



**SPECIAL PURPOSE OPERATIONS
SECTION C – PARACHUTING OPERATIONS
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SUB-SECTION 1.0 – GENERAL	



1.1 **APPLICABILITY**

This Section prescribes rules governing parachute jumps in the Republic of Yemen made by an organisation approved by CAMA, and excepting parachute jumps necessary because of an in-flight emergency,

1.2 **DEFINITIONS**

For the purposes of this Section, a "parachute jump" means the descent of a person, to the surface from an aircraft in flight, when he/she intends to use, or uses, a parachute during all or part of that descent. The following definitions also apply:

- (a) **ATS** -means Air Traffic Service
- (b) **CAMA** - Civil Aviation & Met. Authority
- (c) **Organisation** -means parachuting organisation

1.3 **APPROVED ORGANISATION**

- (a) An approved organisation means a non commercial sporting group registered with the Yemen. authorities and approved by CAMA to conduct parachuting jumps.
- (b) The approved organisation shall nominate a person(s) to be responsible to CAMA and the organization management for the conduct of all parachuting operations conducted by their members.
- (c) The organisation shall have sufficient riggers and instructors to ensure safety.
- (d) The organisation shall have a CAMA approved Operations Manual that contains the procedures and instructions necessary to ensure safe parachuting operations by members of the organisation.



SUB-SECTION 2.0 - OPERATING RULES

2.1 GENERAL

- (a) No person may make a parachute jump, and no pilot in command of an aircraft may allow a parachute jump to be made from that aircraft, if that jump creates a hazard to air traffic or to persons or property on the surface.
- (b) No person may make a parachute jump unless under the direct control of a CAMA approved parachute jumping organisation and in accordance with the Operations Manual of that organisation.
- (c) No person under the age of 18 years may make a parachute jump.
- (d) No passengers other than parachutists shall be carried on flights intended for parachute jump operations.
- (e) No organisation or person shall conduct a parachute jump without the approval of CAMA.

2.2 FLIGHT VISIBILITY AND CLEARANCE FROM CLOUDS REQUIREMENTS

No person may make a parachute jump, and no pilot in command of an aircraft may allow a parachute jump to be made from that aircraft:

- (a) Into or through a cloud; or
- (b) When the flight visibility or distance from clouds is less than the following VMC criteria for the altitude:
 - (1) Below 10,000 ft AMSL –
 - (i) 5 km flight visibility
 - (ii) 1000 ft vertically from cloud
 - (iii) 1500 meters horizontally from cloud
 - (2) Above 10,000 ft AMSL –
 - (i) 8 km flight visibility
 - (ii) 1000 ft vertically from cloud
 - (ii) 1500 meters horizontally from cloud



2.3 PARACHUTE JUMPS BETWEEN SUNSET AND SUNRISE

- (a) No person may make a parachute jump, and no pilot in command of an aircraft may allow any person to make a parachute jump from that aircraft, between sunset and sunrise, unless that person is equipped with a means of producing a light visible for at least 5 km.
- (b) Each person making a parachute jump between sunset and sunrise shall display the light from the time that person exits the aircraft until that person reaches the surface.
- (c) No person may make a parachute jump, and no pilot in command of an aircraft may allow any person to make a parachute jump from that aircraft, between sunset and sunrise, unless the proposed landing area is illuminated and able to be identified by all aircraft occupants.

2.4 PARACHUTE JUMPS OVER OR INTO WATER

No person may make a parachute jump, and no pilot in command of an aircraft may allow any person to make a parachute jump, over or into water unless that person is wearing an approved life jacket.

2.5 LIQUOR AND DRUGS

No person may make a parachute jump, and no pilot in command of an aircraft may allow a person to make a parachute jump from that aircraft if that person appears to be under the influence of intoxicating liquor or using any drug that affects his or her faculties in any way contrary to safety.

2.6 INSPECTIONS

CAMA may inspect any parachute jump operation, including inspections at the jump site, aircraft or facilities, to determine compliance with the regulations of this part.



SUB-SECTION 3.0 - PILOT RESPONSIBILITIES

- (a) The pilot shall have a minimum of 170 hours, of which 100 shall be as pilot in command. In addition, the pilot shall have the following minimum operating experience, on the make and model aircraft type to be used:
 - (1) single engine -10 hours
 - (2) multiengine -15 hours
 - (3) turbine powered -20 hours
 - (4) turbo-jet aeroplane -25 hours

- (b) The pilot must have conducted a minimum of 5 parachute jump operations under the direct airborne supervision of a pilot, who has conducted more than 20 parachute jump operations. Direct supervision includes briefing of normal and non normal events, including onboard premature parachute opening, as well as centre of gravity and aerodynamic considerations.

