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U.S. Department  
of Transportation

**Federal Aviation  
Administration**

# **PARACHUTE RIGGER SENIOR/MASTER CERTIFICATION GUIDE**

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1988**

**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

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FEDERAL AVIATION ADMINISTRATION**

# PREFACE

This guide was prepared by the Federal Aviation Administration (FAA) to provide information to persons interested in becoming certificated parachute riggers. This guide provides information on how to apply for a parachute rigger certificate and ratings, and assists the applicant in preparing for the written, oral, and practical tests.

The requirements for parachute rigger certificates and ratings, and the privileges and performance standards for certificated parachute riggers are prescribed in Federal Aviation Regulation (FAR) Part 65, Certification: Airmen Other Than Flight Crewmembers. Any person who applies and meets the requirements is entitled to a parachute rigger certificate. Briefly, the requirements are concerned with age, language ability, experience, knowledge, and skill.

The various sections in this guide explain the procedures for either substantiating or demonstrating that each requirement has been met. The sections that deal with the written test (to demonstrate knowledge) and the oral and practical tests (to demonstrate skill) describes the type of tests used and what they contain.

Comments regarding this publication should be directed to the:

FAA  
Aviation Standards National Field Office  
Airworthiness Section, AVN-133  
P.O. Box 25082  
Oklahoma City, OK 73125

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# **PARACHUTE RIGGER CERTIFICATES AND RATINGS**

## **Certificates and Ratings**

FAR Part 65, Certification: Airmen Other Than Flight Crewmembers, provides for the issuance of two parachute rigger certificates: (1) senior parachute rigger and (2) master parachute rigger. FAR Part 65 also provides for four type ratings: (1) seat, (2) back, (3) chest, and (4) lap. Each senior parachute rigger applicant must meet the requirements for at least one rating, and each master parachute rigger applicant must meet the requirements for at least two ratings to be issued a certificate. Parachute riggers may exercise their privileges only on parachutes for which they are rated. Parachute rigger certificate eligibility requirements vary with the type of certificate sought (senior or master) and the applicant's background (military or civil).

## **General Requirements**

FAR Section 65.113 states:

- (a) To be eligible for a parachute rigger certificate, a person must—
  - (1) Be at least 18 years of age;
  - (2) Be able to read, write, speak, and understand the English language, or in the case of a citizen of Puerto Rico, or a person who is employed outside of the United States by a U.S. air carrier, and who does not meet this requirement, be issued a certificate that is valid only in Puerto Rico or while he/she is employed outside of the United States by that air carrier, as the case may be; and
  - (3) Comply with the sections of this subpart that apply to the certificate and type rating he/she seeks.

## **Experience Requirements**

FAR Section 65.115 provides that applicants for a senior parachute rigger certificate must have packed at least 20 parachutes of each type for which a rating is sought. The parachute must have been packed in accordance with the manufacturer's instructions and under the supervision of a certificated parachute rigger who holds a rating for that type or by a person holding an appropriate military rating.

Applicants for a master parachute rigger certificate must have had at least 3 years of experience as a parachute rigger and have satisfactorily packed at least 100 parachutes of each of two types in common use, in accordance with the manufacturer's instructions.

## **Knowledge and Skill Requirements**

FAR Section 65.115 provides that senior parachute rigger applicants are required to take a written test. They are also required to take an oral and practical test after passing the written test. Military parachute riggers, former military parachute riggers, and civilian employees of a regular armed force who meet the regulatory requirements may take a special written test on the regulations of FAR Part 65, Subpart F. Evidence to establish their eligibility under this special certification rule (FAR Section 65.117) may be submitted in the form of letters, official records, or other documents, within 12 months after discharge.

Master parachute rigger applicants are required to take a written test unless they hold a senior parachute rigger certificate. They are also required to take an oral and practical test, which may be taken after showing they meet the other requirements.

## **Certificate Privileges**

A certificated senior parachute rigger may pack or maintain (except for major repairs and alterations) any type of parachute for which he/she is rated. He/she may also supervise other persons in packing any type of parachute for which he/she is rated. A certificated master parachute rigger may pack, maintain, or alter any type of parachute for which he/she is rated. Additionally, he/she may supervise other persons in packing, maintaining, or altering any type of parachute for which he/she is rated.

Since regulations are amended from time to time, you should check with the local FAA office to ascertain the currency of referenced regulations.

# **APPLICATION PROCEDURES**

## **How to Apply**

Contact the nearest General Aviation District Office (GADO), Flight Standards District Office (FSDO), or International Field Office (IFO) for an appointment to have your experience evaluated. An FAA inspector will determine if you are eligible to take the tests. This evaluation is necessary when applying for an original certificate, or when adding a rating. FAA district office addresses are listed in the appendix.

When appearing for evaluation, bring your records and any other evidence you have to substantiate your experience. Letters from present or former employers, military service records, business records, log books, etc., are acceptable as long as the inspector who reviews it is able to determine that the type and amount of experience meets the regulatory requirements.

The evidence of packing experience must contain the following information:

1. Name of the person who did the packing.
2. Type and number of parachutes packed.
3. Packing dates.
4. A statement that the parachutes were packed under the supervision of a certificated and appropriately rated parachute rigger or a person holding an appropriate military rating, including the name, certificate number, and ratings of the person who supervised the packing.

When the FAA inspector determines that you meet the general and experience requirements, you will be required to complete FAA Form 8610-2, Airman Certificate and/or Rating Application, in duplicate. The FAA inspector will endorse the form and return both copies to you. The FAA inspector will issue FAA Form 8060-7, Airman's Authorization for Written Test, for presentation to an appropriately rated written test examiner. If there is sufficient time, you may be permitted to take the written test that same day, or you may take the written test at a later date.



# THE WRITTEN TESTS

## Taking the Written Test

The written test may be taken at FSDO's, GADO's, and IFO's or from appropriately rated written test examiners. *ACDO's have no provision for administering parachute rigger written tests.* FSDO's may administer written tests at other locations by prior arrangement. It is recommended that an appointment be made before the intended date of testing so that the appropriate personnel will be on hand to give the tests and to assure that space is available.

You must begin the test early enough to complete it within the time allotted and before office closing time. One hour is allowed for taking the Senior Parachute Rigger—Military Competence written test. The Senior Parachute Rigger—Military Competence written test must be administered by an FAA airworthiness inspector. Two hours each are allowed for the Senior Parachute Rigger and Master Parachute Rigger written tests. If you have not had your experience evaluated at an earlier date, arrive at the office early enough to allow additional time for the determination to be made.

When eligibility to take the test is confirmed, an application form, a test booklet, and all the materials necessary to take the test will be issued. You are not required to furnish any test or reference material, nor permitted to use or take notes during the tests.

Before you begin the written test, you will be asked to show personal identification and to provide certain information on the application form. This information is necessary to match your answer sheet with your application form so your scores can be accurately reported. Prior to filling in any part of the application form, read the instructions carefully, then fill in the form. Everything should be printed except your signature, which should be written just as you would sign a business letter.

Make certain you completely understand the instructions for taking the test and how to mark the special answer sheet, as it will be machine scored. If more than one answer to a question is marked, or no answer is marked, the question will be scored as incorrect. Stray marks on the sheet may also cause the questions to be scored as incorrect.

