Version 1.0

OWNER´S MANUAL

TRAVEL Parachute Systems

Dual Parachute Container and Single Harness System

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The purpose of this manual is to familiarise the rigger and potential user with the function, packing procedures and other features of this harness and container system. This manual should be read and understood by anyone intending to use this harness and container system for skydiving. It is the owner's responsibility to ensure that the harness and container system and all associated components are correctly assembled, packaged, maintained, and used. It is also the jumper's responsibility to ensure being qualified to participate in skydiving activities.

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Table of Content

1. Warning

TO REDUCE THE RISK OF SERIOUS INJURY OR DEATH, PROPER TRAINING AND/OR EXPERIENCE ARE REQUIRED. NEVER USE THIS EQUIPMENT UNLESS YOU HAVE READ THIS WARNING LABEL, THE APPROPRIATE USER MANUAL AND PACKAGING INSTRUCTIONS AND HAVE COMPLETED A "CONTROLLED TRAINING PROGRAMME" FOR THE USE OF THIS TYPE OF PARACHUTE SYSTEM.

REDUCE THE RISK OF DEATH, SERIOUS INJURY, CANOPY DAMAGE AND HARD OPENINGS BY NEVER EXCEEDING THE MAXIMUM LIMITS:

MAXIMUM OPERATING WEIGHT (EXIT WEIGHT) OF	**136 KG / 300 LBS**
MAXIMUM DEPLOYMENT SPEED OF	**278 KMH / 150 KNOTS**

HARD OPENINGS CAN CAUSE DAMAGE TO THE EQUIPMENT, SERIOUS INJURY OR DEATH. PARACHUTE SYSTEMS SOMETIMES PERFORM IMPROPERLY, EVEN WHEN CORRECTLY ASSEMBLED, PACKED AND OPERATED. YOU RISK SERIOUS INJURY OR DEATH EACH TIME YOU USE THIS OR ANY OTHER PARACHUTE SYSTEM, AND YOU ARE DEEMED TO HAVE EXPRESSLY AND IMPLIEDLY ASSUMED THAT RISK.

THIS MANUAL APPLIES TO THE

TRAVEL Parachute Systems
Dual Parachute Container and Single Harness System

UNAUTHORISED MODIFICATIONS OR ALTERATION WILL VOID THE WARRANTY AND CERTIFICATION.

2. Manual Revision History and Appendices

This manual was created in July 2023. All changes to the manual are indicated here and marked according to the version number of the manual. We distinguish between changes of a technical nature (T) that affect the Harness/Container-System and changes in the design (D) of the manual.

Chapter	Titel	Type of Change (T/D)	Date

If, in the process of use of this Owner's Manual, annexes become necessary, they will be recorded here.

Annex No.	Titel	Reference	Date

3. Description of Container System

Name and address of manufacturer.

westsky GmbH
Dr. Anton
Schneiderstrasse
28b Gewerbepark
am Fischbach
6850 Dornbirn
AUSTRIA

Description and identification of article including:

Type:	Dual Parachute Container and Single Harness System
Model:	TRAVEL Parachute Systems
Webbing material:	Nylon Webbing according to PIA-W-4088F issued 06/19, 2013
Hardware	Stainless Steel in accordance with PIA-H7195C issued 01/26, 2015

Parts List of Dual Parachute container and Single Harness System:

Container and Harness (TSO)	TPS-SP-V1-XX-XX-XX-YYYYY	1 piece
Deployment Control Device (TSO)	TPSDCDV1-XXX	1 piece
Deployment Link Device incl. MARD System (TSO)	TPSDLDV1	1 piece
Deployment Initiation Device (TSO	TPSDIDV1	1 piece
Primary Actuation Device (TSO)	TPSPADV1-X-Z	1 piece
Reserve Static Line incl. MARD System (TSO)	TPSRSLV1	1 piece
Reserve Toggles (TSO)	TPSRTV1-ZW	1 pair
Reserve Closing Loop (non-TSO)	N/A	1 piece
Main Parachute Break Away Device (non-TSO)	TPSMPBADV1-ZF	1 piece
Main Riser and (non-TSO)	TPSMRV1-XX-ZW	1 pair
Main Riser Toggles (non-TSO)	TPSMRTV1-ZW	1 pair
Main Pilot Chute and Bridle (non-TSO)	TPSMPCBV1-XX-YY-VV	1 piece
Main Deployment Bag (non-TSO)	TPSMDBV1-XXX-YY	1 piece
Owner's Manual on USB Flash Drive/online	N/A	1 piece

Note: On all labels on the accessories the batch number is also the date of manufacture.

Manufacturer's design specification according to TSO-C23f and PIA TS 135.

TSO-C23f, issued 09/21/2012
PIA TS 135, Revision 1.4 issued, 04/22/2010

The rated performance of the article directly or by reference to other documents.

Maximum Operating Weight:	136 KG / 300 LBS
Maximum Deployment Speed:	278 KM/H / 150 KTAS
Lifetime:	No lifetime specified

