.
- (3) If the inconsistency mentioned in subsection (1) only arises because the manufacturer's requirement states a person must comply with the requirement at a time that is later than the time stated by the corresponding Part 105 ASAO's requirement, for paragraph 105.055(3)(b) of CASR, the reserve parachute assembly must have been maintained in accordance with the Part 105 ASAO's requirement, and not the manufacturer's requirement.

2.06 When only Part 105 ASAO airworthiness requirements are to apply—subsection 2.04(4)

- (1) This section applies if:
 - (a) a reserve parachute assembly's manufacturer no longer provides airworthiness support for the assembly; and
 - (b) the Part 105 ASAO mentioned in paragraph 2.04(4)(b) has assumed the provision of airworthiness support for the assembly.
- (2) For paragraph 105.055(3)(b) of CASR, the reserve parachute assembly must have been maintained in accordance with the Part 105 ASAO's requirements, and not the manufacturer's requirements.

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Division 3—Emergency parachutes

2.06A Definition for Division 3

In this Division:

manufacturer's requirements: see subsection 2.07(5).

2.07 Requirements in relation to an emergency parachute

- (1) For paragraph 105.055(4)(a) of CASR, an Australian aircraft is prescribed.
- (2) For paragraph 105.055(5)(a) of CASR, the emergency parachute must meet the requirements of one of the following:
 - (a) TSO-C23;
 - (b) ETSO-C23.

Note: For paragraph (a), an emergency parachute manufactured by Underline Designs Pty Limited ACN 057 268 612 in accordance with the requirements stated in ATSO authorisation 515899, as existing from time to time, is taken to meet the requirements of TSO-C23.
- (3) Also, for paragraph 105.055(5)(a) of CASR, if a determination, or decision, was made under repealed Section 103.18 of the Air Navigation Orders that the emergency parachute meets the requirements of a parachute equipment specification or standard, without stating the name of the specification or standard, the parachute is taken to meet the requirements of TSO-C23.
- (4) Also, if subsection (2) or (3) does not apply, for paragraph 105.055(5)(a) of CASR, all the following requirements must be met:
 - (a) the national aviation authority of a Contracting State has made a written determination, or decision, that the emergency parachute meets the requirements of a parachute equipment specification or standard;
 - (b) CASA has accepted, in writing, the determination or decision, for the purposes of paragraph 105.055(5)(a) of CASR.
- (5) Subject to section 2.08, for paragraph 105.055(5)(b) of CASR, the emergency parachute must have been maintained in accordance with the requirements (the *manufacturer's requirements*) about the airworthiness of the parachute specified in a document, as existing from time to time, issued by the parachute's manufacturer.

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2.08 When Part 105 ASAO airworthiness requirements are to apply— subsection 2.07(5)

- (1) This section applies if:
 - (a) an emergency parachute's manufacturer no longer provides airworthiness support for the assembly; and
 - (b) the Part 105 ASAO that administers the airworthiness of the parachute, under an approved function of the Part 105 ASAO, in relation to the provision of the parachute by a person to another person under paragraph 105.055(4)(a) of CASR has assumed the provision of airworthiness support for the parachute.
- (2) For paragraph 105.055(5)(b) of CASR, the emergency parachute must have been maintained in accordance with the requirements about the airworthiness of the parachute specified in a document, as existing from time to time, issued by the Part 105 ASAO, and not the manufacturer's requirements.

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Chapter 3—Parachute descents by trainee or tandem parachutists

3.01 Jump pilot training requirements—parachute descents by trainee or tandem parachutists

- (1) This section is:
 - (a) made for paragraph 105.080(3)(b) of CASR; and
 - (b) prescribes pilot training requirements for the pilot in command of an aircraft (other than a Part 103 aircraft) being operated to facilitate a parachute descent by a trainee parachutist, a tandem parachutist, or both.

Note: A *trainee parachutist* includes a person who holds a student parachutist certificate that authorises the person to conduct a solo parachute descent under the supervision of a parachutist instructor. The holder of a parachutist certificate who is receiving parachutist training for another parachutist authorisation is also a trainee parachutist.

- (2) The pilot in command:
 - (a) must have successfully completed the training, and met the standards:
 - (i) required, by the Part 105 ASAO that administers the operation of the aircraft to facilitate the parachute descent, for the issue of an authorisation to a person to act as pilot in command of the aircraft in a parachute training operation (a *jump pilot authorisation*); and
 - (ii) that meet the requirements in section 5.21; and
 - (b) must have been issued a jump pilot authorisation by the ASAO.

Note: It is an offence under regulation 105.065 of CASR if a person undertakes a parachuting activity and does not hold an authorisation from a Part 105 ASAO to undertake the activity. See section 1.04 for the definition of *jump pilot authorisation* and regulation 105.010 for the definition of *parachuting activity*.

Recency requirements—periodic assessments of competency

- (3) If the aircraft:
 - (a) is equipped to carry 11 or more persons; or
 - (b) has 2 or more engines;the pilot in command must also have been assessed as competent to exercise the privileges of the person's jump pilot authorisation within the period of 6 months ending on the day the aircraft is operated to facilitate the parachute descent (the *6 month period*).
- (4) Subsection (3) does not apply if the jump pilot authorisation had been issued to pilot in command within that 6 month period.
- (5) If the aircraft is other than one mentioned in subsection (3), the pilot in command must also have been assessed as competent to exercise the privileges of the person's jump pilot authorisation within the period of 12 months ending on the day the aircraft is operated to facilitate the parachute descent (the *12 month period*).

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- (6) Subsection (5) does not apply if the jump pilot authorisation had been issued to the pilot in command within that 12 month period.
- (7) An assessment of competency mentioned in subsection (3) or (5) must:
 - (a) be conducted by a person who holds an authorisation that:
 - (i) is issued by the Part 105 ASAO that administers the operation of the aircraft to facilitate parachute descents; and
 - (ii) authorises the holder to assess the ongoing competency of the holder of a jump pilot authorisation; and
 - (b) be recorded by the person in the personal logbook (required under regulation 61.345 of CASR) of the pilot being assessed.

3.02 Pilot flight-time requirements

- (1) This section:
 - (a) is made for paragraph 105.080(6)(b) of CASR; and
 - (b) prescribes flight time requirements for the pilot in command of a powered-lift aircraft being operated to facilitate a parachute descent by a trainee parachutist, a tandem parachutist, or both.
- (2) The flight time required of the pilot is:
 - (a) at least 10 hours of experience as pilot in command of the type of powered-lift aircraft being operated; or
 - (b) at least 100 hours of experience as pilot in command, or as pilot in command under supervision, of a powered-lift aircraft.

3.03 Aircraft facilitating parachute descents—maintenance requirements

- (1) This section:
 - (a) is made for the purposes of paragraph 105.085(3)(d) of CASR; and
 - (b) prescribes requirements for the maintenance of:
 - (i) an aircraft used to facilitate a parachute descent; and
 - (ii) each of the aircraft's engines.
- (2) If the aircraft is a class B aircraft, the aircraft, and each of the aircraft's engines, must have been maintained in accordance with:
 - (a) an approved system of maintenance; or
 - (b) the requirements mentioned in subsection (3).
- (3) For paragraph (2)(b), the requirements are as follows:
 - (a) the aircraft must undergo an inspection for the purposes of the issue of a maintenance release under regulation 43 of CAR (a *maintenance release inspection*) immediately after the earlier of the following:
 - (i) the completion of 100 flight hours after the most recent maintenance release inspection;
 - (ii) 12 months after the most recent maintenance inspection;

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- (b) any piston engines of the aircraft must be maintained in accordance with requirement 2 of AD/ENG/4;
 - (c) any turbine engines of the aircraft must be maintained in accordance with requirement 1 of AD/ENG/5.
- (4) Despite subparagraph (3)(a)(i), if:
- (a) 100 flight hours have been completed since the most recent maintenance release inspection; and
 - (b) at the time the hours are completed, the aircraft is in flight;
- then, the 100 flight hours are deemed not to have been completed until the end of the flight.
- (5) Subsection (6) applies if:
- (a) the manufacturer of the aircraft is the Cessna Aircraft Company (*Cessna*), a subsidiary of Textron Aviation, incorporated in the United States of America; and
 - (b) the aircraft is specified in service bulletin SEB 07-5, published by Cessna, as existing from time to time.

Note: At the date of commencement of this instrument, a copy of the service bulletin was available at https://support.cessna.com/custsupt/contacts/pubs/ourpdf.pdf?as_id=44303.

- (6) A secondary seat stop (within the meaning of the service bulletin) must be fitted to the pilot's seat in accordance with the service bulletin.
- (7) In this section:

AD/ENG/4 means CASA Airworthiness Directive 1/2009, *Piston Engine Continuing Airworthiness Requirements*, as in force from time to time.

AD/ENG/5 means CASA Airworthiness Directive 10.2004, *Turbine Engine Continuing Airworthiness Requirements*, as in force from time to time.

approved system of maintenance has the meaning given by regulation 2 of CAR.

Note: The term *approved system of maintenance* has a meaning affected by regulations 202.186 and 202.187 of CASR.

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Chapter 4—Dropping things

4.01 Dropping things over populous areas

- (1) For the purposes of paragraph 105.090(1)(c) of CASR, a person undertaking a parachute descent over a populous area may cause a thing to be dropped:
 - (a) from the aircraft before the descent; or
 - (b) during the descent;only if permitted by subsection (2).
- (2) The person may cause a paper or fabric streamer, or other like object, to be dropped if the object:
 - (a) is used solely as a wind drift indicator; and
 - (b) does not have weights attached to it such that the object would create a hazard to another aircraft, a person or property.

4.02 Dropping things other than over populous areas

- (1) For the purposes of subparagraph 105.095(1)(c)(ii) of CASR, a person undertaking a parachute descent other than over a populous area may cause a thing to be dropped:
 - (a) from the aircraft before the descent; or
 - (b) during the descent;only if permitted by subsection (2) or (3).
- (2) The person may cause a paper or fabric streamer, or other like object, to be dropped if the object:
 - (a) is used solely as a wind drift indicator; and
 - (b) does not have weights attached to it such that the object would create a hazard to another aircraft, a person or property.
- (3) The person may cause a thing to be dropped if:
 - (a) it is not dangerous goods; and
 - (b) the exposition of the ASAO that administers the descent:
 - (i) states that the dropping of the thing is permitted; and
 - (ii) has the procedures mentioned in subsection 4.03(2); and
 - (c) the person has been informed by the drop zone safety officer that the requirements mentioned in subparagraphs 4.03(2)(i), (ii) and (iii) are met in relation to the descent.

Note 1: A person who carries dangerous goods (such as a smoke canister or a flare) for its use during a parachute descent, as permitted under regulation 92.180 of CASR, would not, under paragraph 4.02(3)(a), be permitted to drop the dangerous goods (whether before, during or after its use) during the descent.

