Proposed new Part 105 Manual of Standards - Parachuting from aircraft (CD 2213OS)

# Overview

We are seeking your feedback on the proposed Manual of Standards (MOS) for the rules governing parachuting activities.

The MOS provides complex and technical detail that sets out the rules for Part 105 of the *Civil Aviation Safety Regulations 1998* (CASR) - Parachuting from aircraft.

Your feedback will help us check that the rules in the MOS work as intended.

Part 105 and its MOS integrate parachuting activities in the Part 149 self-administration framework. This means Part 149 approved self-administering aviation organisations (ASAOs) must follow Part 105 requirements for their Part 149 aviation administration functions.

Not all sport aviation bodies that administer parachuting activities will be ASAOs on the commencement date. Transitional arrangements apply to these organisations. They are exempt from Part 105 until the end of the Part 149 transition on 1 December 2023.

**Previous consultations**

We have been engaging with parachuting sport aviation bodies and the [Part 105 Technical Working Group](https://www.casa.gov.au/about-us/who-we-work/aviation-safety-advisory-panel/technical-working-groups/part-105-manual-standards-mos-twg-parachuting-operations) (TWG) to develop the proposed Part 105 MOS.

We [consulted](https://consultation.casa.gov.au/regulatory-program/cd-1909os/) the related Part 105 of CASR in 2019. These rules came into effect on 2 December 2021.

# Why your views matter

Your feedback will help us make sure the proposed new rules are clearly communicated and will work in practice as intended. We want to know about any concerns you may have, any challenges you foresee or any improvements we should consider before we finalise the new Part 105 MOS.

**Documents for review**

All documents related to this consultation are attached in the ‘Related’ section at the bottom of the page. These are:

* Summary of proposed change on CD 2213OS, which provides background on the proposed standards
* Consultation Draft – Part 105 (Parachuting from Aircraft) Manual of Standards 2022
* MS Word copy of this consultation for ease of distribution and feedback in your organisation

Please submit your comments using the survey link below. If you are unable to provide feedback this way, please contact us for advice at regulatoryconsultation@casa.gov.au.

**What happens next**

At the end of the response period, we will review each comment and submission received. Relevant feedback that improves the proposed Part 105 MOS and is consistent with the regulations and other CASA policy, will be incorporated into the final MOS.

We will publish a Summary of Consultation which will summarise the feedback received, outline any intended changes and will detail our plans for the proposed Part 105 MOS. We will also make all submissions publicly available on the Consultation Hub where consent has been given.

**Post-implementation review**

We will monitor and review the new rules throughout the transition phase and beyond.

# Give Us Your Views [Appears on the overview page at the bottom]

Online Survey [This link is on the front page of the survey and takes you to the survey questions]

**Related** [This section is at the bottom of the front page and contains all the links to other sites and documents related to this consultation]

**Links**

* [Civil Aviation Regulations 1988](https://www.legislation.gov.au/Details/F2021C01179%22%20%5Ct%20%22_blank)
* [CASA EX81/21 – Part 91 of CASR – Supplementary Exemptions and Directions Instrument 2021](https://www.legislation.gov.au/Details/F2022C00861)
* [Civil Aviation Safety Regulations 1998](https://www.legislation.gov.au/Details/F2022C00697)
* [Part 91 (General Operating and Flight Rules) Manual of Standards 2020](https://www.legislation.gov.au/Details/F2022C00789)

**Documents**

* Summary of proposed change on CD 2213OS
* Consultation Draft – Part 105 (Parachuting from Aircraft) Manual of Standards 2022
* MS word copy of online consultation – Proposed new Part 105 Manual of Standards – Parachuting from aircraft (CD 2213OS)

