



PARACHUTE SOP
DFW WING
COMMEMORATIVE AIR FORCE



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Approved by CAF HQ

Signed _____ Date _____

DFW Wing Leader *_Col Keith Barrett* Date 6/7/2018

DFW Wing CAF

Jump Operation S.O.P.

This SOP is in place to guide the DFW Wing in the operation of the Douglas R4D during paratroop drop flights. All operations will be conducted in accordance with FAR's, the Operating Limitations issued by the FAA, and this SOP. Additional reference will be provided by AC-105(x).

1. All Operations will be conducted per the Operating Limitations issued by the FAA on September 22, 2015
2. A copy of this SOP must be carried in the aircraft and made available to the pilots during all Jump Operations.
3. The Pilot in Command is responsible for all operations and must be at the flight crew stations at all times.
4. Use of the briefing guide is required to ensure all requirements are covered prior to operation.
5. Flight crew members are not required to wear parachutes.
6. Any occupant wearing a parachute must wear it from before taxi until after landing.
7. No one will leave their seat during flight except as needed to execute the drop and recovery.
8. No additional passengers will be carried without approval from the DFW Wing Operations Officer.
9. Approved passengers must remain seated in the furthest approved seat away from the main jump door.
10. Passengers must keep their seatbelt fastened at all times.
11. Photographers should be seated with seat belt fastened at a location to allow photograph taking without leaving their seat.
12. All pilots (PIC's and SIC's) must receive ground training on the areas of operation covered in the 'Parachute Drop Ground Training Form' included in this document.
13. Each PIC must receive and log flight training in the areas of operation listed in the 'PIC Flight Training Syllabus'. Flight Training must be conducted by an R4D PIC approved in air drops or persons approved by the CAF Director of Operations.
14. Flight training must be documented on CAF Form 602. This document must be kept in the squadron pilot records. A copy of the 602 must also be sent to CAF HQ.
15. Loadmasters must receive training in the areas of operations related to their duties and a list of those approved loadmasters must be maintained by the DFW Wing Operations Officer.
16. All parachutists on the aircraft who are not USPA licensed must receive parachute training each 12 calendar months. This training must be documented on the 'Parachute Training Form' included in this document.

Parachute Training Form

Parachute Training Must Include:

- A) How to inspect the parachute
- B) How to put on and properly adjust the parachute
- C) How to activate the parachute
- D) Basics of proper landing technique

Signature below is verification of training		
Name	Date of Training	Signature

PARACHUTE DROP GROUND TRAINING FORM

This form is required of all PILOTS conducting drop operations

Aircraft Type: _____ **Model:** _____ **N#:** _____

Pilot's Name: _____ *Col. #* _____ *Cert. #* _____

Instructor's Name: _____ *Col. #* _____ *Cert. #* _____

Date of Training _____ *Location* _____ *Time spent* _____

(1) Ground Training.

(a) Preflight inspection specific to jump aircraft and modifications.

(b) Aircraft limitations.

(c) Weight and Balance (W&B).

Adjustments for door removed from aircraft or stored on board.

Takeoff computations.

Weight shift in flight procedures for exiting jumpers.

Landing configuration.

(d) Low-speed operations for jump runs.

Maneuvering at minimum speed.

Opening and closing jump door, if applicable.

Stall recognition and recovery.

(e) Emergency procedures.

Standard aircraft emergencies.

Emergencies caused by jump activities.

Bailout procedures.

(f) Aircraft airworthiness determination.

Maintenance requirements and procedures.

Aircraft Status Inspection List (Figure 1).

Minimum equipment list (MEL), if applicable.

Logging maintenance discrepancies.

(g) Parachute packing in compliance with § 105.43.

(h) Drop zone surface and airspace familiarization.

(i) Descent Procedures.

Aircraft best-glide speed for engine failure

AAD Activation considerations with skydivers onboard

Pilot's Signature: _____

(This signature is verification the training was received)

PIC Flight Training Syllabus

All PIC Pilots must receive and log Flight training on the areas of operation listed below. This training must be documented on CAF Form 602. The training must include:

(1) Minimum PIC qualifications:

- (a) 500 hours Aeronautical flight experience
- (b) 200 hours in category and class
- (c) 10 hours PIC in the model
- (d) at least 50 hours in tail wheel aircraft

(2) Flight Training.