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Note 2: Unless the operation is an external load operation, regulated under Part 138 of CASR and requiring an aerial work certificate, an object to be dropped must be carried inside the aircraft before being dropped by the aircraft or by a parachutist during a descent: see the definitions of *aerial work operation* and *external load operation* in regulation 138.010 of CASR.

4.03 ASAO exposition requirements—dropping of certain things other than over populous areas

- (1) This section applies if:
 - (a) a Part 105 ASAO administers parachute descents that would involve the dropping of a thing other than over a populous area; and
 - (b) the dropping of the thing is not otherwise permitted under subsection 4.02(2).
- (2) For the purposes of subregulation 105.100(1) of CASR, the ASAO must:
 - (a) state, in the ASAO's exposition, that it permits parachute descents involving the dropping of the thing; and
 - (b) have procedures, set out in the ASAO's exposition, for meeting the following requirements in relation to a parachute descent mentioned in paragraph (a):
 - (i) the dimensions of the drop zone that is established for the parachute descent must be such that there is no risk of the thing to be dropped landing outside the drop zone;
 - (ii) the drop zone has, before the descent, been cleared of any livestock, or persons not directly involved with the dropping of the thing;
 - (iii) the owner or occupier (including the Crown) of the land on which the drop zone is located, or an agent of the owner or occupier, has given written permission for the thing to be dropped on the land.

Note: The duties of a drop zone safety officer who is supervising the descent include responsibility for the matters mentioned in subparagraphs (2)(b)(i), (ii) and (iii): see subsections 5.26(3) and (4).

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Chapter 5—Operational requirements

Division 1A—Scope of Chapter 5

5.01 Scope of Chapter 5

This Chapter:

- (a) is made for subregulation 105.100(1) of CASR; and
- (b) prescribes requirements in relation to undertaking parachuting activities.

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Division 1—Parachute airworthiness

5.02 Airworthiness authorisations

- (1) This section applies to a Part 105 ASAO that has an approved function of administering the airworthiness of a parachute used for parachute descents.
- (2) The ASAO must set out in its exposition the competency standards and units of competency (however described) required to be successfully completed by a person for the issue to the person of:
 - (a) a packer authorisation; or
 - (b) a rigger authorisation.

5.03 Part 105 ASAO requirements—reserve parachutes

General airworthiness requirements

- (1) A Part 105 ASAO that administers the airworthiness of a reserve parachute, must include in its exposition, for the purposes of paragraph 2.04(4)(b), procedures for:
 - (a) reviewing the manufacturer's requirements for the airworthiness of the reserve parachute assembly; and
 - (b) determining whether it is necessary to establish additional requirements about the airworthiness of the assembly and, if so, the process of establishing those requirements; and
 - (c) the ASAO's implementation, oversight and review of its requirements mentioned in paragraph (b) (if any).

Airworthiness requirements in absence of manufacturer support

- (2) Subsection (3) applies if:
 - (a) the manufacturer of the reserve parachute assembly no longer provides airworthiness support for the assembly; and
 - (b) the ASAO assumes the provision of airworthiness support for the assembly, under its approved function.
- (3) For the purposes of subsection 2.06(2), the procedures mentioned in subsection (1) must also cover:
 - (a) the establishment of requirements for airworthiness support of the reserve parachute assembly, to ensure that the assembly continues to meet the standard mentioned in subsection 2.04(1), (2) or (3), whichever is applicable; and
 - (b) how the ASAO will implement, oversight and review those airworthiness requirements.

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5.04 Parachute packing logbooks for reserve or emergency parachutes

A person who is the owner of a reserve parachute or emergency parachute must maintain a parachute packing logbook that:

- (a) is available for inspection with the parachute by the holder of a parachutist certificate or a packer or a rigger; and
- (b) identifies the reserve parachute or the emergency parachute (as the case may be) and any other parachute carried in the parachute container; and
- (c) identifies any automatic activation device carried in the parachute container; and
- (d) is capable of containing the records required to be made under this Division by a packer or rigger who packs, maintains (including the carrying out of an inspection) or assembles the parachute.

5.05 Parachute packing logbooks—main parachutes used by trainee or student parachutists

- (1) This section applies in relation to a parachute (not being a reserve or emergency parachute) that is used for a parachute descent by a trainee parachutist or tandem parachutist.
- (2) A person who is the owner of the parachute must maintain a parachute packing logbook that:
 - (a) is available for inspection with the parachute by the holder of a parachutist certificate or a packer or a rigger; and
 - (b) identifies the parachute; and
 - (c) is capable of containing the records required to be made under this Division by a packer or rigger who packs, maintains (including the carrying out of an inspection) or assembles the parachute.

5.06 Parachute packing logbooks—records and certification of maintenance

- (1) This section applies in relation to:
 - (a) maintenance carried out on:
 - (i) a reserve parachute assembly; or
 - (ii) an emergency parachute; or
 - (iii) a parachute for which a parachute packing logbook is required under section 5.05; and
 - (b) the assembly and packing of the parachute following the maintenance.

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- (2) The packer or rigger who carries out the maintenance, and assembles and packs the parachute, must, in accordance with the requirements of the ASAO mentioned in subsection (3):
 - (a) make a record of the activity on the parachute packing logbook for the parachute; and
 - (b) if the maintenance carried out is an inspection required by section 5.13—record that the reserve parachute assembly has been inspected, and the date of the inspection; and
 - (c) if the maintenance carried out is an inspection required by section 5.17—record that the emergency parachute has been inspected, and the date of the inspection; and
 - (d) include the name or any identifier given to the person by a Part 105 ASAO; and
 - (e) subject to section 5.07—certify the maintenance by signing and dating the record.
- (3) The Part 105 ASAO that administers the airworthiness of the parachute must include, in its exposition, procedures about the form in which information, that is required under this Division to be recorded in the parachute packing logbook, must take.

Note: An ASAO might provide for specified acronyms or abbreviations that may be used in a parachute packing logbook. For example, “AIR” is known to be short for “air, inspect and repack”.

5.07 Method of approving return to service of parachutes

- (1) The signature on the parachute packing logbook of a parachute, of a person certifying maintenance carried out on the parachute or parachute assembly, constitutes the person’s approval for the return to service of the parachute in relation to that maintenance.
- (2) A person must not, for maintenance carried out on a parachute or parachute assembly (including an inspection), certify the maintenance in the parachute packing logbook unless the person is satisfied that, following the maintenance, the parachute or parachute assembly meets the requirements applying under this Division for approval of return to service of the parachute.

Note: See sections 5.19 and 5.20 for requirements about approving the return to service of a parachute following maintenance carried out.

5.08 Personal logbooks—records by packers and riggers

- (1) A packer or rigger must maintain a personal logbook into which the person records the activities mentioned in subsection (2) that the person carries out under the person’s packer or rigger authorisation.

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- (2) For subsection (1), the activities are:
- (a) packing or assembling:
 - (i) a reserve or emergency parachute; or
 - (ii) a parachute for which a parachute packing logbook is required under section 5.05; or
 - (b) the following:
 - (i) conducting a compatibility assessment mentioned in section 5.10;
 - (ii) conducting an inspection mentioned in section 5.13 or 5.17;
 - (iii) repairing or modifying a parachute mentioned in paragraph (a);
 - (iv) carrying out, under the person's packer or rigger authorisation, any other maintenance relating to a parachute mentioned in paragraph (a).
- Note: The manufacturer of a parachute approves modifications of the parachute under the person's manufacturing approval, mentioned in regulation 21.305 of CASR or issued by a competent issuing authority.
- (3) The packer or rigger must include in the personal logbook the following information for each activity:
- (a) information identifying the parachute or other equipment;
 - (b) the date the activity was carried out;
 - (c) a description of the activity performed.
- (4) The packer or rigger must:
- (a) ensure that the logbook is readily accessible by a person authorised by the Part 105 ASAO or CASA; and
 - (b) if the logbook is kept in an electronic form, ensure also that the information kept in the logbook is capable of being downloaded in a legible format; and
 - (c) produce the logbook for inspection on request by the ASAO or CASA.

5.09 Parachute descents—equipment

- (1) Subject to subsection 5.30(2), a person who undertakes a parachute descent must be wearing parachute equipment comprised of the reserve parachute assembly and a main parachute.

Note: Subsection 5.30(2), which deals with cutaway descents, requires the carriage of 2 reserve parachutes for a cutaway descent.

- (2) A parachutist instructor who is supervising a parachute descent authorised by a student parachutist certificate must ensure the trainee parachutist does not commence the descent unless the trainee parachutist is wearing parachute equipment comprised of the reserve parachute assembly and a main parachute.

Note: Equipment that comprises the reserve parachute assembly must meet the requirements of TSO-C23 or ETSO-C23: see section 2.04 and the definition of *reserve parachute assembly* in subsection 1.04(5).

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5.10 Main parachute and container compatibility—parachutist requirements

Application

- (1) This section applies in relation to a parachute descent in which fore-and-aft parachute equipment is not used.

Note: See the definition of *fore-and-aft parachute equipment* in section 1.04.

Descents by holders of parachutist certificates

- (2) The holder of a parachutist certificate must not commence a parachute descent equipped with a main parachute and a parachute container that have not, under section 5.11, been assessed within the previous 12 months as being compatible for safe operation.
- (2A) Despite subsection (2), subsection (2B) applies in relation to a canopy relative-work descent.
- (2B) The holder of a parachutist certificate must not commence a canopy relative-work descent equipped with a main parachute and a parachute container that have not, under either section 5.11 or 5.11A, been assessed within the previous 12 months as being compatible for safe operation.

Descents by trainee parachutists

- (3) A parachutist instructor who is supervising a parachute descent authorised by a student parachutist certificate must not permit the trainee parachutist to commence the descent equipped with a main parachute and parachute container that have not, under section 5.11, been assessed within the previous 6 months as being compatible for safe operation.

Tandem descents

- (4) On and after 2 December 2024, a parachute instructor must not commence a tandem descent in which the person controls the descent if the instructor is equipped with a main parachute and parachute container that have not, under section 5.11, been assessed within the previous 6 months as being compatible for safe operation.

5.11 Main parachute and container compatibility—packer and rigger requirements etc.

Assessment of compatibility

- (1) Subject to section 5.11A, an assessment of the compatibility of the main parachute and the parachute container of a reserve parachute assembly must be conducted by a packer or a rigger.
- (2) In conducting the assessment, the packer or rigger must follow the procedures for conducting compatibility assessments, mentioned in subsection (6).

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- (3) Subsection (4) applies if the packer or rigger is satisfied that the main parachute and the parachute container are compatible for safe operation.
- (4) The packer or rigger must, in accordance with the requirements of the ASAO mentioned in subsection 5.06(3), make the following records in the parachute packing logbook of the reserve parachute:
 - (a) a statement that the person considers the main parachute and the parachute container are compatible for safe operation;
 - (b) information that identifies the main parachute and the reserve parachute assembly.
- (5) The main parachute and the parachute container are assessed as compatible if the records mentioned in subsection (4) have been made.