# **Audiences & Interest groups**

**Audience**

* CASA Staff
* Pilots
* Hot air balloon operators
* Air traffic controller
* Approved Self-administering Aviation Organisations
* Parachute operators
* Parachuting sport aviation bodies
* Parachute certificate holders
* Pilots of parachuting aircraft
* Parachute maintenance and manufacturing organisations
* Balloon Pilots
* Balloon Sports aviation operators
* Balloon AOC holders and applicants
* Balloon pilots holding a CP(B)L
* Sport and recreational balloon owners and pilots
* Sport aviation bodies & prospective ASAOs
* Certified aerodrome owner/operator
* Registered aerodrome owner/operator
* Unregulated aerodrome owner/operator
* Aerodrome owner/operators
* CASA aerodrome inspectorate
* Aerodrome industry consultants
* Aircraft owner/operator
* Regulation 30 of CAR maintenance organisations (CAR 30)
* Licensed aircraft maintenance engineers (LAME)
* Aircraft maintenance engineers (AME)

**Interest**

* In-house training
* Airworthiness / maintenance
* Airspace and infrastructure
* Sport and recreational aviation
* Drug and alcohol management
* Fatigue management
* Human factors
* Operational standards
* Private operations
* Airworthiness/maintenance (CAR 30 and CASR Part 145 maintenance orgs)
* Equipment standards
* Self-administration aviation activities
* Sport and recreational ballooning
* In-house training for CASA FOIs
* Sport and recreational aviation – balloons
* Safety promotion

# Page. Content

This consultation asks for your feedback on the proposed Part 105 Manual of Standards (CD 2213OS).

The survey has been designed to give you the option to provide feedback on the survey in its entirety or to provide feedback on the policy topics applicable to you.

We will ask you for:

* **personal information**, such as your name, any organisation you represent, and your email address
* **your consent** to publish your submission
* **your responses** to the proposed changes in the regulations
* **any comments** you may want to provide
* **demographic information** to help us understand your interest in the regulations.

When you have completed the sections on which you wish to provide feedback, select the **‘Finish’** button at the bottom right of this page.

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# Page 1. Personal information

## First name

*(Required)*

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## Last name

*(Required)*

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## Email address

*If you enter your email address, you will automatically receive an acknowledgement email when you submit your response.*

## Email

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## Do your views officially represent those of an organisation?

(Required)

*Please select only one item*

[ ]  Yes, I am authorised to submit feedback on behalf of an organisation

[ ]  No, these are my personal views.

## If yes, please specify the name of your organisation.

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Which of the following best describes the group you represent?

*Please select all that apply in the options below*

[ ]  Jump pilot authorisation holder

[ ]  Part 61 licensed pilot (non-JPA holder)

[ ]  Parachute packer or rigger

[ ]  Parachute Certificate holder

[ ]  Maintenance engineer or CAR30 approval holder

[ ]  Air traffic controller

[ ]  Parachuting operator (training and tandems)

[ ]  Parachuting operator (non-training)

[ ]  Sport aviation body or prospective ASAO

[ ]  Other (please specify below)

Please provide more information if you have selected “Other”.

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# Page 2. Consent to publish submission

To provide transparency and promote debate, we intend to publish all responses to this consultation. This may include both detailed responses/submissions in full and aggregated data drawn from the responses received.

Where you consent to publication, we will include:

* **your last name** if the submission is made by you as an individual
* **the name of the organisation** on whose behalf the submission has been made
* **your responses** and comments.

We **will not** include any other personal or demographic information in a published response.

## Do you give permission for your response to be published?

*(Required)*

*Please select only one item*

[ ]  Yes – I give permission for my response/submission to be published.

[ ]  No – I would like my response/submission to remain confidential but understand that de-identified aggregate data may be published.

[ ]  I am a CASA officer.

Information about how we consult and how to make a confidential submission is available on our [website](website%20) <https://www.casa.gov.au/rules/changing-rules/consultation-industry-and-public *>* .