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Pictures of the Article

PIC - 1 - TRAVEL Side View

PIC - 2 - TRAVEL Front View

PIC - 3 - TRAVEL Open Container

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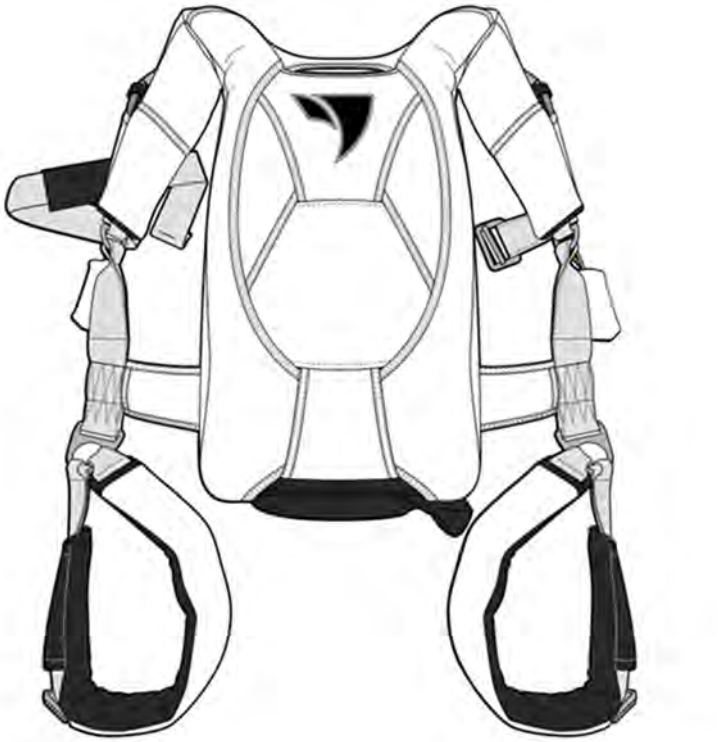
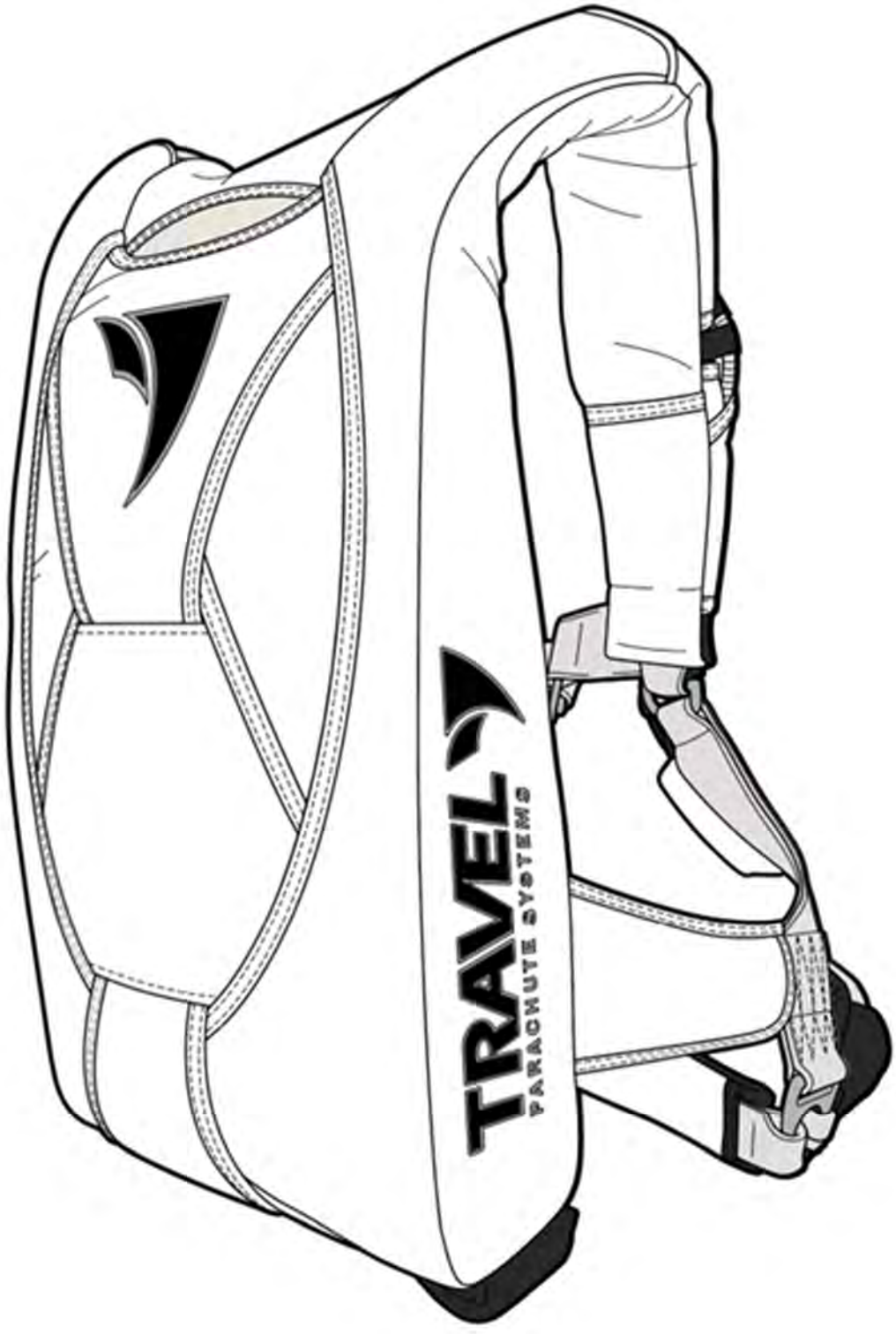
Drawings of the Article



PIC - 4 - Drawing Front View

PIC - 5 - Drawing Back View



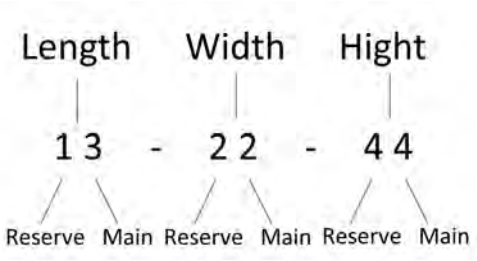
PIC - 6 - Drawing Side View

4. Container Size and Canopy Sizing Chart

For sizes of containers and canopies, please refer to our online document "Container Size and Canopy Sizing Chart" on our website https://travelparachutesystems.com in the Support section.

The logic of the container sizes and the canopies that fit them are based on a number ratio. The size of the reserve and the main container is defined by numbers for length, width, and height. For example, a container size has a combination of numbers 13 - 22 - 44.

Container size example:



Volume Ratio Reserve 1 + 2 + 4 = **7** Sizing Chart Reserve 7 = **143 – 170**

TPS SP Reserve Sizingchart

Manufacturer Reserve Canopy Fabric Type	Volume Rate	Fitting	PD Reserve Standard	PD Optimum Low-Bulk	Paratec Speed 2000 Standard	Paratec Speed 2000 Low-Bulk	Icarus World Reserve Standard	Icarus World Nano Low-Bulk	Aerodyne Research Smart Standard	Aerodyne Research Smart LPV Low-Bulk
Model / Size	4	Standard	106	113		120				
		Tight						113		
	5	Standard	113	126		135				120
		Tight			120		119	126	120	
	6	Standard	126	143		150				135
		Tight			135		129	143	135	150
	7	Standard	143	160		170				
		Tight			150		149	160	150	160
	8	Standard	160	176					160	
		Tight			170	190	169	176		175
	9	Standard	176	193					175	
		Tight				220		193		190
	10	Standard	193	218	190		189		190	
		Tight						218		220
	11	Standard	218	235	220		220		220	
		Tight						235		

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Volume Ratio Main 3 + 2 + 4 = 9 Sizing Chart Main 9 = **119 – 210**

TPS SP Main Sizingchart

Fabric Type	Volume Rate	Full Sail	Crossbrace Hybrid (ZP-Sail)	Crossbrace	Zero Porosity	Low-Bulk	Ultra Light
Model / Size	3						105
	4			69-71	75		116
	5	61-64	67-71	74-79	83	95-105	120-135
	6	67-71	75-79	84-89	89-97	105-120	135-150
	7	75-79	84-90	90-99	102-120	120-135	150-170
	8	84-89	96-103	103-111	120-135	135-150	170-190
	9			119	135-150	150-170	190-210
	10				150-170	170-190	230
	11				170-190	190-210	
	12				190-210	230	

5. Storage and Cleaning

The system must be stored dry (45-70% relative humidity) and cool (10-15° Celsius) in a storage container through which no light can pass. UV light can cause invisible damage to the fabric by decomposing the nylon fibers. The parachute canopy and container should be held away from all types of corrosive substances such as alkalis, acids, fuels, varnishes, and solvents. Storage in areas with running electric motors (ozone forming) should also be avoided. Reserve parachute canopies should be opened at the latest once every repack cycle to air them out, check them and repack them. Please comply with the national requirements. In extremely hot and humid climates, a shorter packing cycle is recommended.

