European Union Aviation Safety Agency

Product specific questions

Can I apply for an ETSO authorization for articles with embedded military functions?

Answer

From an ETSO authorization perspective, it must be demonstrated that the military embedded functions do not interfere with the CS-ETSO functions. EASA will not investigate the military functions. Moreover, if there are some restrictions regarding access to design data for the military functions, EASA cannot offer any special guarantee for the special access and protection of military data. So far, there has been some case by case arrangements in order to delegate the technical investigation to NAAs which can offer resources that comply with military requirements for special data access and protection.

If the article is designed exclusively for military use, EASA is not legally competent to issue an approval.

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07/05/2015

Link:
https://www.easa.europa.eu/en/faq/19465

Can parachutes receive an ETSO authorization?

Answer

Personnel parachutes within the scope of EASA are only emergency parachutes for glider and aerobatics pilots. All other parachutes (recreational, tandem etc.) are under the responsibility of the relevant Member States. EASA has published a list of parachute approvals granted by NAAs prior to EASA, which fall under the EASA responsibility. Click here for details.

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How shall I maintain my certified emergency parachute?

Answer

Emergency parachutes are not installed on aircraft. As a consequence, emergency parachutes are not subject to the continuing airworthiness / maintenance requirements of Commission Regulation (EU) No 1321/2014 (in particular its Part M and Part ML), except when they are a part of the type design.

The owner of the emergency parachute is responsible for keeping the emergency parachute in a proper condition in accordance with the approved instructions published by the manufacturer. In particular:

- Packing of emergency parachutes shall be performed in accordance with the instructions published by the manufacturer. There might be additional national regulations which might also have to be considered.
- Any maintenance (including repair, overhaul etc), other than packing, should be carried out in accordance with the manufacturer instructions. Except when the emergency parachute is part of the type design (see below), such maintenance is recommended to be performed by any of following organisations.
- the parachute manufacturer; an organisation which is authorised by the manufacturer.
- Part - 145 or Part-CAO with the relevant scope of work.
- When the emergency parachute is part of the type design, in accordance with Regulation (EU) No 1321/2014, any maintenance should be preformed and released by Part-145 or Part-CAO organisation (with the relevant scope of work) depending on the type of aircraft and operation.

Furthermore, when carried on board aircraft, relevant mandatory safety information issued by the European Union Aviation Safety Agency (EASA), including airworthiness directives, need to be complied with, as required by either point ORO.GEN.155 (b) or point NCO.GEN.145 (b) of Commission Regulation (EU) No 965/2012, point SAO.GEN.120 (b) of Commission Implementing Regulation (EU) 2018/1976, or point BOP.BAS.020 of Commission Regulation (EU) 2018/395.

Under Rulemaking Task RMT.0727, EASA is currently developing the implementing rules for the certification of non-installed equipment in accordance with Article 13 of Regulation (EU) 2018/1139. Ultimately, those future rules may contain requirements for the maintenance of non-installed equipment, and emergency parachutes may be(come) subject to those.

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