



MarS a.s., Okružní II. čp. 239, 569 43 Jevíčko
C Z E C H R E P U B L I C

**MANDATORY
BULLETIN**

MANDATORY SERVICE BULLETIN No. 1/04/2002

ATL – 88, ATL – 88/90, ATL – 88/92-S

„Safety related“

The technical aspect approved by CAA CZ

1. **DATE:** 16. 4. 2002
2. **CONCERNING:** All rescue parachutes ATL-88, ATL-88/90, ATL-88/92-S manufactured from 31. 12. 1997 to 2. 4. 2002.
3. **REASON:** The mentioned parachutes have been manufactured after the validity expiry date of the production approve.
4. **ACTION:** Based on the Aviation act No. 49 §17 about responsibility of own products we shall carry out the extraordinary inspections at the costs covered by the manufacturer. The extraordinary inspections shall be performed according to the enclosed method of the extraordinary inspections of the pilot parachutes of the ATL series (hereafter as The extraordinary inspections).
5. **ACTION CARRIED OUT :** Immediately after receiving the Approval for repair and maintenance of the aviation technique.
6. **COSTS COVERED BY:** The manufacturer.
7. **NECESSARY MATERIAL:** According to the results of The extraordinary inspections (covered by the manufacturer).
8. **WORK FLOW:** See Appendix: The extraordinary inspections.

- Appendices:**
1. The extraordinary inspections of the rescue parachutes of the ATL series.
 2. The report of the extraordinary inspectiton of ATL – 88 (No. F 2002 – 001)
 3. The report of the extraordinary inspectiton of ATL – 88/90 (No. F 2002 – 002)
 4. The report of the extraordinary inspectiton of ATL – 88/92 – S (No. F 2002 – 003)

Jevíčko 16. 4. 2002

Ing. Svatoslav Marek – Managing Director MarS a.s. Jevíčko



Stamp and signature:



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CZECH REPUBLIC

Enclosure No: 1
Sheet No 1
Number of sheets: 5

Extraordinary inspections of the rescue parachutes ATL series

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

Jevíčko: 16. 4. 2002

Approved by:



Svatoslav Marek
MarS a.s. Jevíčko



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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 mandatory bulletin compliance will be continuously reported to CAA CZ.

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 related records; a duplicate of the log-book will be issued 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 significantly 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 among 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 evidence of corrosion and another 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 fabric 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 with 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 rescue parachute the documentation 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 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 proper 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 proper 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 by the repair manufacturer according to the repair conditions. After repair 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 this fact will be recorded into the parachute log-book and marked 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.

Jevíčko 16. 4. 2002



Ing. Svatoslav Marek
MarS a.s. Jevíčko

Extraordinary Inspection Report

ATL - 88			
Serial Number:			Note:
0. Parachute Log-Book	YES	NO	
1. Drawing-out parachute PV – 031	conforms	does not conform	
2. Connecting line SŠ -054	conforms	does not conform	
3. Canopy V – 070	conforms	does not conform	
4. Carrying harness PS – 036	conforms	does not conform	
5. Parachute cover OP – 088	conforms	does not conform	
6. Release device U – 045/A	conforms	does not conform	
7. Portable bag G – 59	conforms	does not conform	
8. Total condition of the parachute	conforms	does not conform	
9. The manufacturer declares herewith explicitly that during the time, when the factory did not keep the Authorization for the manufacture, the parachute manufacture ran in accordance with the original technology and quality system.			
The parachute is	airworthy	unairworthy	for operation
Place:		Date:	
----- Name, signature		----- Name, signature	

Note: the invalid entry is crossed.

Extraordinary Inspection Report

ATL – 88/90			
Serial Number:			Note:
0. Parachute Log-Book	YES	NO	
1. Drawing-out parachute PV – 031	conforms	does not conform	
2. Connecting line SŠ -054	conforms	does not conform	
3. Canopy V – 070	conforms	does not conform	
4. Carrying harness PS – 041	conforms	does not conform	
5. Parachute cover OP – 094	conforms	does not conform	
6. Release device U – 048	conforms	does not conform	
7. Portable bag G – 59	conforms	does not conform	
8. Total condition of the parachute	conforms	does not conform	
9. The manufacturer declares herewith explicitly that during the time, when the factory did not keep the Authorization for the manufacture, the parachute manufacture ran in accordance with the original technology and quality system.			
The parachute is	airworthy	unairworthy	for operation
Place:		Date:	
----- Name, signature		----- Name, signature	

Note: the invalid entry is crossed.

Extraordinary Inspection Report

ATL – 88/92 – S			
Serial Number:			Note:
0. Parachute Log-Book	YES	NO	
1. Drawing-out parachute PV – 031	conforms	does not conform	
2. Connecting line SŠ -054	conforms	does not conform	
3. Canopy V – 070	conforms	does not conform	
4. Carrying harness PS – 038	conforms	does not conform	
5. Parachute cover OP – 090	conforms	does not conform	
6. Release device U – 048	conforms	does not conform	
7. Portable bag G – 59	conforms	does not conform	
8. Total condition of the parachute	conforms	does not conform	
9. The manufacturer declares herewith explicitly that during the time, when the factory did not keep the Authorization for the manufacture, the parachute manufacture ran in accordance with the original technology and quality system.			
The parachute is	airworthy	unairworthy	for operation
Place:		Date:	
----- Name, signature		----- Name, signature	

Note: the invalid entry is crossed.