- (c) The pilot shall ensure that:
 - (1) There is no risk of any part of the aircraft becoming fouled by the parachutist or equipment; and
 - (2) The operation shall impose no adverse stress on any part of the aircraft structure.
 - (3) No loose objects are carried which, if dropped, could constitute a danger to persons and property on the ground; and
 - (4) Parachutists are provided and use an approved restraint system for take off and landing, in turbulent conditions and flight below 1000 feet, which;
 - (i) May be an approved seat type and seat belt ; or
 - (ii) Floor type single point restraint.
 - (5) A parachutist shall not occupy a control seat or position in an aircraft where dual controls are fitted.



SUB-SECTION 4.0 - AIRCRAFT REQUIREMENTS

- (a) The aircraft shall be considered safe by CAMA for parachute jumps; and
- (b) Provision is made in the approved Aircraft Flight Manual for operation with the door open or removed.
- (c) The aircraft shall either be Yemen registered, or if foreign registered, the operator shall hold an authorisation from CAMA for the conduct of operations within Yemen.



SUB-SECTION 5.0 - RADIO EQUIPMENT AND USE REQUIREMENTS

- (a) No person may make a parachute jump, and no pilot in command of an aircraft may allow a parachute jump to be made from that aircraft unless the aircraft is equipped with a functioning two-way radio communications system appropriate to the ATS unit to be used.
- (b) Radio communications shall be established between the aircraft and the nearest ATS unit at least 5 minutes before the jumping activity is to begin, for the purpose of receiving information in the aircraft about known air traffic in the vicinity of the jumping activity; and this information has been received by the pilot in command and the jumpers in that flight.
- (c) The pilot in command of an aircraft used for any jumping activity in or into controlled airspace shall, during each flight:
 - (1) Maintain a continuous listening watch on the appropriate frequency of the aircraft's radio communications system from the time radio communications are first established between the aircraft and the responsible ATS unit, until that ATS unit is advised that the jumping activity is ended from that flight; and:
 - (2) Advise ATS that the jumping activity is ended for that flight when the last parachute jumper from the aircraft reaches the ground.
 - (3) Shall abandon any jumping activity from the aircraft in or into Yemen. airspace if the required radio communications system is or becomes inoperative.



SUB-SECTION 6.0 - AIRSPACE REQUIREMENTS

6.1 JUMPS IN NON-CONTROLLED AIRSPACE

No person may make a parachute jump, and no pilot in command of an aircraft may allow a parachute jump to be made from that aircraft, in or into Yemen. airspace unless the ATS unit responsible for that airspace has been notified.

6.2 JUMPS IN OR INTO CONTROLLED AIRSPACE

No person may make a parachute jump, and no pilot in command may allow a parachute jump to be made from that aircraft, in or into controlled airspace unless an authorisation has been issued in writing.

6.3 JUMPS OVER OR INTO CONGESTED AREAS OR OPEN AIR ASSEMBLY OF PERSONS

No person may make a parachute jump, and no pilot in command of an aircraft may allow a parachute jump to be made from that aircraft, over or into a congested area of a city, town, or settlement, or an open air assembly of persons, unless an authorisation for that jump has been issued by CAMA in writing. Should the operation also penetrate controlled airspace, a separate authorisation from the applicable ATS unit must be granted.

6.4 JUMPS OVER OR ONTO AIRPORTS

Unless prior approval has been given by the airport management, no person may make a parachute jump, and no pilot in command of an aircraft may allow a parachute jump to be made from that aircraft over or onto any airport.

6.5 JUMPS OVER OR WITHIN PROHIBITED, RESTRICTED OR DANGER AREAS

- (a) No person may make a parachute jump, and no pilot in command may allow a parachute jump to be made from that aircraft, over or within a prohibited area at any time.
- (b) No person may make a parachute jump, and no pilot in command may allow a parachute jump to be made from that aircraft, over or within a restricted area or danger area unless the controlling agency of the area concerned has authorised that jump in writing.



SUB-SECTION 7.0 - NOTIFICATION AND AUTHORISATION

7.1 GENERAL

- (a) No person may make a parachute jump, and no pilot in command of an aircraft may allow a parachute jump to be made from that aircraft, in or into Yemen. airspace unless the ATS unit responsible for that airspace has been notified of that jump at least 1 hour before the jump is to be made, but not more than 24 hours before the jumping is to be completed, and the notification contained the information prescribed in para 7.2 below.
- (b) Where ATS approval is required, the ATS unit responsible for the airspace and/or jump area may accept from a parachute jumping organisation a written notification of a parachute jump, or a scheduled series of jumps. The notification must contain the information prescribed by para 7.2 below, and be submitted at least 4 working days, but not more than 14 days, before the proposed jump. The ATS unit may revoke the acceptance of the notification for any failure of the jumping organisation to comply with its terms.
- (c) Where CAMA authorisation is required, the application for an authorisation must be submitted to the nearest CAMA office at least 4 working days, but not more than 14 days, before the proposed jump.
- (d) The applicable ATS unit shall be notified if the proposed or scheduled jumping activity is canceled or postponed.
- (e) Each holder of an authorisation issued under this section shall present that authority for inspection upon the request of CAMA.

