Route du Pré-au-Comte 8 A CH-1844 Villeneuve A +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



# Speed of opening, stability, descent rate

Inspection certificate number:	EP_247.2019	Test Report
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Λ	lai	าม	fac	tu	rer	Ч	ata

Supair Sàrl Manufacturer name: **Laurent Chiabaut** Representative: Street: 34, rue Adrastée 74650 Chavanod Post code / Place:

Country: France

#### Sample data

Fluid Light S Size: Name: Steerable (1) No Maximum weight in flight (2) [kg]: 90 Weight (3) [kg] volume packed [cm3]: 3100 1.1

Serial number: USQ-S-06-090718

#### Test data (4) Test no. 1 Test no. 2

Villeneuve Place of test Date of test 15.01.2019 22.01.2019 **Claude Thurnheer** Claude Thurnheer Inspector: Atmosphere AGL 2 [°C] 3.2

Villeneuve

RH [%] 78 59 [hPa] 978.1 964.6 Wind [m/s] 0.1 0.1

#### Summary of both results (5) ΕN LTF

Time of opening test [s]: 2.37787382 2.37787382 Calculated descent rate test [m/s]: 5.49 5.49 Stability test: **POSITIVE POSITIVE** Behaviour during descent test: Stable Stable Glider ratio: **POSITIVE** If steerable:

N/A N/A Any flight procedure and/or configuration described in the

user's manual

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nspection certificate number:	EP_247.2019	
		$p \cdot T_0$
	Formula using to calculate corrected mass	$m_{c \text{ orr}} := m_{dec} \cdot \frac{1}{p_0 \cdot T}$
Sink rate test no. 1 <sup>(6)</sup>	· · · · · · · · · · · · · · · · · · ·	Ü
Ground level atmospheric pressure	e at test location: (p)	978.1 [hPa]
CAO standard atmospheric press	ure at MSL: (po)	1013.25 [hPa]
Ground level temperature at the te	st location: (T)	3.2 [°C]
		276.35 [°K]
CAO standard temperature at MS	L: (To)	15 [°C]
		288.15 [°K]
Declared maximum payload: (mde	c)	90 [kg]
Corrected mass: (mcorr)		90.59 [kg]
Corrected mass with uncertainty: (	mcorr)	91.49 [kg]
ime when pilot release rescue		24.37 [s]
ime when weak link broken		26.47 [s]
Calculated speed opening [s]:		<b>2.25</b> [s]
ime ball touch the water:		24.97 [s]
mio ban todon tho maton		[0]
ime pilot touch the water:		32.83 [s]
	ng water (40m)	
ime pilot touch the water:	ng water (40m)	32.83 [s]
ime pilot touch the water: ime between ball and pilot touchi	ng water (40m)	32.83 [s] 7.71 [s]
Time pilot touch the water: Time between ball and pilot touchi Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure	e at test location: (p)	32.83 [s] 7.71 [s]
Time pilot touch the water: Time between ball and pilot touchi Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure CAO standard atmospheric press	e at test location: (p) ure at MSL: (po)	32.83 [s] 7.71 [s] <b>5.19</b> [m/s]
Time pilot touch the water: Time between ball and pilot touchi Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure	e at test location: (p) ure at MSL: (po)	32.83 [s] 7.71 [s] 5.19 [m/s] 964.6 [hPa] 1013.25 [hPa] 2 [°C]
Time pilot touch the water:  Time between ball and pilot touchi  Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure  CAO standard atmospheric press  Ground level temperature at the te	e at test location: (p) ure at MSL: (po) st location: (T)	32.83 [s] 7.71 [s] 5.19 [m/s]  964.6 [hPa] 1013.25 [hPa] 2 [°C] 275.15 [°K]
Time pilot touch the water: Time between ball and pilot touchi Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure CAO standard atmospheric press	e at test location: (p) ure at MSL: (po) st location: (T)	32.83 [s] 7.71 [s] 5.19 [m/s]  964.6 [hPa] 1013.25 [hPa] 2 [°C] 275.15 [°K] 15 [°C]
Time pilot touch the water:  Time between ball and pilot touchi  Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure  CAO standard atmospheric press  Ground level temperature at the te	e at test location: (p) ure at MSL: (po) st location: (T)	32.83 [s] 7.71 [s] 5.19 [m/s]  964.6 [hPa] 1013.25 [hPa] 2 [°C] 275.15 [°K]
Time pilot touch the water:  Time between ball and pilot touchi  Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure  CAO standard atmospheric press  Ground level temperature at the te	e at test location: (p) ure at MSL: (po) st location: (T) L: (To)	32.83 [s] 7.71 [s] 5.19 [m/s] 964.6 [hPa] 1013.25 [hPa] 2 [°C] 275.15 [°K] 15 [°C]
Time pilot touch the water:  Time between ball and pilot touchi  Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure  CAO standard atmospheric press  Ground level temperature at the te	e at test location: (p) ure at MSL: (po) st location: (T) L: (To)	32.83 [s] 7.71 [s] 5.19 [m/s]  964.6 [hPa] 1013.25 [hPa] 2 [°C] 275.15 [°K] 15 [°C] 288.15 [°K]
Time pilot touch the water:  Time between ball and pilot touchi  Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure  CAO standard atmospheric press  Ground level temperature at the te	e at test location: (p) ure at MSL: (po) st location: (T) L: (To)	32.83 [s] 7.71 [s] 5.19 [m/s]  964.6 [hPa] 1013.25 [hPa] 2 [°C] 275.15 [°K] 15 [°C] 288.15 [°K]
Time pilot touch the water: Time between ball and pilot touchi Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure CAO standard atmospheric press Ground level temperature at the tel CAO standard temperature at MS  Declared maximum payloadt: (mde	e at test location: (p) ure at MSL: (po) st location: (T) L: (To)	32.83 [s] 7.71 [s] 5.19 [m/s]  964.6 [hPa] 1013.25 [hPa] 2 [°C] 275.15 [°K] 15 [°C] 288.15 [°K]  90 [kg] 89.73 [kg]
Time pilot touch the water:  Time between ball and pilot touchi  Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure  CAO standard atmospheric press  Ground level temperature at the test  CAO standard temperature at MS  Declared maximum payloadt: (mdeclared mass: (mcorr)  Corrected mass with uncertainty: (	e at test location: (p) ure at MSL: (po) st location: (T) L: (To)	32.83 [s] 7.71 [s] 5.19 [m/s]  964.6 [hPa] 1013.25 [hPa] 2 [°C] 275.15 [°K] 15 [°C] 288.15 [°K]  90 [kg] 89.73 [kg] 90.63 [kg]
Time pilot touch the water:  Time between ball and pilot touchi  Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure  CAO standard atmospheric press  Ground level temperature at the tell  CAO standard temperature at MS  Declared maximum payloadt: (mde  Corrected mass: (mcorr)  Corrected mass with uncertainty: (	e at test location: (p) ure at MSL: (po) st location: (T) L: (To)	32.83 [s] 7.71 [s] 5.19 [m/s]  964.6 [hPa] 1013.25 [hPa] 2 [°C] 275.15 [°K] 15 [°C] 288.15 [°K] 90 [kg] 89.73 [kg] 90.63 [kg] 14 [s]
Time pilot touch the water:  Time between ball and pilot touchi  Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure  CAO standard atmospheric press  Ground level temperature at the te  CAO standard temperature at MS  Declared maximum payloadt: (mde  Corrected mass: (mcorr)  Corrected mass with uncertainty: ( Time when pilot release rescue  Time when weak link broken	e at test location: (p) ure at MSL: (po) st location: (T) L: (To)	32.83 [s] 7.71 [s] 5.19 [m/s]  964.6 [hPa] 1013.25 [hPa] 2 [°C] 275.15 [°K] 15 [°C] 288.15 [°K]  90 [kg] 89.73 [kg] 90.63 [kg] 14 [s] 16.23 [s]
Time pilot touch the water:  Time between ball and pilot touchi  Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure  CAO standard atmospheric press  Ground level temperature at the test  CAO standard temperature at MS  Declared maximum payloadt: (mdeclared mass: (mcorr)  Corrected mass with uncertainty: ( Time when pilot release rescue  Time when weak link broken  Calculated speed opening [s]:	e at test location: (p) ure at MSL: (po) st location: (T) L: (To)	32.83 [s] 7.71 [s] 5.19 [m/s]  964.6 [hPa] 1013.25 [hPa] 2 [°C] 275.15 [°K] 15 [°C] 288.15 [°K]  90 [kg] 89.73 [kg] 90.63 [kg] 14 [s] 16.23 [s] 2.38 [s]
Time pilot touch the water:  Time between ball and pilot touchi  Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure  CAO standard atmospheric press  Ground level temperature at the tell  CAO standard temperature at MS  Declared maximum payloadt: (mdeclared maximum payloadt: (mdeclared mass): (mcorr)  Corrected mass with uncertainty: (1)  Time when pilot release rescue  Time when weak link broken  Calculated speed opening [s]:  Time ball touch the water:	e at test location: (p) ure at MSL: (po) st location: (T) L: (To) ec) mcorr)	32.83 [s] 7.71 [s] 5.19 [m/s]  964.6 [hPa] 1013.25 [hPa] 2 [°C] 275.15 [°K] 15 [°C] 288.15 [°K] 90 [kg] 89.73 [kg] 90.63 [kg] 14 [s] 16.23 [s] 2.38 [s]