- (a)** Takeoffs and landings with representative loads.
- (b)** Center of gravity (CG) shift with jumper exit.
- (c)** Stall-spin prevention and recovery, including minimum airspeed during drop.
- (d)** Configuration for jump run and jumper exit including procedures for tail strike avoidance.

CAF Airshow Jump Briefing

Arrive at the aircraft no later than 30 minutes prior to taxi time

Mission:

Weather

Takeoff Time

Flight Profile

Jump zone

Landing Sequence

Passenger Information (if applicable):

Pax seating locations (away from door)

Pax must remain seated with belts fastened for flight

Photographer location and requirements

Jumper Information:

Number of Jumpers

Jumper Sequence

Loadmaster responsibilities

Aircraft Equipment:

Cabin Door Operations and Safety

Static Line Equipment

Harnesses (if Required)

Static Line Retrievers (if installed)

Emergencies:

Emergency Equipment

Emergency Exits

Must remain seated with belts fastened for T/O

Should remain with A/C until at least 1500 AGL

Responsibilities during A/C emergency

Hung Jumper

Required Training and Documentation:

- a) Parachute training for all non-certificated jumpers
- b) Pilot Ground Training Forms
- c) PIC Flight Training Form
- d) CAF Hold Harmless Form for each occupant

14 CFR - Parachute regulations

§ 91.15 Dropping objects.

No [pilot in command](#) of a [civil aircraft](#) may allow any object to be dropped from that [aircraft](#) in flight that creates a hazard to [persons](#) or property. However, this section does not prohibit the dropping of any object if reasonable precautions are taken to avoid injury or damage to [persons](#) or property.

§ 91.307 [Parachutes](#) and parachuting.

(a) No pilot of a [civil aircraft](#) may allow a [parachute](#) that is available for emergency use to be carried in that [aircraft](#) unless it is an approved type and has been packed by a certificated and appropriately rated [parachute](#) rigger -

(1) Within the preceding 180 days, if its canopy, shrouds, and harness are composed exclusively of nylon, rayon, or other similar synthetic fiber or materials that are substantially resistant to damage from mold, mildew, or other fungi and other rotting agents propagated in a moist environment; or

(2) Within the preceding 60 days, if any part of the [parachute](#) is composed of silk, pongee, or other natural fiber or materials not specified in [paragraph \(a\)\(1\)](#) of this section.

(b) Except in an emergency, no [pilot in command](#) may allow, and no [person](#) may conduct, a [parachute](#) operation from an [aircraft](#) within the [United States](#) except in accordance with [part 105](#) of this chapter.

(c) Unless each occupant of the [aircraft](#) is wearing an approved [parachute](#), no pilot of a [civil aircraft](#) carrying any [person](#) (other than a crewmember) may execute any intentional maneuver that exceeds -

(1) A bank of 60 degrees relative to the horizon; or

(2) A nose-up or nose-down attitude of 30 degrees relative to the horizon.

(d) [Paragraph \(c\)](#) of this section does not apply to -

(1) Flight tests for pilot certification or [rating](#); or

(2) Spins and other flight maneuvers required by the regulations for any certificate or [rating](#) when given by -

(i) A certificated flight instructor; or

(ii) An airline transport pilot instructing in accordance with [§ 61.67](#) of this chapter.

(e) For the purposes of this section, **approved parachute** means -

(1) A [parachute](#) manufactured under a type certificate or a technical standard order (C-23 series); or

(2) A personnel-carrying military [parachute](#) identified by an NAF, AAF, or AN drawing number, an AAF order number, or any other military designation or specification number.

[Doc. No. 18334, [54 FR 34308](#), Aug. 18, 1989, as amended by Amdt. 91-255, [62 FR 68137](#), Dec. 30, 1997; Amdt. 91-268, [66 FR 23553](#), May 9, 2001; Amdt. 91-305, [73 FR 69530](#), Nov. 19, 2008]

[Title 14](#) → [Chapter I](#) → [Subchapter F](#) → [Part 105](#)

[TITLE 14—Aeronautics and Space](#)

[CHAPTER I—FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION \(CONTINUED\)](#)

[SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES](#)

[PART 105—PARACHUTE OPERATIONS](#)

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§105.3	Definitions.
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Subpart C—PARACHUTE EQUIPMENT AND PACKING

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[§105.49](#) Foreign parachutists and equipment.

§105.1 Applicability.