When taking the test, always keep the following facts in mind:

- (1) There are no “trick” questions. Each statement means exactly what it says. Do not look for hidden meanings. The statement does not concern *exceptions* to the rule; it refers to the *general rule*.
- (2) Be sure you read the entire question carefully before looking at the answers; avoid hasty assumptions. This can lead to a completely erroneous approach to the problem or failure to consider vital words. Then look through the list of alternative answers and find the one that best answers the question.
- (3) Only one of the answers is completely correct. The others may be answers that result from using the incorrect procedures, from wrong interpretations of the question, or from misconceptions about the subject matter. Understand the question and then select the alternative you consider to be the best answer.
- (4) If you find that you have considerable difficulty with a question, do not spend too much time on it, but go on to the next question. When you have completed the test, go back to the questions which you have passed over. This procedure will enable you to use the time available to the best advantage in demonstrating your knowledge and understanding of the subject. Be sure you mark an answer for each question.

## **Scoring the Test**

If you qualify under the special certification rule for military parachute riggers or former military parachute riggers, the test administered to you is graded in the FAA district office where the test is taken. If you pass the test, you will be issued FAA Form 8060-4, Temporary Airman Certificate, since no oral or practical test is required. If a passing grade of 70 percent is not obtained.

All other parachute rigger written tests are mailed to the FAA in Oklahoma City, Oklahoma where they are scored by electronic test-scoring machines. Strict procedures are followed to insure the accuracy of scoring.

## **Reporting Scores**

Test results will be mailed to you as quickly as possible. The test grade is reported on AC Form 8080-2, Airman Written Test Report. AC Form 8080-2 is acceptable evidence of having passed the written test and must be presented when applying for a certificate. It must also be presented when applying for retesting in the event of failure.

In addition to grade information, the written test report provides a listing by question number of the questions which were answered incorrectly. The subject area codes correspond to the subject headings shown on the "Written Test Subject Outline," which is mailed along with AC Form 8080-2, and to the written test subject headings used in this guide.

If your AC Form 8080-2 is lost or destroyed, a duplicate copy may be obtained by sending your name, social security number, the title of the test, the location where the test was taken, the approximate date of the test, and \$1.00 (money order or check payable to FAA) to:

FAA  
Airman Certification Branch, AAC-260  
P.O. Box 25082  
Oklahoma City, OK 73125

## **Applying for a Retest**

If you fail a parachute rigger test, you must wait 30 days to retake the test; or, if you desire to take the test sooner, you must present a statement from a certificated and appropriately rated parachute rigger or a person holding an appropriate military rating, certifying that he/she has given you additional instruction in each of the subjects failed and now considers you ready for retesting.

## **Written Test Subjects**

The subjects covered by the parachute rigger written tests are outlined below. The special test administered to military or former military riggers deals only with the first two categories, Certification and Privileges, Limitations, and Operating Rules. All other applicants for a senior parachute rigger written test should be prepared to answer questions in all subject areas listed except the last category, Parachute Alteration. Master parachute rigger applicants will be asked questions in all subject areas.

### **A. CERTIFICATION**

- AO1 — Experience requirements.
- AO2 — Skill requirements.
- AO3 — Type ratings:
- AO4 — Test requirements.
- AO5 — Adding type ratings.

### **B. PRIVILEGES, LIMITATIONS, AND OPERATING RULES**

- BO1 — Certificate privileges.
- BO2 — Facilities and equipment.
- BO3 — Performance standards.
- BO4 — Records.
- BO5 — Pack sealing.
- BO6 — Parachute repair.
- BO7 — Parachute alteration.
- BO8 — Intentional parachute jumping.

## **C. PACKING PARACHUTES**

- C01 — Requirements.
- C02 — Preparation.
- C03 — Inspection.
- C04 — Folding and stowing.
- C05 — Closing, finishing, and sealing.

## **D. PARACHUTE OPERATION AND CARE**

- D01 — Function of parts and assemblies.
- D02 — Handling and storage.
- D03 — Airing and drying.
- D04 — Safety practices.
- D05 — Forces acting on a parachute.

## **E. PARACHUTE CONSTRUCTION DETAILS**

- E01 — Pilot parachute.
- E02 — Main canopy.
- E03 — Container.
- E04 — Release devices.
- E05 — Suspension lines.
- E06 — Harness.
- E07 — Parachute hardware.
- E08 — Parachute specifications.

## **F. PARACHUTE REPAIR**

- F01 — Repair standards.
- F02 — Canopy repair.
- F03 — Harness repair.
- F04 — Miscellaneous repairs.
- F05 — Sewing and stitching.
- F06 — Sewing machines.
- F07 — Hardware repair.
- F08 — Cleaning parachutes.
- F09 — Container repair.

## **G. PARACHUTE ALTERATION**

- G01 — Alteration standards.
- G02 — Canopy alteration.
- G03 — Harness alteration.
- G04 — Hardware alteration.
- G05 — Container alteration.

## Practice Test

The practice test which follows is provided to familiarize you with the type of test questions contained in the FAA parachute rigger written tests. It is important to remember that the practice test does not cover all of the subjects on which you will be tested. For this reason, you should acquire knowledge in all the written test subjects, not just the answers to these few sample test questions.

Each question is followed by four suggested answers. In each case, select the one that best answers the question and then blacken the corresponding space on the "Practice Test Answer Sheet," which follows the practice test. Answers to the practice test also follow the practice test.

1. After packing a parachute intended for emergency use in a civil aircraft, a certificated parachute rigger shall enter which of the following on the packing record attached to the parachute?

- 1—The parachute retirement date, packing date, and his/her signature.
- 2—His/her signature, date, and place of packing.
- 3—His/her certificate number, signature, the date and place of packing, and a notation of any defects found.
- 4—The date, his/her certificate number, seal symbol, and signature.

2. When packing a parachute, what determines the width of the canopy folds?

- 1—The width of the pack.
- 2—The diameter of the canopy.
- 3—The number of suspension line channels.
- 4—The width of the suspension line retainers.

3. What is the minimum period of time that an applicant for a senior parachute rigger certificate shall have served as a parachute rigger?

- 1—Two years.
- 2—Three years.
- 3—For at least 90 days within the preceding 12 months.
- 4—There is no minimum time specified.

4. When laying out a seat- or back-type parachute for packing, how should the harness be placed with reference to body position of the wearer?

- 1—Face down with the head away from the canopy.
- 2—Face up with the head away from the canopy.
- 3—Face down with the head toward the canopy.
- 4—Face up with the head toward the canopy.

5. How long should a parachute be aired prior to packing?

- 1—Allow 1 hour of airing for each day the parachute was packed.
- 2—Four hours, provided the parachute is not wet.
- 3—It should be aired at least 8 hours.
- 4—Until the parachute has been thoroughly dried.

6. Which of the following statements are true? (1) Filler yarns in the weave of parachute canopies extend lengthwise through the material. (2) When applying a patch, the patch material filler yarns must be matched with those of the canopy.

- 1—Only statement (1) is true.
- 2—Only statement (2) is true.
- 3—Neither statement (1) nor (2) is true.
- 4—Both statements (1) and (2) are true.