ASAO procedures for conducting compatibility assessments

- (6) The Part 105 ASAO that administers the airworthiness of the main parachute must:
 - (a) have procedures set out in its exposition for how to assess the compatibility of the parachute and the parachute container for safe operation; and
 - (b) must include in the procedures a requirement that the person conducting the assessment must physically inspect the equipment.

Note: Section 5.19 requires a packer or rigger to be satisfied of the compatibility requirements in this section before approving the return to service of a reserve parachute.

5.11A Main parachute and container compatibility assessment—canopy relative-work descents

Meaning of canopy relative-work descent

- (1) In this instrument:

canopy relative-work descent means a relative-work descent that involves the intentional manoeuvring of two or more parachutists with deployed (open) canopies in close proximity or contact with one another.

Application

- (2) This section applies in relation to:
 - (a) a canopy relative-work descent; and
 - (b) the main parachute and the parachute container of a reserve parachute assembly that will be used in undertaking the descent.

Compatibility assessments by canopy relative-work coaches

- (3) An assessment of the compatibility of the main parachute and the parachute container of a reserve parachute assembly, for the purpose of the use of the equipment in a canopy relative-work descent, may be conducted by the holder of an authorisation mentioned in subsection (4) (a ***canopy relative-work coach***).

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- (4) For the purposes of subsection (3), if the Part 105 ASAO that administers the airworthiness of the reserve parachute assembly also administers canopy relative-work descents, the ASAO must set out, in its exposition:
 - (a) the experience and qualifications required for the grant of an authorisation that permits the holder to conduct a compatibility assessment of a main parachute and the parachute container of a reserve parachute assembly; and
 - (b) the competency standards and units of competency (however described) and any other training required by the ASAO to have been successfully completed for the grant of the compatibility assessment authorisation.
- (5) In conducting the assessment, the canopy relative-work coach must follow the procedures for conducting compatibility assessments, mentioned in subsection (9).
- (6) Subsection (7) applies if the canopy relative-work coach is satisfied that the main parachute and the parachute container are compatible for safe operation in a canopy relative-work descent.
- (7) The canopy relative-work coach must, in accordance with the requirements of the ASAO mentioned in subsection 5.06(3), make the following records in the parachute packing logbook of the reserve parachute:
 - (a) a statement that the person considers the main parachute and the parachute container are compatible for safe operation for a canopy relative-work descent;
 - (b) information that identifies the main parachute and the reserve parachute assembly.
- (8) The main parachute and the parachute container are assessed as compatible for a canopy relative-work descent if the records mentioned in subsection (4) have been made.

ASAO procedures for conducting compatibility assessments

- (9) The Part 105 ASAO that administers the airworthiness of the main parachute must:
 - (a) have procedures set out in its exposition for how to assess the compatibility of the parachute and the parachute container for safe operation in a canopy relative-work descent; and
 - (b) must include in the procedures a requirement that the person conducting the assessment must physically inspect the equipment.

Assessor must be authorised

- (10) A person must not conduct a compatibility assessment of a main parachute and the parachute container of a reserve parachute assembly for the use of the equipment in a canopy relative-work descent if the person is not:
 - (a) a canopy relative-work coach; or
 - (b) a packer or a rigger.

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5.12 Main parachute and container compatibility—change of parachute components

- (1) This section applies if a packer or rigger:
 - (a) carries out maintenance on a parachute assembly in which the reserve parachute assembly is configured to carry a main parachute; and
 - (b) changes a component of the main parachute or the reserve parachute assembly.

Note: This section does not apply to fore-and-aft parachute equipment: see the definition of *fore-and-aft parachute equipment* in section 1.04.

- (2) After changing the component, the packer or the rigger must conduct an assessment of whether the main parachute continues to be compatible with the parachute container, in accordance with the requirements of section 5.11.

5.13 Reserve parachutes—recurring inspection: requirements for parachutists

Reserve parachutes—12 months inspection and packing

- (1) The holder of a parachutist certificate must not, for a parachute descent, be equipped with a reserve parachute that does not meet the following requirements:
 - (a) subject to section 5.14, the reserve parachute assembly has been inspected, and packed, in accordance with section 5.15, within the previous 12 months; and
 - (b) the reserve parachute assembly has been approved for return to service in accordance with section 5.19.

Reserve parachutes for student parachutists—6 months inspection and packing

- (2) A parachutist instructor who is supervising a parachute descent authorised by a student parachutist certificate must not permit the student parachutist to be equipped with a reserve parachute, for the descent, that does not meet the requirements in subsection (4).

Reserve parachutes for tandem descents—6 months inspection and packing

- (3) A parachute instructor must not, for a tandem descent in which the instructor controls the descent, be equipped with a reserve parachute that does not meet the requirements mentioned in subsection (4).
- (4) For subsections (2) and (3), the reserve parachute assembly must have:
 - (a) subject to section 5.14, been inspected, and packed, in accordance with section 5.15, within the previous 6 months; and
 - (b) been approved for return to service in accordance with section 5.19.

Note: Section 5.07 provides that the signature of the person approving the maintenance carried out constitutes the approval for return to service of the parachute in relation to the maintenance.

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5.14 Reserve parachutes—inconsistent inspection requirements

- (1) Subsection (2) applies if:
 - (a) the manufacturer of the reserve parachute has requirements (the *manufacturer's requirements*) specified in a document mentioned in paragraph 2.04(4)(a) relating to conducting inspections of the reserve parachute assembly; and
 - (b) a manufacturer's requirement is inconsistent with:
 - (i) the requirement paragraph (1)(a) that the reserve parachute assembly be inspected and packed within the previous 12 months; or
 - (ii) the requirement in paragraph (5)(a) that the reserve parachute assembly be inspected and packed within the previous 6 months; and
 - (c) the inconsistency only arises because, under the manufacturer's requirement, the reserve parachute assembly must have been inspected within a shorter period of time.
- (2) Despite paragraph 5.13(1)(a) or (4)(a), the reserve parachute assembly must have been inspected and packed, in accordance with section 5.15, within the period of time stated by the manufacturer's requirement.

5.15 Inspections and packing of reserve parachutes

- (1) For section 5.13, an inspection and packing of a reserve parachute assembly must be carried out by:
 - (a) the holder of a packer authorisation issued by a Part 105 ASAO that administers the airworthiness of the parachute, the privileges of which allow the holder to carry out an inspection under this section; or
 - (b) the holder of a rigger authorisation issued by the ASAO.
- (2) The inspection must assess:
 - (a) whether the reserve parachute assembly satisfies the relevant requirements for airworthiness under subsection 2.04(4); and
 - (b) if an automatic activation device is fitted to the assembly—whether the device meets the requirements about the airworthiness of the device, specified in a document (as existing from time to time) issued by the manufacturer of the device.

Note: A reserve parachute assembly must meet the manufacturer's requirements for airworthiness and any requirements for airworthiness established for the assembly by an administering Part 105 ASAO: see subsection 2.04(4). Subsection 2.04(4) is subject to sections 2.05 and 2.06.

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5.16 Recurring compatibility checks for reserve parachute assemblies

- (1) Subsection (2) applies in relation to a reserve parachute assembly that is configured to carry a main parachute.
- (2) A packer or rigger who carries out an inspection of the reserve parachute assembly, mentioned in section 5.15, must, after completing the inspection, conduct an assessment of whether the parachute container remains compatible with the main parachute that is being used with the reserve, in accordance with the requirements of section 5.11.

Note: Under section 5.19, the packer or rigger must be satisfied that the main parachute that is packed in the container of the reserve parachute assembly has been assessed under section 5.11 as being compatible, and continues to be compatible, before approving a return to service of the reserve parachute.

5.17 Inspections and packing of emergency parachutes

- (1) The owner of an emergency parachute must ensure that the emergency parachute is inspected, and packed, in accordance with the requirements in subsection (2), by:
 - (a) the holder of a packer authorisation issued by a Part 105 ASAO that administers the airworthiness of the parachute, the privileges of which allow the holder to carry out the inspection; or
 - (b) the holder of a rigger authorisation issued by a Part 105 ASAO that administers the airworthiness of the parachute.
- (2) For subsection (1), the inspection must assess whether the emergency parachute satisfies the manufacturer's requirements for airworthiness under subsection 2.07(5).
- (3) The owner of an emergency parachute must ensure that a person who carries out an inspection of the parachute, and packs the parachute, has indicated in the parachute packing logbook (in accordance with the requirements of the ASAO mentioned in subsection 5.06(3)) that the emergency parachute has been inspected, and the date of the inspection.

Note: See also section 5.06, which provides for the information that must be recorded in a parachute packing logbook in relation to maintenance of the parachute.

5.18 Maintenance—general requirements for riggers and packers

A rigger, or a packer, who carries out repairs on a parachute, or modifies a parachute, must carry out that maintenance:

- (a) if the parachute is a main parachute—in accordance with the requirements about the airworthiness of the parachute specified in any document, as existing from time to time, issued by the manufacturer of the parachute; and
- (b) for a reserve parachute assembly—in accordance with subsection 2.04(4); and

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- (c) if the parachute is an emergency parachute—in accordance with the subsection 2.07(5).

Note 1: A packer may be authorised to carry out minor repairs: see definition of *packer authorisation*. A rigger is authorised to carry out all repairs and modifications: see definition of *rigger authorisation*.

Note 2: See section 5.06 for the records a packer or a rigger must make after packing, maintaining or assembling a parachute.

5.19 Approval for return to service—reserve parachutes

- (1) A rigger, or a packer, must not approve a reserve parachute for return to service following maintenance carried out, unless:
 - (a) the rigger or packer carried out the maintenance, and assembled and packed the parachute following the maintenance carried out; and
 - (b) the rigger or packer is satisfied of the following matters:
 - (i) the reserve parachute assembly meets the requirements of subsection 2.04(1), (2) or (3) (about parachute equipment specifications and standards); and
 - (ii) the reserve parachute assembly meets the requirements of subsection 2.04(4); and
 - (iii) the reserve parachute is not otherwise a defective reserve parachute (within the meaning of subregulation 105.060(5) of CASR); and
 - (iv) in the case that the container of the reserve parachute assembly is configured to carry a main parachute—the main parachute that is packed in the container has been assessed, under section 5.11, as being compatible with the container, and continues to be compatible.

Note: A packer may be authorised to carry out minor repairs: see definition of *packer authorisation*. A rigger is authorised to carry out all repairs and modifications: see definition of *rigger authorisation*.

- (2) Subsection (3) applies if the rigger or packer has carried out an inspection of the reserve parachute assembly under section 5.15, and assembled and packed the parachute.

Note: A packer may carry out an inspection of a reserve parachute assembly if specifically permitted by the person's packer authorisation: see paragraph 5.15(2)(a).