The container should only be cleaned with fresh water. The usage of brushes or abrasive sponges should be refrained from. After contact with salt water, the container should be rinsed at least three times with fresh water within the first 24 hours. Removal of oil, tar or similar substances should be confirmed with the manufacturer. The container should not be machine washed. Only allow the container to air dry by hanging it in a shaded location. After cleaning, the container should be re-inspected.

6. Maintenance and Repairs

The TRAVEL is built with the latest design and production technologies.

Repair Categorisation

It is strongly recommended that all major repairs or modifications to a TRAVEL harness and container system are to be made at the manufacturing facility in Dornbirn, Austria or by an authorized westsky certified repair facility.

westsky divides repairs into 5 categories. If a safety message is issued, the repair is described and categorised. Depending on the category, the repair may be carried out by the appropriate qualified person.

1 OWNER
2 SENIOR RIGGER or equivalent national rigger certification
3 MASTER RIGGER or equivalent national rigger certification
4 AUTHORISED REPAIR CENTER
5 MANUFACTURER

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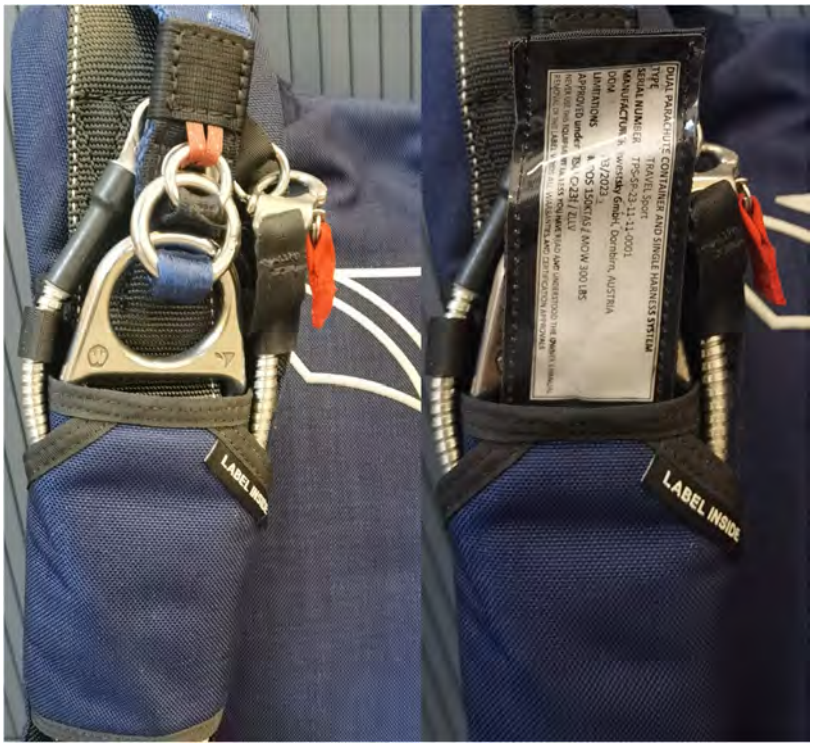
Attention

The TRAVEL is certified based on TSO C23f. The certification label is sewn into a transparent pocket placed on the inside of the front part of the right yoke. If this label is not present, do not pack or jump the rig.

The label is to be found here:



PIC - 7 - Lable Placing

REMOVAL OF THE CERTIFICATION OR WARNING LABEL VOIDS
THE WARANTY AND ALL CERTIFICATION APPROVALS.

Inspection Frequency

Reserve maintenance and packing: Verify local regulations on reserve canopy maintenance. If none are available, follow these recommendations. Service the reserve canopy at 1-year intervals in normal conditions of use and storage. If the conditions are different, the time between maintenance operations may be reduced by the user.

Maintenance Procedure

A reserve canopy is not always used in ideal conditions. It is possible that your rig or some components are damaged during use (Burns, broken stitching, moisture, etc.). For these reasons it is necessary to check all the minor and major components before deciding to reuse and repack it.

IF THERE ARE ANY VISIBLE SIGNS OF WEAR OR DAMAGE, HAVE YOUR RIG INSPECTED
BY A QUALIFIED RIGGER FOR ADVICE ON REPAIR OR REPLACEMENT OF PARTS.

General check

- All stitching
- Webbing - tapes – binding tapes – fabric integrity
- Stiffener plate integrity
- Hardware for sharp edges or damage
- Grommets for damage

Parts check

- CYPRES reserve closure loop replaced as needed
- Cutaway handle cables are clean and in good condition with no damage to cable coating
- Cutaway cable maintenance:
- Use clean cloth and wipe away cables with silicone spray.
- Thread back through housings, remove, clean
- Repeat until cutaway cables can be removed clean.
- Reserve handle. Look for no sharp edges and that swaging is in good condition.
- Reserve Freebag stitching and grommets. Replace shock cord if damaged.
- Reserve bridle is in good condition
- Reserve pilot chute fabric, spring attachment & condition

Harness and Container check before every jump

- All stitching
- Webbing – tapes – binding tapes – fabric integrity - stiffener plate integrity
- Hardware for sharp edges or damage
- Grommets for damage
- Replace main closure loop with new if loop is frayed
- Main D-bag stitching, tapes and change rubber stowing bands
- Main bridle & kill line stitching and kill line condition
- Hand deploy pilot chute stitching, mesh & fabric condition
- Main risers and 3-Rring system
- Toggle’s stitching and pin
- 3-Ring maintenance: release the 3-Ring system every 50 jumps.

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Inspection of the 3 Ring release System

The following procedures should be carried out monthly. Immediate inspection is required if the container has been misused, e.g. dragged across the runway, landed in water or exposed to excessive dust or sand.