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Inspection certificate number: EP 247.2019

#### Weak link test no. 1



#### Weak link test no. 2



Instrument & type no.	Validity	Manufacturer	S/N
Weak link	2020	Tost	N/A
Line 40 meter	check every 12 months	Air Turquoise SA	N/A
Geos n° 11 Skywatch	08.05.2017	JDC elec.	22

The validation of this test report is given by the signature of the test manager on inspection certificate 71.5.1

Air Turquoise SA has thoroughly tested the sample of emergency parachute mentioned above and certifies its conformity with the standards: EN 12491:2015 chapter 5.1 to 5.3.1, 5.3.4, 5.3.6 (if steerable) and LTF NfL II 91/09 chapter 6

(4)The rescue system is dropped from a paraglider in straight flight at 10 [m/s] +-1 [m/s] and a vertical airspeed of less than 1,5 [m/s].

The paraglider is released as the rescue system begins to open. Wink link 200 [N] is used to measure the speed opening.

After a minimum of 125 m of descent, the average rate of descent is measured over 40 m of descent. The stability and glide ratio is observed.

The test is carried out twice (this may be with the same parachute or with identical item).

(5) The calculated value include the value minus the uncertainty / The uncertainty stated is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor k = 2. The value of the measured lies within the assigned range of values with a probability of 95%. The tests do not include any compatibility tests with alternative inner containers. Required time from the instant of free drop until a load of 200 [N] is sustained for EN 4 [s] and for LTF 5 [s]. The required maximum sink rate is for EN 5.5 [m/s] and for LTF 6.80 [m/s]. If steerable the maximum sink rate for EN is 4 [m/s]. The final result for EN and for LTF is the worst case of both tests.

