FEDERAL AVIATION AGENCY
BUREAU OF FLIGHT STANDARDS
Washington 25, D. C.

May 17, 1961

CIVIL AIR REGULATIONS DRAFT RELEASE NO. 61-8

SUBJECT: Operating Rules for the Packing, Repair, Maintenance, Alteration, and Inspection of Parachutes

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The Bureau of Flight Standards of the Federal Aviation Agency has under consideration amendments to Part 25 of the Civil Air Regulations. The reasons therefor are set forth in the explanatory statement of the attached proposal which was published today in the Federal Register as a notice of proposed rule making.

The Bureau of Flight Standards desires that all persons who will be affected by the requirements of this proposal be fully informed as to its effect upon them and is therefore circulating copies in order to afford interested persons ample opportunity to submit comments as they may desire.

Because of the large number of comments which we anticipate receiving in response to this draft release, we will be unable to acknowledge receipt of each reply. However, you may be assured that all comment will be given careful consideration.

It should be noted that comments must be submitted in duplicate to the Docket Section of the Federal Aviation Agency, and in order to insure consideration must be received on or before **July 17, 1961.**

Oscar Babler

Director,
Bureau of Flight Standards

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As published in the Federal Register on May 17, 1961 (26 F.R. 4289)

FEDERAL AVIATION AGENCY

[14 CFR Part 25]

[Reg Docket No. 746; Draft Release No 61-8]

PARACHUTES

Operating Rules for the Packing, Repair, Maintenance, Alteration, and Inspection

Pursuant to the authority delegated to me by the Administrator (14 CFR 405.27), notice is hereby given that there is under consideration proposed amendments to Part 25 of the Civil Air Regulations as hereinafter set forth.

Interested persons may participate in the making of the proposed rules by submitting such written data, views, or arguments as they may desire. Communications should be submitted in duplicate to the Docket Section of the Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. All communications received on or before July 17, 1961, will be considered by the Administrator before taking action on the proposed rules. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available for examination by interested persons in the Docket Section when the prescribed date for return of comments has expired.

Currently effective § 25.80 of the Civil Air Regulations provides that no individual shall pack, repair, maintain, alter, or inspect a parachute for use in connection with any civil aircraft used in air commerce without an appropriate parachute rigger certificate and rating. The section also provides that a parachute rigger shall perform such services only when certain facilities and equipment are available and the rigger complies with certain performance standards and other requirements concerning recent experience, record keeping, and sealing of the parachute. In this respect, compliance with the performance standards requires that all parachutes shall be packed, repaired, altered, maintained, or inspected only in a manner specified, authorized, or approved by the manufacturer or the Administrator. Such stringent requirements were promulgated on the premise that a parachute is intended for use only as a lifesaving device under emergency conditions, and as such must be subject to the best possible care.

However, it has become evident that the provisions of § 25.80 are imposing a burden on many persons engaged in legitimate activities where parachutes are used for purposes other than lifesaving. For example, intentional jumping for sport has become increasingly popular throughout the world. Sport parachute jumps in the United States increased from 238 in 1956 to more than 5,000 in 1958, and have more than doubled each succeeding year. Although such parachutes are used for other than emergency purposes, they are subject to the present requirements of § 25.80 because they are used in connection with civil aircraft engaged in air commerce.

In this regard, the Bureau of Flight Standards is aware that many members of parachute clubs are trained in the packing of the particular type of sport parachutes to be used by them. Very few are certificated parachute riggers, and, except for packing their own parachutes, have no need for such certificate. Consequently, the members of such clubs object to the present rule because of the burden of having a certificated rigger pack the main parachute of their dual parachute pack, particularly when the parachute is used several times a day in sport jumping. In addition, many parachutes used for purposes other than for lifesaving often are modified to suit the unique and particular need of the user. Such parachutes may be unapproved types for which no packing instructions are specified, authorized, or approved by the manufacturer or the Administrator. In these cases, the services of a certificated parachute rigger become unobtainable because the rigger is not authorized to pack any parachute except in the manner specified.

In order to alleviate the burden imposed upon those persons engaged in activities where personnel-carrying parachutes are used exclusively for intentional jumping, it is proposed to amend § 25.80 to provide that a non-certificated individual may pack the main parachute of a dual parachute pack which will be used exclusively by him for intentional jumping, and to permit an appropriately certificated rigger to deviate from the provisions of §§ 25.81 through 25.85 when performing services in connection with personnel-carrying parachutes used for other than emergency purposes. However, the proposal would require that personnel-carrying parachutes intended for emergency use must be packed, repaired, maintained, altered, and inspected in an approved manner by appropriately certificated and rated riggers. The proposed amendments to § 25.0 are purely clarifying in nature so as to more accurately define the applicability of the part.

In consideration of the foregoing, it is proposed to amend Part 25 of the Civil Air Regulations as follows:

1. By amending § 25.0 to read as follows:

§ 25.0 Applicability of this part.

This part establishes the requirements for the issuance of parachute rigger and master parachute rigger certificates and ratings, provides for the privileges of such certificates, and establishes basic operating rules for the packing, repair, maintenance, alteration, and inspection of personnel-carrying parachutes for use in connection with civil aircraft of the United States.

2. By amending § 25.80 to read as follows:

§ 25.80 General.

(a) *Personnel-carrying parachutes for emergency use.* No individual shall pack, repair, maintain, alter, or inspect any parachute intended for emergency use by an individual, including the auxiliary parachute of a dual parachute pack to be used for intentional jumping, unless he is an appropriately certificated parachute rigger or master parachute rigger, and complies with the provisions of §§ 25.81 through 25.85.

(b) *Personnel-carrying parachutes for nonemergency use.* No individual shall pack, repair, maintain, alter, or inspect any main parachute of a dual parachute pack to be used by an individual for intentional jumping, unless he is an appropriately certificated parachute rigger or master parachute rigger: *Provided,* That an individual who does not hold a parachute rigger or master parachute rigger certificate may pack the main parachute of a dual parachute pack which will be used exclusively by him for intentional jumping.

NOTE: The requirements of this section do not prohibit a certificated parachute rigger or master parachute rigger from deviating from the provisions of §§ 25.81 through 25.85 when engaged in packing, repairing, maintaining, altering, or inspecting the main parachute of a dual parachute pack to be used for intentional jumping.

These amendments are proposed under the authority of sections 313(a), 601, and 602 of the Federal Aviation Act of 1958 (72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1422).

Issued in Washington, D.C., on May 11, 1961.

OSCAR BAKKE,
Director,
Bureau of Flight Standards.

[F.R. Doc. 61-4493; Filed, May 16, 1961; 8:45 a.m.]