- Operate the 3-ring release device on the ground. Pull the cable out of the enclosures only far enough to disconnect the risers.
- Examine the system carefully for wear when removed. Check the white locking loops (the white loops that go over the smallest ring and through the grommet) to make sure they are not frayed. 3.
- Check the hook and stack on the release handle and on the main lifting bar to make sure they are clean and hold the handle adequately.
- Check the cable ends for a smooth surface. The ends are factory machined to have a smooth, tapered surface. This prevents the cable from hanging up in the loop. Check the cable ends and contact a rigger or the manufacturer if there is a burr or "hook". present.
- Check the seams, including those attaching the large rings to the harness.
- Take each riser and twist and bend the webbing vigorously near where it passes through each ring. The aim is to eliminate any deformation of the webbing. Repeat the same process with the white loop.
- Clean and lubricate the release cord with a food grade silicone spray. Spray it lightly on a paper towel and wipe the cable vigorously a few times. 8.
- Check the screw connections at the ends of each housing.
- If you notice any signs of wear, contact a rigger or the manufacturer before using the harness and container system.
- Reassemble the system. Check it again. Make sure the risers are not reversed. It is important to service the system even more frequently in damp, dusty or frosty conditions. If the harness and container system is immersed in mud or muddy water, the 3-ring release system must be cleaned with a mild soap solution and water.
- All rusted parts must be replaced.

7. Donning the Harness

1. With the leg straps fully extended, step into the harness and pull the container over your shoulders.
2. Thread the chest strap through the friction adapter. Lift the bottom of the container with your left hand while tightening the chest strap with your right hand until it fits snugly. Stow the excess with the elastic sleeve.
3. Tighten the leg straps evenly pulling upwards until they are comfortably snug as shown in LS01.
4. Stow the excess of the leg straps in the pockets above the legs trap buckles as shown in LS03.

Correct Friction Adapter Routing for the TVL Leg Strap

The correct routing of the leg strap is shown here. The thin part of the leg strap comes from the top runs through the large part of the buckle and further trough the small piece before running up towards the hip again.

PIC - 8 - LS02

When properly assembled the leg strap is to be tightened by pulling upwards and the two plates clamp the belt.

PIC - 9 - LS01

The excess length of the narrow strap is stowed in a spandex pocket above the buckle.

PIC - 10 - LS03

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Correct Chest Strap Adapter Routing

Route the chest strap from behind around the bar and through the buckle.

The strap runs around the sliding bar ensuring that the strap is clamped when tension is applied to it.

8. Supplied Parts

Parts List of Dual Parachute container and Single Harness System:

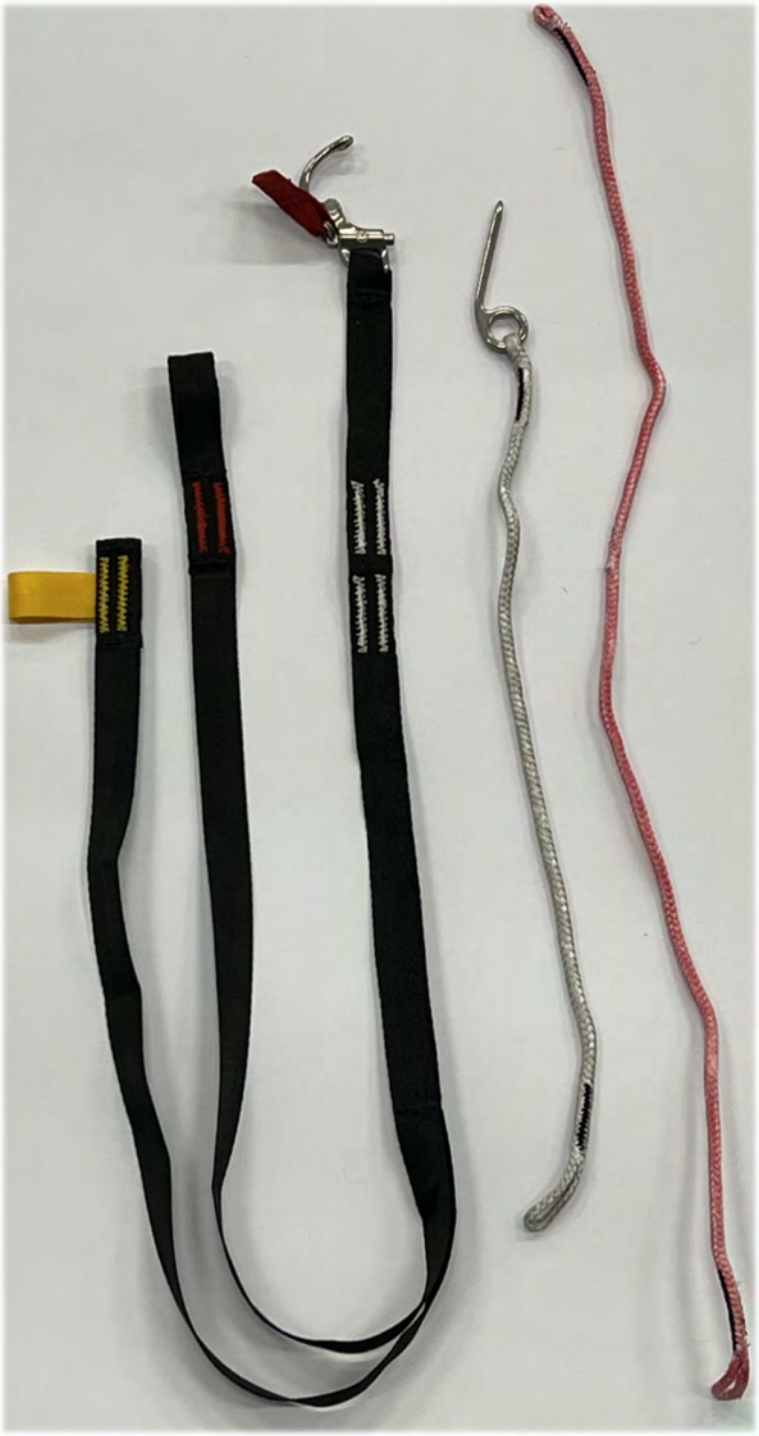
Container and Harness (TSO)	1 piece
Deployment Control Device (TSO)	1 piece
Deployment Initiation Device (TSO	1 piece
Deployment Link Device (TSO)	1 piece
Primary Actuation Device (TSO)	1 piece
Reserve Static Line (TSO)	1 piece
Reserve Toggles (TSO)	1 pair
Reserve Closing Loop (non-TSO)	1 piece
Main Parachute Break Away Device (non-TSO)	1 piece
Main Risers and Toggles (non-TSO)	1 pair
Main Pilot Chute and Bridle (non-TSO)	1 piece
Main Deployment Bag (non-TSO)	1 piece
Main Closing Loop (non-TSO)	1 piece
Owner's Manual online (www.travelparachutesystems.com)	

Only reserve components manufactured by westsky GmbH are to be used with this harness and container system. Check all components thoroughly before assembly.