7. Which component of the sewing machine used for parachute repair work prevents the thread from becoming tangled around the needle as it travels through the material?

- 1—The needle bar.
- 2—The thread takeup level.
- 3—The thread controller spring.
- 4—The action of the sewing hook.

8. How long must a certificated parachute rigger retain a record of the packing, maintenance, or alterations performed or supervised by him/her?

- 1—At least 2 years after the date the work is completed.
- 2—At least 1 year after the date the work is performed.
- 3—At least 2 years after the date the parachute is disposed.
- 4—Until notified by the FAA that he/she may dispose of them.

9. After packing a parachute, how does a certificated parachute rigger seal each pack?

- 1—The safety tie is sealed with the parachute rigger's individual seal in accordance with the manufacturer's instructions.
- 2—The safety tie is sealed with the parachute loft seal in accordance with the manufacturer's recommendations.
- 3—The safety tie is sealed by securing the pack elastics in their respective positions.
- 4—The safety tie is sealed with the seal symbol issued by the parachute manufacturer.

10. In addition to meeting the experience requirements, what other requirements must be met by a member of the United States military who applies for a senior parachute rigger certificate?

- 1—Pass an oral and practical test.
- 2—Pass a written test with respect to parachutes in common use.
- 3—Present evidence to the FAA that he/she holds the equivalent military rating.
- 4—Pass a written test on the FAR's.

11. According to FAR Part 65, when exercising certificate privileges, a parachute rigger must have available suitable housing that is adequately heated, lighted, ventilated,

- 1—and is high enough to allow a parachute to be hung vertically for drying and airing.
- 2—and has provisions for adjusting and controlling the humidity.
- 3—for drying and airing parachutes.
- 4—and meets all the requirements specified in 1, 2, and 3 above.



**12.** No certificated parachute rigger may exercise the privileges of his/her certificate and type rating unless he/she understands the current manufacturer's instructions, and has

- 1—performed duties under his/her certificate for at least 90 days within the preceding 12 months.
- 2—packed at least 20 parachutes within the preceding 12 months.
- 3—performed duties under his/her certificate within the preceding 90 days.
- 4—packed at least 10 parachutes of each of two types in common use within the preceding 12 months.

**13.** FAR's require a certificated parachute rigger to keep a record of the packing, maintenance, or alteration of parachutes performed or supervised by him/her. Identify the following items required to be entered:

- A — Retirement date of parachute.
- B — Date parachute was manufactured.
- C — Name and address of parachute owner.
- D — Type and make of parachute and its serial number.
- E — Date and place where the particular operation was performed.

- 1—A, B, C.
- 2—B, C, D.
- 3—C, D, E.
- 4—D, E, A.

**14.** When requested, a certificated parachute rigger is required to present his/her certificate to

- 1—the owner of a parachute the rigger has packed.
- 2—any state or local law enforcement officer.
- 3—a person holding a master parachute rigger certificate.
- 4—a certificated pilot or flight instructor.

**15.** FAR's provide for the issuance of which type ratings for master parachute rigger?

- 1—Seat, special purpose, back, and lap.
- 2—Chest, back, seat, and chair.
- 3—Lap, chest, chair, and cargo.
- 4—Back, lap, seat, and chest.

**16.** When repairing a broken stitch in a canopy seam, what action should be taken?

- 1—Anchor the ends of the broken thread using fabric cement.
- 2—Sew back and forth across the ends of the broken stitch.
- 3—Reinforce the seam by applying a patch.
- 4—Backstitch for at least 1 inch.

**17.** What is the minimum period of time an applicant for a master parachute rigger certificate shall have served as a parachute rigger?

- 1—Two years.
- 2—Three years.
- 3—Four years.
- 4—Five years.

**18.** What determines the service life of a canopy?

- 1—The total number of repairs.
- 2—The number of times it has been packed.
- 3—The total number of times it has been used for jumping.
- 4—The tensile strength and porosity of the material.

**19.** What is the purpose of a parachute seal symbol?

- 1—To identify a certificated parachute rigger.
- 2—To identify the parachute manufacturer.
- 3—To indicate FAA approval of a parachute assembly.
- 4—To identify parachute canopy material.

**20.** A certificated parachute rigger who applies for an additional type rating must pass which of the following tests?

- 1—A written test for the type rating sought.
- 2—A practical test for the type rating sought.
- 3—An oral and practical test for the type rating sought.
- 4—A written and practical test for the type rating sought.

**EXAMPLE OF  
PRACTICE TEST  
ANSWER SHEET**

↓ 1 (1) (2) (3) (4) ↓  
2 (1) (2) (3) (4)

3 (1) (2) (3) (4)

4 (1) (2) (3) (4)

5 (1) (2) (3) (4)

6 (1) (2) (3) (4)

7 (1) (2) (3) (4)

8 (1) (2) (3) (4)

9 (1) (2) (3) (4)

10 (1) (2) (3) (4)

11 (1) (2) (3) (4)

12 (1) (2) (3) (4)

13 (1) (2) (3) (4)

14 (1) (2) (3) (4)

15 (1) (2) (3) (4)

16 (1) (2) (3) (4)

17 (1) (2) (3) (4)

18 (1) (2) (3) (4)

19 (1) (2) (3) (4)

20 (1) (2) (3) (4)

# ANSWERS TO PRACTICE TEST QUESTIONS

QUESTION NUMBER	ANSWER
1.....	3
2.....	1
3.....	4
4.....	3
5.....	4
6.....	2
7.....	3
8.....	1
9.....	1
10.....	4
11.....	3
12.....	1
13.....	3
14.....	2
15.....	4
16.....	4
17.....	2
18.....	4
19.....	1
20.....	2

# ORAL AND PRACTICAL TESTS

## Taking the Oral and Practical Tests

Completion of the oral and practical tests is usually the final step in becoming certificated or in adding a rating to a parachute rigger certificate. An oral and a practical test must be taken for each type rating issued during original certification (except in the case of military applicants for senior parachute rigger certificates). When ratings are added to a senior or master parachute rigger certificate, a practical test is required for each rating in addition to the experience requirement.

Oral and practical tests are administered by FAA inspectors or by FAA-designated parachute rigger examiners (DPRE's). The scope of the tests is the same, whether given by an inspector or by a DPRE. Arrangements for taking the oral and practical tests should be made in advance of the date on which you desire to take the test.

If an FAA inspector gives the oral and practical tests, the necessary facilities and equipment must be furnished or arranged for by the applicant. The applicant will be expected to furnish: (1) a smooth-top table, at least 3 feet wide by 40 feet long, (2) provisions for drying and airing parachutes, (3) manufacturer's instructions, and the tools and equipment used to pack and maintain the types of parachutes for which a rating is sought, and (4) adequate housing facilities to perform the duties of a parachute rigger and to protect the tools and equipment. At least one approved parachute of each type for which a rating is sought must be available for the oral and practical tests.

If a DPRE gives the oral and practical test, he/she will assure that suitable facilities and equipment are available to conduct the test. Since designated examiners are not paid by the FAA for their services or the use of their facilities and equipment, they are authorized to charge a fee for administering oral and practical tests.

The names and addresses of the FAA DPRE's in each district can be obtained from the FAA district office that serves the area.

