

**DRAFT**



GOVERNMENT OF INDIA  
**OFFICE OF THE DIRECTOR GENERAL OF CIVIL AVIATION**  
Technical Centre, Opp Safdurjung Airport, New Delhi – 110 003

**CIVIL AVIATION REQUIREMENTS**  
**SECTION \_**  
**SERIES 'A' PART I**

**EFFECTIVE: \_\_\_\_\_**

**Subject: PARACHUTE OPERATIONS**

**1. INTRODUCTION**

- 1.1 Parachuting (Skydiving) activities in the country have predominantly been carried out under the aegis of Indian Army and Air Force. However, such activities using civil registered aircraft are permitted under Rule 26(2) of the Indian Aircraft Rules, 1937.
- 1.2 Even though, parachuting has certain inherent risks for all participants, it has been gaining popularity in the Civil Aviation sector. In order to ensure safety of Parachuting Operations, the regulation on training & licensing of personnel and equipment engaged in such operations shall be carried out through Aero Club of India (ACI) or any other organization approved by DGCA.
- 1.3 Approved organization will develop Basic Safety Requirements and information for Skydiving activities considered as industry best practices and acceptable to DGCA. Any individual/entity intending to carry out parachuting activities shall require affiliation with DGCA approved organization and follow the safety requirements published by them before approaching DGCA for permission Rule 26(2) of the Indian Aircraft Rules, 1937.
- 1.4 This CAR lays down minimum conditions or limitations for operation of Parachuting (skydiving) activity and is issued under the provision of Rule 26(2) on descend by means of a parachute from an aircraft and also Rule 134B of the Aircraft Rules, 1937, if operation is for commercial purpose.

**2. APPLICABILITY**

The following entities will be eligible to seek parachuting permission under Rule 26(2) of the Indian Aircraft Rules, 1937:

- a) a citizen of India; or
- b) a group of individuals of Indian nationality or a trust/society registered under the Societies Registration Act, 1860; or
- c) a company registered under the Companies Act, 1956, having its principal place of business within India and with or without foreign equity participation (excluding NRI equity) as approved by Government from time to time; or
- d) the Central Government or a State Government Undertaking owned or controlled by either of the said Governments;
- e) Flying Training Organizations; or
- f) NSOP Holders

### 3. DEFINITIONS.

**Approved parachute** means a parachute manufactured under a type certificate or a Technical Standard Order (C-23 series).

**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 an approved rigger personally observes a non-approved 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 appropriate 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 not an Indian citizen and is participating in parachute operations within the India.

**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.

**Static Line.** A line of cable or webbing, one end of which is fastened to the parachute, the other to some part of the aircraft, used to activate and deploy or partially deploy the parachute as the load falls away from the aircraft.

**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.

#### 4. General

No person shall conduct a parachute operation, and no pilot in command of an aircraft shall allow a parachute operation to be conducted from an aircraft, if that operation creates a hazard to air traffic or to persons or property on the surface.

#### 5. Use of alcohol and drugs

No person shall conduct a parachute operation, and no pilot in command of an aircraft shall allow a person to conduct a parachute operation from that aircraft, if that person is or appears to be under the influence of intoxicating and psychoactive substances as required under Rule 24 of Indian Aircraft Rules 1937.

#### 6. Inspections

DGCA shall have the authority to inspect any parachute operation to which permission under Rule 26(2) of Indian Aircraft Rules 1937 has been granted and this CAR is applicable, including inspections at the site where the parachute operation is being conducted.

### 7. OPERATING REQUIREMENTS

#### 7.1 Radio equipment and use requirements

7.1.1 No person shall conduct a parachute operation, and no pilot in command of an aircraft shall 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.

7.1.2 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.

7.1.3 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.

## **7.2 Information required for seeking permission**

7.2.1 Each person/entity as per para 2 of this CAR requesting permission shall provide the following information, as per format given in Appendix "A":

- (i) The date and time the parachute operation will begin;
- (ii) The radius of the drop zone around the target expressed in nautical miles;

- (iii) The location of the center of the drop zone in relation to:
  - (a) The nearest VOR facility in terms of the VOR radial on which it is located and its distance in nautical miles from the VOR facility when that facility is 30 nautical miles or less from the drop zone target; or
  - (b) the nearest airport, town, or city depicted on the appropriate Aeronautical Chart, when the nearest VOR facility is more than 30 nautical miles from the drop zone target.
- (iv) Each altitude above mean sea level at which the aircraft will be operated when parachutists or objects exit the aircraft;
- (v) The duration of the intended parachute operation;
- (vi) The name, address, and telephone number of the person/entity intending to undertake parachute operation.
- (vii) The registration number of the aircraft to be used;
- (viii) Endorsement of Aerial work on C of A of the aircraft;
- (ix) Type of parachute operation (Whether private or commercial);
- (x) Endorsement of Aerial Work operation, if applying for commercial operation;
- (xi) The name of the air traffic control facility with jurisdiction of the airspace at the first intended exit altitude to be used for the parachute operation.
- (xii) Security Clearance from the concerned authorities viz. MHA, District Authorities etc. (including copy of work permit, visa for foreign national);
- (xiii) Proof of affiliation with DGCA approved organization (ACI or any other organization)

7.2.2 Each person/entity requesting permission under this CAR shall notify the DGCA and air traffic control facility having jurisdiction over the affected airspace if the proposed or scheduled parachute operation is canceled or postponed.

