

## EASP/AEPS AGREED DEFINITIONS

**Scope:** This document sets the definitions to be used in conjunction with the overall work of EASP/AEPS, defining a harmonised training and certification procedure for maintenance personnel of TSO-ed personnel parachute systems within the authorised area of the EASA and its legitimate member states.

### **1. Safety Parachutes**

*Definition:*

*SAFETY PARACHUTES have been defined by this group as the overall name of the types covered under AS 8015 Rev. E, which defines the work of said group.*

### **2. Parachute Types based on the definitions of AS8015 Rev. E to be TSO-able by EASA and the FAA.**

#### **2.1 Single Harness Reserve Parachute Assembly or components thereof**

*Definition:*

*Harness/container/parachute assembly to be used for intentional jumps from aircrafts, typically executed by parachutists. The parachute is referred to as a SINGLE RESERVE PARACHUTE and the container usually has at least 2 compartments of where the 2nd one is used to hold the non TSO-able main parachute. All components are to be TSO-ed individually or as a complete parachute system as defined in AS 8015 Rev. E.*

#### **2.2 Single Harness Emergency Parachute Assembly or components thereof**

*Definition:*

*Harness/container/parachute assembly to be used in bailout emergency situations from aircrafts by pilots. The parachute is referred to as a SINGLE EMERGENCY PARACHUTE, where the container usually has at least 1 compartment. All components are to be TSO-ed individually or as a complete parachute system as defined in AS 8015 Rev E.*

#### **2.3 Dual Harness Reserve Parachute Assembly or components thereof**

*Definition:*

*Harness/Container/Parachute assembly to be used for intentional jumps from aircrafts, typically executed by 2 parachutists of where one is referred to as the Tandem Master (pilot in command) and the 2nd one is referred to as the Passenger.*

*The parachute is referred to as a TANDEM RESERVE PARACHUTE ASSEMBLY and the Container usually has at least 2 compartments of where the 2nd one is used to hold the non TSO-able main parachute.*

*All components are to be TSO-ed individually or as a complete parachute system as defined in AS 8015 Rev. E*

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### 3. Personnel

*Definition:*

*The personnel, relevant to this document are to be the authorized maintenance personnel for said group of parachutes, defined by their spectrum of maintenance work authorized.*

#### 3.1 Packer (equiv. military packer, club packer glider clubs)

*Definition:*

*A person, trained and certified to pack pre-inspected safety parachutes*

*No tools, except special packing tools, supplied by the manufacturer(s) and necessary to pack according the manual(s).*

***Out of the scope of EASP/AEPS***

#### 3.2 Senior Rigger (Advanced Packer, equiv.: FAA Senior Rigger)

*Definition:*

*A person, trained and certified to assemble and/or re-assemble, inspect and pack safety parachute systems.*

*A Person who may perform minor repairs and alterations as defined in this document under 4.4.*

*A person who may issue release forms for continuing airworthiness.*

***No machines***

#### 3.3 Master Rigger (equiv. FAA Master Rigger)

*Definition:*

*A person trained and certified to assemble, inspect and pack safety parachute systems.*

*A Person, who may perform minor and major repairs and alterations as defined in this document under 4.4. and 4.5*

*A person who may issue release to service forms (airworthiness declaration) and the continuing thereof*

#### 3.4 Certified Parachute Maintenance Loft

*Definition:*

*A maintenance organisation, certified and audited to European Standards*

*A maintenance organisation, acknowledged by the individual manufacturer of safety parachutes, which said maintenance organisation, wants to provide its services to.*

*A maintenance organisation to assemble, inspect and pack safety parachutes and which may perform minor and major repairs and alterations as defined in this document under 4.4 and 4.5.*

*A maintenance organisation, authorised and audited to train EASA safety parachute personnel as defined in this document.*

*A maintenance organisation, which may issue release forms.*

*4th Draft Revision; 26 november 2010*

## EASP/AEPS AGREED DEFINITIONS

### 4. Maintenance

*Definition:*

**Maintenance** is defined as all type of work done to a safety parachute system or it's components to establish, maintain or regain the status of airworthiness, such as assembly, inspection, packing, minor or major repair, minor or major alteration.

#### 4.1 Assembly

*Definition:*

Assembly is defined as the action of fitting together individual TSO-ed and non-TSOed component parts to a complete parachute system based on the set forth compatibility chart by the individual manufacturers.

**Non-TSOed component parts (excluding the main parachute)** may only be fitted to equipment, authorised by both the manufacturer of the non-TSOed component part and the manufacturer of the TSOed component part involved, fitted in a manner acceptable to them.

A Master Rigger has to (re)declare the airworthiness of the assembly (excluding the main parachute) and to release it for service in its present composition.

#### 4.1.1 Re-assembling

*Definition:*

Re-assembling is the replacement of assembled components by components of the same manufacturer, make, size and type.

Replacement of an assembled **TSOed** component **part** by a component **part** of another manufacturer, make, size or type voids the airworthiness of the assembly.

#### 4.2 Inspection

*Definition:*

Thorough visual overview by the authorized personnel as defined in this document, based on the instructions and content of the individual manufacturers' user or maintenance manual.

#### 4.3 Packing

*Definition:*

Folding and packing a safety parachute into its container, to comply with the manual(s) of the manufacturer(s) of the individual type.

Johannes M.F. Oosterveer,  
Meeting 26 November 2010  
Added due to the proposed  
definition change of Senior Rigger  
by the Dutch Parachute  
Association KNVvL

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### **4.4 Minor Repair and Alterations**

*Definition:*

*Any other than a major repair or alteration. Such as: Replacing canopies, rubber bands, loops, hand tack cable housings, replacing automatic actuation devices and harness hardware, where major/machine stitching is not required.*

### **4.5 Major Repair and Alterations**

*Definition:*

*1. That, if improperly done, might appreciably affect weight, balance, structure strength, performance, flight characteristics or other qualities affecting airworthiness.*

*Or*

*2. That are not according to accepted practices or can't be done by elementary operations and require special tools and/or machines.*

*3. Which includes replacement of panels, ribs, lines, lateral bands, back straps, main lift webs.*