You will be given an application form and instructions for filling it in by the person who administers the tests. He/she will explain the tasks that will be assigned during the test and will observe all aspects of your performance and grade you accordingly.

The oral test may be administered along with the practical test, or it may be given separately, before or after the practical test. The examiner will not attempt to trick or mislead you in any way with his/her oral questions or project assignments. Any questions or assignments that you do not understand should be clarified before answering the question or attempting the project.

### **Evaluating Your Performance**

Your performance will be evaluated by the examiner on the basis of knowledge, accuracy, and proficiency displayed during the test. In evaluating performance the principle characteristic that will be considered is the quality of the end product. Other characteristics that will be considered include:

1. Your approach to the project — did you obtain, use, and correctly interpret information available to perform the task?
2. Your skill in handling tools and use of the proper tool for the assigned task.
3. The care you take in protecting parachute parts from damage during handling.
4. Your proficiency in packing and inspecting parachutes.
5. The manner in which you complete the required forms and records.
6. Your understanding and application of the FAR's.

## **Oral Test Questions**

Oral test questions cover the same subjects as the written tests and are intended to show how well you can make use of your knowledge. The oral test questions fall generally into three types: (1) questions closely related to assigned projects—to further explore your understanding of the tasks being performed, (2) questions not related to a specific project—to evaluate your ability in areas in which a skill demonstration is not practical, and (3) questions to determine whether additional projects need to be assigned. The following list of questions may be helpful for reviewing the results of your study. Many of them may suggest other areas for additional study.

### **A. PACKING PARACHUTES**

1. What general sequence of operations is followed when packing a parachute?
2. How can the correct procedure for packing a parachute be determined?
3. What sequence of operations is normally followed to remove twists and tangles from a parachute canopy, suspension lines, and harness?
4. In what position would an attached harness be when a parachute is laid out for packing?
5. During the preparation of a parachute for packing, when is the skirt hem of a canopy usually straightened?
6. What determines the width of the canopy folds when packing a parachute?
7. How can the order of stowing lines in the line holders be determined.
8. How is a parachute pack usually sealed after being packed?
9. What is the purpose of temporary locking pins used during parachute packing?
10. What type of safety tie is used when sealing a packed parachute?

11. Name some packing practices which could contribute to a delay in pilot parachute ejection.
12. What information is given on the stamped panel of a canopy?
13. What type of knot is used to secure the pilot parachute to the canopy apex?
14. What is the reason for disconnecting the apex of the parachute from the packing table tension device during packing?
15. What are the reasons for using a ripcord housing and having it properly attached to the pack and harness?
16. How are the suspension lines attached to the riser links?
17. What are pack-opening elastics or spring bands?
18. What is the purpose of the safety thread and lead seal used to seal a packed parachute?
19. To which pin of a ripcord is the seal attached?
20. What is the maximum permitted ripcord pull force?
21. How does a certificated parachute rigger identify his/her work or packing?
22. Which pin of a ripcord is number one?
23. What method is effective to temporarily shorten the suspension lines of an unpacked parachute to prevent tangling of the lines?
24. What are the requirements for drying and airing parachutes prior to packing?
25. What types of pilot parachutes are in common use?
26. What is the purpose of the suspension line loops in a parachute pack assembly?
27. How are the release pins of a ripcord normally attached to the cable?
28. What action should be taken if a flaw is discovered in a parachute canopy during inspection for packing?



29. After stretching a parachute to its full length on the packing table, what is the next step that should be taken?
30. During the packing operation, why is some canopy material allowed to extend beyond the pack edges?
31. In completing the packing process, what tool is used to insert the protector flaps?
32. What may result if the ripcord handle is improperly positioned?
33. After stowing the suspension lines, where is the skirt of the canopy placed?
34. What is the function of the canopy vent, and what do you look for when inspecting it?
35. How can the serviceability of a parachute be determined if the strength of the canopy material is in question?
36. How can the presence of acid in a parachute stain be detected?
37. What is meant by the term "tensile strength" of a material, and how can it be determined?
38. How can the presence of mold or mildew be detected in parachute canopy materials?
39. What is the last step in packing a parachute?
40. What are some of the reasons for condemning a parachute harness?
41. How is the length of a ripcord measured?
42. What are the minimum facilities and equipment a parachute rigger must have available to exercise his/her privileges?
43. What records of parachute packing, maintenance, and alteration are required to be kept by a parachute rigger.
44. What information is required to be entered on the parachute packing record attached to the parachute?
45. How long must parachute packing, maintenance, and alteration records be kept?

46. What kind of knot is usually used to tie-off harness tacking?
47. How much free line is left between the skirt hem and the line stowage loops or elastics?
48. What is the function of a pilot parachute?
49. What requirements must a certificated parachute rigger meet in order to pack the main parachute of a dual parachute pack to be used for intentional jumping?
50. How can the correct method of sealing a parachute pack be determined?

## **B. MAINTAINING PARACHUTES**

1. Where is the manufacturer's identification data usually located on a parachute canopy, on a harness, and on a pack?
2. What is the function of the ripcord housing?
3. How is a parachute usually prepared for an extended storage period?
4. What is the meaning of the term "bias construction" as used to describe a parachute canopy?
5. How are the skirt and vent hems of most parachutes reinforced?
6. What is the usual number of stitches per inch used in making the seams of a parachute canopy?
7. How is the ripcord handle held, or secured to the harness of a back- or seat-type parachute so that it is readily accessible to the wearer, yet relatively safe from accidental release?
8. How are most types of snap fasteners and grommets attached to parachute material?
9. How can the correct procedures for repairing a parachute be determined?
10. How are small holes and snags in a parachute canopy usually repaired?

11. What kind of textile material is used to make a parachute canopy repair?
12. What identifying features are associated with "yard slippage" in parachute canopy materials.
13. What are the common stitching patterns to attach load-bearing rings and snaps to parachute harnesses?
14. How is uniformity of length of nylon suspension lines assured during manufacture of a parachute, or the replacement of lines?
15. How would a parachute rigger determine the correct number of stitches per inch used for a parachute repair?
16. How would a parachute rigger determine the correct type of seam used for repairing a parachute?
17. What are the characteristics of a properly formed seam?
18. What type of stitch is normally used during the construction and repair of parachutes?
19. What kind of stitch is normally used to secure the suspension lines to the canopy skirt and vent hems?
20. What are the operating principles of the rotary type and oscillating type sewing machines?
21. What factors should be considered when selecting the correct size sewing machine needle to be used for making a repair?
22. What are the characteristics of a sewed lockstitch made by a correctly adjusted sewing machine?
23. What precautions should be observed if load-carrying parachute hardware is refinished or replated?
24. What methods and cleaning products are generally used in cleaning parachute canopy materials?
25. Why is it necessary to stitch the suspension line where it attaches to the riser link?