# Page 3. Principal outcomes

Principal outcomes that would occur under the proposed Part 105 of the *Civil Aviation Safety regulations* 1998 (CASR) administration are:

## **Conduct of parachute descents**

Because Part 105 of CASR contemplates the operation of multiple parachuting organisations under the Part 149 of CASR (approved self-administering aviation organisations (ASAOs)), the Part 105 rules provide a baseline set of operational rules that would apply to all Part 105 ASAOs. As such, the provisions generally specify requirements that are not new to extant organisations, but are the same as, or similar to, the requirements currently specified by those organisations in their expositions or operational regulations. The provisions in the proposed Part 105 Manual of Standards (MOS) serve to inform any new applicants of the safety standards expected of a prospective Part 105 ASAO.

## **Oversight**

Parachutists, jump pilot authorisation holders, and parachute training organisations will be administered by a Part 105 ASAO in accordance with the ASAO’s approved exposition.

Please provide any comments you may have on the principal changes proposed for oversight and conduct of parachute descents.

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## **Implementation**

We are planning to finalise and make the proposed new Part 105 MOS early in 2023. A ‘Make’ date is not the date on which the MOS takes effect and must be complied with. That date is called the “commencement” date. We can:

* have a single commencement date apply for all Part 105 ASAOs,

or

* have different commencement dates apply to new and existing Part 105 ASAOs.

For organisations that are already Part 105 ASAOs, our preferred option is for the MOS to commence 6 or 12 months from the day after the MOS appears on the Federal Register.

For any prospective organisations that do not yet hold an ASAO certificate, we would prefer the MOS commence the day after appearing on the Federal Register.

**Noting this preferred option, do you agree that the commencement date should be different for existing and new Part 105 ASAOs?**

Dropdown list

[ ]  Yes

[ ]  No

**If yes, when should the MOS commence for organisations that are already Part 105 ASAOs?**

Dropdown list

[ ]  3 months after signing

[ ]  6 months after signing

[ ]  12 months after signing

**If no, which of the following do you think is the most appropriate for the commencement date of the Part 105 MOS for all organisations?**

Dropdown list

☐ On signing

☐ 3 months after signing

☐ 6 months after signing

☐ 12 months after signing

Please provide any further comments you may have on the implementation of the MOS requirements proposed.

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# Page 4. Chapter 1 – Preliminary

## **Proposal 1**

Chapter 1 prescribes the relevant definitions; the interpretation of Technical Standard Orders (TSOs) and European Technical Standard Orders (ETSOs), and provides for the prescribed activity of ground control.

**FACT BANK –** Standards and prescribed activities – Sections 1.04 and 1.06

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| *Content:*Section 1.04 provides the definitions of key words, phrases and abbreviations used in the Manual of Standards. Section 1.05 Reserve and emergency parachutes generally must satisfy standards specified in a TSO or ETSO. The MOS provides the basis for how that is to be interpreted.Section 1.06 prescribes ground control, being communications for the purpose of ensuring the safe conduct of a parachute descent between a person on the ground (a ground control assistant) and the pilot in command (PIC) of an aircraft being used to facilitate a parachute descent. The purpose of the prescription is to ensure the Part 105 approved self-administering aviation organisation (ASAO) administering the descent, also has oversight of the person conducting ground control. |

**Question 1.** Does the content in Chapter 1 of the proposed Part 105 Manual of Standards, sections 1.04 and 1.06 achieve the aim and is this content appropriate?

Radio buttons

[ ]  Yes

[ ]  Yes, with changes (please specify suggested changes below)

[ ]  No (please explain why and provide alternative suggestions below)

Please provide any comments you may have on proposal 1.

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# Page 5. Chapter 2 – Reserve parachute assembly, and emergency parachute, requirements

## **Proposal 2**

Chapter 2 specifies the baseline standards for reserve parachute assemblies and emergency parachutes.