<sup>(1)</sup> If Steerable: Emergency Parachute fitted with controls for steering and landing flare. (2) Total weight in flight exclude weight of paraglider, also called payload - (1) Weight of the emergency parachute

<sup>(6)</sup> Condition for the descent rate test. A. At horizontal airspeed 10 m/s (+/- 1m/s) and vertical speed 1.5 m/s B. Formula to be used for correcting the test mass of differences from ICAO standard atmosphere.

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# Strength test - 40 m/s opening shock

**Test Report** Inspection certificate number: EP 247.2019

Manufacturer data

Manufacturer name: Supair Sàrl **Laurent Chiabaut** Representative: Street: 34, rue Adrastée Post code / Place: 74650 Chavanod

Country:

Sample data

Name: Steerable Weight [kg] Fluid Light No

**France** 

1.1

USQ-S-04-121417

Size:

S

90 Maximum weight [kg]: volume packed [cm<sup>3</sup>]: 3100

Test data (1)

Place of test

Date of test Corrected mass [kg]

Serial number:

Test no. 1

Muraz

15.11.2018 89.98

Test no. 2

Muraz 15.11.2018

89.98

Inspector:

**Alain Zoller** 

Alain Zoller

Atmosphere AGL

[°C] 8.7 RH [%] 75 [hPa] 981 Wind [m/s] 0.2

8.7 75 981

0.2

**Test results** 

Test no. 1

Test no. 2 **POSITIVE** 

Strength test (40m/s shock) Aircraft speed uncertainty K=2 [m/s] (2)

**POSITIVE** 

1.7

1.7

Item / type no. Validity Manufacturer S/N Weight 2020 N/A Air Turquoise SA Geos n° 11 08.05.2017 JDC elec. 22 Weak link 2020 N/A Tost

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Inspection certificate number: EP\_247.2019

 $m_{c \text{ orr}} := m_{dec} \cdot \frac{p \cdot T_0}{p_{o} \cdot T}$ 

Formula using to calculate corrected mass

#### Corrected mass for strength test no. 1

Ground level atmospheric pressure at test location: (p)	981 [hPa]	
ICAO standard atmospheric pressure at MSL: (po)	1013.25 [hPa]	
Ground level temperature at the test location: (T)	8.7 [°C]	
	281.85 [°K]	
ICAO standard temperature at MSL: (To)	15 [°C]	
	288.15 [°K]	
Declared maximum payload: (mdec)	90 [kg]	
Corrected mass: (mcorr)	89.08 [kg]	
Corrected mass with uncertainty: (mcorr)	[kg]	

#### Corrected mass for strength test no. 2

Ground level atmospheric pressure at test location: (p)	981 [hPa]
ICAO standard atmospheric pressure at MSL: (po)	1013.25 [hPa]
Ground level temperature at the test location: (T)	8.7 [°C]
	281.85 [°K]
ICAO standard temperature at MSL: (To)	15 [°C]
	288.15 [°K]
Declared maximum payload: (mdec)	90 [kg]
Corrected mass: (mcorr)	89.08 [kg]
Corrected mass with uncertainty: (mcorr)	<b>89.98</b> [kg]

The validation of this test report is given by the signature of the test manager on inspection certificate 71.5.1

Air Turquoise SA has thoroughly tested the sample of emergency parachute mentioned above and certifies its conformity with the standards: EN 12491:2015 chapter 5.1-5.3.1, 5.3.5, 5.3.6 - LTF NfL II 91/09 chapter 6

The test is carried out twice with the same parachute. In case steerable parachute, in both tests, the controls shall remain locked.

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<sup>(1)</sup> The emergency parachute (in its standard inner container and packed according to the user's manual instructions) is stowed on the drop test device. The test parachute's riser (or both risers in the case of a two riser parachute) is (are) connected to the single anchor point on the drop test device using the connector(s) specified and supplied by the parachute manufacturer.

The drop test device is accelerated to a straight line velocity of 40 m/s and the parachute deployed using its handle or handle attachment point by a static line attached to a drogue chute or similar low force deployment system.

<sup>(2)</sup> Calculated value include the value minus the uncertainty (on safe side) / The uncertainty stated is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor k = 2. The value of the measured lies within the assigned range of values with a probability of 95%.

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# Speed of opening, stability, descent rate

Inspection certificate number:	EP_248.2019	Test Report
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Mai	nui	fac	tıı	ror	data

Manufacturer name:Supair SàrlRepresentative:Laurent ChiabautStreet:34, rue AdrastéePost code / Place:74650 Chavanod

Country: France

#### Sample data

Name:Fluid LightSize:MSteerable (1)NoMaximum weight in flight (2) [kg]:105Weight (3) [kg]1.276volume packed [cm³]:3400

Serial number: USQ-M-05-090718

# Test data <sup>(4)</sup> Test no. 1 Test no. 2

Place of test

Date of test

Inspector:

Villeneuve

15.01.2018

Inspector:

Alain Zoller

Claude Thurnheer

Atmosphere AGL

[°C]

2

2.4

RH [%] 76 57
[hPa] 979.5 964.2
Wind [m/s] 0.1 0.1

# Summary of both results (5) EN LTF

N/A

Time of opening test [s]:

Calculated descent rate test [m/s]:

Stability test:

Behaviour during descent test:

Glider ratio:

POSITIVE

POSITIVE

Stable

Glider ratio:

POSITIVE

POSITIVE

Stable

Stable

FOSITIVE

Any flight procedure and/or

configuration described in the

user's manual

N/A

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nspection certificate number: EP_248.2019	
Formula using to calculate corrected mass	$m_{c \text{ orr}} := m_{dec} \cdot \frac{p \cdot T_0}{p_0 \cdot T}$
Sink rate test no. 1 <sup>(6)</sup>	Ţ.
Ground level atmospheric pressure at test location: (p)	979.5 [hPa]
ICAO standard atmospheric pressure at MSL: (po)	1013.25 [hPa]
Ground level temperature at the test location: (T)	2 [°C]
	275.15 [°K]
CAO standard temperature at MSL: (To)	15 [°C]
	288.15 [°K]
Declared maximum payload: (mdec)	105 [kg]
Corrected mass: (mcorr)	106.30 [kg]
Corrected mass with uncertainty: (mcorr)	107.20 [kg]
Time when pilot release rescue	27.53 <b>[s]</b>
Time when weak link broken	30.1 [s]
Calculated speed opening [s]:	<b>2.72</b> [s]
Time ball touch the water:	11.77 [s]
Time pilot touch the water:	19.77 [s]
·	
Time pilot touch the water: Time between ball and pilot touching water (40m)  Calculated sink rate [m/s]:	19.77 [s]
Time between ball and pilot touching water (40m)  Calculated sink rate [m/s]:  Sink rate test no. 2 (6)	19.77 [s] 7.85 [s] <b>5.10</b> [m/s]
Time between ball and pilot touching water (40m)  Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure at test location: (p)	19.77 [s] 7.85 [s] 5.10 [m/s]
Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure at test location: (p)  CAO standard atmospheric pressure at MSL: (po)	19.77 [s] 7.85 [s] 5.10 [m/s]
Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure at test location: (p)  CAO standard atmospheric pressure at MSL: (po)	19.77 [s] 7.85 [s] 5.10 [m/s] 964.2 [hPa] 1013.25 [hPa] 2.4 [°C]
Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure at test location: (p)  CAO standard atmospheric pressure at MSL: (po)  Ground level temperature at the test location: (T)	19.77 [s] 7.85 [s] 5.10 [m/s]  964.2 [hPa] 1013.25 [hPa] 2.4 [°C] 275.55 [°K]
Fime between ball and pilot touching water (40m)  Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure at test location: (p)  CAO standard atmospheric pressure at MSL: (po)  Ground level temperature at the test location: (T)	19.77 [s] 7.85 [s] 5.10 [m/s]  964.2 [hPa] 1013.25 [hPa] 2.4 [°C] 275.55 [°K] 15 [°C]
Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure at test location: (p) ICAO standard atmospheric pressure at MSL: (po)  Ground level temperature at the test location: (T)	19.77 [s] 7.85 [s] 5.10 [m/s]  964.2 [hPa] 1013.25 [hPa] 2.4 [°C] 275.55 [°K]
Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure at test location: (p) ICAO standard atmospheric pressure at MSL: (po)  Ground level temperature at the test location: (T)	19.77 [s] 7.85 [s] 5.10 [m/s]  964.2 [hPa] 1013.25 [hPa] 2.4 [°C] 275.55 [°K] 15 [°C]
Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure at test location: (p)  CAO standard atmospheric pressure at MSL: (po)  Ground level temperature at the test location: (T)  CAO standard temperature at MSL: (To)	19.77 [s] 7.85 [s] 5.10 [m/s]  964.2 [hPa] 1013.25 [hPa] 2.4 [°C] 275.55 [°K] 15 [°C] 288.15 [°K]
Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure at test location: (p) CAO standard atmospheric pressure at MSL: (po) Ground level temperature at the test location: (T)  CAO standard temperature at MSL: (To)  Declared maximum payloadt: (mdec) Corrected mass: (mcorr)	19.77 [s] 7.85 [s] 5.10 [m/s]  964.2 [hPa] 1013.25 [hPa] 2.4 [°C] 275.55 [°K] 15 [°C] 288.15 [°K]
Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure at test location: (p)  CAO standard atmospheric pressure at MSL: (po)  Ground level temperature at the test location: (T)  CAO standard temperature at MSL: (To)  Declared maximum payloadt: (mdec)  Corrected mass: (mcorr)  Corrected mass with uncertainty: (mcorr)	19.77 [s] 7.85 [s] 5.10 [m/s]  964.2 [hPa] 1013.25 [hPa] 2.4 [°C] 275.55 [°K] 15 [°C] 288.15 [°K]  105 [kg] 104.49 [kg]
Fime between ball and pilot touching water (40m)  Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure at test location: (p)  CAO standard atmospheric pressure at MSL: (po)  Ground level temperature at the test location: (T)  CAO standard temperature at MSL: (To)  Declared maximum payloadt: (mdec)  Corrected mass: (mcorr)  Corrected mass with uncertainty: (mcorr)  Fime when pilot release rescue	19.77 [s] 7.85 [s] 5.10 [m/s]  964.2 [hPa] 1013.25 [hPa] 2.4 [°C] 275.55 [°K] 15 [°C] 288.15 [°K]  105 [kg] 104.49 [kg] 105.39 [kg]
Time between ball and pilot touching water (40m)  Calculated sink rate [m/s]:  Sink rate test no. 2 (6)	19.77 [s] 7.85 [s] 5.10 [m/s]  964.2 [hPa] 1013.25 [hPa] 2.4 [°C] 275.55 [°K] 15 [°C] 288.15 [°K]  105 [kg] 104.49 [kg] 105.39 [kg] 34.2 [s]
Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure at test location: (p) ICAO standard atmospheric pressure at MSL: (po) Ground level temperature at the test location: (T)  ICAO standard temperature at MSL: (To)  Declared maximum payloadt: (mdec) Corrected mass: (mcorr) Corrected mass with uncertainty: (mcorr) Time when pilot release rescue Time when weak link broken	19.77 [s] 7.85 [s] 5.10 [m/s]  964.2 [hPa] 1013.25 [hPa] 2.4 [°C] 275.55 [°K] 15 [°C] 288.15 [°K]  105 [kg] 104.49 [kg] 105.39 [kg] 34.2 [s] 36.63 [s]
Fime between ball and pilot touching water (40m)  Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure at test location: (p)  CAO standard atmospheric pressure at MSL: (po)  Ground level temperature at the test location: (T)  CAO standard temperature at MSL: (To)  Declared maximum payloadt: (mdec)  Corrected mass: (mcorr)  Corrected mass with uncertainty: (mcorr)  Fime when pilot release rescue  Fime when weak link broken  Calculated speed opening [s]:	19.77 [s] 7.85 [s] 5.10 [m/s]  964.2 [hPa] 1013.25 [hPa] 2.4 [°C] 275.55 [°K] 15 [°C] 288.15 [°K]  105 [kg] 104.49 [kg] 105.39 [kg] 34.2 [s] 36.63 [s] 2.58 [s]
Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure at test location: (p)  CAO standard atmospheric pressure at MSL: (po)  Ground level temperature at the test location: (T)  CAO standard temperature at MSL: (To)  Declared maximum payloadt: (mdec)  Corrected mass: (mcorr)  Corrected mass with uncertainty: (mcorr)  Firme when pilot release rescue  Firme when weak link broken  Calculated speed opening [s]:	19.77 [s] 7.85 [s] 5.10 [m/s]  964.2 [hPa] 1013.25 [hPa] 2.4 [°C] 275.55 [°K] 15 [°C] 288.15 [°K]  105 [kg] 104.49 [kg] 105.39 [kg] 34.2 [s] 36.63 [s] 2.58 [s]