26. How can a bent or burred ripcord pin be repaired?
27. What is the danger in chrome plating parachute hardware?
28. What agents can be used to clean parachute harnesses?
29. Explain the difference in the construction of a bias-constructed parachute and a straight-constructed one?
30. What process is used on the ends of harness webbing to prevent fraying?
31. What type of knot may be used to secure harness tacking if no particular knot is specified?
32. What can result if the ripcord handle pocket is improperly positioned?
33. Why is an acid stain more serious than any other type of stain on a parachute?
34. What should be done with a parachute canopy that has a large acid-stained area?
35. How should a parachute be dried after it has been rinsed or soaked in water?
36. What action is necessary when a parachute has been stained with perspiration?
37. What chemicals can be used to prevent a parachute from mildewing?
38. Why should the elasticity of a seam be greater than that of the material it joins?
39. Who is privileged to perform major repairs to a parachute assembly?
40. What guide for details could be followed in performing a minor repair to a parachute?
41. What action should be taken first when laying out a parachute canopy repair patch?
42. How should a tear in a canopy be prepared for patching?
43. What is the minimum distance that the raw edges of a canopy patch must be turned under?

44. What procedures must be followed when repairing a parachute?
45. Who may alter the main parachute of a dual parachute pack?
46. What is likely to occur while operating a sewing machine if the bobbin is threaded incorrectly?
47. What sewing machine malfunction can cause staggered stitches?
48. What procedure should be followed when repairing broken stitches in a canopy seam?
49. What determines the service life of a nylon canopy?
50. What is the purpose for using zigzag stitching to complete the attachment of suspension lines to the riser links?
51. How can sunlight damage to white nylon fabric be identified?
52. When replacing a damaged ripcord with a serviceable one, what requirements must be met?
53. When replacing a pack grommet that has torn out of its fastening, what should be done to keep the locking pin from binding in the cone?
54. What is the reason for matching the weave of the patch material with that of the canopy being repaired?
55. What precautions should be observed when replacing a broken or missing eye on a parachute container?
56. Describe the appearance of the material defect known as a "warp float."
57. What effect would a bent grommet have on the operation of the pack-opening mechanism?
58. What action should be taken if "yarn slippage" is detected in a parachute canopy during the inspection?

59. What thread size should be used to sew canopy radial seams when making a repair?
60. How is the needle-thread tension and the bobbin-thread tension on a sewing machine usually controlled?

## **Practical Test Projects**

The practical test consists of assigned work projects to test your mechanical skill and ability to organize work, select and follow correct procedures, apply appropriate techniques, and determine an acceptable level of workmanship. The person administering the test will select projects that utilize, as much as possible, the equipment and procedures that are familiar to you.

If a project must be performed in accordance with a manufacturer's instructions or other data, the examiner will expect you to consult the instructions or data. Failure to do so may result in your failing the practical test.

A list of the projects you can expect to be assigned during the practical test is shown below. You will be required to perform all of the tasks involved in packing parachutes, and may be assigned all or only part of the projects listed under Maintaining Parachutes. Since master parachute riggers are permitted to make major repairs and alterations, and to supervise other persons performing these operations, master parachute rigger tests will be more extensive than the tests given a senior parachute rigger applicant.

### **1. PACKING PARACHUTES**

- a. **PACK A PARACHUTE.**
  - (1) **IDENTIFY AND SELECT TOOLS, EQUIPMENT, AND TECHNICAL INFORMATION.** You must select the correct tools, equipment, and manuals.
  - (2) **OPEN THE PACK.** You must take precautions to avoid damage to the parachute, check the ripcord pull force.

- (3) LAY OUT THE PARACHUTE. You must lay out the parachute as prescribed in the packing instructions, check the canopy for being right side out, check suspension lines for continuity, and remove tangles (if any).
- (4) INSPECT THE PARACHUTE. You must carefully check for conformity to the manufacturer's description, completeness of assembly, operational adequacy, markings, damage, deterioration, and other defects.
- (5) FOLD AND STOW THE PARACHUTE. You must pleat and fold the canopy gores, sign inside packing record, accordion fold the canopy into the pack, and fold and pack the pilot parachute.
- (6) CLOSE, FINISH, AND SEAL THE PACK. You must close the pack flaps in the correct sequence, insert the pack closing device, finish and smooth the pack, seal the pack, fasten the pack opening bands and protector flaps, and fill the parachute records.

## **2. MAINTAINING PARACHUTES**

### **Senior Parachute Rigger and Master Parachute Rigger Applicants**

- a. RESTITCH CANOPY SEAMS. You must select the correct sewing machine; use straight lockstitch or zigzag stitch, depending upon the area being restitched; use proper size, texture, and color thread; restitch following original construction, overstretch as required; and check suspension line freedom if restitching a radial seam.
- b. DARN A SMALL SNAG OR TEAR. You must select proper size, texture, and color thread; use tiny stitches at right-angles to the damage and extend the darning beyond the area. Canopy material should not be puckered.
- c. PATCH A CANOPY SECTION. You must select correct machine, fabric, and thread; match filler, warp, and ripstop boxes, as applicable; use correct stitching, overlap, edge distance, and overstretching; trim out damaged area; check suspension line freedom, if stitching on a radial seam.

- d. REPAIR A TORN RADIAL SEAM. You must select correct machine, thread fabric, or tape; use correct stitching, overlap, edge distance, and overstitching; trim out damaged area; check suspension line freedom.
- e. REPLACE POCKET BANDS OR V-TABS. You must select correct machine, thread, webbing; correctly position webbing; use correct stitching, stitch spacing, and overstitching.
- f. RESTITCH OR REPLACE PACK OPENING SPRING BANDS. You must use correct thread; hand tack the band in place with the required number and placement of stitches; tie-off thread properly.
- g. INSTALL SNAP FASTENERS ON A PARACHUTE PACK. You must select snaps of the correct type; punch or repair hold as applicable; check completed installation for security and operation.
- h. INSTALL GROMMETS. You must select grommet and washer of the correct type and size; punch or repair hold as applicable; check grommet for security.
- i. INSTALL LOCKING CONES ON A PARACHUTE PACK. You must select proper size and type of thread and cone of the same size and type as used on the pack; properly align, position, and stitch cone in place; tie off thread.
- j. INSTALL A SLIDE FASTENER. You must select proper size and type of thread and slide fasteners; use correct stitching; check completed installation for operation.
- k. INSTALL HOOK EYES ON A PARACHUTE PACK. You must select correct eye and thread; position eye and sew into place; tie off thread.
- l. OPERATE A STANDARD SEWING MACHINE. You must thread the machine and adjust it to produce an acceptable lockstitch.

### **Master Parachute Rigger Applicants Only**

- m. REPAIR AN UPPER OR LOWER LATERAL BAND. You must select correct size and type tape and thread; use correct stitching, underfold, edge distance, spacing, and overstitching; splice reinforcing tape, as required.



- n. REPLACE A CANOPY GORE SECTION OR PANEL. You must select correct fabric and thread; match filler, warp, and ripstop boxes, as applicable; use correct stitching, overlap, edge distance, and over stitching; trim out damaged area; check suspension line freedom.
- o. REPLACE A SUSPENSION LINE. You must select correct thread and suspension line of the type used on the canopy; adjust length of replacement line to maintain canopy balance; attach line to canopy and riser link using correct stitching; check line continuity.

## **SCORING ORAL AND PRACTICAL TESTS**

Oral and practical tests are graded as soon as they are completed. The tests are graded using a pass/fail concept, rather than a numerical score. If any part of the test is failed, the person administering the tests will record the results on the reverse side of FAA Form 8610-2 and return the duplicate to you. He/she will also return your AC Form 8080-2 or FAA Form 8060-4, whichever is applicable.