- (3) The rigger or packer must not approve the reserve parachute for return to service unless the person is satisfied that the reserve parachute assembly meets the requirements of the inspection mentioned in subsection 5.15(2) in addition to being satisfied of the matters set out in paragraph (1)(b).

Note: Section 5.07 provides that the signature of the person approving the maintenance carried out constitutes the approval for return to service of the parachute in relation to the maintenance.

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5.20 Approval for return to service—emergency parachutes

A rigger, or a packer, must not approve an emergency parachute for return to service for maintenance carried out, unless:

- (a) the rigger or packer carried out the maintenance, and assembled and packed the parachute following the maintenance carried out; and
- (b) the rigger or packer is satisfied of the following matters:
 - (i) the emergency parachute meets the requirements in subsection 2.07(2), (3) or (4) (about parachute equipment specifications and standards); and
 - (ii) the emergency parachute meets the requirements of subsection 2.07(5); and
 - (iii) the emergency parachute is not otherwise a defective emergency parachute (within the meaning of subregulation 105.060(6) of CASR).

Note 1: A packer may be authorised to carry out minor repairs: see definition of *packer authorisation*. A rigger is authorised to carry out all repairs and modifications: see definition of *rigger authorisation*.

Note 2: Section 5.07 provides that the signature of the person approving the maintenance carried out constitutes the approval for return to service of the parachute in relation to the maintenance.

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Division 2—Pilots of aircraft operated to facilitate parachute descents

5.21 Standards and competency units—jump pilot authorisations

- (1) This section applies to a Part 105 ASAO that administers the operation of an aircraft (not being a Part 103 aircraft) to facilitate a parachute descent by either or both of the following:
 - (a) a trainee parachutist;
 - (b) a tandem parachutist.
- (2) For the purposes of subsection 3.01(2), the ASAO must set out, in the ASAO's exposition, the competency standards and units of competency (however described) for training that the ASAO requires to be completed for the issue of a jump pilot authorisation that authorises the holder to act as pilot in command of the aircraft in a parachute training operation.
- (3) The training must cover at least the following:
 - (a) the civil aviation legislation that is relevant to the operation of the aircraft to facilitate a parachute descent;
 - (b) the application of the aircraft flight manual instructions for aircraft used to facilitate parachute descents;
 - (c) the application of aircraft operations procedures established by parachuting training organisations;
 - (d) the safe conduct of parachute training operations;
 - (e) radio procedures for parachute descents;
 - (f) emergency procedures:
 - (i) for the pilot in command of an aircraft facilitating a parachute descent, relating to the safety of parachutists; and
 - (ii) for parachutists undertaking parachute descents from the aircraft;
 - (g) procedures for checking the serviceability of the aircraft for facilitating a parachute descent;
 - (h) knowledge of parachuting equipment and its serviceability;
 - (i) practical experience in operating the aircraft to facilitate a parachute descent.
- (4) For the purposes of regulation 105.100 of CASR, the ASAO must also set out, in the ASAO's exposition, its procedures for authorising a person as a jump pilot trainer (however named) to:
 - (a) conduct training for the issue of a jump pilot authorisation; and
 - (b) assess candidates for a jump pilot authorisation; and
 - (c) conduct recurrent training for, and assess the ongoing competency of, holders of jump pilot authorisations.

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5.22 Jump pilot radio procedures

- (1) Subject to subsection (4), the pilot in command of an aircraft that is facilitating a parachute descent must make a broadcast advising the intention to drop parachutists from the aircraft, at least 2 minutes before a parachutist is to exit the aircraft.
- (2) The broadcast must be made on all relevant aviation safety radio frequencies for the airspace through which a parachutist is to descend and in which the aircraft operates.

Note: The radiocommunication frequencies that may be used for parachute club operations are prescribed by Part 1.2 of Schedule 1 to the *Radiocommunications (Aircraft and Aeronautical Mobile Stations) Class Licence 2016*.

- (3) The broadcast must give notice of:
 - (a) the location of the drop zone; and
 - (b) the altitude at which parachutists are to exit the aircraft; and
 - (c) the number of parachutist canopies expected.
- (4) Subsection (1) does not apply if an ATS provider makes a broadcast, on an aviation safety radio frequency for the airspace through which the parachutists descend, and in which the aircraft operates, that:
 - (a) advises of the time that parachutists will be dropped; and
 - (b) gives notice of the matters in subsection (3).

Note: See the definition of *ATS provider* in the CASR Dictionary.

- (5) The pilot in command must ensure that no parachutists exit the aircraft in controlled airspace until the pilot has received, from an ATS provider:
 - (a) the clearance “[Aircraft call-sign] clear to drop”; or
 - (b) clearance in some other form allowing parachutists to exit the aircraft.

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Division 3—Conduct of parachute descents

5.23 Procedures for safe conduct of parachute descents

- (1) A Part 105 ASAO that administers parachute descents must:
 - (a) state, in its exposition, whether any of the following kinds of parachute descent is permitted for parachute descents administered by the ASAO:
 - (i) a parachute descent conducted at high altitudes;
 - (ii) a relative-work descent (other than a descent mentioned in subparagraph (iii));
 - (iii) a canopy relative-work descent;
 - (iv) a parachute descent at night;
 - (v) a parachute descent over water;
 - (vi) a parachute descent by a trainee parachutist;
 - (vii) a cutaway descent;
 - (viii) a display descent;
 - (ix) a cloud descent;
 - (x) a tandem descent;
 - (xi) another kind of parachute descent specified in the exposition of the ASAO for the purposes of this subparagraph; and
 - (b) if permitted—include, in the ASAO’s exposition, procedures for the safe conduct of a parachute descent of that kind that must be complied with by a person undertaking that activity.

Note 1: Under regulation 149.410 of CASR, it is an offence if the holder of an authorisation contravenes a provision of an ASAO’s exposition that applies to the person.

Note 2: See section 1.04 for definitions of *display descent*, *high altitude* (for a parachute descent), *relative-work descent* and *canopy relative-work descent*. See the CASR Dictionary for the definition of *night*.

Note 3: CASA has published advisory material in Civil Aviation Advisory Publication 152-1, *Parachuting through cloud: evaluation of applications by parachuting operators and issue of approvals by CASA (CAAP 152-1)*, that would be relevant to CASA’s consideration of an exposition that specifies a cloud descent as another kind of parachute descent for the purposes of subparagraph 5.23(1)(a)(ix).

- (2) If the ASAO administers cloud descents, the ASAO must also include, in the ASAO’s exposition, procedures for the approval of a drop zone for a cloud descent.
- (3) The holder of an authorisation issued by the ASAO must not undertake a parachute descent mentioned in paragraph (1)(a) if there are not procedures, set out in the ASAO’s exposition, for the safe conduct of a parachute descent of that kind.

Note: See also the exposition requirements in section 5.30 (about cutaway descents) and section 5.35 (about tandem descents).

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5.24 Parachutist logbook—records by parachutists

- (1) A person who holds an authorisation, issued by a Part 105 ASAO, permitting the person to undertake a parachute descent, must maintain a personal logbook (the *parachutist logbook*) in which the person records the following details relating to a descent:
 - (a) date and location of the parachute descent;
 - (b) the type of parachute descent;
 - (c) the exit height of the parachute descent;
 - (d) any other information required to be recorded in the logbook by the Part 105 ASAO.
- (2) Subsection (1) does not apply in relation to a tandem parachutist certificate.
- (3) A person who maintains a parachutist logbook under subsection (1) must:
 - (a) ensure that the logbook is readily accessible by a person authorised by the Part 105 ASAO or CASA; and
 - (b) if the logbook is kept in an electronic form, ensure also that the information kept in the logbook is capable of being downloaded in a legible format; and
 - (c) produce the logbook for inspection on request by the ASAO or CASA.

5.25 Parachute descents must be supervised by drop zone safety officer

Part 105 ASAO procedures to have drop zone safety officers

- (1) A Part 105 ASAO that administers parachute descents must include procedures, in its exposition, requiring:
 - (a) each parachute descent to be directly supervised by a person who the ASAO authorises to be a drop zone safety officer; and
 - (b) a drop zone safety officer to establish a drop zone for a parachute descent, and be directly supervising the descent, before the parachute descent can commence.

Note: See section 1.04 for the definition of *direct supervision*.

Kinds of drop zone safety officer authorisations

- (2) The ASAO must have procedures for providing that:
 - (a) an authorisation that authorises the holder to act as drop zone safety officer for a parachute descent undertaken by a trainee parachutist or a tandem parachutist:
 - (i) must be issued as an endorsement on a parachutist instructor authorisation; and
 - (ii) must permit the holder of the endorsement to act as drop zone safety officer for a parachute descent only if the holder has been approved to do so by the chief parachuting instructor of the parachuting training organisation that is conducting the parachuting training involving that descent; and

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- (b) an authorisation that authorises the holder to act as drop zone safety officer for a parachute descent other than one mentioned in paragraph (a) must be:
 - (i) issued as a rating or endorsement on a parachutist certificate; or
 - (ii) otherwise included within the privileges that may be exercised under a parachutist certificate.

ASAO requirements for the issue of an authorisation

- (3) The ASAO must set out, in its exposition:
 - (a) the experience and qualifications required for the grant of the authorisation mentioned in paragraph (2)(a) or (2)(b); and
 - (b) for an authorisation mentioned in paragraph (2)(a)—the competency standards and units of competency (however described) and any other training required by the ASAO to have been successfully completed for the grant of an endorsement on an instructor rating.

Parachutist responsibilities

- (4) A person must not undertake a parachute descent if a drop zone safety officer is not performing duties in relation to the descent.

5.26 Drop zone safety officer responsibilities

General

- (1) The drop zone safety officer who is performing duties for a parachute descent:
 - (a) must have direct supervision of the descent; and
 - (b) must nominate a loadmaster for the descent; and
 - (c) other than for a display descent, must nominate a ground control assistant to conduct ground control for the descent.

Note: The display organiser of a parachuting display is responsible for nominating the ground control assistant who will conduct ground control for a parachute descent at the display: see section 5.44.

Descents by tandem or student parachutists

- (2) The holder of a drop zone safety officer authorisation that permits the holder to directly supervise a descent undertaken by a trainee parachutist or tandem parachutist must not exercise the privileges of the authorisation for such a descent unless:
 - (a) the holder has been approved to do so by the chief parachutist instructor of the parachuting training organisation that is conducting the training; and
 - (b) if the descent is undertaken by a tandem parachutist at a parachuting display:
 - (i) the holder is the display organiser of the parachuting display; or
 - (ii) the holder is nominated to act as the drop zone safety officer for the descent by the display organiser.