7.2 INFORMATION REQUIRED

Each person requesting an authorisation, and each person submitting notification, must include the following information (on an individual or group basis) in that written request or notice:

- (1) The date and time jumping will begin.
- (2) The size of the jump zone expressed in nautical mile radius around the target.
- (3) The location of the centre of the jump 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 Coast and Geodetic Survey WAC or Sectional Aeronautical chart, when the nearest VOR facility is more than 30 nautical miles from the drop zone target, or;
 - (iii) latitude and longitude co-ordinates.
- (4) The altitudes above mean sea level at which jumping will take place.



- (5) The duration of the intended jump.
- (6) The name, address, and telephone number of the person requesting the authorisation or giving notice as well as the identity of the responsible persons associated with that jumping activity,
- (7) The identification of the aircraft to be used.
- (8) The radio frequencies available in the aircraft.



SUB-SECTION 8.0 - PARACHUTE EQUIPMENT

8.1 PARACHUTE EQUIPMENT AND PACKING REQUIREMENTS

- (a) No person may make a parachute jump, and no pilot in command of an aircraft may allow any person to make a parachute jump from that aircraft, unless that person is wearing a single harness dual parachute pack, having at least one main parachute and one approved auxiliary parachute that are packed as follows:
 - (1) The main parachute must have been packed by a certificated and properly rated parachute rigger, or by the person making the jump, within 120 days before the date of its use.
 - (2) The auxiliary must have been packed by a certificated and appropriately rated parachute rigger:
 - (i) within 120 days before the date of use, if its canopy, shroud, and harness are composed exclusively of nylon, rayon, or other similar synthetic fiber or material that is substantially resistant to damage from mold, mildew, or other fungi and other rotting agents propagated in a moist environment; or
 - (ii) within 60 days before the date of use, if it is composed in any amount of silk, pongee, or other natural fiber, or material not specified in the above paragraph.
- (b) No person may make a parachute jump 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.
 - (1) The assist device must be long enough to allow the container to open before a load is placed on the device.
 - (2) The assist device must have a static load strength of:
 - (i) at least 12.7 kg (28 lbs) but not more than 73 kg (160 lbs), if it is used to aid the pilot chute in performing its function; or;



- (ii) at least 25.4 kg (56 lbs) but not more than 146 kg (320 lbs), if it is used to aid in the direct deployment of the main parachute canopy.
- (3) The assist device must be attached:
 - (i) at one end, to the static line above the static line pins, or, if static pins are not used, above the static line ties to the parachute cone; and
 - (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.
- (c) No person may attach an assist device required by paragraph 8.1 (b) of this sub-section to any main parachute unless he/she has a current parachute rigger certificate issued by the approved organisation or is the person who makes the jump with that parachute.

8.2 APPROVED PARACHUTES

- (a) A parachute manufactured under a type certificate or a technical standard order (C-23 series); or
- (b) A personnel carrying military parachute (other than a high altitude, high speed, or ejection kind) identified by a military designation or specification number.



SUB-SECTION 9.0 - PARACHUTE RIGGERS

9.1 CERTIFICATE REQUIRED

- parachute
a
- (a) No person may pack, maintain, or alter any personnel carrying parachute intended for emergency use in connection with Yemen. civil aircraft (including the auxiliary of a dual parachute pack to be used for intentional jumping) unless he/she holds a certificate and type rating issued by the approved organisation.
 - (b) No person may pack, maintain, or alter any main parachute of a dual parachute pack to be used for intentional jumping in connection with Yemen. civil aircraft unless he/she holds a certificate and type rating issued by the approved organisation.
 - (c) Notwithstanding (a) and (b) above, a person who does not hold such a certificate may pack the main parachute of a dual parachute pack that is to be used by him/her for intentional jumping.
 - (d) Each person who holds a parachute rigger certificate shall present it for inspection upon the request of CAMA.
 - (e) A certificate shall be valid for two years and may be renewed by application to the approved parachute organisation provided the rigger can provide evidence of being actively engaged in parachute rigging.

9.2 ELIGIBILITY REQUIREMENTS

To be eligible for a parachute rigger certificate, a person must:

- (a) Be at least 18 years of age;
- (b) Be able to read, write, speak, and understand the English language; and
- (c) Comply with the sections of this subpart that apply to the certificate and type rating he/she seeks.