If you fail a test, you may apply for a retest as prescribed in FAR Section 65.19. You have the option of returning to the same FAA district office or DPRE, or applying to any other FAA district office or DPRE for the retest.

When all parts of the tests have been passed, the FAA district office or DPRE will issue a temporary parachute riggers certificate. The following excerpts from FAR Part 65 pertain to temporary certificates. "A certificate and ratings effective for a period of not more than 120 days may be issued to a qualified applicant, pending review of his/her application and supplementary documents and the issue of the certificate and ratings for which he/she applied."

## **PERMANENT CERTIFICATE ISSUANCE**

Permanent certificates are prepared and issued by the Airmen Certification Branch of the FAA and are mailed to the address shown on the application form. It usually takes about 8 weeks to process the application and issue the permanent certificate. In the meantime, you may exercise the privilege of a certificated parachute rigger using your temporary certificate.

## **PARACHUTE RIGGER SEAL SYMBOLS**

When a certificate is first issued to a parachute rigger, the FAA assigns an identifying symbol for the parachute rigger's exclusive use in sealing parachute packs. Each parachute rigger must obtain his/her own seal press and a seal with his/her assigned symbol. Seals and seal presses are not available from the FAA. They can be purchased from the manufacturers or suppliers of parachutes and parachute equipment.

After a parachute is packed, a low-tensile-strength safety thread is usually wrapped and knotted about the release device in a manner specified by the parachute manufacturer, a lead seal is affixed to the thread and secured by impressing the parachute rigger's seal symbol into it. Any withdrawal of the release pins (or other release mechanism) will break the thread. As long as the safety thread and seal remain intact, it is an indication to the user that the pack has not been opened since being inspected and packed by a certificated parachute rigger.

## **RECOMMENDED STUDY MATERIALS**

The publications listed in this section will be helpful as you prepare for the parachute rigger written test. However, they do not provide the total technical information required for certification. It is the responsibility of each applicant to obtain the study materials appropriate to his/her own needs.

A variety of text and reference material is available from commercial publishers. Most public and institutional libraries maintain technical reference sections and can often recommend specific text books and authors. Manufacturers' instructional manuals are also a good source of technical material.

## **FAR's**

The following FAR's should be useful to a person studying for the tests. A knowledge of the rules is often very helpful and sometimes necessary during the performance of parachute rigger duties.

- Part 1      Definitions and Abbreviations.
- Part 21     Certification Procedures for Products and Parts.
- Part 65     Certification: Airmen Other Than Flight Crewmembers.
- Part 91     General Operating and Flight Rules.
- Part 105    Parachute Jumping.
- Part 149    Parachute Lofts.

## **FAA Advisory Circulars**

The FAA issues advisory circulars (AC's) to inform the aviation public in a systematic way of nonregulatory material of interest. AC's are issued in a numbered-subject system corresponding to the numbering system used for FAR's.

The AC's of greatest interest to parachute rigger applicants are:

- AC 00-2      Advisory Circular Checklist (and Status of Other FAA Publications). Provides a list of current FAA AC's (and certain other publications) and how to order them.
- AC 00-44     Status of Federal Aviation Regulations.
- AC 20-36     Index of Articles (Materials, Parts, Processes, and Appliances) Certified Under the Technical Standard Order System.

AC 105-2      Sport Parachute Jumping.  
AC 183-32    FAA      Designated      Maintenance  
                 Technician Examiner Directory.

Free AC's may be obtained by writing to:

U.S. Department of Transportation  
Utilization and Storage Section, M-443.2  
Washington, DC    20590

# APPENDIX

## **FAA REGIONAL OFFICES**

### **ALASKAN REGION**

701 C Street, Box 14  
Anchorage, Alaska 99513  
Tel. 907-271-5645

AREA: Alaska

### **GREAT LAKES REGION**

O'Hare Lake Office Center  
2300 East Devon Avenue  
Des Plaines, Illinois 60018  
Tel. 312-694-7000

AREA: Illinois, Indiana, Michigan, Minnesota, North Dakota,  
Ohio, South Dakota, Wisconsin

### **SOUTHERN REGION**

3400 Norman Berry Drive  
East Point, Georgia 30344  
Mail: P.O. Box 20636  
Atlanta, Georgia 30320  
Tel. 404-763-7222

AREA: Alabama, Florida, Georgia, Kentucky, Mississippi,  
North Carolina, Ohio, Puerto Rico, Republic of Panama,  
South Carolina, Tennessee, Virgin Islands

### **EUROPEAN OFFICE**

15, Rue de la Loi (3rd floor)  
B-1040 Brussels, Belgium  
U.S. mailing address:  
c/o American Embassy  
APO, New York 09667  
Tel. AUT 314-548-2225  
Embassy Operator Commercial Telephone: (32-2)513.38.30

AREA: Europe, Africa, Middle East

### **CENTRAL REGION**

601 East 12 Street  
Federal Building  
Kansas City, Missouri 64106  
Tel. 816-374-5626

AREA: Iowa, Kansas, Missouri, Nebraska

### **NEW ENGLAND REGION**

12 New England Executive Park  
Burlington, Massachusetts 01803  
Tel. 617-273-7244

AREA: Connecticut, Maine, Massachusetts, New Hampshire,  
New Jersey, New York, Pennsylvania, Rhode Island, Vermont

## **FAA REGIONAL OFFICES (CONTINUED)**

### **SOUTHWEST REGION**

4400 Blue Mound Road  
Fort Worth, Texas 76101  
Mail: P.O. Box 1689 Tel. 817-877-2000

AREA: Arkansas, Louisiana, New Mexico, Oklahoma, Texas

### **EASTERN REGION**

JFK International Airport  
Federal Building  
Jamaica, New York 11430  
Tel. 718-917-1005

AREA: Delaware, District of Columbia, Maryland, New Jersey,  
New York, Pennsylvania, Virginia, and West Virginia

### **NORTHWEST MOUNTAIN REGION**

17900 Pacific Hwy South, C-68966  
Seattle, Washington 98168  
Tel. 206-431-2001

AREA: Alaska, California, Colorado, Idaho, Montana, Oregon,  
Utah, Washington, Wyoming

### **WESTERN PACIFIC REGION**

15000 Aviation Boulevard  
Hawthorne, California 90009  
Mail: P.O. Box 92007  
Worldway Postal Center  
Los Angeles, California 90009  
Tel. 213-297-1427

AREA: American Samoa, Arizona, California, Guam, Hawaii,  
Japan, Nevada, and Marshall Islands

## **FAA FLIGHT STANDARDS DISTRICT OFFICES**

### **ALABAMA**

FSDO 67B  
Municipal Airport  
FSS/WB Building  
6500 43rd Avenue North  
Birmingham, AL 35206  
Phone: (205) 254-1557

### **ALASKA**

FSDO 61  
3788 University Avenue  
Fairbanks, AK 99701  
Phone: (907) 474-0276

FSDO 62  
A.I.R. Center Building  
9610 Shell Simmons Drive  
Juneau, AK 99803  
Phone: (907) 789-0231