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Descents involving the dropping of things not permitted by 4.02(2)

- (3) Subsection (4) applies if:
 - (a) the drop zone safety officer is supervising a parachute descent that would involve the dropping of a thing other than over a populous area; and
 - (b) the dropping of the thing is not permitted by subsection 4.02(2) (about wind drift indicators).
- (4) The drop zone safety officer's duties for the parachute descent include the matters mentioned in subparagraphs 4.03(2)(b)(i), (ii) and (iii).

Note: Subparagraphs 4.03(2)(i), (ii) and (iii) set out requirements about:

 - (a) establishing a drop zone which would have dimensions that would present no risk of the thing landing outside the drop zone;
 - (b) clearing the drop zone of livestock and persons not involved with the descent;
 - (c) obtaining the permission of the owner or occupier of the land on which the drop zone is located.

5.27 Loadmaster responsibilities

General

- (1) A person who is nominated as the loadmaster for a parachute descent must:
 - (a) conduct a pre-descent briefing, of all persons on board the aircraft facilitating the descent, that addresses all aspects necessary to ensure the safe conduct of the descent; and
 - (b) confirm that the surrounding airspace and drop zone is clear of conflicting air traffic and any necessary clearances have been obtained by the pilot in command from the controlling authority and the person responsible for ground control of the descent; and
 - (c) confirm the integrity of the exit point.

Visibility of drop zone

- (2) The loadmaster must ensure, before the commencement of the descent, that the drop zone is clearly visible to the person undertaking the descent, unless:
 - (a) the drop zone safety officer; or
 - (b) if the descent is undertaken by a trainee parachutist or tandem parachutist—either the drop zone safety officer or the chief parachuting instructor;has approved the descent to be made in lower visibility conditions.

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5.28 Parachute descents—control seat of jump aircraft

A person undertaking a parachute descent (the *parachutist*) may occupy a flight control seat in an aircraft that is being operated to facilitate the descent, only if:

- (a) the aircraft has been modified to remove the controls at that seat; or
- (b) if dual controls are fitted at the seat—both the pilot in command of the aircraft and the drop zone safety officer have approved the occupation of the control seat by the parachutist.

5.29 Parachute descents—main parachute opening height

A person undertaking a parachute descent, other than a display descent, must ensure that the height at which the main parachute is fully opened is no lower than:

- (a) if the descent is a tandem descent:
 - (i) 4000 ft above ground level; or
 - (ii) if the Part 105 ASAO that administers the descent sets out in the ASAO's exposition, for the purposes of this subparagraph, a height above ground level that is higher than 4000 ft—that height; and
- (b) if the person undertaking the descent is authorised to do so by a student parachutist certificate:
 - (i) 2200 ft above ground level; or
 - (ii) if the ASAO sets out in its exposition, for the purposes of this subparagraph, a height above ground level that is higher than 2200 ft—that height; and
- (c) in any other case:
 - (i) if the ASAO has set a height above ground level, in the ASAO's exposition, for the purposes of this subparagraph—that height; or
 - (ii) if subparagraph (c)(i) does not apply—1800 ft above ground level.

5.30 Parachute descents—cutaway descents

- (1) In this instrument:

cutaway descent means a parachute descent in which the person undertaking the descent intends to deliberately jettison the main parachute and deploy a reserve parachute.

- (2) A person must not undertake a cutaway descent if the person is not equipped with two reserve parachutes.
- (3) To avoid doubt, the second reserve parachute (being the reserve parachute that is not intended to be deployed during the cutaway descent when the main parachute is jettisoned) must also meet the requirements prescribed in this instrument for subregulation 105.055(3) of CASR.

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5.31 Parachute descents—descents at high altitudes

- (1) A person who does not hold a parachutist certificate must not undertake a parachute descent at high altitudes.
- (2) The holder of a parachutist certificate must not undertake a parachute descent in which the descent is to commence at a pressure altitude at or above flight level 250, unless CASA has approved, in writing, the parachutist to undertake the descent at that altitude.
- (3) Also, a parachute instructor must not undertake a tandem descent high altitudes, in which the instructor controls the descent, unless CASA has approved, in writing, the instructor to undertake a tandem descent at that altitude.
- (4) The pilot in command of an aircraft operated for the purpose of facilitating a parachute descent at high altitudes must not permit a high altitude descent to commence if the holder of a student parachutist certificate is on board the aircraft.

Note: A descent in high altitudes is not permitted unless the ASAO permits high altitude descents and includes, in its exposition, procedures for safe conduct that must be complied with by a person conducting such a descent: see section 5.23. Under regulation 149.410 of CASR, it is an offence if the holder of an authorisation contravenes a provision of an ASAO's exposition that applies to the person.

5.32 Parachute descents—relative-work descents

Meaning of relative-work descent

- (1) In this instrument:

relative-work descent means a parachute descent in which persons who are undertaking parachute descents attempt to bring themselves together:

- (a) while in freefall; or
- (b) while under an opened parachute.

General

- (2) A person who is undertaking a relative-work descent while in freefall must break off relative-work and separate from other parachutists at least 1000 ft above the planned parachute opening height.

Tandem descents—relative work

- (3A) A person must not undertake a canopy relative-work descent if the descent involves persons who are undertaking a tandem descent.

Note: See subsection 5.11A(1) for the definition of ***canopy relative-work descent***.

- (3) A person may undertake a relative work descent (other than a canopy relative-work descent) only if the person meets the requirements in subsection (4).

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- (4) For subsection (3), the requirements are:
 - (a) the person must hold a parachutist certificate; and
 - (b) the privileges of the parachutist certificate permit the holder to conduct a relative-work descent (not being a canopy relative-work descent) with persons who are undertaking a tandem descent; and
 - (c) the drop zone safety officer agrees to the person undertaking the relative-work descent; and
 - (d) the parachutist instructor controlling the tandem descent agrees to the conduct of relative-work during the descent with the person.
- (5) The ASAO that administers the descent must set out, in its exposition, the competency standards and units of competency (however described) for training that the ASAO requires to be completed for the issue of a parachutist certificate that authorises the holder to conduct a relative-work descent (other than a canopy relative-work descent) with persons who are undertaking a tandem descent.

5.33 Entering cloud during parachute descents

- (1) A person must not undertake a cloud descent if the following requirements are not met:
 - (a) the ASAO that administers the parachute descent has approved a drop zone (the *cloud descent drop zone*) for the descent;
 - (b) the descent will be conducted at the cloud descent drop zone.
- (2) The person must not commence a cloud descent if it is likely that the parachute will be opened in cloud.
- (3) A person must not undertake a cloud descent if the person does not hold a parachutist certificate.
- (4) A person must not undertake a cloud descent if the cloud ceiling is not at least:
 - (a) in the case of a relative-work descent—3500 ft above ground level; or
 - (b) in the case of a tandem descent (whether or not also conducting a relative-work descent)—5000 ft above ground level; or
 - (c) for any other kind of parachute descent—3000 ft above ground level.

5.34 Parachutes descents over water

Standards for manufacture of flotation devices

- (1) A person must not undertake a parachute descent over water if the person is not wearing a flotation device that meets the requirements of subsection (2).
- (2) For subsection (1), the flotation device must have been manufactured to one of the following standards:
 - (a) Australian Standard AS 4758 – Level 150 and Level 275;
 - (b) ISO 12402-1 Level 150 and Level 275;
 - (c) European Standard EN399-1993 Lifejackets-275N;

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- (d) European Standard EN396-1993 Lifejackets-150N;
 - (e) New Zealand Standards NZ5823:2005 Type 401;
 - (f) Australian Standard AS 1512 - Type 1, as it existed immediately before its replacement by Australian Standard AS 4758;
 - (g) Australian Standard AS 1499 – Type 22, as it existed immediately before its replacement by Australian Standard AS 4758;
 - (h) ATSO-1C13 Life Preservers;
 - (i) TSO-13;
 - (j) TSO-C72.
- (3) The documents mentioned in subsection (2) (other than paragraphs (2)(f) and (g)) are incorporated as in force, or existing, from time to time.

Part 105 ASAO requirements

- (4) The Part 105 ASAO that administers parachute descents may include, in its exposition, additional requirements in relation to flotation devices.

Note: Under regulation 149.410 of CASR, it is an offence if the holder of an authorisation contravenes a provision of an ASAO's exposition that applies to the person.

5.35 Tandem descents—competency standards for tandem instructors

- (1) This section applies to a Part 105 ASAO that administers tandem descents as part of its approved function mentioned in section 23 of the Part 149 Manual of Standards.

Note: In determining aviation administration functions for an applicant for an ASAO certificate, CASA determines the activities that the applicant is authorised to administer: see paragraph 149.075(2)(a) of CASR.

- (2) The ASAO must include in its exposition competency standards and units of competency (however described) for the issue of a parachutist authorisation that authorises its holder to control a tandem descent as parachute instructor.

5.36 Meteorological conditions for parachute descents

Jump pilot responsibilities

- (1) The pilot in command of an aircraft operated to facilitate a parachute descent must ensure that the parachute descent will be made in meteorological conditions in which the drop zone is clearly visible, unless:
- (a) the drop zone safety officer; or
 - (b) in the case that the descent is undertaken by a trainee or tandem parachutist—either the drop zone safety officer or the chief parachuting instructor;
- has approved the descent to be made in lower visibility conditions.

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Parachutist responsibilities

- (2) Subsection (3) applies if:
 - (a) a person who is undertaking a parachute descent is likely to enter cloud while in free fall; or
 - (b) the drop zone is not clearly visible to the person.
- (3) The person must not commence the descent unless:
 - (a) the drop zone safety officer; or
 - (b) if the person is a trainee parachutist or tandem parachutist—either the drop zone safety officer or the chief parachuting instructor;has approved the descent.

5.37 Communications—ground control assistant and pilot

The ground control assistant for a parachute descent and the pilot in command of the aircraft facilitating the descent, must maintain communications, by means of radiocommunications or visual signals, until the commencement of the parachute descent.

Note: Under section 1.06, *ground control* is a prescribed parachuting activity. See also section 5.47, which provides for the safe management of parachute drop zones, including communication protocols.

5.38 Emergency equipment carried on jump aircraft

- (1) Subsection (2) applies to:
 - (a) the pilot in command of an aircraft that is facilitating a parachute descent; or
 - (b) if the parachute descent is a parachuting training operation—the parachutist instructor who is supervising the descent.
- (2) The person must ensure that a knife suitable for emergency situations is carried on board the aircraft and is readily available to the person.

5.39 Parachute descents—wind velocity requirements

- (1) Subsection (2) applies if a parachute descent involves a trainee parachutist who does not hold a parachutist certificate.
- (2) The drop zone safety officer for the descent must ensure that the average wind velocity, measured over a 10-minute period at a height of 10 m above the drop zone, does not exceed 15 knots, or a slower wind velocity:
 - (a) set out for the purposes of this provision in the exposition of the ASAO that administers the parachute descent; or
 - (b) determined for the descent by the chief parachuting instructor or the drop zone safety officer in accordance with procedures set out, for the purposes of this provision, in the exposition of the ASAO that administers the parachute descent.