(a) Except as provided in paragraphs (b) and (c) of this section, this part prescribes rules governing parachute operations conducted in the United States.

(b) This part does not apply to a parachute operation conducted—

(1) In response to an in-flight emergency, or

(2) To meet an emergency on the surface when it is conducted at the direction or with the approval of an agency of the United States, or of a State, Puerto Rico, the District of Columbia, or a possession of the United States, or an agency or political subdivision thereof.

(c) Sections 105.5, 105.9, 105.13, 105.15, 105.17, 105.19 through 105.23, 105.25(a)(1) and 105.27 of this part do not apply to a parachute operation conducted by a member of an Armed Force—

(1) Over or within a restricted area when that area is under the control of an Armed Force.

(2) During military operations in uncontrolled airspace.

§105.3 Definitions.

For the purposes of this part—

Approved parachute means a parachute manufactured under a type certificate or a Technical Standard Order (C-23 series), or a personnel-carrying U.S. military parachute (other than a high altitude, high speed, or ejection type) identified by a Navy Air Facility, an Army Air Field, and Air Force-Navy

drawing number, an Army Air Field order number, or any other military designation or specification number.

Automatic Activation Device means a self-contained mechanical or electro-mechanical device that is attached to the interior of the reserve parachute container, which automatically initiates parachute deployment of the reserve parachute at a pre-set altitude, time, percentage of terminal velocity, or combination thereof.

Direct Supervision means that a certificated rigger personally observes a non-certificated person packing a main parachute to the extent necessary to ensure that it is being done properly, and takes responsibility for that packing.

Drop Zone means any pre-determined area upon which parachutists or objects land after making an intentional parachute jump or drop. The center-point target of a drop zone is expressed in nautical miles from the nearest VOR facility when 30 nautical miles or less; or from the nearest airport, town, or city depicted on the appropriate Coast and Geodetic Survey World Aeronautical Chart or Sectional Aeronautical Chart, when the nearest VOR facility is more than 30 nautical miles from the drop zone.

Foreign parachutist means a parachutist who is neither a U.S. citizen or a resident alien and is participating in parachute operations within the United States using parachute equipment not manufactured in the United States.

Freefall means the portion of a parachute jump or drop between aircraft exit and parachute deployment in which the parachute is activated manually by the parachutist at the parachutist's discretion or automatically, or, in the case of an object, is activated automatically.

Main parachute means a parachute worn as the primary parachute used or intended to be used in conjunction with a reserve parachute.

Object means any item other than a person that descends to the surface from an aircraft in flight when a parachute is used or is intended to be used during all or part of the descent.

Parachute drop means the descent of an object to the surface from an aircraft in flight when a parachute is used or intended to be used during all or part of that descent.

Parachute jump means a parachute operation that involves the descent of one or more persons to the surface from an aircraft in flight when an aircraft is used or intended to be used during all or part of that descent.

Parachute operation means the performance of all activity for the purpose of, or in support of, a parachute jump or a parachute drop. This parachute operation can involve, but is not limited to, the following persons: parachutist, parachutist in command and passenger in tandem parachute operations, drop zone or owner or operator, jump master, certificated parachute rigger, or pilot.

Parachutist means a person who intends to exit an aircraft while in flight using a single-harness, dual parachute system to descend to the surface.

Parachutist in command means the person responsible for the operation and safety of a tandem parachute operation.

Passenger parachutist means a person who boards an aircraft, acting as other than the parachutist in command of a tandem parachute operation, with the intent of exiting the aircraft while in-flight using the forward harness of a dual harness tandem parachute system to descend to the surface.

Pilot chute means a small parachute used to initiate and/or accelerate deployment of a main or reserve parachute.

Ram-air parachute means a parachute with a canopy consisting of an upper and lower surface that is inflated by ram air entering through specially designed openings in the front of the canopy to form a gliding airfoil.

Reserve parachute means an approved parachute worn for emergency use to be activated only upon failure of the main parachute or in any other emergency where use of the main parachute is impractical or use of the main parachute would increase risk.

Single-harness, dual parachute system: means the combination of a main parachute, approved reserve parachute, and approved single person harness and dual-parachute container. This parachute system may have an operational automatic activation device installed.

Tandem parachute operation: means a parachute operation in which more than one person simultaneously uses the same tandem parachute system while descending to the surface from an aircraft in flight.