**FACT BANK** – Reserve parachute assembly and emergency parachute standards - Sections 2.04 to 2.08

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| *Content:* Section 2.04 prescribes the certification standards to be met for the manufacture and maintenance of reserve parachute assemblies.Section 2.05 sets out how inconsistent requirements for the maintenance of a reserve parachute assembly between those set by a manufacturer and those set by a Part 105 ASAO are to be resolved. Section 2.06 provides that a reserve parachute assembly must be maintained in accordance with an administering Part 105 ASAO’s airworthiness requirements if the reserve parachute assembly manufacturer no longer provides airworthiness support, and the ASAO has assumed airworthiness support for the parachute.Section 2.07 prescribes the certification standards to be met for the manufacture and maintenance of an emergency parachute.Section 2.08 provides that an emergency parachute must have been maintained in accordance with an administering Part 105 ASAO’s airworthiness requirements if the emergency parachute manufacturer no longer provides airworthiness support and the ASAO has assumed airworthiness support for the parachute.These subsections also provide for the acceptance of legacy reserve parachute assemblies and emergency parachutes and for non-legacy reserve parachute assemblies and emergency parachutes that do not meet the Technical Standard Order (TSO) or European Technical Standard Order requirement. |

**Question 2.** Does Chapter 2 of the proposed Part 105 Manual of Standards, sections 2.04 to 2.08 provide for acceptable standards and does the framework adequately provide for the acceptance of legacy and non-TSO parachutes?

Radio buttons

[ ]  Yes

[ ]  Yes, with changes (please specify suggested changes below)

[ ]  No (please explain why and provide alternative suggestions below)

Please provide any comments you may have on proposal 2.

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# Page 6. Chapter 3 – Parachute descents of trainee or tandem parachutists

## **Proposal 3**

Chapter 3 provides for requirements to be included in an approved self-administering aviation organisation‘s (ASAOs) exposition and specifies aircraft maintenance requirements, in relation to parachute descents involving trainee parachutists or tandem parachutists.

**FACT BANK** – Pilots and aircraft: parachuting training operations - Sections 3.01 through 3.03

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| *Content:* Section 3.01 provides pilot training and recency requirements that apply to the pilot of an aircraft used to facilitate a descent involving a trainee parachutist or tandem parachutist. These requirements are for aircraft that are not Part 103 aircraft.This section also prescribes the circumstances in which the pilot in command must meet recent experience requirements, and how such requirements are satisfied.Section 3.02 prescribes the 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.Section 3.03 provides aircraft maintenance requirements that apply to an aircraft used to facilitate a descent involving a trainee parachutist or tandem parachutist.The requirements reflect existing legislative requirements.  |

**Question 3.** Do the requirements in Chapter 3 of the proposed Part 105 Manual of Standards, sections 3.01 through 3.03, for pilots and aircraft, provide for adequate assurance that parachuting aircraft are likely to be safe to operate under ASAO administration?

Radio buttons

[ ]  Yes

[ ]  Yes, with changes (please specify suggested changes below)

[ ]  No (please explain why and provide alternative suggestions below)

Please provide any comments you may have on proposal 3.

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# Page 7. Chapter 4 – Dropping things

## **Proposal 4**

Chapter 4 provides for the requirements relating to the dropping of things (objects) during the conduct of a parachute descent or from a parachuting aircraft.

