



Österreichischer Aero Club  
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## **SICHERHEITSMITTEILUNG 021101**

<b>MUSTER: MarS spol.s.r.o</b> ATL – 88, ATL – 88/90, ATL – 88/92-S	<b>AD der ausländischen Behörde:</b> CAACZ AD-T-039/2002R1 vom 13.05.2002
	<b>Technische Mitteilung des Herstellers:</b> Mars Mandatory Service Bulletin No.1/04/2002 vom 16.04.2002

**Hersteller:**  
MarS spol.s.r.o.

**Betroffenes Luftfahrtgerät:**  
ATL 88

**Baureihen:** Rettungsfallschirme / ATL 88, ATL 88/92-S und ATL-88/90  
Alle Rettungsfallschirme dieser Baureihen, die durch die Firma MarS spol. s.r.o. (derzeitige Firmenanschrift MarS a.s., Okružni II.c.p.239, 569 43 Jevicko, Czech Republic) nach dem 30.12.1997 hergestellt worden sind.

**Betrifft:**  
Herstellung von Rettungsfallschirmen ohne die notwendige Zertifizierung des Herstellerbetriebes durch die tschechische Luftfahrtbehörde – ggf. können durch diesen Mangel vorgeschriebene Herstellungs- und Prüfverfahren nicht oder nur unzureichend eingehalten worden sein. Fehler bei der Herstellung können zum Versagen der Rettungsfallschirme in Notsituationen führen.

**Maßnahmen:**  
Im Rahmen dieser Lufttüchtigkeitsanweisung sind folgende Maßnahmen vorgesehen:

- 1.) Betroffene Rettungsfallschirme, die in diesem Zeitraum hergestellt worden sind, werden als **nicht** lufttüchtig angesehen und dürfen als Rettungsausrüstung in Luftfahrzeugen nicht mehr mitgeführt werden.
- 2.) Betroffene Rettungsfallschirme, die als Lagerware bevorratet werden, sind luftuntüchtig zu kennzeichnen und auszusondern.

**Hinweis:**  
Betroffene Rettungsfallschirme, die aufgrund dieser Sicherheitsmitteilung ausgesondert worden sind, können nach einer Sonderprüfung, gemäß Mandatory Service Bulletin No.1/04/2002 vom 16.04.2002 des Herstellers MarS a.s., Okružni II.c.p.,239, 569 43 Jevicko, Czech Republic, wieder für „lufttüchtig“ erklärt werden. Die Erklärung der Lufttüchtigkeit hat durch den Hersteller zu erfolgen. Die ursprüngliche Lebensdauer des Rettungsfallschirms bleibt von dieser Sonderprüfung unberührt.

**Fristen:** Alle erforderlichen Maßnahmen sind mit sofortiger Wirkung anzuwenden.



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Enclosure No: 1  
Sheet No 1  
Number of sheets: 6

## **Extraordinary inspections of the rescue parachutes ATL series**

**(ATL – 88, ATL – 88/90, ATL – 88/92-S)**

In Jevíčko: 16. 4. 2002

Approved by:

Svatoslav Marek  
MarS a.s. Jevíčko



Scope: The so called extraordinary inspections will be performed at the pilot parachutes ATL-88, ATL-88/90, ATL-88/92-S made from 30.12. 1997 to 2. 4. 2002.

The so called extraordinary inspection will be done for the reason of confirmation of the airworthiness and conformity with the approved parachute type by means of the physical inspection of the parachute.

The observance of this obligatory bulletin will be continuously reported to CAA.

Range of the extraordinary inspections:

The extraordinary inspections will be performed at each parachute manufactured from 30.12. 1997 to 2. 4. 2002 holding approval for use of the product in civil aviation No. S-268-94/15-92, S-44-96 and S-46-96.

Object of inspection:

1. Status of the accompanying documentation:

- parachute log-book, correctness of the effected records; there will be issued a duplicate of the log-book in case of missing parachute.

2. Check-up of the designation according to the list in the parachute log-book.

The designation of the parachute and its components will be checked:

- serial number of the complete
- serial numbers of the components
- type designation (Index).

3. Integrity of the pilot parachute complete.

The integrity will be checked in accordance with the completing list of the relevant parachute types ATL-88, ATL-88/90, ATL-88/92-S (see descriptions of maintenance and use of particular parachute types).

