



## Emergency Airworthiness Directive

**AD No.:** 2022-0018-E

**Issued:** 28 January 2022

Note: This Emergency 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, 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 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:** 01 February 2022

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

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA Emergency AD 2022-0017-E dated 27 January 2022.

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

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**Manufacturer(s):**

MARS A.S.

**Applicability:**

ATL-88/90-1B (commercially known as ATL-15 SL) emergency parachutes, all serial numbers (s/n) manufactured between 2016 and 2020 inclusive, and those having s/n 2145001 to 2145005 inclusive, and s/n 2145023 to 2145034 inclusive, which have an extension of static line made of microline cord.

**Reason:**

During the yearly inspection of one of the affected emergency parachutes, it has been found that the length of the ripcord between the pins was 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. It is expected that the manufacturer will develop a modification to restore the airworthiness of affected emergency parachutes.

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

To address this unsafe condition EASA issued Emergency AD 2022-0017-E to require removal from service of the affected emergency parachutes.



Since that AD was issued, it was determined that the Applicability of that AD was incorrect.

For the reasons described above, this AD retains the requirements of EASA Emergency AD 2022-0017-E, which is superseded, but with a different Applicability.

This AD is considered to be an interim measure and further AD action may follow.

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

Required as indicated, unless accomplished previously:

#### **Removal from Service:**

- (1) From the effective date of this AD, store the parachute in the unriggered 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.

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:**

None.

#### **Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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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