
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/PARA/16 Amdt 1 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Parachute Equipment**AD/PARA/16
Amdt 2****Techno 240-B Reserve Parachute****4/2008**

Applicability: Parachutes de France Techno 240-B Reserve Parachute, part number R 01-240-B, all serial numbers.

Requirement: Replace the slider and the steering lines as specified in Parachutes de France Service Bulletin BSV_06_001, dated 8 June 2006; and use only the parachute packing method specified in the Requirement document.

Note: DGAC AD F-2007-026 refers.

Compliance: Before use of an affected parachute.

This Amendment becomes effective on 10 April 2008.

Background: The European Aviation Safety Authority (EASA) has determined that the opening altitude loss/opening time of the Techno 240-B reserve parachute is not acceptable. Also, EASA has rejected the manufacturer's proposed solution, Safety Bulletin BSC_06_002 dated 21.04.2006. As a consequence, the original issue of this directive prohibited use of all Techno 240-B reserve parachutes. This was considered to be an interim action until an acceptable solution was achieved.

Amendment 1 required compliance with a new manufacturer's service bulletin before further use of any affected parachute.

Amendment 2 is issued in response to DGAC AD F-2007-026 which replaces AD F-2006-0160-E; previously approved by EASA. Reserve parachutes are no longer EASA responsibility and the new DGAC AD is approved by the DGAC. There is no change to the current technical requirements of this Directive.



David Villiers
Delegate of the Civil Aviation Safety Authority

25 February 2008