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Inspection certificate number: EP 248.2019

#### Weak link test no. 1



#### Weak link test no. 2



Instrument & type no.	Validity	Manufacturer	S/N
Weak link	2020	Tost	N/A
Line 40 meter	check every 12 months	Air Turquoise SA	N/A
Geos n° 11 Skywatch	08.05.2017	JDC elec.	22

The validation of this test report is given by the signature of the test manager on inspection certificate 71.5.1

Air Turquoise SA has thoroughly tested the sample of emergency parachute mentioned above and certifies its conformity with the standards: EN 12491:2015 chapter 5.1 to 5.3.1, 5.3.4, 5.3.6 (if steerable) and LTF NfL II 91/09 chapter 6

(4)The rescue system is dropped from a paraglider in straight flight at 10 [m/s] +-1 [m/s] and a vertical airspeed of less than 1,5 [m/s].

The paraglider is released as the rescue system begins to open. Wink link 200 [N] is used to measure the speed opening.

After a minimum of 125 m of descent, the average rate of descent is measured over 40 m of descent. The stability and glide ratio is observed.

The test is carried out twice (this may be with the same parachute or with identical item).

(5) The calculated value include the value minus the uncertainty / The uncertainty stated is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor k = 2. The value of the measured lies within the assigned range of values with a probability of 95%. The tests do not include any compatibility tests with alternative inner containers. Required time from the instant of free drop until a load of 200 [N] is sustained for EN 4 [s] and for LTF 5 [s]. The required maximum sink rate is for EN 5.5 [m/s] and for LTF 6.80 [m/s]. If steerable the maximum sink rate for EN is 4 [m/s]. The final result for EN and for LTF is the worst case of both tests.

<sup>(1)</sup> If Steerable: Emergency Parachute fitted with controls for steering and landing flare. (2) Total weight in flight exclude weight of paraglider, also called payload - (1) Weight of the emergency parachute

<sup>(6)</sup> Condition for the descent rate test. A. At horizontal airspeed 10 m/s (+/- 1m/s) and vertical speed 1.5 m/s B. Formula to be used for correcting the test mass of differences from ICAO standard atmosphere.

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# Strength test - 40 m/s opening shock

**Test Report** Inspection certificate number: EP 248.2019

Manufacturer data

Manufacturer name: Supair Sàrl **Laurent Chiabaut** Representative: 34, rue Adrastée Street: Post code / Place: 74650 Chavanod

Country:

**France** 

Sample data

Name: Steerable Weight [kg] Serial number: Fluid Light

No 1.276

USQ-M-03-121417

Size:

105 Maximum weight [kg]: volume packed [cm<sup>3</sup>]: 3400

М

Test data (1) Place of test

Date of test Corrected mass [kg] Test no. 1

Muraz 14.12.2018 105.03

Alain Zoller

Test no. 2

Muraz 14.12.2018 105.03

Inspector:

Alain Zoller

Atmosphere AGL

[°C] 2 RH [%] 55 [hPa] 959.5 Wind [m/s] 0.1

2 55

959.5

0.1

**Test results** 

Test no. 1

Test no. 2

Strength test (40m/s shock) Aircraft speed uncertainty K=2 [m/s] (2)

**POSITIVE** 

1.7

**POSITIVE** 

1.7

Item / type no.	Validity	Manufacturer	S/N
Weight	2020	Air Turquoise SA	N/A
Geos n° 11	08.05.2017	JDC elec.	22
Weak link	2020	Tost	N/A

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Inspection certificate number: EP\_248.2019

 $m_{corr} := m_{dec} \cdot \frac{p \cdot T_0}{p_{corr}}$ 

Formula using to calculate corrected mass

#### Corrected mass for strength test no. 1

Ground level atmospheric pressure at test location: (p)	959.5 [hPa]
ICAO standard atmospheric pressure at MSL: (po)	1013.25 [hPa]
Ground level temperature at the test location: (T)	2 [°C]
	275.15 [°K]
ICAO standard temperature at MSL: (To)	15 [°C]
	288.15 [°K]
Declared maximum payload: (mdec)	105 [kg]
Corrected mass: (mcorr)	104.13 [kg]
Corrected mass with uncertainty: (mcorr)	<b>105.03</b> [kg]