9. RSL smartMARD (s´MARD)

The Reserve Static Line (RSL) that is an integral part of the MARD system consists of the following:

- Spectra Reserve Pin Lanyard - Color Grey
- Spectra s´MARD Lanyard - Color Red
- Type1 RSL incl. Split Collins Lanyard - Color Black



PIC - 11 - RSL01

The Spectra Reserve Pin Lanyard - Color Grey is threaded from the outside through the Type1 RSL incl. Split Collins Lanyard - Color Black with the pin first through the loop marked with the red bars. The pin is then threaded through the loop of the Spectra Reserve Pin Lanyard - Color Grey and tightened.

PIC - 14 - RSL02

PIC - 12 - RSL 03

PIC - 13 - RSL04

The Spectra s´MARD Lanyard - Color Red is also threaded from the outside through the Type1

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RSL incl. Split Collins Lanyard - Color Black with the larger loop first through the loop marked with the red bars. The smaller loop is then threaded through the larger loop of the Spectra Spectra s´MARD Lanyard – Color Red and tightened.

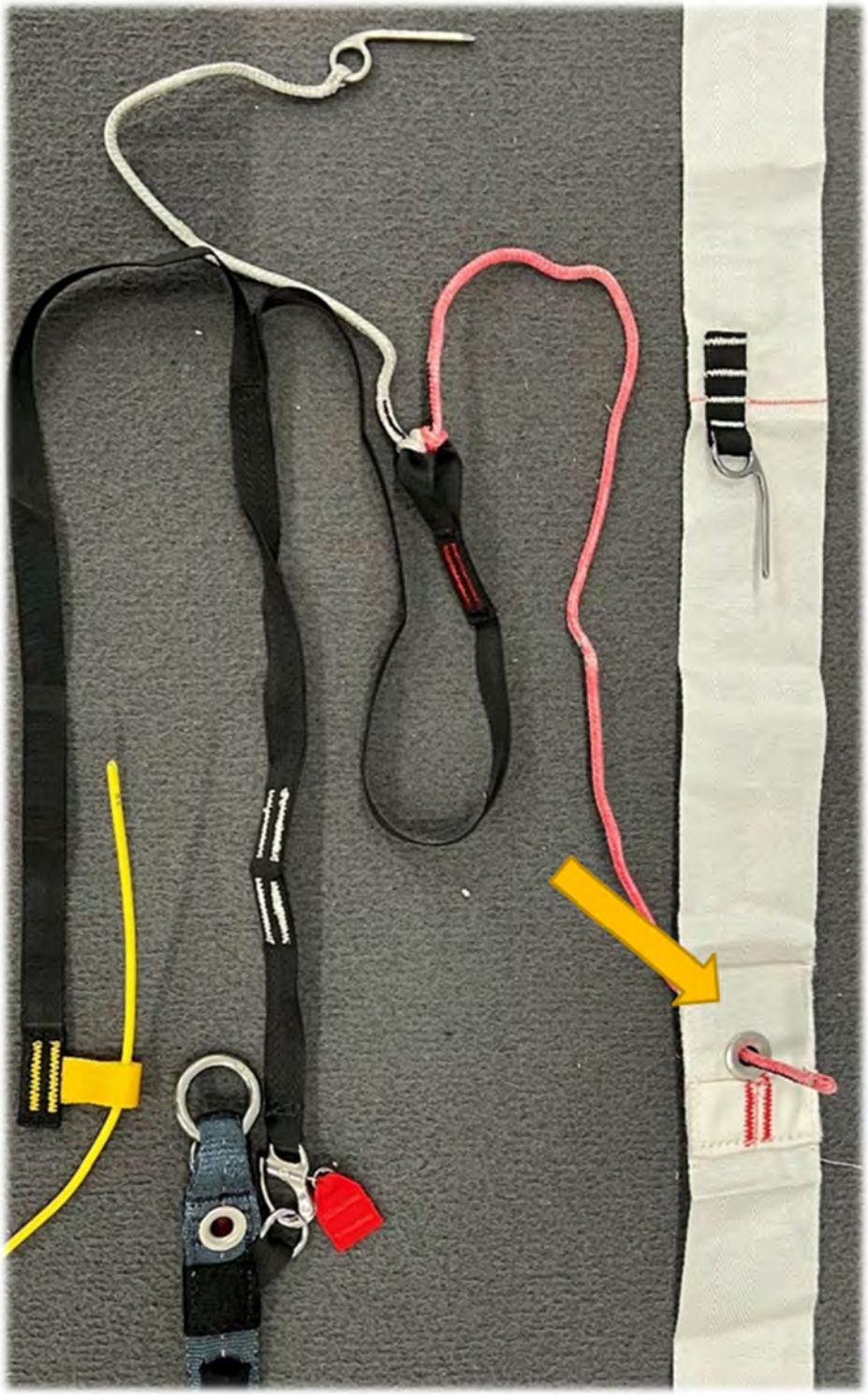
PIC - 17 - RSL05

PIC - 16 - RSL06

PIC - 15 - RSL07

PIC - 18 - SM01

Now the Deployment Link Device (Reserve Bridle) incl. the s´MARD System is to be assembled. Route the Spectra s´MARD Lanyard - Color Red through the grommet from the back of the Reserve Bridle.