**7.3 Flight visibility and clearance from cloud requirements.**

No person shall conduct a parachute operation, and no pilot in command of an aircraft shall 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:

<b>Altitude</b>	<b>Flight visibility (KM)</b>	<b>Distance from clouds</b>
1,200 feet or less above the surface regardless of the MSL altitude	5	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	5	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	8	1,000 feet below, 1,000 feet above, 1 mile horizontal.

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

7.4.1 No person shall conduct a parachute operation, and no pilot in command of an aircraft shall 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 permission for that parachute operation has been issued. 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.

7.4.2 Each holder of, and each person named as a participant in a permission issued by DGCA shall comply with all requirements contained in the permission letter.

**7.5 Parachute operations over or onto airports.**

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

- (i) Prior NOC has been obtained from the airport operator and AAI/ ATC to conduct parachute operations over or on that airport.
- (ii) 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.

7.5.2 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.

## **7.6 Parachute operations in designated airspace.**

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

- a) Over or within a restricted area or prohibited area;
- b) 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;
- c) 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.

## **7.7 Parachute Equipment and Packing**

This para prescribes requirements governing parachute equipment used in civil parachute operations.

### **7.7.1 Use of single-harness, dual-parachute systems**

No person shall conduct a parachute operation using a single-harness, dual-parachute system, and no pilot in command of an aircraft shall



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 an approved parachute rigger, the person making the next jump with that parachute, or an unapproved person under the direct supervision of the approved parachute rigger.
- (b) The reserve parachute must have been packed by an approved parachute rigger:
  - (i) 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
  - (ii) 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)(i).
- (c) If installed, the automatic activation device must be maintained in accordance with manufacturer instructions for that automatic activation device.

#### **7.7.2 Use of tandem parachute systems**

- (a) No person shall conduct a parachute operation using a tandem parachute system, and no pilot in command of an aircraft shall 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 has completed a minimum of 500

free fall parachute jumps using a ram-air parachute, and

- (ii) Holds a master parachute license issued by an organization recognized by the DGCA, and
- (iii) Has successfully completed a tandem instructor course given by the manufacturer of the tandem parachute system used in the parachute operation or an organization acceptable to the DGCA.
- (iv) 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 shall make a parachute jump with a tandem parachute system unless:

- (1) The main parachute has been packed by an approved parachute rigger, the parachutist in command making the next jump with that parachute, or a person under the direct supervision of an approved parachute rigger.
- (2) The reserve parachute has been packed by an approved parachute rigger in accordance with para 7.7.1(b).
- (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 shall be certified as per FAA Technical Standard Order (TSO) C23 or equivalent EASA specifications.

### **7.7.3 Use of static lines**

- (a) Except as provided in paragraph (c), no person shall 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 static load strength of:
    - (i) at least 28 pounds (12.5 Kg) but not more than 160 pounds (72.5Kg) if it is used to aid the pilot chute in performing its function; or
    - (ii) at least 56 pounds (25Kg) but not more than 320 pounds (145Kg) if it is used to aid in the direct deployment of the main parachute canopy.
  - (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 shall attach an assist device required by paragraph (a) above to any main parachute unless that person is an approved 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.

**8. Approvals - Parachute Rigger**

- (a) No person shall pack, maintain, or alter any personnel-carrying parachute intended for emergency use in connection with civil aircraft (including the reserve parachute of a dual parachute system to be used for intentional parachute jumping) unless that person holds an appropriate current approval, type rating and complies with requirements laid down in para 15 to 17.
- (b) No person shall pack any main parachute of a dual-parachute system to be used for intentional parachute jumping in connection with civil aircraft unless that person:
  - (1) has an appropriate current approval issued under this para;
  - (2) is under the supervision of a current approved parachute rigger;
  - (3) is the person making the next parachute jump with that parachute in accordance with para 7.7.1(a)
  - (4) Is the parachutist in command making the next parachute jump with that parachute in a tandem parachute operation conducted under para 7.7.2(b).
- (c) No person shall maintain or alter any main parachute of a dual-parachute system to be used for intentional parachute jumping in connection with civil registered aircraft unless that person:
  - (1) has an appropriate current parachute rigger approval; or
  - (2) is under the supervision of a current approved parachute rigger;
- (d) Each person who holds a parachute rigger approval shall present it for inspection upon the request to the authorized representative of DGCA.
- (e) The type of parachute rigger approvals issued by DGCA are as follows:
  - (1) Senior parachute rigger.