#### Corrected mass for strength test no. 2

Ground level atmospheric pressure at test location: (p)	959.5 [hPa]
ICAO standard atmospheric pressure at MSL: (po)	1013.25 [hPa]
Ground level temperature at the test location: (T)	2 [°C]
	275.15 [°K]
ICAO standard temperature at MSL: (To)	15 [°C]
	288.15 [°K]
Declared maximum payload: (mdec)	105 [kg]
Corrected mass: (mcorr)	104.13 [kg]
Corrected mass with uncertainty: (mcorr)	<b>105.03</b> [kg]

The validation of this test report is given by the signature of the test manager on inspection certificate 71.5.1

Air Turquoise SA has thoroughly tested the sample of emergency parachute mentioned above and certifies its conformity with the standards: EN 12491:2015 chapter 5.1-5.3.1, 5.3.5, 5.3.6 - LTF NfL II 91/09 chapter 6

The test is carried out twice with the same parachute. In case steerable parachute, in both tests, the controls shall remain locked.

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<sup>(1)</sup> The emergency parachute (in its standard inner container and packed according to the user's manual instructions) is stowed on the drop test device. The test parachute's riser (or both risers in the case of a two riser parachute) is (are) connected to the single anchor point on the drop test device using the connector(s) specified and supplied by the parachute manufacturer.

The drop test device is accelerated to a straight line velocity of 40 m/s and the parachute deployed using its handle or handle attachment point by a static line attached to a drogue chute or similar low force deployment system.

<sup>(2)</sup> Calculated value include the value minus the uncertainty (on safe side) / The uncertainty stated is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor k = 2. The value of the measured lies within the assigned range of values with a probability of 95%.

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# Speed of opening, stability, descent rate

Inspection certificate number:	EP_249.2019	Test Report
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M	lan	ud	a	cti	ır	er	· H	ata

Manufacturer name:Supair SàrlRepresentative:Laurent ChiabautStreet:34, rue AdrastéePost code / Place:74650 Chavanod

Country: France

#### Sample data

Name:Fluid LightSize:LSteerable (1)NoMaximum weight in flight (2) [kg]:125Weight (3) [kg]1.478volume packed [cm³]:4400

Serial number: USQ-L-05-090718

# Test data <sup>(4)</sup> Place of test Villeneuve Date of test 15.01.2019 Inspector: Alain Zoller Test no. 2 Villeneuve Villeneuve 12.02.2019 Alain Zoller

#### Atmosphere AGL

 [°C]
 3.2
 2.8

 RH [%]
 78
 74

 [hPa]
 978.1
 989.9

 Wind [m/s]
 0.1
 0.1

Summary of both results (5)	EN	LTF	
Time of opening test [s]:	3.97787382	3.97787382	
Calculated descent rate test [m/s]:	5.25	5.25	
Stability test:	POSITIVE	POSITIVE	
Behaviour during descent test:	Stable	Stable	
Glider ratio:	POSITIVE		
If steerable:			
Any flight procedure and/or configuration described in the user's manual	N/A	N/A	