PIC - 19 - SM02

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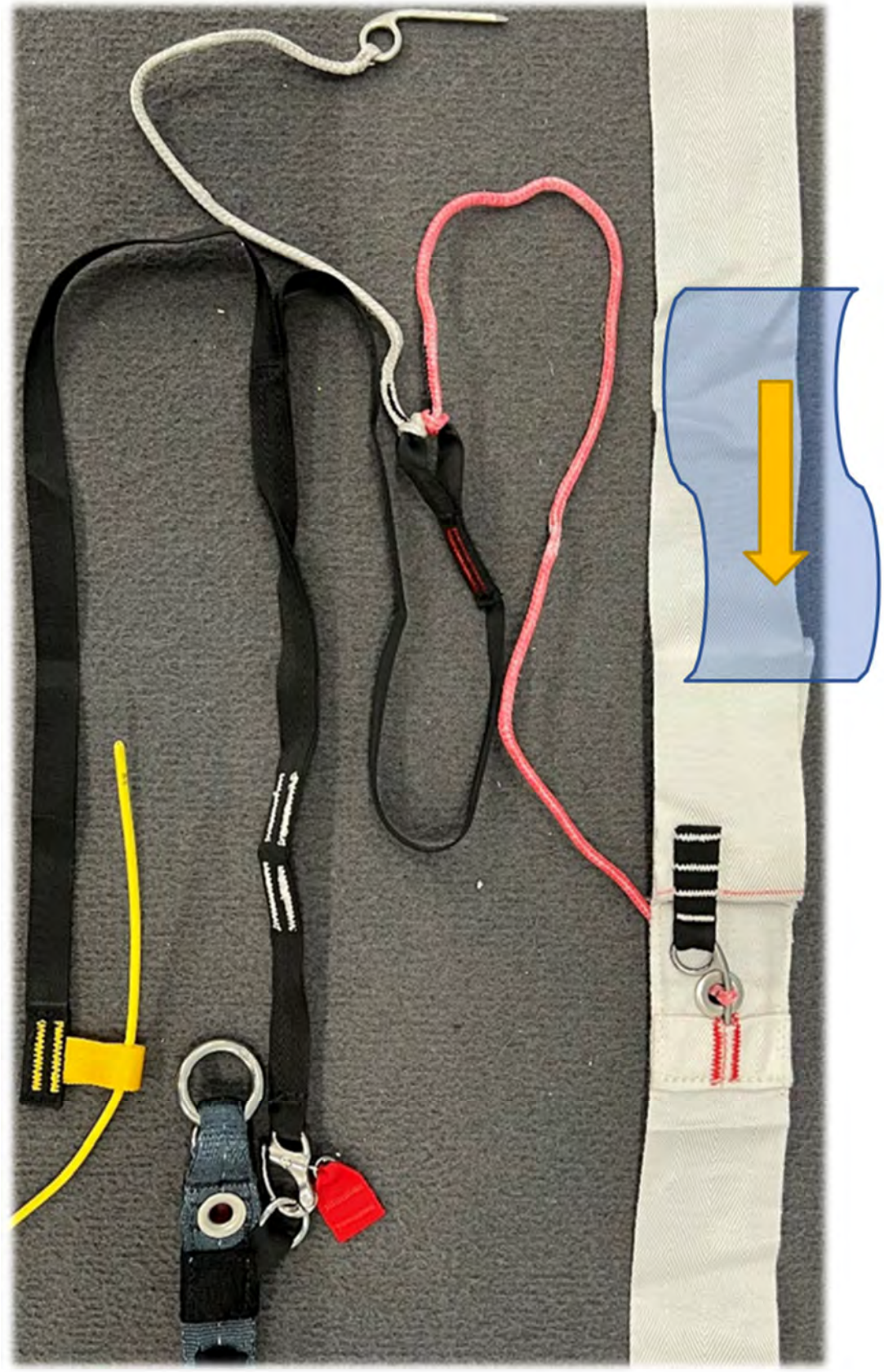
Fold the reserve bridle and lock the Spectra s´MARD Lanyard - Color Red with the pin from the reserve bridle by routing it through the small loop and securing it in pin holder marked with the red bars.



PIC - 20 - SM03

10. Parachute Assembly Inspection Check List

Count all Tools Before Starting Assembly

A. Harness and Container

1. Main lift web
2. Chest and leg straps
3. Harness hardware
4. 3-ring release
5. Pilot chute pocket
6. Reserve ripcord, handle pocket, cable housing
7. Cutaway handle, attachment point, cable housing and channels
8. Container flaps and grommets
9. Closing loop length and condition (main and reserve)

B. Main Canopy and Pilot Chute

1. Risers and 3-Ring
2. Connector links and slider bumpers
3. Slider grommets, tapes, fabric
4. A, B, C and D-lines and attachment points
5. Steering lines and toggles
6. Canopy cells and cross-ports
7. Slider stops (on canopy)
8. Bridle line, d-bag stop, pin
9. Pilot chute and handle or pud
10. Deployment bag

C. Reserve Canopy and Pilot Chute

1. Risers
2. Connector links
3. Slider & grommets
4. A, B, C, D-lines and attachment points
5. Steering lines and toggles
6. Canopy cells and cross-ports
7. Slider stops (on canopy)
8. Deployment bag and safety stow
9. Bridle line Pilot Chute
10. Packing card and information

D. Assembly of Reserve Canopy

1. Inspection of canopy and container (Parts A & C)
2. Line continuity correct including steering lines thru slider grommets
3. Slider on correctly
4. Soft links assembled correctly

5. Steering lines tied to toggles on mark
6. Steering line length equal
7. Safety stows in deployment bag installed
8. Packing data card filled out
9. Packed according to manufacturer's instructions
10. Reserve pin sealed
11. Fill out warning label

E. Assembly of Main Canopy to Container

1. Inspection of canopy and container completed (Pars A & B)
2. Line continuity correct including steering lines thru grommets
3. Slider on correctly
4. Release handle cables are proper lengths
5. Soft links assembled correctly
6. Steering lines tied to toggles on mark
7. Steering line length equal to each other
8. D-bag, bridle and Pilot Chute are attached properly
9. Fill out warning label

Count all tools after assembly and packing is completed to ensure that none were left in the canopy or container.

11. Reserve Assembly and Packing

All tools must be free of any nicks, burrs or dents that may lead to damage to any part of the harness and container or parachute system. The entire harness and container system and all associated components are to be thoroughly inspected before the system is deemed airworthy and ready for use. It is recommended to use a detailed checklist as the one in chapter 10.

No parachute rigger shall pack, maintain, or modify a parachute system in a manner that deviates from procedures approved by the manufacturer of the parachute system, or exercise the privileges associated with his rigger´s certificate and type rating, unless he is aware of the manufacturer's current instructions for operation. All applicable service bulletins for TRAVEL Parachute Systems harnesses and container systems can be found at www.westsky.at or www.travelparachutesystems.com and can be provided upon verbal or written request by the user or certified parachute rigger. Please read and understand all instructions and procedures in this manual and the service bulletins before exercising the privileges of your rigger´s certificate or foreign equivalent. Do not install a rescue parachute canopy larger than that specified in the sizing chart, as serious safety problems may occur if a main or reserve container becomes overfilled. If in doubt, contact westsky directly with canopy/container size questions.

12. Assembly of the Reserve Parachute and Toggles / Setting the Brakes

Follow the reserve canopy manufacturer's instructions for assembling the reserve suspension lines using only Softlinks. See 15. For approved Reserve List and additional information.