- (2) Master parachute rigger.

**9. Eligibility requirements - General**

To be eligible for a parachute rigger approval, a person shall:

- (1) be at least 18 years of age;
- (2) have passed Class Ten or equivalent Examination from a recognized Board;
- (3) possess adequate proficiency in English;
- (4) comply with the relevant paras of this CAR applicable for approval and type rating he seeks.

**10. Senior parachute rigger approval - Experience, knowledge, and skill requirements**

An applicant for a senior parachute rigger approval shall:

- (a) Present evidence satisfactory to the DGCA that he has packed at least 20 parachutes of each type for which he seeks a rating, in accordance with the manufacturer's instructions and under the supervision of an approved parachute rigger holding a rating for that type or a person holding appropriate approval from defence authority.
- (b) Pass a written test, with respect to parachutes in common use, on:
  - (1) Their construction, packing, and maintenance;
  - (2) The manufacturer's instructions;
  - (3) The requirements laid down in this CAR.
- (c) Pass an oral and practical test showing his ability to pack and maintain at least one type of parachute in common use, appropriate to the type rating he seeks.

**11. Master parachute rigger approval - Experience, knowledge and skill requirements.**

An applicant for a master parachute rigger approval shall meet the following requirements:

- (a) Present evidence satisfactory to the DGCA that he has had at least 3 years of experience as a parachute rigger and has satisfactorily packed at least 100 parachutes of each of two types in common use, in accordance with the manufacturer's instructions:

- (1) While an approved and appropriately rated senior parachute rigger; or
- (2) While under the supervision of approved and appropriately rated parachute rigger. or a person holding appropriate approval from defence authority.

An applicant shall combine experience specified in paragraphs (a) (1) and (2) above to meet the requirements of this paragraph.

- (b) If the applicant is not the holder of a senior parachute rigger approval, pass a written test, with respect to parachutes in common use, on:
  - (1) Their construction, packing, and maintenance;
  - (2) The manufacturer's instructions; and
  - (3) The regulations of this subpart.
- (c) Pass an oral and practical test showing his ability to pack and maintain two types of parachutes in common use, appropriate to the type ratings he seeks.

## **12. Type ratings**

- (a) The following type ratings are issued under this para:
  - (1) Seat
  - (2) Back
  - (3) Chest
  - (4) Lap
- (b) The holder of a senior parachute rigger approval who qualifies for a master parachute rigger approval is entitled to have placed on his master parachute rigger approval the ratings that were on his senior parachute rigger approval.

**13. Additional type ratings: Requirements**

An approved rigger who applies for an additional type rating must:

- (a) Present evidence satisfactory to the DGCA that he has packed at least 20 parachutes of the type for which he seeks a rating, in accordance with the manufacturer's instructions and under the supervision of an approved parachute rigger holding a rating for that type or a person holding an appropriate military rating; and
- (b) Pass a practical test, to the satisfaction of DGCA, showing his ability to pack and maintain the type of parachute for which he seeks a rating.

**14. Functions of Parachute Rigger**

- (a) An senior parachute rigger may:
  - (1) Pack or maintain (except for major repair) any type of parachute for which he is rated; and
  - (2) Supervise other persons in packing any type of parachute for which that person is rated in accordance with para 7.7.1(a) or 7.7.2(b)(1).
- (b) An approved master parachute rigger may:
  - (1) Pack, maintain, or alter any type of parachute for which he is rated; and
  - (2) Supervise other persons in packing, maintaining, or altering any type of parachute for which the certificated parachute rigger is rated in accordance with para 7.7.1(a) or 7.7.2(b)(1).
- (c) An approved parachute rigger need not comply with para 15 through 17 (relating to facilities, equipment, performance standards, records, recent experience, and seal) in packing, maintaining, or altering (if authorized/ approved) the main parachute of a dual parachute pack to be used for intentional jumping.

**15. Facilities and equipment**

No approved parachute rigger may exercise the privileges of his approval unless he has at least the following facilities and equipment available to him:

- (a) A smooth top table at least three feet wide by 40 feet long;
- (b) Suitable housing that is adequately heated, lighted, and ventilated for drying and airing parachutes;

- (c) Enough packing tools and other equipment to pack and maintain the types of parachutes that he services;
- (d) Adequate housing facilities to perform his duties and to protect his tools and equipment.