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- (3) If subsection (1) does not apply to the parachute descent, the drop zone safety officer must ensure that the average wind velocity, measured over a 10-minute period at a height of 10 m above the drop zone, does not exceed the velocity set out in the exposition of the ASAO for the purposes of this provision.
- (4) However, if wind velocity for a parachute descent mentioned in subsection (2) or (3) is measured at eye level on the ground, the wind velocity reading that results must be increased by 25% for the purpose of determining whether a wind velocity that is required not to be exceeded by subsection (2) or (3) has been exceeded.

5.40 Parachute descents—carriage of altimeters and other objects etc.

Carrying object on descent

- (1) A person who is undertaking a parachute descent must not carry an object that, if dropped, would constitute a hazard to persons on the ground or property, if the object is not secured to the person.
- (1A) Subsection (1) does not apply in relation to an object, the dropping of which is permitted by subsection 4.02(3).

Requirement for visual altimeter

- (2) If a parachute descent would include a freefall period of 10 seconds or more, the person carrying out the descent must wear a visual altimeter, that:
 - (a) is set to indicate the height above the drop zone; and
 - (b) is secured to the parachutist; and
 - (c) can be read by the parachutist throughout the descent.
- (3) On and after 2 December 2024, a visual altimeter required to be worn by a person under subsection (2), must, in addition, be a kind of altimeter accepted by the Part 105 ASAO that administers the parachute descent, in accordance with procedures the ASAO has set out in the ASAO's exposition for the purposes of this provision.

Requirement for audible altimeter

- (4) If a parachute descent would include any kind of freefly descent, the person carrying out the descent must wear an audible altimeter, that:
 - (a) is set to indicate the height above the drop zone; and
 - (b) is secured to the parachutist; and
 - (c) is clearly audible to the parachutist throughout the descent.
- (5) On and after 2 December 2024, an audible altimeter required to be worn by a person under subsection (4) must, in addition, be a kind of altimeter accepted by the Part 105 ASAO that administers the parachute descent, in accordance with procedures the ASAO has set out in the ASAO's exposition for the purposes of this provision.

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Requirement for reserve static line and automatic activation device

- (6) On and after 2 December 2024, a person must not undertake a parachute descent using a parachute assembly that:
- (a) is not fitted with a functional reserve static line; or
 - (b) does not include an operational automatic activation device of a kind mentioned in subsection (7);

if the person does not hold a parachutist certificate that permits the holder to undertake descents without the functional reserve static line, or the operational automatic activation device.

- (7) For paragraph (6)(b), the operational automatic activation device must be of a kind that a Part 105 ASAO that administers the parachute descent, accepts, in accordance with procedures set out in the ASAO's exposition for the purposes of this provision.

Clothing or equipment that may interfere with operation of parachutes

- (8) A person undertaking a parachute descent must, before commencing a descent, ensure there are no items of clothing worn, or items of equipment carried, that would, or may, interfere with the operation of the main parachute or the reserve parachute.

Note: The terms *freefall* and *freefly* are defined in section 1.04.

5.41 Parachute training organisation—safety management system

- (1) A parachute training organisation must have a safety management system, that:
- (a) is appropriate for the size, nature and complexity of the parachute training organisation; and
 - (b) complies with the requirements in subsection (2).
- (2) For paragraph (1)(b), the safety management system must include the following matters:
- (a) a statement of the parachute training organisation's safety policy and objectives, including details of the following:
 - (i) the organisation's commitment to, and responsibility for, safety;
 - (ii) the safety accountabilities of the organisation's personnel;
 - (iii) coordination of an emergency response plan;
 - (v) safety management system documentation; and
 - (b) a safety risk management process, including:
 - (i) hazard identification processes; and
 - (ii) safety risk assessment and mitigation processes; and
 - (c) a safety assurance system, including details of processes for:
 - (i) safety performance monitoring and measurement; and
 - (ii) management of change; and
 - (iii) continuous improvement of the safety management system; and

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- (d) a safety training and promotion system, including details of the following:
 - (i) safety management system training and education;
 - (ii) safety management system safety communication.
- (3) The following persons must comply with the safety management system:
 - (a) a person undertaking a parachute descent in a parachute training operation conducted by the parachute training organisation;
 - (b) the drop zone safety officer who is performing duties for the parachute descent;
 - (c) the person nominated as loadmaster for the parachute descent;
 - (d) the ground control assistant for the parachute descent;
 - (e) the pilot in command of the aircraft that is facilitating the parachute descent;
 - (f) the chief parachuting instructor of the parachute training organisation;
 - (g) any other person to whom the safety management system is expressed to apply.

5.42 Parachute training organisation—chief parachuting instructor

Part 105 ASAO exposition requirements

- (1) A Part 105 ASAO that administers a parachute training organisation under an approved function must set out, in its exposition:
 - (a) procedures that must be complied with by the parachute training organisation, for the appointment of a person to be the chief parachuting instructor of the organisation; and
 - (b) the experience and qualifications required for the appointment.

Note: See section 1.04 for the definition of *parachuting training organisation*. Parachuting training organisations are administered by a Part 105 ASAO under an approved function mentioned in section 27 of the Part 149 Manual of Standards.

Appointment of chief parachuting instructor

- (2) A parachute training organisation must appoint a person to be the chief parachuting instructor for the parachute training organisation.

Responsibilities of chief parachuting instructor

- (3) A chief parachuting instructor is responsible for:
 - (a) managing parachute descents undertaken by trainee parachutists, or tandem parachutists, who are receiving training from the parachuting training organisation; and
 - (b) ensuring that a safety management system that complies with subsections 5.41(1) and (2) is documented and implemented; and

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- (c) ensuring that parachuting instructors employed or engaged by the organisation, and any persons receiving parachuting training undertaken by the organisation:
 - (i) conduct themselves in accordance with the organisation's safety management system; and
 - (ii) comply with any relevant procedures of the ASAO's exposition and of the organisation; and
 - (iii) comply with the civil aviation legislation; and
- (d) for each parachute descent in which the parachute training organisation provides training— approving a person who holds an authorisation mentioned in subparagraph 5.25(2)(a)(i), to act as the drop zone safety officer for the descent.

Note: Under subparagraph 5.25(2)(a)(i) an authorisation to act as drop zone safety officer for a parachute descent by a trainee or tandem parachutist must be issued as an endorsement on a person's parachutist's instructor authorisation.

Chief parachuting instructor must have been approved by ASAO etc.

- (4) A person must not act as the chief parachuting instructor of a parachute training organisation if:
 - (a) the person has not been appointed by the parachute training organisation in accordance with this section; and
 - (b) the appointment has not been approved by the ASAO that administers the organisation.

5.43 Parachute training operations

- (1) A parachutist instructor who supervises a parachute descent undertaken by a trainee parachutist, must, while on board an aircraft that is facilitating the descent, wear a parachute for the duration of the flight.
- (2) A parachuting training organisation must not provide training in parachute descents, or in supervising a parachute descent, if a chief parachuting instructor has not been appointed for the organisation under section 5.42.

5.44 Display descents—display organisers

- (1) A Part 105 ASAO that administers display descents must set out, in its exposition, procedures that require:
 - (a) a person, whom the ASAO has authorised to be a display organiser, to be responsible for the management and oversight of a parachuting display at which display descents administered by the ASAO will be undertaken; and
 - (b) the display organiser to be responsible for nominating ground control assistants to conduct ground control for display descents undertaken at the parachuting display; and

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- (c) the display organiser to ensure, for each display descent undertaken during the parachuting display, that a person qualified as required under paragraph 5.25(2)(a) or (b) is performing duties as the drop zone safety officer for the descent.

Note: If a display descent is a tandem descent, the drop zone safety officer performing duties for the descent must have been authorised as mentioned in paragraph 5.25(2)(a).

- (2) The ASAO must set out in its exposition:
 - (a) the experience and qualifications required for the grant of the display organiser authorisation; and
 - (b) the duties and responsibilities of a display organiser in relation to a parachuting display; and
 - (c) the duties and responsibilities of a ground control assistant in relation to a parachuting display.
- (3) A display organiser for a parachuting display must ensure, for each display event in the parachuting display, that:
 - (a) there is a drop zone safety officer performing duties for the descent; and
 - (b) there is a ground control assistant conducting ground control.

Drop zone safety officers for display descents

- (4) The display organiser, for a display descent:
 - (a) may act as the drop zone safety officer, if the display organiser is on-site at the parachuting display, and is qualified as required under paragraph 5.25(2)(a) or (b) to supervise the descent; or
 - (b) must nominate a person who is qualified as required under paragraph 5.25(2)(a) or (b) to act as the drop zone safety officer supervising the descent.
- (5) The display organiser must not nominate a person to act as the drop zone safety officer for a display descent if:
 - (a) the person is not qualified as required under paragraph 5.25(2)(a) or (b); or
 - (b) the person is not on site at the parachuting display.

Ground control assistants for display descents

- (6) The display organiser must not nominate a person to be the ground control assistant conducting ground control during a display descent if the person:
 - (a) is not the holder of a ground control authorisation; or
 - (b) does not meet any requirements specified in the exposition of the ASAO for a ground control assistant performing duties at a parachuting display.

Note: A ground control assistant is a person who holds an authorisation to conduct ground control: see subsection 1.06(4).

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5.45 Display descents—equipment and operational requirements

- (1) A person undertaking a display descent must use:
 - (a) subject to subsection (2), a steerable main parachute; and
 - (b) a steerable reserve parachute.

Note: See section 1.04 for the definition of *display descent*.
- (2) Paragraph (1)(a) does not apply if the Part 105 ASAO that administers the parachute descent has approved the person, in writing, to undertake the display descent with a main parachute that is not steerable.
- (3) A person who undertakes a display descent must, in conducting the descent, ensure the person does not pass over any of the following persons at a height that is less than 50 ft:
 - (a) a spectator at the parachuting display;
 - (b) any other person who is not a participant at the parachuting display.

5.46 Parachute descents involving landings in populous areas

- (1) This section applies if a drop zone, for a parachute descent, is in a populous area or is less than 600 m from a populous area.
- (2) A person undertaking the parachute descent must use:
 - (a) subject to subsection (3), a steerable main parachute; and
 - (b) a steerable reserve parachute.
- (3) Paragraph (2)(a) does not apply if the Part 105 ASAO that administers the parachute descent has approved the person, in writing, to undertake the descent with a main parachute that is not steerable.

5.47 Safe management of parachute drop zones

Procedures for safe conduct—parachuting activities

- (1) A Part 105 ASAO that administers a parachute descent must include, in the ASAO's exposition procedures for the safe conduct of parachuting activities at a drop zone, including:
 - (a) procedures that must be complied with by a person authorised to act as a drop zone safety officer for the parachute descent; and
 - (b) a description of the ASAO's approved means of communication between the ground control assistant and the pilot of the aircraft facilitating a parachute descent (the *jump aircraft*).

