



CANADIAN SPORT PARACHUTING ASSOCIATION ASSOCIATION CANADIENNE DU PARACHUTISME SPORTIF

TECHNICAL BULLETIN #80

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Item #1 – Techno 240-B Reserve Parachutes

As previously noted in Technical Bulletin #78, the EASA (European Aviation Safety Agency) issued an Emergency Airworthiness Directive that immediately grounded all Parachutes de France TECHNO 240-B reserve parachutes.

Slow deployment of the reserve canopy TECHNO 240-B instituted this action. It had been determined that the allowable opening altitude loss/opening time was not met. The proposed solution of Parachutes de France Safety Bulletin BSC_06_002, dated 21.04.2006 was not accepted by EASA to provide an equivalent level of safety.

The affected canopies may be returned to service by following the requirements of Parachutes de France Service Bulletin BSV_06_001, dated 8 June 2006, requiring slider and steering line replacement. In addition, the parachute packing method must be as specified in the Requirement Document.

Website: www.parachute-de-France.com email: infopdf@zodiac.com

Item #2 – Vigil Installation in Rigging Innovations Products

As of June 12th, 2006, Rigging Innovations does not approve the installation and/or use of the Vigil AAD in any RI product. The manufacturer of the Vigil AAD has taken upon themselves (sic) to authorize the installation of the Vigil AAD in any Cypres ready or approved harness and container system. This is in opposition to the FAA and the harness and container manufacturer. In accordance with AC105-2C, the AAD installation must be approved by the FAA as part of the harness and container TSO data package. There are certain technical issues that have been identified and need to be resolved before Rigging Innovations can authorize the use of the Vigil in any RI product.

Also, posted August 9, 2006, the Argus AAD was being tested in Rigging Innovations. At that time the Argus was not approved for use in any RI products.

Website: www.rigginginnovations.com

Barry McAuley – Chair
Technical & Safety Committee
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