PIC - 22 - RI01

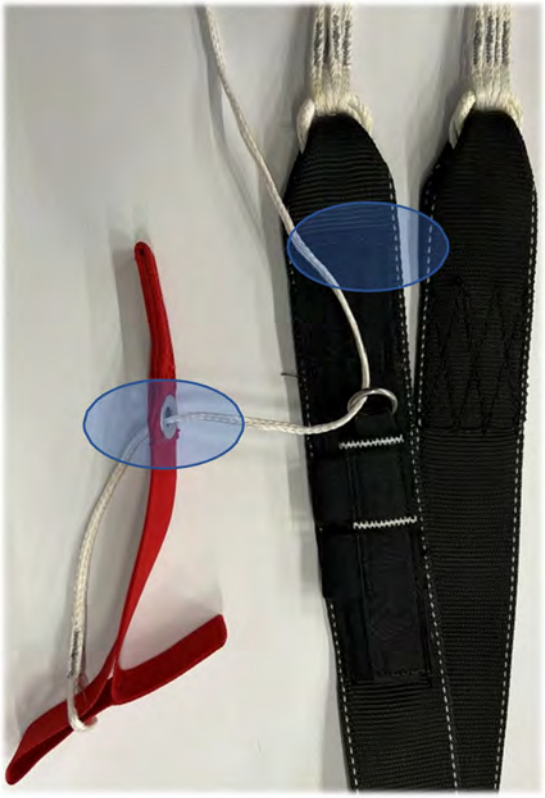
PIC - 21 - RI02

Pass the reserve control line through the guide ring on the rear reserve riser.

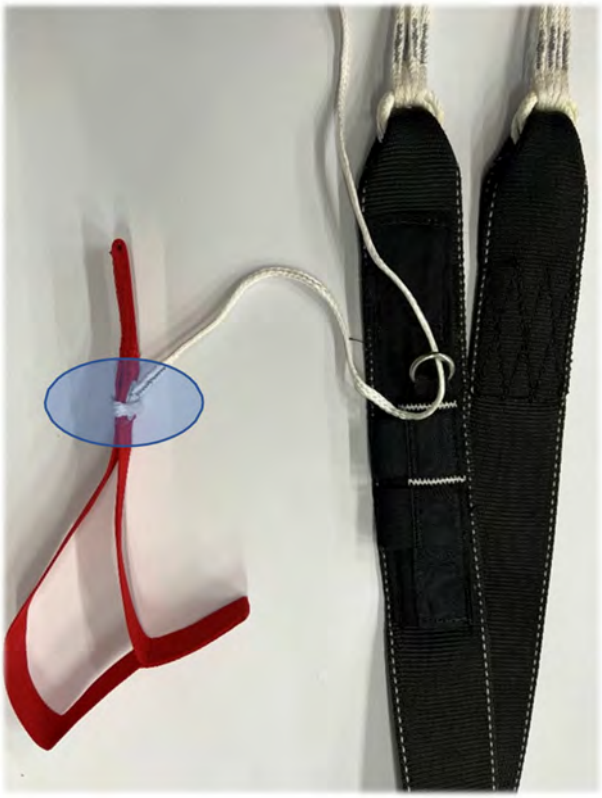
PIC - 24 - RI03

PIC - 23 - RI04

From the underside thread the control line through the grommet in the control toggle and tighten.



PIC - 26 - RI05



PIC - 25 - RI06

Pull the lower control line and cat eye through the guide ring on the reserve riser. Insert the top tab of the reserve toggle through the cat eye. Secure the top and bottom tabs in the in the keepers located on the reserve risers.

PIC - 28 - RI07

PIC - 27 - RI08

Take the tool for this purpose to stow the excess lower control line in the elastic loops on the side. Using a single or double S-fold of the line is necessary depending on the length of the line and the Reserve parachute model.

PIC - 29 - RI09

13. Assembly of the Reserve Freebag (Deployment Control Device) – Reserve Pilot Chute (Reserve Initiation Device) and Reserve Bridle (Deployment Link Device)

The complete assembly of this chapter consist of:

- Reserve Freebag (Deployment Control Device)
- Reserve Pilot Chute (Reserve Initiation Device)
- Reserve Bridle (Deployment Link Device)

PIC - 30 - FB01

Place the freebag with the opening to the right side. Route the reserve bridle with the marked “Freebag” side from bottom to top through the Type 12 Loop of the freebag. Guide the rest of the bridle through the ending loop of the bridle and tighten everything up to create a secure knot.

PIC - 31 - FB02

PIC - 32 - FB03

Take the “Pilot Chute” side of the bridle and route it through the Type 3 attachment points on the bottom of the Reserve Pilot Chute spring. The right order will be the one creating the lowest material bulk and holding the Spring symmetrical in the middle.

PIC - 34 - FB04

PIC - 33 - FB05

Guide the rest of the Bridle including the attached freebag through the ending Loop of the bridle on the “Pilot Chute” side. Again, tighten everything and create a secure lock.

PIC - 35 - FB06

14. Installation of the RSL-MARD-Lanyard

To prepare the container for the installation of the RSL-MARD-Lanyard take the reserve pincover and fold it back until its lying flat on the backpad of the container shown in pic. RSL08-RSL10.

PIC - 37 - RSL08

PIC - 36 - RSL09

PIC - 38 - RSL10

Start with the Collings Splitline and place the ending with the yellow loop above the yellow marks under the AAD control unit window. The yellow loop should now be in between the other two yellow loops.

PIC - 39 - RSL11

Route the Splitline to the wearers right side where the lanyard channel is located. Stow a fold of approx. 1 inch in the pocket right under the bar tack.

PIC - 40 - RSL12

Unfold the channel and place the rest of the Splitline there.

PIC - 41 - RSL13

Fold the red marked ending of the RSL and stow it into the red pocket to make sure the Pinline and MARD-Lanyard stay in place.

PIC - 42 - RSL14

Route the rest of the RSL Line in the Channel down the shoulder and close the channel.