Note: For paragraph (1)(b), see also section 5.37. Communications between a ground control assistant and the pilot of a jump aircraft is a parachuting activity, and defined as *ground control* in section 1.06.

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Procedures for radiocommunications

- (2) If the ASAO approves radiocommunications for the purposes of paragraph (1)(b), the ASAO must include, in its exposition, a description of the ASAO's approved communication protocols for making the following announcements in relation to a parachute descent:
 - (a) that it is safe to jump;
 - (b) that aircraft are to orbit, do not jump;
 - (c) that experienced parachutists only are safe to jump;
 - (d) that it is unsafe to jump, land the aircraft.

Obstacles, aircraft movement areas and landing hazards

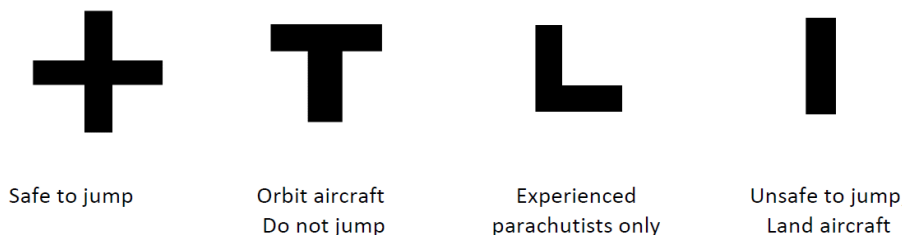
- (3) A person authorised to act as drop zone safety officer for a parachute descent under section 5.25, must ensure:
 - (a) the drop zone is free of obstacles that would interfere with the safe conduct of the descent; and
 - (b) the following are located clear of any aircraft movement area:
 - (i) the drop zone;
 - (ii) if, for the purposes of paragraph (1)(a), the ASAO has approved target panels to be used at the drop zone to signal to the pilot of a jump aircraft—the target panels.
- (4) The drop zone safety officer must, for a parachute descent, ensure that the distance from the drop zone to any landing hazard is:
 - (a) if a student parachutist certificate authorises the descent—200 m; and
 - (b) if a person conducting the parachute descent is the holder of a parachutist certificate—the distance set out in the exposition, for the purposes of this provision, of the Part 105 ASAO that administers the parachute descent.
- (5) If target panels are used at the drop zone to signal to the pilot of a jump aircraft, the drop zone safety officer must also ensure that the distance from the target panels to any landing hazard is as mentioned in paragraph (4)(a) or (b) (whichever applies).

Target panels

- (6) Subsection (7) applies to the following persons in relation to a parachute descent for which target panels are used at the drop zone to signal to the pilot of a jump aircraft:
 - (a) if the descent involves a parachute descent undertaken by a person who is a trainee parachutist or a tandem parachutist—both the drop zone safety officer and the chief parachuting instructor; and
 - (b) otherwise—the drop zone safety officer.

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- (7) A person to whom this provision applies must ensure, before the parachute descent commences, that the dimensions of a target panel used at the drop zone are not less than the dimensions set out in the exposition of the ASAO for the purposes of this provision.
- (8) The drop zone safety officer who is performing duties for the parachute descent must use the following target panel configurations for the drop zone:



5.48 Radiocommunications broadcasts made by person on the ground

A person who is not authorised or qualified in accordance with regulation 91.625 of CASR must not make a radiocommunications broadcast, using an aeronautical mobile station, for the purposes of ground control, unless the broadcast is made on the frequency prescribed by item 2 of Part 1.2 in Schedule 1 to the *Radiocommunications (Aircraft and Aeronautical Mobile Stations) Class Licence 2016*.

5.49 ASAO procedures for safe conduct at a drop zone

- (1) A Part 105 ASAO that administers a parachute descent must include, in its exposition, the procedures mentioned in subsections (2) and (3) for a person (the *parachutist*) undertaking a parachute descent using a particular parachute assembly:
 - (a) for the first time at a drop zone; and
 - (b) at 12-month intervals thereafter.
- (2) The procedures must require the parachutist to provide documentary evidence to the drop zone safety officer who is performing duties for a parachute descent, that:
 - (a) the parachute assembly includes a parachute container, container harness and reserve parachute, each of which satisfy one of the standards specified in subsection 2.04(1), (2) or (3); and
 - (b) in the case that the container of the reserve parachute assembly is configured to carry a main parachute:
 - (i) a packer or a rigger has conducted the assessment, required under section 5.10, of the compatibility of the main parachute with the parachute container; or

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- (ii) if the parachute descent will be a canopy relative-work descent—a canopy relative-work coach, or a packer or rigger, has conducted the assessment required under subsection 5.10(2) of the compatibility of the main parachute with the parachute container; and
 - (c) the parachute packing logbook includes the records:
 - (i) made by the packer or the rigger, for the purposes of subsection 5.11(5); or
 - (ii) made by the canopy relative-work coach for the purposes of subsection 5.11A(7).
- (3) The procedures must require the drop zone safety officer to:
- (a) sight the documentary evidence mentioned in paragraphs (2)(a) and (b); and
 - (b) retain copies of the documents for 12 months.
- Note: Under the *Electronic Transactions Act 1999*, a requirement in the Commonwealth law to give information, provide a signature, produce or retain a document or to record information, may be met in electronic form.

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Division 4—Conduct of aircraft operations for facilitating parachute descents

5.50 Safe conduct in relation to operation of jump aircraft

- (1) Each person who is carried on board an aircraft being used to facilitate a parachute descent must take all necessary steps to:
 - (a) mitigate the risk of any part of the aircraft becoming fouled by any person (the *parachutist*) undertaking a parachute descent; and
 - (b) ensure the activity of a parachutist will not impose any adverse stress on any part of the aircraft structure; and
 - (c) ensure there are no loose objects carried on the aircraft that, if dropped, would constitute a danger to persons or property on the ground.
- (2) The ASAO must include procedures for the safe conduct of a parachute descent from the aircraft to ensure there is no risk of any part of the engine or the propeller becoming fouled by a parachutist or a parachutist's equipment.

5.51 Safe opening of doors in flight, or removal of doors

- (1) This section applies in relation to an aircraft being operated to facilitate a parachute descent, if:
 - (a) a parachute descent would involve the opening, or the removal, of a door during flight; and
 - (b) the aircraft is not a Part 103 aircraft.
- (2) A person must not operate the aircraft to facilitate a parachute descent if the aircraft flight manual instructions for the aircraft do not make provision for the operation of the aircraft with the door open or removed.

5.52 Part 103 aircraft facilitating parachute descents—removal etc of aircraft doors or canopies

- (1) A person must not operate a Part 103 aircraft to facilitate a parachute descent, if:
 - (a) a door or canopy of the aircraft would be required to be removed to facilitate the egress of the parachutist from the aircraft; and
 - (b) either:
 - (i) the aircraft flight manual instructions for the aircraft does not permit the operation of the aircraft with the door or canopy removed from the aircraft; or
 - (ii) the removal of the door or canopy would create a hazard to the safe operation of the aircraft.

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- (2) A person must not remove or refit a door or a canopy from a Part 103 aircraft for the purposes of facilitating a parachute descent unless the person holds an authorisation:
 - (a) that authorises the person to remove and install aircraft components; and
 - (b) that was issued by the Part 103 ASAO that administers airworthiness activities for the aircraft under an approved function mentioned in section 16 of the Part 149 Manual of Standards.
- (3) A person who removes, or refits, a door or canopy from a Part 103 aircraft for the purpose of facilitating a parachute descent must make a record in the aircraft logbook that the door or canopy was removed, or was refitted (as the case may be).

5.53 Parachute descents at non-controlled aerodromes where radio carriage is required

- (1) This section applies if:
 - (a) an aircraft being operated to facilitate a parachute descent in a parachute training operation is operating in the vicinity of a non-controlled aerodrome; and
 - (b) carriage of radiocommunication equipment is required under the civil aviation legislation.
- (2) The pilot in command of the aircraft must not permit a person (the *parachutist*) undertaking a parachute descent to exit the aircraft (the *jump aircraft*), within the 15 minutes before the estimated time of arrival at the aerodrome of an aircraft that is conducting an Australian air transport operation, unless:
 - (a) the pilot of the jump aircraft and the pilot of the other aircraft are in direct radiocommunication with each other; and
 - (b) each parachutist carried on the jump aircraft can exit the aircraft and complete their descent before the other aircraft arrives in the circuit area of the aerodrome.
- (3) The pilot in command of the jump aircraft must not permit a parachutist to exit the jump aircraft if there is another aircraft conducting an Australian air transport operation:
 - (a) that is in the circuit area of the aerodrome, and has not landed and taxied clear of the runway; or
 - (b) that has broadcast that it is taxiing for departure from the aerodrome, and is still operating in the circuit area of the aerodrome.

5.54 Parachute descents at certified aerodromes

Aerodrome operator approval and target panels

- (1) A person (the *parachutist*) must not undertake a parachute descent at a certified aerodrome if the requirements in subsection (3) have not been met.

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- (2) The operator of the aircraft must not permit the aircraft to facilitate a parachute descent at a certified aerodrome if the requirements in subsection (3) have not been met.
- (3) The requirements are:
 - (a) the aerodrome operator must have approved the parachute descent at the aerodrome; and
 - (b) if target panels are used for the parachute descent—the target panels within the drop zone must be separated from the aircraft movement area by the distance prescribed for the purposes of paragraph 5.47(3)(b).

Parachute training operations at certified aerodrome

- (4) The pilot in command of an aircraft being used to facilitate a parachute descent in a parachute training operation must not permit a parachutist to commence a parachute descent at a drop zone located at a certified aerodrome, if another aircraft:
 - (a) is carrying out an instrument approach procedure at the aerodrome; or
 - (b) is expected to commence an instrument approach procedure within the next 5 minutes.

Conflict with aircraft at certified aerodrome

- (5) The pilot in command of an aircraft used to facilitate a parachute descent must not give permission for the parachutist to exit the aircraft at a drop zone located at a certified aerodrome unless the pilot is satisfied that the parachute descent would not conflict with any aircraft:
 - (a) operating on the live side of any circuit at the aerodrome known to be in use or that could reasonably be expected to be used by known traffic in the prevailing conditions; or
 - (b) using any apron, taxiway or runway at the aerodrome.
- (6) In this section:

live side, in relation to a circuit at an aerodrome, means those parts of the circuit area in which aircraft are operating after joining the circuit area for the purpose of taking-off or landing.

5.55 Part 131 aircraft facilitating parachute descents

- (1) For the purposes of subregulation 105.155(2) of CASR, the pilot in command of a manned free balloon being operated to facilitate a parachute descent must ensure that the maximum rate of climb for the balloon, specified in the aircraft flight manual instructions for the balloon, is not exceeded when the load is suddenly reduced following the exit from the aircraft of one or more parachutists.