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Inspection certificate number:	EP_249.2019	
	Formula using to calculate corrected mass	$m_{corr} := m_{dec} \cdot \frac{p \cdot T_0}{p_0 \cdot T}$
Sink rate test no. 1 <sup>(6)</sup>		
Ground level atmospheric pressure	at test location: (p)	978.1 [hPa]
ICAO standard atmospheric pressu	re at MSL: (po)	1013.25 [hPa]
Ground level temperature at the tes	st location: (T)	3.2 [°C]
		276.35 [°K]
ICAO standard temperature at MSL	.: (To)	15 [°C]
		288.15 [°K]
Declared maximum payload: (mdec	<b>;</b> )	125 [kg]
Corrected mass: (mcorr)		125.82 [kg]
Corrected mass with uncertainty: (r	ncorr)	126.72 [kg]
Time when pilot release rescue		24 <b>[s]</b>
Time when weak link broken		26.83 [s]
Calculated speed opening [s]:		<b>2.98</b> [s]
Time ball touch the water:		20.43 [s]
Time pilot touch the water:		28.2 [s]
Time pilot touch the water: Time between ball and pilot touchin	g water (40m)	28.2 [s] 7.62 [s]
•	ng water (40m)	
Time between ball and pilot touchin Calculated sink rate [m/s]:  Sink rate test no. 2 (6)		7.62 [s] <b>5.25</b> [m/s]
Time between ball and pilot touchin  Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure	at test location: (p)	7.62 [s] 5.25 [m/s] 989.9 [hPa]
Time between ball and pilot touchin  Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure ICAO standard atmospheric pressure	at test location: (p) tre at MSL: (po)	7.62 [s] 5.25 [m/s] 989.9 [hPa] 1013.25 [hPa]
Time between ball and pilot touchin  Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure	at test location: (p) tre at MSL: (po)	7.62 [s] 5.25 [m/s]  989.9 [hPa] 1013.25 [hPa] 2.8 [°C]
Time between ball and pilot touchin  Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure ICAO standard atmospheric pressure Ground level temperature at the test	at test location: (p)  are at MSL: (po)  at location: (T)	7.62 [s] 5.25 [m/s]  989.9 [hPa] 1013.25 [hPa] 2.8 [°C] 275.95 [°K]
Time between ball and pilot touchin  Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure ICAO standard atmospheric pressure	at test location: (p)  are at MSL: (po)  at location: (T)	7.62 [s] 5.25 [m/s]  989.9 [hPa] 1013.25 [hPa] 2.8 [°C] 275.95 [°K] 15 [°C]
Time between ball and pilot touchin  Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure ICAO standard atmospheric pressure Ground level temperature at the test	at test location: (p)  are at MSL: (po)  at location: (T)	7.62 [s] 5.25 [m/s]  989.9 [hPa] 1013.25 [hPa] 2.8 [°C] 275.95 [°K]
Time between ball and pilot touchin  Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure ICAO standard atmospheric pressure Ground level temperature at the test	at test location: (p)  are at MSL: (po)  at location: (T)  L: (To)	7.62 [s] 5.25 [m/s]  989.9 [hPa] 1013.25 [hPa] 2.8 [°C] 275.95 [°K] 15 [°C]
Time between ball and pilot touchin Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure ICAO standard atmospheric pressure Ground level temperature at the test ICAO standard temperature at MSL	at test location: (p)  are at MSL: (po)  at location: (T)  L: (To)	7.62 [s] 5.25 [m/s]  989.9 [hPa] 1013.25 [hPa] 2.8 [°C] 275.95 [°K] 15 [°C] 288.15 [°K]
Time between ball and pilot touchin Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure ICAO standard atmospheric pressure ICAO standard temperature at the test ICAO standard temperature at MSI.  Declared maximum payloadt: (mde	e at test location: (p)  fire at MSL: (po)  st location: (T)  .: (To)	7.62 [s] 5.25 [m/s]  989.9 [hPa] 1013.25 [hPa] 2.8 [°C] 275.95 [°K] 15 [°C] 288.15 [°K]
Time between ball and pilot touchin Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure ICAO standard atmospheric pressure ICAO standard temperature at the test ICAO standard temperature at MSL  Declared maximum payloadt: (mde Corrected mass: (mcorr)	e at test location: (p)  fire at MSL: (po)  st location: (T)  .: (To)	7.62 [s] 5.25 [m/s]  989.9 [hPa] 1013.25 [hPa] 2.8 [°C] 275.95 [°K] 15 [°C] 288.15 [°K]  125 [kg] 127.52 [kg]
Time between ball and pilot touchin Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure ICAO standard atmospheric pressure ICAO standard temperature at the test ICAO standard temperature at MSL  Declared maximum payloadt: (mde Corrected mass: (mcorr)  Corrected mass with uncertainty: (r	e at test location: (p)  fire at MSL: (po)  st location: (T)  .: (To)	7.62 [s] 5.25 [m/s]  989.9 [hPa] 1013.25 [hPa] 2.8 [°C] 275.95 [°K] 15 [°C] 288.15 [°K]  125 [kg] 127.52 [kg] 128.42 [kg]
Time between ball and pilot touchin Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure ICAO standard atmospheric pressure ICAO standard temperature at the test ICAO standard temperature at MSL  Declared maximum payloadt: (mde Corrected mass: (mcorr)  Corrected mass with uncertainty: (r	e at test location: (p)  fire at MSL: (po)  st location: (T)  .: (To)	7.62 [s] 5.25 [m/s]  989.9 [hPa] 1013.25 [hPa] 2.8 [°C] 275.95 [°K] 15 [°C] 288.15 [°K]  125 [kg] 127.52 [kg] 128.42 [kg] 24.27 [s]
Time between ball and pilot touchin Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure ICAO standard atmospheric pressure ICAO standard temperature at the test ICAO standard temperature at MSL  Declared maximum payloadt: (mde Corrected mass: (mcorr)  Corrected mass with uncertainty: (r. Time when pilot release rescue Time when weak link broken	e at test location: (p)  fire at MSL: (po)  st location: (T)  .: (To)	7.62 [s] 5.25 [m/s]  989.9 [hPa] 1013.25 [hPa] 2.8 [°C] 275.95 [°K] 15 [°C] 288.15 [°K]  125 [kg] 127.52 [kg] 128.42 [kg] 24.27 [s] 28.1 [s]
Time between ball and pilot touchin Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure ICAO standard atmospheric pressure ICAO standard atmospheric at the test ICAO standard temperature at MSL  Declared maximum payloadt: (mde Corrected mass: (mcorr)  Corrected mass with uncertainty: (r Time when pilot release rescue Time when weak link broken Calculated speed opening [s]:	e at test location: (p)  fire at MSL: (po)  st location: (T)  .: (To)	7.62 [s] 5.25 [m/s]  989.9 [hPa] 1013.25 [hPa] 2.8 [°C] 275.95 [°K] 15 [°C] 288.15 [°K]  125 [kg] 127.52 [kg] 128.42 [kg] 24.27 [s] 28.1 [s] 3.98 [s]
Time between ball and pilot touchin Calculated sink rate [m/s]:  Sink rate test no. 2 (6)  Ground level atmospheric pressure ICAO standard atmospheric pressure ICAO standard atmospheric pressure ICAO standard temperature at the test ICAO standard temperature at MSL  Declared maximum payloadt: (mde Corrected mass: (mcorr)  Corrected mass with uncertainty: (r Time when pilot release rescue Time when weak link broken Calculated speed opening [s]:	e at test location: (p)  ire at MSL: (po) st location: (T)  :: (To)  c)  ncorr)	7.62 [s] 5.25 [m/s]  989.9 [hPa] 1013.25 [hPa] 2.8 [°C] 275.95 [°K] 15 [°C] 288.15 [°K]  125 [kg] 127.52 [kg] 128.42 [kg] 24.27 [s] 28.1 [s] 3.98 [s]

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Inspection certificate number: EP 249.2019

#### Weak link test no. 1



#### Weak link test no. 2



Instrument & type no.	Validity	Manufacturer	S/N
Weak link	2020	Tost	N/A
Line 40 meter	check every 12 months	Air Turquoise SA	N/A
Geos n° 11 Skywatch	08.05.2017	JDC elec.	22

The validation of this test report is given by the signature of the test manager on inspection certificate 71.5.1

Air Turquoise SA has thoroughly tested the sample of emergency parachute mentioned above and certifies its conformity with the standards: EN 12491:2015 chapter 5.1 to 5.3.1, 5.3.4, 5.3.6 (if steerable) and LTF NfL II 91/09 chapter 6

(4)The rescue system is dropped from a paraglider in straight flight at 10 [m/s] +-1 [m/s] and a vertical airspeed of less than 1,5 [m/s].