**FACT BANK** – Dropping things - Sections 4.01 and 4.03

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| *Content:* Current operational regulations do not presently provide for the dropping of things by a parachutist or from an aircraft used for parachuting. The dropping of objects was generally prohibited by regulation 150 of the *Civil Aviation Regulations 1988* (CAR) 150 and this prohibition is continued by regulation 91.190 of the *Civil Aviation Safety Regulations 1998* (CASR). Regulation 91.190 of CASR is disapplied in relation to Part 105 of CASR for the purpose of enabling the Part to provide for the dropping of things during a parachuting activity while also ensuring the safety of third parties on the ground and minimising hazards to other aircraft and property.Section 4.01 provides that an unweighted paper or fabric streamer that would not create a hazard to another aircraft, a person or property can be dropped from the aircraft over a populous area before or during a parachute descent, but only if it is used solely as a wind drift indicator.Section 4.02 provides that the dropping of any thing other than an unweighted paper or fabric streamer used as wind drift indicator may only be dropped if it is not a dangerous good and would not create a hazard to another aircraft, a person or property. In addition, the ASAO that administers a descent in which things are to be dropped must include in its exposition procedures that permit the dropping of things and information required to be supplied by the drop zone safety officer for the purposes of section 4.03.Section 4.03 provides that an ASAO must have procedures that ensure the dimensions of the drop zone are set out such that there is no risk of the thing being drop landing outside the drop zone; the drop zone is cleared of any people or livestock not involved in the dropping activity; and the owner or occupier, including their agents have given written permission for the activity to occur. |

**Question 4.** Do the requirements in Chapter 4 of the proposed Part 105 Manual of Standards, sections 4.01 and 4.02 adequately provide for the safety of persons on the ground from things being intentionally dropped?

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[ ]  Yes

[ ]  Yes, with changes (please specify suggested changes below)

[ ]  No (please explain why and provide alternative suggestions below)

Please provide any comments you may have on proposal 4.

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# Page 8. Chapter 5 – Operational requirements

## **Proposal 5**

Division 1 of Chapter 5 sections 5.02 through 5.20 prescribes the requirements relating to the continuing airworthiness of parachutes.

**FACT BANK** – Continuing airworthiness of parachutes – Sections 5.02 to 5.20

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| *Content:* Sections 5.02 and 5.03 provide that an approved self-administering aviation organisation (ASAO) must set out in its exposition the competency standards and units of competency required of a person for the issue of a packer or rigger authorisation and requirements relating to the general airworthiness requirements of a reserve parachute.Sections 5.04 through 5.08 impose requirements relating to the maintaining and completion of parachute packing cards, return to service of parachutes and parachute packing logbooks of packer and rigger personal logbooks.Section 5.09 prescribes that a person who undertakes a parachute descent (including a student parachutist) must be wearing parachute equipment comprised of a main parachute and a reserve parachute; and that an instructor is also responsible for ensuring student parachutists comply with the requirement.Sections 5.10 through 5.12 and 5.16 impose requirements on a packer, rigger, parachutist instructor, and canopy relative-work coach relating to ensuring the compatibility of a main parachute with the parachute container. Sections 5.13 through 5.15 and 5.17 impose requirements on parachutists in relation to periodic inspections of reserve parachutes and emergency parachutes. Sections 5.18 through 5.20 impose requirements on packers and riggers in relation to parachute repairs, alterations and modifications and the return to service of reserve parachutes and emergency parachutes. |

**Question 5.** Does Division 1 of Chapter 5 of the proposed Part 105 Manual of Standards (MOS), sections 5.02 through 5.20 adequately provide assurance that persons maintaining or packing parachutes are appropriately trained and qualified, that periodic maintenance of parachutes is undertaken and recorded, and that parachute equipment is compatible?

Radio buttons

[ ]  Yes

[ ]  Yes, with changes (please specify suggested changes below)

[ ]  No (please explain why and provide alternative suggestions below)

Please provide any comments you may have on proposal 5.

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## **Proposal 6**

Division 2 of Chapter 5 sections 5.21 and 5.22 prescribes the safety requirements that apply to pilots of aircraft operated to facilitate parachute descents.

**FACT BANK** – Pilots of parachuting aircraft - Sections 5.21 and 5.22

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| *Content:* Section 5.21 provides requirements relating to the competency standards required for jump pilot authorisations. It provides that the administering ASAO must set out in its exposition its competency standards and units of competency for jump pilot training and its procedures for authorising a person to conduct jump pilot training.Section 5.22 prescribes jump pilot radio procedures, including the broadcasts that must be made by the pilot for the purposes of a parachute descent.The proposals are generally consistent with existing practice and procedures. |

**Question 6.** Do the requirements in Division 2 of Chapter 5 of the proposed Part 105 MOS, sections 5.21 and 5.22 provide an acceptable level of training and radio procedures for the specified parachuting aircraft operations?

