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AIC for Malaysia



AIC

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PARACHUTE JUMPING

1 INTRODUCTION

1.1 This AIC is issued in the exercise of the powers conferred under Section 240 of the Civil Aviation Act 1969.

1.2 This AIC sets forth a means that would be acceptable to DCA for the purpose of complying with Regulation 63 and Regulation 64 Civil Aviation Regulations (CAR) 1996.

2 BACKGROUND

2.1 Sport parachute jumping (also known as skydiving) actively continues to increase and is a DCA recognised aeronautical activity. Training and operations should be conducted in accordance with the guidelines prepared by DCA titled 'DCA Civil Parachuting Requirements' (CPR).

2.2 Skydiving has certain inherent risk especially for students. In response to this risk, the skydiving community has developed procedures and practices to reduce the risk factors. A significant level of safety can be maintained by developing these procedures and by properly preparing for each parachute jump. Developments in parachuting continue to contribute to the advancement of aviation technology and aviation safety.

3 PROVISIONS OF CAR 1996

3.1 The following are the provisions of CAR 1996 regarding parachute jumping.

3.1.1 Regulation 63 (2) (g)

The dropping of wind drift indicators for the purpose of enabling parachute descent to be made if the wind drift indicators are dropped with the permission of the Director General and in accordance with any condition subject to which that permission may have been given.

3.1.2 Regulation 64(1)

A person shall not drop, be dropped or permitted to drop to surface or jump from an aircraft flying over Malaysia except under and in accordance with the terms of a written permission granted by the Director General under this regulation.

3.1.3 Regulation 64 (4)

An aircraft shall not be used for the purpose of dropping a person unless the Certificate of Airworthiness issued or rendered valid in respect of that aircraft under the law of the State in which be used for that purpose and the aircraft is operated in accordance with the written permission granted by the Director General under these Regulations.

3.1.4 Regulation 64 (5)

Every applicant for and every holder of permission shall make available to the DirectorGeneral, if requested to do so, a parachute manual and shall make amendment or validation to the manuals as the Director General may require. The holder of permission shall make available to every employee or person who is engaged or may engage in parachuting activities conducted by him, the manual of which shall contain all the information and instruction as may be necessary to enable such employee or person to perform his duties.

4 PILOT RESPONSIBILITIES

4.1 The pilot in command (PIC) of a jump aircraft is solely responsible for certain requirements and jointly responsible for others. The following is a list of important requirements:-

4.1.1 Pilot Licence (endorsement) and experience requirements.

4.1.2 Detailed pre-flight briefing to all participants.

4.1.3 Operational requirements - PIC is solely responsible for the operational requirements and special attention to operating limitations required for flight with the door opened or removed.

4.1.4 Weight and Balance Procedures - PIC is responsible to ensure that his aircraft is properly loaded and operated so that it stays within the gross weight and centre of gravity (CG) limitations.

4.1.5 Parachute Landing Zone (LZ) - It is good practice for the pilot to ensure that the parachute LZ is plainly visible from the aircraft before releasing parachutists.

4.1.6 Flight visibility and clearance from clouds - The flight shall be under Visual Flight Rules (VFR) condition and person making parachute jumping requires minimum clearance of 1 000 feet and visibility of 5 miles from clouds.

Note: A person shall not make a parachute jump into or through cloud.

4.1.7 Authorisation and Notification Requirements - PIC is responsible to ensure a written permission from DCA regarding the operations is obtained. On application, a recommendation letter from the Sports Parachuting Division of Malaysian Sport Aviation Federation (MSAF) shall be required.

4.1.8 PIC to verify Jumpmaster's qualification.

4.1.9 PIC is to ensure that all jumpers landed safely before commence descent for landing.

4.1.10 PIC is to ensure the availability and serviceability of two-way radio communication with the Drop Zone Safety Officer.

5 AUTHORISATION PROCESS

5.1 As required by the Regulation 63 and Regulation 64 of CAR 1996, the following information is required to be submitted to DCA before the permission is granted:-

5.1.1 Aircraft type and registration

5.1.2 Operator / Organiser.

5.1.3 Name of PIC and his qualification / endorsement.

5.1.4 Particulars of participants.

a. Name

b. Nationality

c. Photocopy of passport together with the photograph (foreigners only).

5.1.5 Date and time jump will begin.

5.1.6 Location of the parachute landing area (in Latitude and Longitude) and security clearances if necessary.

5.1.7 The altitude above the surface at which jumping will take place.

5.1.8 Duration of the intended jump.

5.1.9 Radio frequency used between the aircraft and the Drop Zone Safety Officer, if available.

5.2 The Operator / Organiser are to submit their request to the following address:

DIRECTOR OF FLIGHT OPERATIONS

DEPARTMENT OF CIVIL AVIATION

LEVEL 2, BLOCK PODIUM B**NO. 27, PERSIARAN PERDANA, PRECINCT 4,****FEDERAL GOVERNMENT ADMINISTRATION CENTER****62618 PUTRAJAYA****MALAYSIA.**

5.3 Permission shall be granted for a period of not exceeding thirty (30) days. DCA has the right to suspend, amend or revoke the permission as and when necessary without any reason, being given.

5.4 The Operator/ Organiser shall ensure that the Parachuting Requirements as reflected in the DCA Civil Parachuting Requirements (CPR) manual are being complied with.

6 SUBMISSION OF THE REQUEST

6.1 A recommendation letter for jumper's competency from the Sports Parachuting Division of Malaysian Sport Aviation Federation (MSAF) shall be required upon application for the request.

6.2 Application (inclusive of NOTAM application) shall be submitted at least fourteen (14) working days prior to the jumping date.

7 CONCLUSION

7.1 This AIC supersedes the AIC 13/2001 dated 08th November 2001

AZHARUDIN ABDUL RAHMAN**Director General****Department of Civil Aviation****Malaysia**