FSDO 63  
6601 South Airpark Place  
Suite 216  
Anchorage, AK 99502  
Phone: (907) 243-1902

### **ARIZONA**

FSDO 7  
Scottsdale Municipal Airport  
15041 North Airport Drive  
Scottsdale, AZ 85260  
Phone: (602) 241-2561

### **ARKANSAS**

FSDO 65  
Adams Field  
FAA Building, Room 201  
Little Rock, AR 72202  
Phone: (501) 378-5565

### **CALIFORNIA**

FSDO 1  
Van Nuys Airport  
Suite 316  
7120 Hayvenhurst Avenue  
Van Nuys, CA 91406  
Phone: (818) 904-6291



**FAA FLIGHT STANDARDS DISTRICT OFFICES  
(CONTINUED)**

FSDO 2  
San Jose Municipal Airport  
1387 Airport Boulevard  
San Jose, CA 95110  
Phone: (408) 291-7681

FSDO 4  
Fresno Air Terminal  
Suite 110  
4955 East Anderson  
Fresno, CA 93727  
Phone: (209) 487-5306

FSDO 5  
Long Beach Airport  
2815 East Spring Street  
Long Beach, CA 90806  
Phone: (213) 426-7134

FSDO 8  
Riverside Municipal Airport  
6961 Flight Road  
Riverside, CA 92504  
Phone: (714) 351-6701

FSDO 9  
Montgomery Field Airport  
Suite 110  
8665 Gibbs Drive  
San Diego, CA 92123  
Phone: (619) 293-5281

FSDO 10  
5885 West Imperial Highway  
Los Angeles, CA 90045  
Phone: (213) 215-2150

FSDO 12  
Sacramento Executive Airport  
6107 Freeport Boulevard  
Sacramento, CA 95822  
Phone: (916) 551-1721

FSDO 14  
Oakland International Airport  
Earhart Road, Building L-105  
P.O. Box 2397, Airport Station  
Oakland, CA 94614  
Phone: (415) 273-7155

**FAA FLIGHT STANDARDS DISTRICT OFFICES  
(CONTINUED)**

**COLORADO**

FSDO 60  
10455 East 25th Avenue  
Suite 202  
Aurora, CO 80010  
Phone: (303) 340-5400

**CONNECTICUT**

FSDO 63  
Barnes Municipal Airport  
Administration Building, First Floor  
Westfield, MA 01085  
Phone: (413) 568-3121

**DELAWARE**

FSDO 17  
Scott Plaza No. 2  
Fourth Floor  
Philadelphia, PA 19113  
Phone: (215) 596-0673

**DISTRICT OF COLUMBIA**

FSDO 27  
Dulles International Airport  
600 West Service Road  
Chantilly, VA 20041  
Phone: (202) 557-5360

**FLORIDA**

FSDO 64  
St. Petersburg-Clearwater Airport  
Terminal Building, West Wing  
Clearwater, FL 33520  
Phone: (813) 531-1434

FSDO 65  
Miami International Airport  
Perimeter Road and N.W. 20th Street  
FAA Building 3050  
P.O. Box 592015  
Miami, FL 33159  
Phone: (305) 526-2572

FSDO 64J  
Craig Municipal Airport  
FAA Building  
855 St. John's Bluff Road  
Jacksonville, FL 32211  
Phone: (904) 641-7311

**FAA FLIGHT STANDARDS DISTRICT OFFICES  
(CONTINUED)**

**GEORGIA**

FSDO 67  
3420 Norman Berry Drive  
Suite 430  
College Park, GA 30354  
Phone: (404) 763-7265

**HAWAII**

FSDO 13  
90 Nakolo Place  
Room 215  
Honolulu, HI 96819  
Phone: (808) 836-0615

**IDAHO**

FSDO 67A  
Boise Airport  
3975 Rickenbacker Street  
Boise, ID 83705  
Phone: (208) 334-1238

**ILLINOIS**

GADO 3  
DuPage County Airport  
P.O. Box H  
West Chicago, IL 60185  
Phone: (312) 377-4516

GADO 19  
Capitol Airport  
No. 3 North Airport Drive  
North Quadrant  
Springfield, IL 62708  
Phone: (217) 492-4238

**INDIANA**

GADO 10  
Indianapolis International Airport  
6801 Pierson Drive  
Indianapolis, IN 46241  
Phone: (317) 247-2491

GADO 18  
Michiana Regional Airport  
1843 Commerce Drive  
South Bend, IN 46628  
Phone: (219) 236-8480

**FAA FLIGHT STANDARDS DISTRICT OFFICES  
(CONTINUED)**

**IOWA**

FSDO 61  
3021 Army Post Road  
Des Moines, IA 50321  
Phone: (515) 285-9895

**KANSAS**

FSDO 64  
Mid Continent Airport  
Flight Standards Building  
Wichita, KS 67209  
Phone: (316) 926-4462

**KENTUCKY**

FSDO 68  
Bowman Field  
FAA Building  
Louisville, KY 40205  
Phone: (502) 582-6116

**LOUISIANA**

FSDO 62  
Ryan Airport  
9191 Plank Road  
Baton Rouge, LA 70811  
Phone: (504) 356-5701

**MAINE**

FSDO 65  
Portland International Jetport  
General Aviation Terminal  
Portland, ME 04102  
Phone: (207) 774-4484

**MARYLAND**

FSDO 7  
Baltimore-Washington  
International Airport  
North Administration Building  
Elm Road  
Baltimore, MD 21240  
Phone: (301) 859-5780

**FAA FLIGHT STANDARDS DISTRICT OFFICES  
(CONTINUED)**

**MASSACHUSETTS**

FSDO 61  
Civil Air Terminal Building  
Second Floor  
Hanscome Field  
Bedford, MA 01730  
Phone: (617) 273-7231

FSDO 63  
Barnes Municipal Airport  
Administration Building  
Westfield, MA 01085  
Phone: (413) 568-3121

**MICHIGAN**

GADO 8  
Kent County International Airport  
5500 44th Street, S.E.  
Grand Rapids, MI 49508  
Phone: (616) 456-2427

FSDO 63  
Willow Run Airport  
8800 Beck Road  
Belleville, MI 48111  
Phone: (313) 485-2550

**MINNESOTA**

GADO 14  
Minneapolis-St. Paul International Airport  
Room 201  
6201 34th Avenue South  
Minneapolis, MN 55450  
Phone: (612) 725-3341

**MISSISSIPPI**

FSDO 63J  
Jackson Municipal Airport  
FAA Building  
P.O. Box 6273, Pearl Branch  
Jackson, MS 39208  
Phone: (601) 960-4633

**MISSOURI**

FSDO 62  
FAA Building  
9275 Genaire Drive  
Berkeley, MO 63134  
Phone: (314) 731-2006

**FAA FLIGHT STANDARDS DISTRICT OFFICES  
(CONTINUED)**

FSDO 63  
Kansas City International Airport  
525 Mexico City Avenue  
Kansas City, MO 64153  
Phone: (816) 243-3800

**MONTANA**

FSDO 65  
Helena Airport  
FAA Building, Room 3  
Helena, MT 59601  
Phone: (406) 449-5270

