

ORDER: 8300.10 and 8700.1  
APPENDIX: 4  
BULLETIN TYPE: Joint Flight Standards Information Bulletin (FSIB) for Airworthiness (FSAW) and General Aviation (FSGA)  
BULLETIN NUMBER: FSAW 93-09 and FSGA 93-02  
BULLETIN TITLE: Parachutists Regulatory Status  
EFFECTIVE DATE: 01-25-93  
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1. SUBJECT/PURPOSE. This Flight Standards Information Bulletin (FSIB) contains information regarding parachutists regulatory status.

2. BACKGROUND. Recently, questions have arisen concerning the status of individuals engaged in the sport of parachute jumping. The questions concern the application of various Federal Aviation Regulations (FAR) dealing with the carriage of passengers, persons, and occupants, and the applicability of these regulatory requirements to the carriage of parachutists.

In addition, there have been questions concerning a perceived conflict between FAR 91.107(b) which allows a person engaged in sport parachuting to use the floor of the aircraft as a seat, and the Airworthiness Standards for personnel accommodations and emergency provisions required for aircraft "passengers, occupants and "persons." This issue becomes apparent when an operator requests field approval of floor mounted seat belt installations, and the assigned inspector applies the subject aircraft's certification basis and applicable Airworthiness Standards.

Federal Aviation Regulations dealing with sport parachute operations were promulgated primarily to ensure protection of other users of the National Airspace System and the general public from sport parachuting activities. It has been determined that parachute jumping is a sport activity and, as such, should be subject to the FAR's only to the extent necessary to protect others.

3. ACTION. Aviation safety inspectors (ASIs) having surveillance responsibilities of sport parachute activities should be aware that it is the FAA position that parachutists should not be considered passengers when evaluating the regulatory compliance status of such operations. However, this does not eliminate the requirement for the use of safety belts set forth in FAR 91.107.

FAR Part 125 should not be viewed as governing the operation of small aircraft engaged in flight carrying 20 or more parachutists, unless the subject aircraft has an approved seating configuration of 20 or more passengers, or a maximum payload capacity of 6,000 pounds or more.

Airworthiness inspectors assigned responsibility for field approval of floor mounted seat belt installations should proceed using the guidance set forth in FAA Order 8300.10, Volume 2, Chapter 1. However, except for those standards that specifically address the seat belt requirements of FAR 91.107, the Airworthiness Standards for personnel accommodations and emergency provisions required for passengers, persons, or occupants, should not be viewed as applicable to aircraft involved in sport parachute operations. Special attention should be given to ensure that the subject aircraft's weight and balance limitations are not exceeded under the loading conditions described in FAR 23.23 and 23.25, or equivalent standard under which the subject aircraft was certificated. In addition, the weight and balance of the aircraft should be investigated with the parachutists assembled at the cabin exits prior to exiting the aircraft.

4. INQUIRIES. This FSIB was developed by AFS-500. Any questions regarding this information bulletin should be directed to AFS-510 at (703) 661-0342.

5. EXPIRATION DATE. This FSIB expires on 08-15-93

  
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