Tandem parachute system: means the combination of a main parachute, approved reserve parachute, and approved harness and dual parachute container, and a separate approved forward harness for a passenger parachutist. This parachute system must have an operational automatic activation device installed.

§105.13 Radio equipment and use requirements.

(a) Except when otherwise authorized by air traffic control—

(1) No person may conduct a parachute operation, and no pilot in command of an aircraft may allow a parachute operation to be conducted from that aircraft, in or into controlled airspace unless, during that flight—

(i) The aircraft is equipped with a functioning two-way radio communication system appropriate to the air traffic control facilities being used; and

(ii) Radio communications have been established between the aircraft and the air traffic control facility having jurisdiction over the affected airspace of the first intended exit altitude at least 5 minutes before the parachute operation begins. The pilot in command must establish radio communications to receive information regarding air traffic activity in the vicinity of the parachute operation.

(2) The pilot in command of an aircraft used for any parachute operation in or into controlled airspace must, during each flight—

(i) Continuously monitor the appropriate frequency of the aircraft's radio communications system from the time radio communications are first established between the aircraft and air traffic control, until the pilot advises air traffic control that the parachute operation has ended for that flight.

(ii) Advise air traffic control when the last parachutist or object leaves the aircraft.

(b) Parachute operations must be aborted if, prior to receipt of a required air traffic control authorization, or during any parachute operation in or into controlled airspace, the required radio communications system is or becomes inoperative.

§105.13 Radio equipment and use requirements.

(a) Except when otherwise authorized by air traffic control—

(1) No person may conduct a parachute operation, and no pilot in command of an aircraft may allow a parachute operation to be conducted from that aircraft, in or into controlled airspace unless, during that flight—

(i) The aircraft is equipped with a functioning two-way radio communication system appropriate to the air traffic control facilities being used; and

(ii) Radio communications have been established between the aircraft and the air traffic control facility having jurisdiction over the affected airspace of the first intended exit altitude at least 5 minutes before the parachute operation begins. The pilot in command must establish radio communications to receive information regarding air traffic activity in the vicinity of the parachute operation.

(2) The pilot in command of an aircraft used for any parachute operation in or into controlled airspace must, during each flight—

(i) Continuously monitor the appropriate frequency of the aircraft's radio communications system from the time radio communications are first established between the aircraft and air traffic control, until the pilot advises air traffic control that the parachute operation has ended for that flight.

(ii) Advise air traffic control when the last parachutist or object leaves the aircraft.

(b) Parachute operations must be aborted if, prior to receipt of a required air traffic control authorization, or during any parachute operation in or into controlled airspace, the required radio communications system is or becomes inoperative.

§105.17 Flight visibility and clearance from cloud requirements.

No person may conduct a parachute operation, and no pilot in command of an aircraft may allow a parachute operation to be conducted from that aircraft—

(a) Into or through a cloud, or

(b) When the flight visibility or the distance from any cloud is less than that prescribed in the following table:

Altitude	Flight visibility (statute miles)	Distance from clouds
1,200 feet or less above the surface regardless of the MSL altitude	3	500 feet below, 1,000 feet above, 2,000 feet horizontal.
More than 1,200 feet above the surface but less than 10,000 feet MSL	3	500 feet below, 1,000 feet above, 2,000 feet horizontal.
More than 1,200 feet above the surface and at or above 10,000 feet MSL	5	1,000 feet below, 1,000 feet above, 1 mile horizontal.

§105.19 Parachute operations between sunset and sunrise.

(a) No person may conduct a parachute operation, and no pilot in command of an aircraft may allow a person to conduct a parachute operation from an aircraft between sunset and sunrise, unless the person or object descending from the aircraft displays a light that is visible for at least 3 statute miles.

(b) The light required by paragraph (a) of this section must be displayed from the time that the person or object is under a properly functioning open parachute until that person or object reaches the surface.

§105.21 Parachute operations over or into a congested area or an open-air assembly of persons.

(a) No person may conduct a parachute operation, and no pilot in command of an aircraft may allow a parachute operation to be conducted from that aircraft, over or into a congested area of a city, town, or settlement, or an open-air assembly of persons unless a certificate of authorization for that parachute operation has been issued under this section. However, a parachutist may drift over a congested area or an open-air assembly of persons with a fully deployed and properly functioning parachute if that parachutist is at a sufficient altitude to avoid creating a hazard to persons or property on the surface.

