



TECHNCIAL & SAFETY COMMITTEE INTERNATIONAL PARACHUTING COMMISSION (FAI)

Technical & Safety Bulletin No.	3/2005	W.N. 3
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Subject Matter	Cypres 2 AAD	
Origin for material/bulletin	Airtec GmbH	
Equipment Manufacturer	Airtec GmbH	

Technical and Safety Bulletins issued by the Technical & Safety Committee of the International Parachuting Commission (FAI) are issued as a guide and help to parachuting nations. The bulletins are advisory and there is no direct or implied criticism of any manufacturer or product intended. The bulletins result from:-

- 1 An incident or experience in the field being reported.*
 - 2 The issue of a notice by a manufacturer or by a National Parachuting Organisation.*
- In the case of equipment being the subject of the bulletin the reader is advised to check with the manufacturer regarding the current status or position of that equipment.*

**On 21 September 2005, Airtec GmbH issued information regarding
'High Speed Canopy Piloting with CYPRES'**

Area of concern	The possibility of experienced skydivers, using small/radical canopies, may, at low altitude, induce vertical speed sufficient to activate a Cypres AAD fitted to a reserve parachute.
Background	It had previously been thought that the above was, if not impossible, was almost so. It is now known that with certain conditions it is possible to activate a Cypres AAD under a radical canopy at low altitude.
Airtec's statement	For the vast, vast majority of skydivers the firing of a Cypres AAD while landing is unlikely. However, additional fine-tuning of extreme vertical approach landing technique,

	<p>involving multiple 360s starting above 1500 ft., has resulted in exceeding the activation design criteria of Expert Cypres/Cypres 2. It is important to note that:-</p> <p>1 It is not simply a matter of wing loading.</p> <p>2 For the majority of skydivers, the risk of such an occurrence is infinitesimal compared to the risks of jumping without Cypres. Be aware that only a handful of world class Canopy Piloting professionals have developed the skills to exceed the activation speeds.</p> <p>3 In order to cope with these new advanced canopy piloting techniques, the development of a special model of Cypres 2 has been underway for a number of months. This model is in the final test phase and a release date will be available soon.</p> <p>4 For most skydivers, this special Cypres 2 will actually increase come risk, because of its more stringent activation parameters. It will not activate as soon, or at all, in certain circumstances, as compared to the Expert model.</p> <p>5 Specific recommendations for those skydivers who are candidates for using the special Cypres 2 will be available soon, but for now, suffice it to say that it is a very small community of canopy pilots who presently are capable of crossing the line of Expert Cypres under canopy while still landing safely.</p>
Additional information	Airtec web site – www.cypres.cc