


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2010-0009-E</p> <p>Date: 20 January 2010</p> <p>Note: This emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>	
<p>Type Approval Holder's Name :</p> <p>Fallschirmbau Buchsein/Hermesdorf GbR</p>	<p>Type/Model designation(s) :</p> <p>Emergency Parachutes Thinback T104 and Slimpack T204</p>
<p>ETSO (JTSO) approvals : EASA.210.1226 (grandfathered LBA.40.010/98JTSO) and EASA.210.1225 (grandfathered LBA.40.010/99JTSO)</p>	
<p>Foreign AD : Not applicable</p>	
<p>Supersedure : None</p>	
ATA 25	Equipment/Furnishings - Emergency Parachute – Inspection/Rework
<p>Manufacturer(s): Fallschirmbau Buchsein/Hermesdorf GbR</p>	
<p>Applicability: Emergency Parachutes series Thinback T104 and Slimpack T204, serial numbers (s/n) from 41495 to 41776 inclusive.</p> <p>NOTE: These emergency parachutes have been manufactured between the 04 April 2008 and 15 January 2010.</p>	
<p>Reason:</p> <p>During tensile testing on parachute primary actuation devices the ripcord pins have been found to be insufficiently fixed to the ripcord cable. An internal process review has revealed that the pins installed on the primary actuation device of Emergency Parachutes series Thinback T104 and Slimpack T204, may not have been fixed properly to the ripcord cable.</p> <p>This condition, if not corrected, could lead to the ripcord to be pulled out of the cable end pin and prevent the pilot chute from opening and this prevent the main parachute from being pulled out of its storage pack.</p> <p>For the reason described above, this AD prohibits wearing/operating the parachute unless inspected and reworked by the manufacturer.</p>	
<p>Effective Date: 22 January 2010</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>From 25 January 2010, do not wear/operate the parachute unless it has been inspected and reworked in accordance with FallschirmBau Buchsein/Hermesdorf GbR Safety Information Bulletin No. 1/2010.</p>
<p>Ref. Publications:</p>	<p>FallschirmBau Buchsein/Hermesdorf GbR Sicherheitsmitteilung (Safety Information Bulletin) No. 01/2010 dated 15 January 2010.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks :</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu 4. For any questions concerning the technical content of the requirements in this AD, please contact: <p>Fallschirmbau Buchsein/Hermesdorf GbR Von-der-Recke-Str. 12 58300 Wetter/Ruhr – Germany Phone: +49 (0) 4155/3768 (Peter Hermesdorf) +49 (0) 2335/69905 (Horst Buchsein) E-mail: peter@hermesdorf.de or b.buchsein@buchsein.eu</p>