Radio buttons

[ ]  Yes

[ ]  Yes, with changes (please specify suggested changes below)

[ ]  No (please explain why and provide alternative suggestions below)

Please provide any comments you may have on proposal 6.

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## **Proposal 7**

Division 3 of Chapter 5 sections 5.23 to 5.49 prescribes the requirements for the conduct of parachute descents.

**FACT BANK** – Conduct of parachute operations - Sections 5.23 to 5.49

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| *Content:* Section 5.23 prescribes a list of types of parachute descents, from which an approved self-administering aviation organisation (ASAO) must, in its exposition, state is permitted by the ASAO and for which it must include safe conduct procedures.Section 5.24 prescribes the requirements relating to a parachutist’s logbook including the details to be included in the logbook and its accessibility.Section 5.25 and 5.26 prescribes ASAO requirements relating to the appointment, duties and responsibilities of drop zone safety officers.Section 5.27 prescribes the requirements of a loadmaster for a parachute descent.Section 5.28 prescribes the requirements for when a control seat of a jump aircraft may be occupied by a parachutist.Section 5.29 provides requirements in relation to minimum parachute opening heights for tandem descents and for descents by student parachutists. The provisions enable an ASAO to set alternative opening heights for trainee and tandem parachutists, that are higher than the prescribed minima, and for an ASAO to set opening heights at its discretion for parachutist certificate holders. In the case where an ASAO has not set a minimum opening height that applies to a certificate holder, the provision also sets a minimum.Section 5.30 provides requirements relating to cutaway descents.Section 5.31 prescribes that, for a parachute descent that is to be conducted at high altitude the person who is undertaking the descent must hold a parachutist certificate. Any parachute descent above FL250, including tandem descents, must have written approval from CASA. Section 5.32 provides requirements in relation to the conduct of relative-work descents. It also sets out the ASAO exposition requirements for the competency standards for training that the ASAO must require to be completed for the issue of authorisations to persons to conduct relative-work descents. The section also prohibits the conduct of canopy relative-work descents with persons who are undertaking a tandem descent.Section 5.33 provides requirements in relation to entering cloud during a parachute descent.Section 5.34 provides the applicable standards for personal flotation devices used for descents over water, at the time they are manufactured. The standards reflect international standards. The ASAO that administers the parachute descent may include, in its exposition, additional requirements in relation to flotation devices.Section 5.35 provides the exposition requirements, that apply to an ASAO, in relation to the competency standards for an authorisation that authorises a person to control a tandem descent as a parachute instructor and in relation to safe conduct procedures of tandem descents by the person. The requirements are consistent with existing practice and procedures.Section 5.36 provides requirements in relation to responsibilities of jump pilots and parachutists if the meteorological conditions do not allow for clear visibility of the drop zone.Section 5.37 provides a requirement for communications to be maintained between the ground control assistant and jump pilot.Section 5.38 provides the requirement that the jump pilot or a parachutist instructor must ensure that a knife suitable for emergency situations is carried on board the jump aircraft.Section 5.39 provides wind velocity requirements that a drop zone safety officer must ensure are met prior to a parachute descent.Section 5.40 provides the requirements in relation to the securing of objects not intended to be dropped that are carried by a parachutist. It also provides requirements for the use of visual and audible altimeters, reserve static lines and automatic activation devices and their approval by the ASAO in accordance with its exposition. Commencement of the latter requirements is proposed to be deferred until 02 December 2024.Section 5.41 requires a parachute training organisation to have a safety management system (SMS) which is appropriate for the size, nature and complexity of the organisation, prescribes the matters to be included in the SMS and identifies persons that are required to comply with the SMS.Section 5.42 provides that a parachuting training organisation must appoint a chief parachuting instructor and the chief instructor's responsibilities. It also provides for an ASAO to establish procedures for organisations to appoint chief instructors and for the ASAO to approve chief instructor appointments.Section 5.43 provides a requirement that a parachuting instructor must always wear a parachute while on board an aircraft where they are supervising a parachute descent by a trainee parachutist. The section also provides that a parachuting training organisation must have appointed a chief parachuting instructor before providing parachuting training. Section 5.44 provides the requirements relating to the responsibilities of an ASAO authorised parachuting display organiser.Section 5.45 provides requirements relating to the conduct of display descents and the equipment requirements of display descents. The requirements of both sections are consistent with existing practice and procedures.Section 5.46 provides a requirement that a person conducting a descent over a populous area must use a steerable main parachute and steerable reserve parachute. However, the administering ASAO may approve the use of a non-steerable main parachute for the descent.Section 5.47 provides requirements relating to the safe management of parachuting drop zones.Section 5.48 provides for, and identifies, existing legislative requirements that apply to a person making a radiocommunications broadcast for the purposes of ground control.Section 5.49 provides that an ASAO that administers a parachute descent must include, in its exposition, procedures for the safe conduct of operations at a drop zone regarding parachute and container compatibility.  |

