



Airworthiness Directive

AD No.: 2022-0029R1

Issued: 11 April 2022

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301 or Annex Vb Part ML.A.301, as applicable, 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303 or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

MARS A.S.

Type/Model designation(s):

ATL-88/90-1B emergency parachutes

Effective Date: Revision 1: 11 April 2022
Original Issue: 25 February 2022

ETSOA Number(s): EASA.21O.10057243, REV. A

Foreign AD: Not applicable

Revision: This AD revises EASA Emergency AD 2022-0029-E dated 23 February 2022, which superseded EASA Emergency AD 2022-0018-E dated 28 January 2022.

ATA 25 – Equipment / Furnishings – Emergency Parachutes – Removal from Service / Modification

Manufacturer(s):

MarS A.S.

Applicability:

ATL-88/90-1B (commercially known as ATL-15 SL) emergency parachutes, all serial numbers (s/n) manufactured from 2016, having Part Number (P/N) 09994, P/N 09995 or P/N 09996 (no suffix).

Reason:

During an annual inspection of one of the affected emergency parachutes, the length of the ripcord between the pins was found to be too large and, in some cases, only one of 2 loops of the parachute could be opened when the manual ripcord was pulled. Subsequent inspection revealed that the dimensions of the static line extension were out of production tolerances.

This condition, if not corrected, could cause a malfunction of the emergency parachute.

To address this unsafe condition, EASA issued Emergency AD 2022-0018-E to require removal from service of the affected emergency parachutes.



After that AD was issued, following some additional tests, it was determined that additional emergency parachutes s/n were also potentially affected by this unsafe condition. Consequently, EASA issued Emergency AD 2022-0029-E, retaining the requirements of EASA Emergency AD 2022-0018-E, which was superseded, and expanding the Applicability.

Since that AD was issued, MarS S.A. developed a modification that allows the emergency parachutes (after re-identification by P/N suffix -1) to be returned to service.

For the reasons described above, this AD is revised accordingly.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Removal from Service:

- (1) From 25 February 2022 [the effective date of the original issue of this AD], store the parachute in the unrigged condition in a storage container and visibly mark that storage container with the words "Parachute not airworthy. Do not use until further notice." The storage container marking can be accomplished in any language acceptable to the competent authority.

Modification:

- (2) Modification of an emergency parachute, including re-identification of P/N 09994, 09995 and 09996 to P/N 09994-1, 09995-1 and 09996-1, allows return to service of that emergency parachute. MarS A.S. Service Bulletin (SB) 01/04/2022 Revision C provides information about the modification process.
- (3) After modification of an emergency parachute as specified in paragraph (2) of this AD, the marking of the storage container, as required by paragraph (1) of this AD, can be removed from that container.

Note: Since emergency parachutes are not considered "installed equipment" on aircraft, they are not subject to Commission Regulation (EU) No 1321/2014 (Part M and Part ML). However, owners and users of emergency parachutes, operating under EU regulations, are required to comply with an AD by Commission Regulation (EU) No 965/2012, paragraphs ORO.GEN.155 (b) and NCO.GEN.145 (b), and by Commission Implementing Regulation (EU) 2018/1976, paragraph SAO.GEN.120 (b), and by Commission Regulation (EU) 2018/395, paragraph BOP.BAS.020.

Ref. Publications:

MarS A.S. SB 01/04/2022 Revision C dated 08 April 2022.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.



3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: MarS A.S., Okružní II 239, 569 43 Jevíčko, Czech Republic
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