9.3 EXPERIENCE, KNOWLEDGE, AND SKILL REQUIREMENTS

- (a) An applicant for a parachute rigger certificate must:
 - (1) present evidence satisfactory to the approved organisation and CAMA that he/she has packed at least 20 parachutes of each type for which he/she seeks a rating, in accordance with the manufacturer's instructions and under the supervision of a certificated parachute rigger holding a rating for that type or a person holding an appropriate military rating; and
 - (2) pass a written test, with respect to parachutes in common use on:
 - (i) their construction, packing, and maintenance;
 - (ii) the manufacturer's instructions;
 - (iii) the regulations of this sub-section; and
 - (iv) pass an oral and practical test showing his/her ability to pack and maintain



at least one type of parachute in common use, appropriate to the type rating he/she seeks.

9.4 **MILITARY RIGGERS OR FORMER MILITARY RIGGERS**

An applicant for a parachute rigger certificate, who is a member of Yemen. Air Force, or has, within the 12 months before he/she applies, been honorably discharged shall be issued a certificate if he/she passes a written test on the regulations of this Section and presents satisfactory documentary evidence that he/she:

- (a) is serving, or has served within the 12 months before he/she applies, as a parachute rigger for the Air Force; and
- (b) has the experience required by 9.3 (a)(1) above.

9.5 **TYPE RATINGS**

- (a) The following type ratings are issued under this Section:
 - (1) Seat;
 - (2) Back;
 - (3) Chest; and
 - (4) Lap.
- (b) The holder of a parachute rigger certificate who meets the experience for any of the above type ratings is entitled to have the applicable rating on his/her parachute rigger certificate, provided he/she:
 - (1) presents evidence satisfactory to the approved organisation that he/she has packed at least 20 parachutes of the type for which he/she seeks a rating, in accordance with the manufacturer's instructions and under the supervision of a certificated parachute rigger holding a rating for that type or a person holding an appropriate military rating; or
 - (2) passes a practical test, to the satisfaction of the approved organisation, showing his/her ability to pack and maintain the type of parachute for which he/she seeks a rating.

9.6 **CERTIFICATE PRIVILEGES A**

certificated parachute rigger may:

- (a) pack or maintain (except for major repair) any type of parachute for which he/she is rated; and
- (b) supervise other persons in packing any type of parachute for which he/she is rated.

9.7 **FACILITIES AND EQUIPMENT**

Unless specifically authorised by CAMA, no certificated parachute rigger may exercise the



privileges of their certificate unless he/she has at least the following facilities and equipment available:

- (a) A smooth top table at least three feet wide by forty feet long (0.9 x 12.2 metres).
- (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/she services.
- (d) Adequate housing facilities to perform his/her duties and to protect tools and equipment.

9.8 PERFORMANCE STANDARDS No

certificated parachute rigger may:

- (a) pack, maintain, or alter any parachute unless he/she 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) pack, maintain, or alter a parachute in any manner that deviates from procedures approved the manufacturer of the parachute; or
- (e) exercise the privileges of his/her certificate and type rating unless he/she understands the current manufacturer's instructions for the operation involved and has:
 - (1) performed duties under his/her certificate for at least 90 days within the preceding 12 months; or
 - (2) shown the approved organisation that he/she is able to perform those duties.

9.9 RECORDS

- (a) Each certificated parachute rigger shall keep a record of the packing, maintenance, and alteration of parachutes performed or supervised by him/her. He/she shall keep in that record, with respect to each parachute worked on, a statement of:
 - (1) its type and make;
 - (2) its serial number;
 - (3) the name and address of its owner;
 - (4) the kind and extent of the work performed;
 - (5) the date when and place where the work was performed; and



- (6) the results of any drop tests made with it.
- (b) Each person who initiates a record under sub-paragraph (a) above shall keep it for at least 2 years after the date it is made.
- (c) Each certificated 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 found on inspection. He/she shall sign that record with his/her name and the number of their certificate.

9.10 **SEAL**

Each certificated parachute rigger must have a seal with an identifying mark prescribed by CAMA, and a seal press. After packing a parachute he/she shall seal the pack with this seal in accordance with the manufacturer's recommendation for that type of parachute.



SUB-SECTION 10.0 - PENALTIES AND CONTRAVENTIONS

In the case of any contravention of a provision of these regulations, CAMA shall take the following action;

- (a) Revoke, or suspend for a specified period of time, any approval granted to a parachuting organisation.
- (b) Revoke, or suspend for a specified period of time, the certificate of airworthiness of the aircraft.
- (c) Revoke, or suspend the pilot licence of the pilot in command for a specified period of time.
- (d) These provisions shall be applied without prejudice to any other Yemen. law.