**16. Performance standards**

No approved parachute rigger shall:

- (a) Pack, maintain, or alter any parachute unless he is rated for that type;
- (b) Pack a parachute that is not safe for emergency use;
- (c) Pack a parachute that has not been thoroughly dried and aired;
- (d) Alter a parachute in a manner that is not specifically approved by the DGCA or the manufacturer;
- (e) Pack, maintain, or alter a parachute in any manner that deviates from procedures approved by the DGCA or the manufacturer of the parachute; or
- (f) Exercise the privileges of his approval and type rating unless he understands the current manufacturer's instructions for the operation involved and has:
  - (1) Performed duties under his approval for at least 90 days within the preceding 12 months; or
  - (2) He is able to perform those duties to the satisfaction of DGCA.

**17. Records**

- (a) Each approved parachute rigger shall keep a record of the packing, maintenance, and alteration of parachutes performed or supervised by him. He shall keep in that record, with respect to each parachute worked on, a statement of:
  - (i) Its type and make;
  - (ii) Its serial number;
  - (iii) The name and address of its owner;
  - (iv) The kind and extent of the work performed;
  - (v) The date when and place where the work was performed; and
  - (vi) The results of any drop tests made with it.
- (b) Each person who makes a record under paragraph (a) above shall keep it for at least 2 years after the date it is made.
- (c) Each approved parachute rigger who packs a parachute shall write, on the parachute packing record attached to the parachute, the date and place of the packing and a notation of any defects he finds on



inspection. He shall sign that record with his name and the number of his approval.

**18. Responsibilities of Approved organization**

- (a) ACI or other approved organization will be accountable to DGCA for ensuring compliance to this CAR and safety of skydiving operations. The organization shall nominate an Accountable Manager, prepare Manual on Skydiving incorporating basic skydiving standards (the Basic Safety Requirements), types and issue of licenses/ratings, expertise/ ability to train its affiliated members, compliance of regulations by its affiliated members and submit the manual to DGCA for acceptance. DGCA will approve the organization only after its Manual is accepted by DGCA.
- (b) Aero Club of India (ACI)/ approved organization will also be responsible for reporting any incident/accident as per requirements laid down in CAR Section-5, series F- Part I.

**19.** Application for seeing permission to carry out Skydiving and Rigger approval shall be submitted to Adventure, Sports & Recreational Division (Attn.: Directorate of Flying Training) DGCA Headquarters, New Delhi. DGCA may carry out physical inspection of the proposed operation prior to grant of permission to ensure that functions delegated to ACI are complied with. Copy of permission granted for such operations shall be endorsed to the concerned Regional office for carrying out surveillance during the period of permission.

**20.** Breach of any of any provisions of Aircraft Rules, 1937, Civil Aviation Requirements or any other law applicable in or of any rules which may hereafter be enforced in regard to the issue of such Skydiving Permission thereunder, shall render the permission to suspension/cancellation.

(Dr. Prabhat Kumar)  
Director General of Civil Aviation

**Appendix -A**

**APPLICATION FORM TO CONDUCT PARACHUTING (SKYDIVING)**

1.	Name, address and contact details of applicant (as applicable)	:	
2.	Name, Address, e-mail and contact details of Accountable Manager for the activity (who has overall responsibility)	:	
3.	Security Clearance from the concerned authorities viz. MHA, District Authorities etc. (including copy of work permit, visa for foreign national)	:	
4.	Address where the activity is planned	:	
5.	Scope of operation/training	:	
6.	Date and time the parachute operation will begin	:	
7.	Duration of the intended parachute operation	:	
8.	The radius of the drop zone around the target expressed in nautical miles	:	
9.	The location of the center of the drop zone in relation to: (i) the nearest VOR facility in terms of the VOR radial on which it is located and its distance in nautical miles from the VOR facility when that facility is 30 nautical miles or less from the drop zone target; or (ii) the nearest airport, town, or city depicted on the appropriate Aeronautical Chart, when the nearest VOR facility is more than 30 nautical miles from the drop zone target.	:	
10.	Altitude above mean sea level at which the aircraft will be operated when parachutists or objects exit the aircraft.	:	
11.	The name of the air traffic control facility with jurisdiction of the airspace at the first intended exit altitude to be used for the parachute operation.	:	
12.	Registration number of the aircraft to be used.	:	
13.	Details of aircraft to be used for the activity	:	
14.	Details of modification carried out on aircraft, including endorsement for Aerial Work operations on C of A.	:	

**CIVIL AVIATION REQUIREMENTS  
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15.	Copy of NSOP indicating endorsement for Aerial Work Operations (if applying for commercial operation)	:	
16.	Proof of affiliation with DGCA approved organization (ACI or any other organization)	:	
17.	Any other information	:	

Place: \_\_\_\_\_

Date : \_\_\_\_\_

Designation

\_\_\_\_\_  
Signature

Name &

*Note: This form shall be signed by the authorized signatory of the organization. He/She shall be a sports parachutist or a jumper having full knowledge of the sport, equipment, safety devices, its operations and commitments to safety.*

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