4. Inspection of particular parts of the complete.

Particular parts are checked in following order:

- a. drawing-out parachute
- b. connecting line
- c. canopy with carrying lines
- d. carrying harness
- e. parachute cover
- f. release device
- g. portable bag



Description of the inspection:

ad a) drawing-out parachute

- damage of fabric, border trimmings, seams and metallic rings on the border trimmings is to be checked. In case the that spring is significant deformed or broken, the drawing-out parachute will be replaced with a new one

ad b) connecting line

- damage of the border trimming and sewing is to be checked

ad c) canopy with carrying lines

- the canopy is inspected in strained status, best against the light. Damage of fabric, border trimmings and seams is to be checked. After inspection the carrying and control lines will be checked.
- inspection procedure
  - lines of the pole slot (sewing)
  - border trimming sewing – border of the pole slot, carrying borders from the pole slot to the bottom edge, circular borders, border of the bottom edge
  - sewing of the carrying lines – at the canopy, at the carrying harness
  - inspection of the canopy fabric, one field after the other one between the lines (1 - 20)

ad d) carrying harness

- the entirety of the straps and sewing, pocket of the release device, condition and function of the buckles is to be checked
- the straps must not be destroyed or damaged in any their part
- the strength sewing of the harness must be entire and without any destroyed in each part
- metallic parts
  - the buckles must be functionable
  - without visible deformations
  - without signs of corrosion and other surface damage

ad e) parachute cover

- damage of fabric, border trimmings and reinforcements, condition of metallic lead-throughs are to be checked. Extra attention is to be given to the closing line – it must be replaced in case of any damage.



- neither cloth nor border trimmings must be damaged
- reinforcements parts without no ruptures
- metallic lead-throughs in the flaps without deformations, corrosion, sharp edges in its transit part

ad f) release device

- the condition of the wire and pins (corrosion, dents) is to be checked. The damaged release device must be replaced.
- entire wire without deformations (intact wire strand)
- pin without deformations
- connection of the pin with the wire – intact, the wire of the wrapping must be tin casted.

ad g) portable bag

- damage of fabric (stains), border trimming of the handles and condition of zip fastener is to be checked.

The inspection process is the same like the inspection of the parachute parts before packing for the use – see Operation and maintenance manual.

ATL-88                    P – 001 – 91

ATL-88/90                P – 001 – 93

ATL-88/92-S             P – 002 – 93

Inspection records of each complete are recorded into the protocol of the extraordinary inspection:

ATL-88	(enclosure No. 2)
ATL-88/90	(enclosure No. 3)
ATL-88/92-S	(enclosure No. 4)

The correctness of the protocol is authorized by the committee consisting in accordance of some of alternatives as follows:

- a) managing director + OTK person
  - b) managing director + expert supervision
  - c) expert supervision + OTK person
  - d) two OTK persons
5. At each manufactured pilot parachute the documentability of the material used for the manufacture shall be checked-up (certifications, materials etc.).
  6. Each manufactured parachute shall be checked-up from the point of view of the possibility to find out the basic production documents.
  7. The qualified person responsible for packing of the rescue emergency parachute ATL series makes the inspection in abroad. This person also makes the record in the parachute log-book. The copy of the record will be delivered to the manufacturer, which will check up the data and issue the report of the extraordinary inspection.



Evaluation method of the extraordinary inspection

**a) The parachute conforms**

All parts of the complete conform to the requirements for the faultless function and the parachute complete is suitable for packing and further use.

The parachute also conforms, if the main parts of the parachute conform and enable a faultless function. Some of the replaceable parts must be replaced with a new ones. The relevant record is made in the column Note: damaged parts. After replacement of the damaged part the parachute is functionable and suitable for packing and further use.

**b) The parachute does not conform**

some of the parachute parts is

- damaged: this unsuitable parachute is repaired in the manufactory according the repair conditions. After reparation the parachute is functionable and suitable for packing and further use
- very contaminated, incorrect maintained and treated: this unsuitable parachute is exposed to the mechanical-physical tests, based upon those the parachute is after repair approved for operation as a functionable one and after packing is suitable for further use. In case of non-conform mechanical-physical tests the parachute is permanently disabled without any further possibility of repair. The parachute will be marked with red colour on the damaged part and on the parachute bag as well
- it was not possible to find out the basic documents of the materials used for the manufacture
- it was not possible to find out the basic production documents of the parachute manufactured by the company.



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Conclusion:

The result of the extraordinary inspection is recorded into the parachute log-book of the inspected parachute.

The protocol of the extraordinary inspection is stored in the company MarS a.s. Jevíčko for the total life-time of the inspected parachute at least.

In case of the non-conform result of the inspection will be this fact additionally recorded into the parachute log-book beyond the marking on the parachute.

In the event that it is impossible to find out the basic production and material documents, the parachute shall be excluded from operation at the manufacturer's expenses.

In Jevíčko 16. 4. 2002

Svatoslav Marek  
MarS a.s. Jevíčko