The paraglider is released as the rescue system begins to open. Wink link 200 [N] is used to measure the speed opening.

After a minimum of 125 m of descent, the average rate of descent is measured over 40 m of descent. The stability and glide ratio is observed.

The test is carried out twice (this may be with the same parachute or with identical item).

(5) The calculated value include the value minus the uncertainty / The uncertainty stated is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor k = 2. The value of the measured lies within the assigned range of values with a probability of 95%. The tests do not include any compatibility tests with alternative inner containers. Required time from the instant of free drop until a load of 200 [N] is sustained for EN 4 [s] and for LTF 5 [s]. The required maximum sink rate is for EN 5.5 [m/s] and for LTF 6.80 [m/s]. If steerable the maximum sink rate for EN is 4 [m/s]. The final result for EN and for LTF is the worst case of both tests.

<sup>(1)</sup> If Steerable: Emergency Parachute fitted with controls for steering and landing flare. (2) Total weight in flight exclude weight of paraglider, also called payload - (1) Weight of the emergency parachute

<sup>(6)</sup> Condition for the descent rate test. A. At horizontal airspeed 10 m/s (+/- 1m/s) and vertical speed 1.5 m/s B. Formula to be used for correcting the test mass of differences from ICAO standard atmosphere.

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# Strength test - 40 m/s opening shock

Inspection certificate number: EP\_249.2019 Test Report

Manufacturer data

Manufacturer name:

Representative:

Street:

Post code / Place:

Supair Sàrl

Laurent Chiabaut

34, rue Adrastée

74650 Chavanod

Country: France

Sample data

 Name:
 Fluid Light
 Size:
 L

 Steerable
 No
 Maximum weight [kg]:
 125

 Weight [kg]
 1.478
 volume packed [cm³]:
 4400

Serial number: USQ-L-03-121417

Test data <sup>(1)</sup> Test no. 1 Test no. 2

 Place of test
 Muraz
 Muraz

 Date of test
 14.12.2018
 14.12.2018

 Corrected mass [kg]
 124.86
 124.86

Inspector: Alain Zoller Alain Zoller

Atmosphere AGL

 [°C]
 2
 2

 RH [%]
 55
 55

 [hPa]
 959.5
 959.5

 Wind [m/s]
 0.1
 0.1

Test results Test no. 1 Test no. 2

Strength test (40m/s shock) **POSITIVE**Aircraft speed uncertainty K=2

[m/s] <sup>(2)</sup> 1.7 1.7

Item / type no.	Validity	Manufacturer	S/N
Weight	2020	Air Turquoise SA	N/A
Geos n° 11	08.05.2017	JDC elec.	22
Weak link	2020	Tost	N/A

**POSITIVE** 

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Inspection certificate number: EP\_249.2019

Formula using to calculate corrected mass  $m_{corr} := m_{dec} \cdot \frac{p \cdot r_{corr}}{p_{0} \cdot T}$ 

Corrected mass for strength test no. 1

<u> </u>		
Ground level atmospheric pressure at test location: (p)	959.5 [hPa]	
ICAO standard atmospheric pressure at MSL: (po)	1013.25 [hPa]	
Ground level temperature at the test location: (T)	2 [°C]	
	275.15 [°K]	
ICAO standard temperature at MSL: (To)	15 [°C]	
	288.15 [°K]	
Declared maximum payload: (mdec)	125 [kg]	
Corrected mass: (mcorr)	123.96 [kg]	
Corrected mass with uncertainty: (mcorr)	<b>124.86</b> [kg]	

#### Corrected mass for strength test no. 2

Ground level atmospheric pressure at test location: (p)	959.5 [hPa]
ICAO standard atmospheric pressure at MSL: (po)	1013.25 [hPa]
Ground level temperature at the test location: (T)	2 [°C]
	275.15 [°K]
ICAO standard temperature at MSL: (To)	15 [°C]
	288.15 [°K]
Declared maximum payload: (mdec)	125 [kg]
Corrected mass: (mcorr)	123.96 [kg]
Corrected mass with uncertainty: (mcorr)	<b>124.86</b> [kg]

The validation of this test report is given by the signature of the test manager on inspection certificate 71.5.1

Air Turquoise SA has thoroughly tested the sample of emergency parachute mentioned above and certifies its conformity with the standards: EN 12491:2015 chapter 5.1-5.3.1, 5.3.5, 5.3.6 - LTF NfL II 91/09 chapter 6

The test is carried out twice with the same parachute. In case steerable parachute, in both tests, the controls shall remain locked.

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<sup>(1)</sup> The emergency parachute (in its standard inner container and packed according to the user's manual instructions) is stowed on the drop test device. The test parachute's riser (or both risers in the case of a two riser parachute) is (are) connected to the single anchor point on the drop test device using the connector(s) specified and supplied by the parachute manufacturer.

The drop test device is accelerated to a straight line velocity of 40 m/s and the parachute deployed using its handle or handle attachment point by a static line attached to a drogue chute or similar low force deployment system.

<sup>(2)</sup> Calculated value include the value minus the uncertainty (on safe side) / The uncertainty stated is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor k = 2. The value of the measured lies within the assigned range of values with a probability of 95%.