Note: A Part 131 aircraft other than a manned free balloon is not permitted to be operated to facilitate a parachute descent: see subregulation 105.080(1).

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- (2) For the purposes of subregulation 105.100(1) of CASR, subsections (3) and (4) apply to an ASAO that administers, under an approved function mentioned in section 19 of the Part 149 Manual of Standards, a manned free balloon to facilitate a parachute descent as a Part 131 recreational activity.
- (3) The ASAO (the **Part 131 ASAO**) must include, in its exposition, procedures for safe conduct:
 - (a) that apply to the operation of the manned free balloon to facilitate a parachute descent; and
 - (b) that must be complied with by the pilot in command of a balloon operated to facilitate a parachute descent; and
 - (c) that would preserve a level of safety that is at least acceptable.
- (4) If there is an inconsistency between:
 - (a) a requirement in the Part 131 ASAO exposition procedures mentioned in subsection (3); and
 - (b) a requirement of the exposition of a Part 105 ASAO that administers a parachute descent;

the requirement in the Part 131 exposition procedures mentioned in subsection (3) prevails to the extent of the inconsistency.

Note 1: The operation of a manned free balloon to facilitate a parachute descent may also be a balloon transport operation or a specialised balloon operation: see Part 131 of CASR. The pilot in command of the balloon is subject to requirements under Part 131 in relation to those operations.

Note 2: See also regulation 91.055 of CASR that applies to the operation of a manned free balloon.

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Chapter 6—Personnel fatigue management

Note: No requirements are currently prescribed. This Chapter has been reserved to preserve the MOS structure for any future provisions that would be appropriate following consultation.

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Chapter 7—Weight and balance

7.01 Scope of Chapter 7

This Chapter:

- (a) is made for subregulation 105.125(1) of CASR; and
- (b) prescribes requirements in relation to the loading of an aircraft being operated to facilitate a parachute descent.

7.02 Weight and balance documents

- (1) The operator of an aircraft operated to facilitate a parachute descent, and the pilot in command, must each ensure an aircraft loading record (a *loading sheet*) is completed before the departure of the aircraft for a flight.
- (2) For an aircraft (other than a Part 131 aircraft), the pilot in command must ensure the loading sheet includes the information required by section 7.03.
- (3) For an aircraft that is a Part 131 aircraft, the pilot in command must ensure the loading sheets includes the information required by section 7.04.
- (4) The operator and the pilot in command of an aircraft operated to facilitate a parachute descent, must, for a flight, each ensure that:
 - (a) the loading sheet is carried in the aircraft; and
 - (b) a copy of the loading sheet is given to:
 - (i) the drop zone safety officer; or
 - (ii) in the case of a parachute training operation—either the chief parachuting instructor or the drop zone safety officer; and
 - (c) the information on the loading sheet is retained by that person for a period of 3 months after the completion of the flight.
- (5) The person who is given a copy of a loading sheet under paragraph (4)(b) must retain the copy for a period of 3 months after the completion of the flight.
- (6) Despite subsection (1), if:
 - (a) the loading sheet has been completed for a flight of an aircraft used to facilitate a parachute descent; and
 - (b) the aircraft is subsequently operated to facilitate another parachute descent, or a number of consecutive parachute descents, on that day; and
 - (c) the aircraft carries the same load and is operated from the same aerodrome; and
 - (d) there is no change in any load condition which would adversely affect the performance of the aircraft for a flight, or for the number of consecutive flights;

then, the operator and the pilot in command are not required to ensure a fresh loading sheet be completed for a flight covered by paragraphs (b), (c) and (d).

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- Note 1: Under the *Electronic Transactions Act 1999*, a requirement in the Commonwealth law to give information, provide a signature, produce or retain a document or to record information, may be met in electronic form.
- Note 2: Under section 43 of the *Transport Safety Investigation Act 2003* (about the protection of evidence that might be relevant to an investigation) the Chief Commissioner may direct that specified things, or things in a specified class of things, must not be removed or interfered with except with the Chief Commissioner's permission.
- Note 3: Section 20.06 of the Part 91 Manual of Standards prescribes safety briefings and instructions required before an aircraft takes off for a flight, including briefings that must be made by the pilot in command about the physical location within, or on, the aircraft that a parachutist must occupy during the flight.

7.03 Loading requirements for aircraft other than manned free balloons

- (1) For subsection 7.02(2), the loading sheet of an aircraft (other than a Part 131 aircraft) must include the following information:
- (a) the name of the pilot in command;
 - (b) the date and time of the flight;
 - (c) the registration mark of the aircraft;
 - (d) if the loading sheet was prepared by a person other than the pilot in command—the name of the person;
 - (e) the aerodromes of departures and destination for the flight;
 - (f) the aircraft's empty weight;
 - (g) the weights and moment arms of:
 - (i) the occupants of the aircraft;
 - (ii) any cargo carried on the aircraft;
 - (iii) any removable equipment carried on the aircraft;
 - (iv) fuel and consumables carried on the aircraft (for example, water or ethanol);
 - (h) the calculated load weight, and total moment, that demonstrates that the centre of gravity is within the approved limits;
 - (i) the maximum allowable weight for the flight, having regard to the prevailing environmental conditions;
 - (j) a statement by the person who is responsible for planning the loading of the aircraft, that the load and its distribution are in accordance with the aircraft loading system;
 - (k) if the person making the statement mentioned in paragraph (j) is not the pilot in command or a co-pilot—a written acknowledgement by either the pilot in command, or the co-pilot, that that person accepts the aircraft has been loaded as specified in the loading sheet.
- (2) If the aircraft uses a loading system that is set out in placards in accordance with Civil Aviation Order 100.7, as in force from time to time, the evidence requirements of paragraph (1)(h) can be met if evidence is included that shows the aircraft is loaded in accordance with the placards.

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7.04 Loading requirements for parachuting from Part 131 aircraft

- (1) For subsection 7.02(3), the loading sheet for a Part 131 aircraft must include the following information:
 - (a) the name of the pilot in command;
 - (b) the date and the time of the flight;
 - (c) the type and size of the balloon, and its registration mark;
 - (d) the place of departure;
 - (e) the intended place of release of each person undertaking a parachute descent on the flight;
 - (f) the calculated aircraft loaded weight on take-off;
 - (g) the maximum allowable weight for the flight, having regard to the prevailing environmental conditions;
 - (h) the calculated aircraft loading weight on landing;
 - (i) a statement by the person responsible for planning the loading of the aircraft, that the load and its distribution are in accordance with the aircraft loading system and any applicable requirement of the Part 131 Manual of Standards;
 - (j) if the person making the statement mentioned in paragraph (i) is not the pilot in command or the co-pilot— a written acknowledgement by either the pilot in command, or the co-pilot, that that person accepts the aircraft has been loaded as specified in the loading sheet.

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Chapter 8—Instruments, indicators, equipment and systems

8.01 Scope of Chapter 8

This Chapter:

- (a) is made for subregulation 105.130(1) of CASR; and
- (b) prescribes requirements relating to:
 - (i) radio equipment that must be carried on aircraft being operated to facilitate parachute descents; and
 - (ii) oxygen equipment that must be carried on aircraft being operated to facilitate parachute descents; and
 - (iii) the circumstances in which equipment mentioned in subparagraph (b)(i) or (ii) must be used.

8.02 Carriage of radio equipment on jump aircraft

- (1) The operator of an aircraft that is used to facilitate a parachute descent (other than a Part 103 aircraft or a manned free balloon), must ensure the aircraft is fitted with:
 - (a) two VHF radiocommunication receivers capable of receiving communications on:
 - (i) all relevant aviation safety radio frequencies for the airspace through which a parachutist would descend, and in which the aircraft operates; and
 - (ii) on the frequency used for ground control, prescribed by item 2 of Part 1.2 in Schedule 1 to the *Radiocommunications (Aircraft and Aeronautical Mobile Stations) Class Licence 2016*; or
 - (b) if the aircraft is operating in class G airspace—one VHF radiocommunication receiver capable of receiving communications:
 - (i) on all relevant aviation safety radio frequencies for the airspace; and
 - (ii) the parachuting frequency mentioned in subparagraph (a)(ii).

Note: Item 2 of Part 1.2 in Schedule 1 to the *Radiocommunications (Aircraft and Aeronautical Mobile Stations) Class Licence 2016* prescribes a frequency to be used for the purpose of parachute club operations.
- (2) The operator of an aircraft used to facilitate parachute descents, that is a Part 103 aircraft or a manned free balloon, must ensure the aircraft carries one VHF radiocommunication receiver, that is capable of receiving communications:
 - (a) on all relevant aviation safety radio frequencies for the airspace through which a parachutist would descend, and in which the aircraft operates; and
 - (b) on the frequency used for ground control, prescribed by item 2 of Part 1.2 in Schedule 1 to the *Radiocommunications (Aircraft and Aeronautical Mobile Stations) Class Licence 2016*.

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- (3) The radiocommunication receiver required under subsection (2) may be a portable radiocommunication receiver.

8.03 Carriage of oxygen on jump aircraft

- (1) The operator of an unpressurised aircraft (other than a Part 103 aircraft) being operated to facilitate a parachute descent must ensure that supplemental oxygen is provided in accordance with the requirements of Division 26.11 of the Part 91 Manual of Standards.
- (2) A flight crew member carried on board the unpressurised aircraft must use the supplemental oxygen, in accordance with the requirements of Division 26.11 of the Part 91 Manual of Standards that apply to a passenger, as if the flight crew member were a passenger.
- (3) A person carried on board the unpressurised aircraft, who is not a flight crew member, must use the supplemental oxygen in accordance with the requirements of Division 26.11 of the Part 91 Manual of Standards that apply to a passenger (whether or not the person is a passenger).

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Chapter 9—Flight crew

9.01 Pilot requirements for parachute descents—Part 103 aircraft

For the purposes of subregulation 105.135(2) of CASR, the pilot in command of a Part 103 aircraft being operated to facilitate a parachute descent must:

- (a) hold a pilot certificate that:
 - (i) is issued by the Part 103 ASAO that has an approved function mentioned in section 20 of the Part 149 Manual of Standards; and
 - (ii) authorises the holder to operate the aircraft; and
- (b) have a minimum of:
 - (i) at least 200 hours of aeronautical experience; and
 - (ii) at least 100 hours of flight time as pilot in command of aircraft of the same category; and
 - (iii) at least 10 hours of flight time as pilot in command of the same kind of Part 103 aircraft.

9.02 Pilot requirements for parachute descents—manned free balloons

- (1) This section applies in relation to a manned free balloon being operated for a parachute descent if the operation is a Part 131 recreational activity.
- (2) For the purposes of subregulation 105.155(2) of CASR, the pilot must not operate the aircraft to facilitate a parachute descent at night.