(b) An application for a certificate of authorization issued under this section must—

(1) Be made in the form and manner prescribed by the Administrator, and

(2) Contain the information required in §105.15(a) of this part.

(c) Each holder of, and each person named as a participant in a certificate of authorization issued under this section must comply with all requirements contained in the certificate of authorization.

(d) Each holder of a certificate of authorization issued under this section must present that certificate for inspection upon the request of the Administrator, or any Federal, State, or local official.

§105.23 Parachute operations over or onto airports.

No person may conduct a parachute operation, and no pilot in command of an aircraft may allow a parachute operation to be conducted from that aircraft, over or onto any airport unless—

(a) For airports with an operating control tower:

(1) Prior approval has been obtained from the management of the airport to conduct parachute operations over or on that airport.

(2) Approval has been obtained from the control tower to conduct parachute operations over or onto that airport.

(3) Two-way radio communications are maintained between the pilot of the aircraft involved in the parachute operation and the control tower of the airport over or onto which the parachute operation is being conducted.

(b) For airports without an operating control tower, prior approval has been obtained from the management of the airport to conduct parachute operations over or on that airport.

(c) A parachutist may drift over that airport with a fully deployed and properly functioning parachute if the parachutist is at least 2,000 feet above that airport's traffic pattern, and avoids creating a hazard to air traffic or to persons and property on the ground.

§105.25 Parachute operations in designated airspace.

(a) No person may conduct a parachute operation, and no pilot in command of an aircraft may allow a parachute operation to be conducted from that aircraft—

(1) Over or within a restricted area or prohibited area unless the controlling agency of the area concerned has authorized that parachute operation;

(2) Within or into a Class A, B, C, D airspace area without, or in violation of the requirements of, an air traffic control authorization issued under this section;

(3) Except as provided in paragraph (c) and (d) of this section, within or into Class E or G airspace area unless the air traffic control facility having jurisdiction over the airspace at the first intended exit altitude is notified of the parachute operation no earlier than 24 hours before or no later than 1 hour before the parachute operation begins.

(b) Each request for a parachute operation authorization or notification required under this section must be submitted to the air traffic control facility having jurisdiction over the airspace at the first intended exit altitude and must include the information prescribed by §105.15(a) of this part.

(c) For the purposes of paragraph (a)(3) of this section, air traffic control facilities may accept a written notification from an organization that conducts parachute operations and lists the scheduled series of parachute operations to be conducted over a stated period of time not longer than 12 calendar months. The notification must contain the information prescribed by §105.15(a) of this part, identify the responsible persons associated with that parachute operation, and be submitted at least 15 days, but not more than 30 days, before the parachute operation begins. The FAA may revoke the acceptance of the notification for any failure of the organization conducting the parachute operations to comply with its requirements.

(d) Paragraph (a)(3) of this section does not apply to a parachute operation conducted by a member of an Armed Force within a restricted area that extends upward from the surface when that area is under the control of an Armed Force.

§105.41 Applicability.

This subpart prescribed rules governing parachute equipment used in civil parachute operations.

§105.43 Use of single-harness, dual-parachute systems.

No person may conduct a parachute operation using a single-harness, dual-parachute system, and no pilot in command of an aircraft may allow any person to conduct a parachute operation from that aircraft using a single-harness, dual-parachute system, unless that system has at least one main parachute, one approved reserve parachute, and one approved single person harness and container that are packed as follows:

(a) The main parachute must have been packed within 180 days before the date of its use by a certificated parachute rigger, the person making the next jump with that parachute, or a non-certificated person under the direct supervision of a certificated parachute rigger.

(b) The reserve parachute must have been packed by a certificated parachute rigger—

(1) Within 180 days before the date of its use, if its canopy, shroud, and harness are composed exclusively of nylon, rayon, or similar synthetic fiber or material that is substantially resistant to damage from mold, mildew, and other fungi, and other rotting agents propagated in a moist environment; or

(2) Within 60 days before the date of its use, if it is composed of any amount of silk, pongee, or other natural fiber, or material not specified in paragraph (b)(1) of this section.

(c) If installed, the automatic activation device must be maintained in accordance with manufacturer instructions for that automatic activation device.

[Doc. No. FAA-1999-5483, 66 FR 23553, May 9, 2001, as amended by Amdt. 105-13, 73 FR 69531, Nov. 19, 2008]

§105.45 Use of tandem parachute systems.