**Question 7.** Do the requirements in Division 3 of Chapter 5 of the proposed Part 105 MOS sections 5.23 to 5.49, for the conduct of parachute descents, adequately mitigate the associated safety risks?

Radio buttons

[ ]  Yes

[ ]  Yes, with changes (please specify suggested changes below)

[ ]  No (please explain why and provide alternative suggestions below)

Please provide any comments you may have on proposal 7.

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## **Proposal 8**

Division 4 of Chapter 5 sections 5.50 to 5.55 provides the requirements for the conduct of aircraft operations for facilitating parachuting descents.

**FACT BANK** – Conduct of aircraft operations - Sections 5.50 to 5.55

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| *Content:* Section 5.50 provides the requirements that each person being carried on board a jump aircraft must take all necessary steps to ensure they do not present a hazard to the operation of the aircraft.Section 5.51 provides the requirement that a door of a parachuting aircraft must not be opened or removed unless that action is permitted by the aircraft flight manual instructions.Section 5.52 prescribes the requirements for the removal (or refit) of a door or canopy of a Part 103 aircraft being used to facilitate a parachute descent.Section 5.53 provides the requirements that apply to the pilot in command of a parachuting aircraft in a parachute training operation to allow parachutists to exit at non-controlled aerodromes where carriage of a radio is required.Section 5.54 provides the requirements that apply to parachutists and the pilot in command of a parachuting aircraft for parachute descents at certified aerodromes.Section 5.55 provides a requirement that applies to the PIC of a Part 131 aircraft (manned free balloon) to mitigate the risk of an uncontrolled ascent following the exit of a parachutist from the aircraft. The section also provides that a Part 131 ASAO (balloon) must include in its exposition procedures for safe conduct that apply to manned free balloons operated for a Part 131 recreational activity and used for the purpose of facilitating a parachute descent. The proposals are generally consistent with existing practice and procedures. |

**Question 8.** Do the requirements in Division 4 of Chapter 5 of the proposed Part 105 MOS, sections 5.50 to 5.55, for the conduct of parachuting aircraft operations, adequately mitigate the associated safety risks?

Radio buttons

[ ]  Yes

[ ]  Yes, with changes (please specify suggested changes below)

[ ]  No (please explain why and provide alternative suggestions below)

Please provide any comments you may have on proposal 8.

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# Page 9. Chapter 6 and 7 – Reserved for Fatigue (6) and Weight and balance (7)

**Chapter 6**

Chapter 6 has no requirements currently prescribed. This chapter is reserved to preserve the MOS structure for any future provisions that would be appropriate following consultation.