FSDO 65A  
Billings Logan International Airport  
Administration Building, Room 216  
Billings, MT 59101  
Phone: (406) 245-6179

**NEBRASKA**

FSDO 65  
Lincoln Municipal Airport  
General Aviation Building  
Lincoln, NE 68524  
Phone: (402) 471-5485

**NEVADA**

FSDO 6  
241 East Reno Avenue  
Suite 200  
Las Vegas, NV 89119  
Phone: (702) 388-6482

FSDO 11  
601 South Rock Boulevard  
Suite 102  
Reno, NV 89502  
Phone: (702) 784-5321

**NEW HAMPSHIRE**

FSDO 65  
Portland International Jetport  
General Aviation Terminal  
Portland, ME 04102  
Phone: (207) 774-4484

**FAA FLIGHT STANDARDS DISTRICT OFFICES  
(CONTINUED)**

**NEW JERSEY**

FSDO 25  
Teterboro Airport  
150 Riser Road  
Teterboro, NJ 07608  
Phone: (201) 288-1745

**NEW MEXICO**

FSDO 61  
2402 Kirtland Drive, S.E.  
Albuquerque, NM 87106  
Phone: (505) 247-0156

**NEW YORK**

FSDO 1  
Albany County Airport  
CFR & M Building  
Albany, NY 12211  
Phone: (518) 869-8482

FSDO 11  
Republic Airport  
Administration Building  
Farmingdale, NY 11735  
Phone: (516) 694-5530

FSDO 23  
Rochester Monroe County Airport  
1295 Scottsville Road  
Rochester, NY 14624  
Phone: (716) 263-5880

**NORTH CAROLINA**

FSDO 66W  
Smith Reynolds Airport  
Terminal Building  
Second Floor  
Winston Salem, NC 27105  
Phone: (919) 761-3147

FSDO 66C  
Douglas Municipal Airport  
FAA Building  
5318 Morris Field Drive  
Charlotte, NC 28208  
Phone: (704) 392-3214

**FAA FLIGHT STANDARDS DISTRICT OFFICES  
(CONTINUED)**

FSDO 66R  
Raleigh-Durham Terminal B  
Route 1, Box 486A  
Morrisville, NC 27560  
Phone: (919) 755-4240

**NORTH DAKOTA**

FSDO 64  
Hector Airport  
Administration Building, Room 216  
P.O. Box 5496  
Fargo, ND 58105  
Phone: (701) 232-8949

**OHIO**

FSDO 62  
4242 Airport Road  
Lunken Airport Executive Building  
Cincinnati, OH 45226  
Phone: (513) 533-8110

FSDO 65  
Cleveland Hopkins International Airport  
Federal Facilities Office Building  
Cleveland, OH 44135  
Phone: (216) 267-0220

FSDO 62C  
Port Columbus International Airport  
Lane Aviation Building, Room 234  
4393 East 17 Avenue  
Columbus, OH 43219  
Phone: (614) 469-7476

**OKLAHOMA**

FSDO 67  
Wiley Post Airport  
FAA Building, Room 111  
Bethany, OK 73008  
Phone: (405) 789-5220

**OREGON**

FSDO 64  
Portland-Hillsboro Airport  
3355 N.E. Cornell Road  
Hillsboro, OR 97124  
Phone: (503) 221-2104



**FAA FLIGHT STANDARDS DISTRICT OFFICES  
(CONTINUED)**

FSDO 64A  
Mahlon-Sweet Airport  
90606 Greenhill Road  
Eugene, OR 97402  
Phone: (503) 688-9721

**PENNSYLVANIA**

FSDO 5  
Allentown-Bethlehem-Easton Airport  
RAS Aviation Center Building  
Allentown, PA 18103  
Phone: (215) 264-2888

FSDO 13  
Capitol City Airport  
Administration Building  
Room 201  
New Cumberland, PA 17070  
Phone: (717) 782-4528

FSDO 3  
Allegheny County Airport  
Administration Building  
Room 213  
West Mifflin, PA 15122  
Phone: (412) 462-5507

FSDO 17  
Scott Plaza No. 2  
Fourth Floor  
Philadelphia, PA 19113  
Phone: (215) 596-0673

FSDO 19  
Airport Office Park  
Building 3  
420 Rouser Rd.  
Coraopolis, PA 15108  
Phone: (412) 644-5406

**PUERTO RICO**

FSDO 61  
Puerto Rico International Airport  
Room 203A  
San Juan, PR 00913  
Phone: (809) 791-5050

**FAA FLIGHT STANDARDS DISTRICT OFFICES  
(CONTINUED)**

**RHODE ISLAND**

FSDO 63  
Barnes Municipal Airport  
Administration Building  
Westfield, MA 01085  
Phone: (413) 568-3121

**SOUTH CAROLINA**

FSDO 66C  
Columbia Metropolitan Airport  
2819 Aviation Way  
West Columbia, SC 29169  
Phone: (803) 765-5931

**SOUTH DAKOTA**

FSDO 66  
Rapid City Regional Airport  
Rural Route 2, Box 4750  
Rapid City, SD 57701  
Phone: (605) 343-2403

**TENNESSEE**

FSDO 63  
International Airport  
General Aviation Building, Room 137  
2488 Winchester Road  
Memphis, TN 38116  
Phone: (901) 521-3820

FSDO 63N  
Nashville Metropolitan Airport  
Room 101  
322 Knapp Boulevard  
Nashville, TN 37217  
Phone: (615) 251-5661

**TEXAS**

FSDO 63  
Love Field Airport  
8032 Aviation Place  
Dallas, TX 75235  
Phone: (214) 357-0142

FSDO 64  
Hobby Airport  
Room 152  
8800 Paul B. Koonce Drive  
Houston, TX 77061  
Phone: (713) 643-6504

**FAA FLIGHT STANDARDS DISTRICT OFFICES  
(CONTINUED)**

FSDO 66  
International Airport  
Route 3, Box 51  
Lubbock, TX 79401  
Phone: (806) 762-0335

FSDO 68  
10100 Reunion  
Suite 200  
San Antonio, TX 78216  
Phone: (512) 341-4371

FSDO 68SA  
Miller International Airport  
Terminal Building  
2600 South Main Street  
McAllen, TX 78503  
Phone: (512) 682-4812

**UTAH**

FSDO 67  
116 North 2400 West  
Salt Lake City, UT 84116  
Phone: (801) 524-4247

**VERMONT**

FSDO 65  
Portland International Jetport  
General Aviation Terminal  
Portland, ME 04102  
Phone: (207) 774-4484

**VIRGINIA**

FSDO 21  
Byrd International Airport  
Terminal Building, Second Floor  
Sandston, VA 23150  
Phone: (804) 222-7494

**VIRGIN ISLANDS**

FSDO 61  
Puerto Rico International Airport  
Room 203A  
San Juan, PR 00913  
Phone: (809) 791-5050

**FAA FLIGHT STANDARDS DISTRICT OFFICES  
(CONTINUED)**

**WASHINGTON**

FSDO 61  
7300 Perimeter Road South  
Seattle, WA 98108  
Phone: (206) 431-2742

FSDO 61A  
5620 East Rutter Avenue  
Spokane, WA 99206  
Phone: (509) 456-4618