(a) No person may conduct a parachute operation using a tandem parachute system, and no pilot in command of an aircraft may allow any person to conduct a parachute operation from that aircraft using a tandem parachute system, unless—

(1) One of the parachutists using the tandem parachute system is the parachutist in command, and meets the following requirements:

(i) Has a minimum of 3 years of experience in parachuting, and must provide documentation that the parachutist—

(ii) Has completed a minimum of 500 freefall parachute jumps using a ram-air parachute, and

(iii) Holds a master parachute license issued by an organization recognized by the FAA, and

(iv) Has successfully completed a tandem instructor course given by the manufacturer of the tandem parachute system used in the parachute operation or a course acceptable to the Administrator.

(v) Has been certified by the appropriate parachute manufacturer or tandem course provider as being properly trained on the use of the specific tandem parachute system to be used.

(2) The person acting as parachutist in command:

(i) Has briefed the passenger parachutist before boarding the aircraft. The briefing must include the procedures to be used in case of an emergency with the aircraft or after exiting the aircraft, while preparing to

exit and exiting the aircraft, freefall, operating the parachute after freefall, landing approach, and landing.

(ii) Uses the harness position prescribed by the manufacturer of the tandem parachute equipment.

(b) No person may make a parachute jump with a tandem parachute system unless—

(1) The main parachute has been packed by a certificated parachute rigger, the parachutist in command making the next jump with that parachute, or a person under the direct supervision of a certificated parachute rigger.

(2) The reserve parachute has been packed by a certificated parachute rigger in accordance with §105.43(b) of this part.

(3) The tandem parachute system contains an operational automatic activation device for the reserve parachute, approved by the manufacturer of that tandem parachute system. The device must—

(i) Have been maintained in accordance with manufacturer instructions, and

(ii) Be armed during each tandem parachute operation.

(4) The passenger parachutist is provided with a manual main parachute activation device and instructed on the use of that device, if required by the owner/operator.

(5) The main parachute is equipped with a single-point release system.

(6) The reserve parachute meets Technical Standard Order C23 specifications.

§105.47 Use of static lines.

(a) Except as provided in paragraph (c) of this section, no person may conduct a parachute operation using a static line attached to the aircraft and the main parachute unless an assist device, described and attached as follows, is used to aid the pilot chute in performing its function, or, if no pilot chute is used, to aid in the direct deployment of the main parachute canopy. The assist device must—

(1) Be long enough to allow the main parachute container to open before a load is placed on the device.

(2) Have a static load strength of—

(i) At least 28 pounds but not more than 160 pounds if it is used to aid the pilot chute in performing its function; or

(ii) At least 56 pounds but not more than 320 pounds if it is used to aid in the direct deployment of the main parachute canopy; and

(3) Be attached as follows:

(i) At one end, to the static line above the static-line pins or, if static-line pins are not used, above the static-line ties to the parachute cone.

(ii) At the other end, to the pilot chute apex, bridle cord, or bridle loop, or, if no pilot chute is used, to the main parachute canopy.

(b) No person may attach an assist device required by paragraph (a) of this section to any main parachute unless that person is a certificated parachute rigger or that person makes the next parachute jump with that parachute.

(c) An assist device is not required for parachute operations using direct-deployed, ram-air parachutes.

§105.49 Foreign parachutists and equipment.

(a) No person may conduct a parachute operation, and no pilot in command of an aircraft may allow a parachute operation to be conducted from that aircraft with an unapproved foreign parachute system unless—

(1) The parachute system is worn by a foreign parachutist who is the owner of that system.

(2) The parachute system is of a single-harness dual parachute type.

(3) The parachute system meets the civil aviation authority requirements of the foreign parachutist's country.

(4) All foreign non-approved parachutes deployed by a foreign parachutist during a parachute operation conducted under this section shall be packed as follows—

(i) The main parachute must be packed by the foreign parachutist making the next parachute jump with that parachute, a certificated parachute rigger, or any other person acceptable to the Administrator.

(ii) The reserve parachute must be packed in accordance with the foreign parachutist's civil aviation authority requirements, by a certificated parachute rigger, or any other person acceptable to the Administrator.

Recommended Minimum Emergency Jump Altitudes

Military Static Line – 500 Feet

Sport Static Line – 1000 Feet

Sport Parachute Jumper – 1000 Feet

Tandem Jump – 1500 Feet

Catastrophic Aircraft Malfunction – Any Altitude

For Aircrew information