## **Proposal 9**

Chapter 7 provides the requirements for the management of aircraft weight and balance, including the requirements in relation to the loading of any parachuting aircraft being operated to facilitate a parachute descent.

**FACT BANK** – Aircraft equipment - Sections 7.01 to 7.04

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| *Content:* Section 7.02 provides the requirements for the operator of the aircraft and the pilot in command when they are facilitating a parachute descent, that they must ensure a loading sheet is completed before the departure of a flight. The loading sheet may be in physical or electronic format.Section 7.03 provides the requirements in relation to the information that is to be included on the loading sheet for an aircraft other than manned free balloons.Section 7.04 prescribes the requirements in relation to the information that is to be included on the loading sheet for a Part 131 aircraft. |

**Question 9.** Do the proposed requirements in Chapter 7 of the proposed Part 105 MOS, sections 7.01 to 7.04 provide assurance the correct loading of aircraft and records are kept?

Radio buttons

[ ]  Yes

[ ]  Yes, with changes (please specify suggested changes below)

[ ]  No (please explain why and provide alternative suggestions below)

Please provide any comments you may have on proposal 9.

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# Page 10. Chapter 8 – Instruments, Indicators, Equipment and Systems

## **Proposal 10**

Chapter 8 specifies the additional (compared to Part 91) radio equipment and oxygen equipment that must be carried on parachuting aircraft and the circumstances in which equipment must be used.

**FACT BANK** – Aircraft equipment - Sections 8.02 to 8.03

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| *Content:* Section 8.02 provides that the operator of a parachuting aircraft (other than a Part 103 aircraft or a manned free balloon) must be fitted with 2 Very High Frequency (VHF) radios if operating in airspace other than in class G airspace and one radio if operating in class G airspace. It also provides that the operator of a parachuting aircraft that is a Part 103 aircraft or a manned free balloon must be fitted with at least one VHF radio.Section 8.03 provides that the operator of an unpressurised parachuting aircraft (other than a Part 103 aircraft) must ensure that supplemental oxygen is provided and that a person on board the aircraft must use the supplemental oxygen, in accordance with Part 91. The proposals are generally consistent with existing practice and procedures.  |

**Question 10.** Do the proposed Chapter 8 of the proposed Part 105 MOS, sections 8.02 to 8.03 requirements provide for an acceptable level of safety in relation to the mentioned operations?

Radio buttons

[ ]  Yes

[ ]  Yes, with changes (please specify suggested changes below)

[ ]  No (please explain why and provide alternative suggestions below)

Please provide any comments you may have on proposal 10.

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# Page 11. Chapter 9 – Flight crew

## **Proposal 11**

Chapter 9 specifies the pilot requirements for parachute descents from a Part 103 of CASR aircraft or a manned free balloon at night.

**FACT BANK**– Pilot requirements – manned free balloons - Section 9.01 and 9.02

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| *Content:* Section 9.01 requires the pilot in command of a Part 103 aircraft being operated to facilitate a parachute descent to meet specified pilot certification, aeronautical experience, and flight time requirements. Section 9.02 provides that the pilot of a manned free balloon being operated for a parachute descent, if the operation is a Part 131 recreational activity, must not operate the aircraft to facilitate a parachute descent at night. |

**Question 11.** Do the requirements in Chapter 9 of the proposed Part 105 MOS, sections 9.01 and 9.02 for pilots provide adequate assurance that a pilot in command of a Part 103 aircraft is suitably qualified and experienced? Is the prohibition of night descents from manned free balloons consistent with mitigating the risks of an uncontrolled ascent or descent at night?

Radio buttons

[ ]  Yes

[ ]  Yes, with changes (please specify suggested changes below)

[ ]  No (please explain why and provide alternative suggestions below)

Please provide any comments you may have on proposal 11.

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# Page 12. General comments

Do you have any additional comments about the proposed policy? Please include any **impact** this change may have on you or your operation.

*(This should not include points you have already raised.)*

Comments

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