PIC - 43 - RSL15

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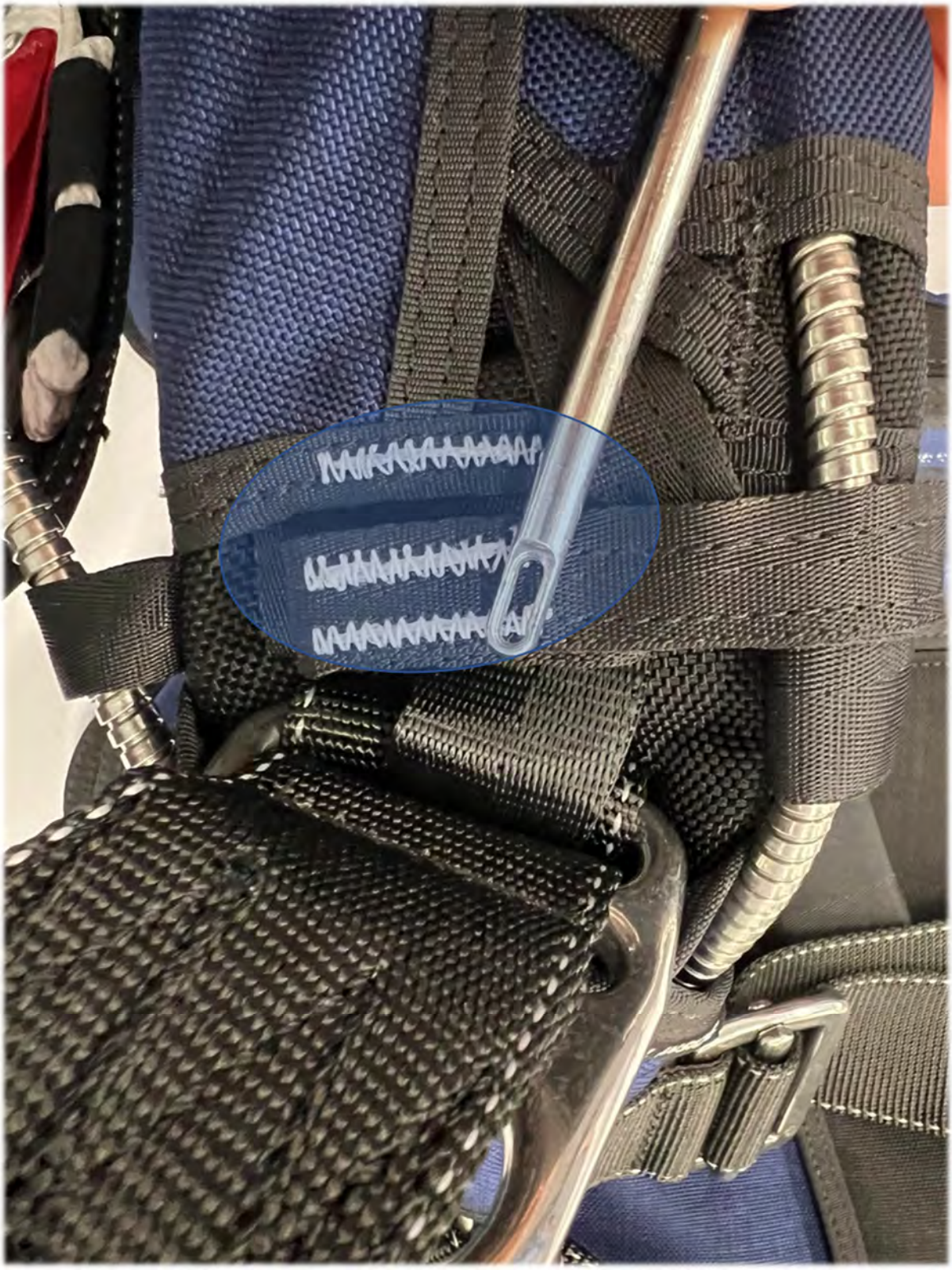
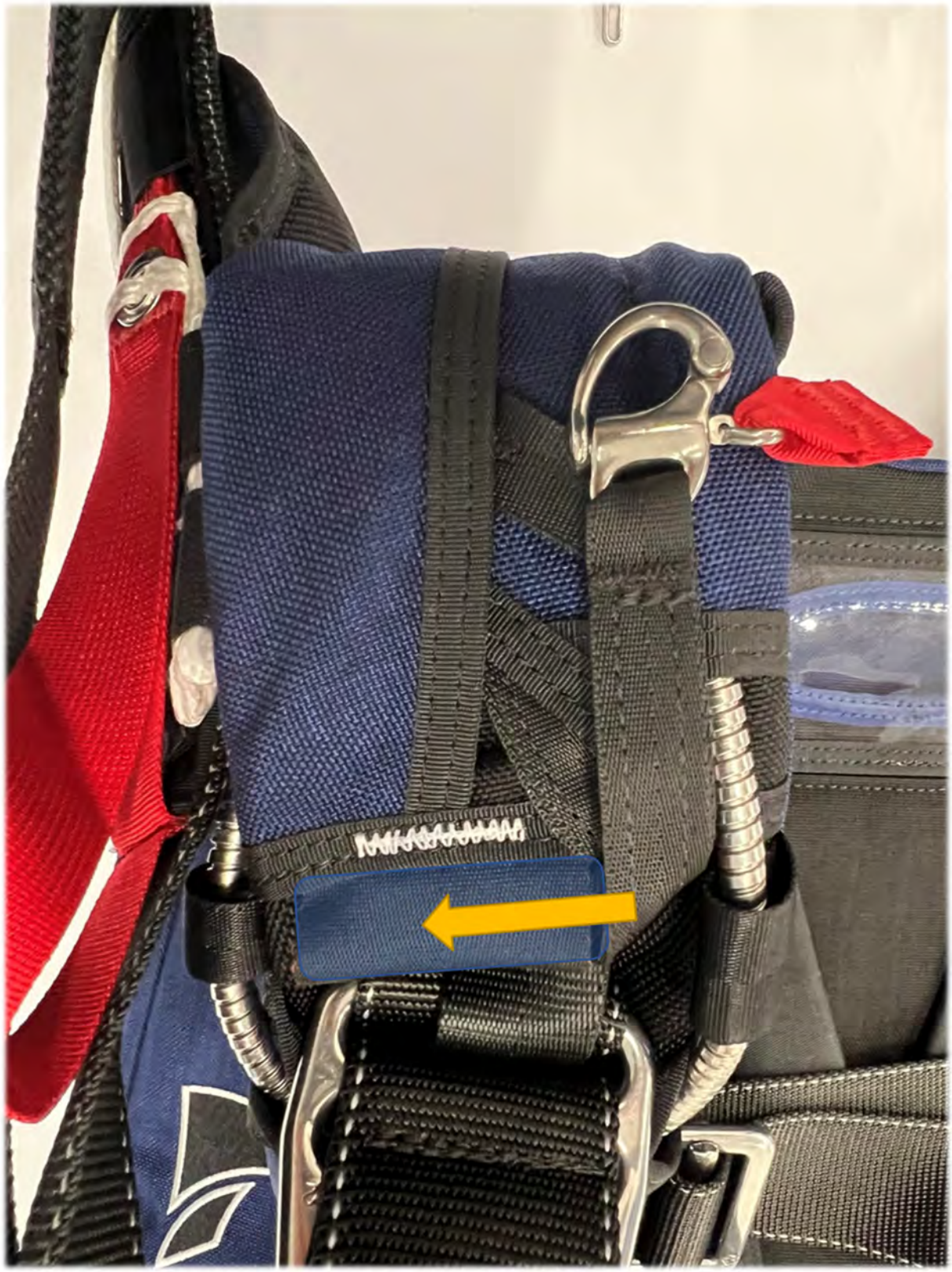
The white marked fold should be outside the channel and needs to be stowed in the Type 12 pocket at the end of the channel.

PIC - 44 - RSL16



PIC - 45 - RSL17

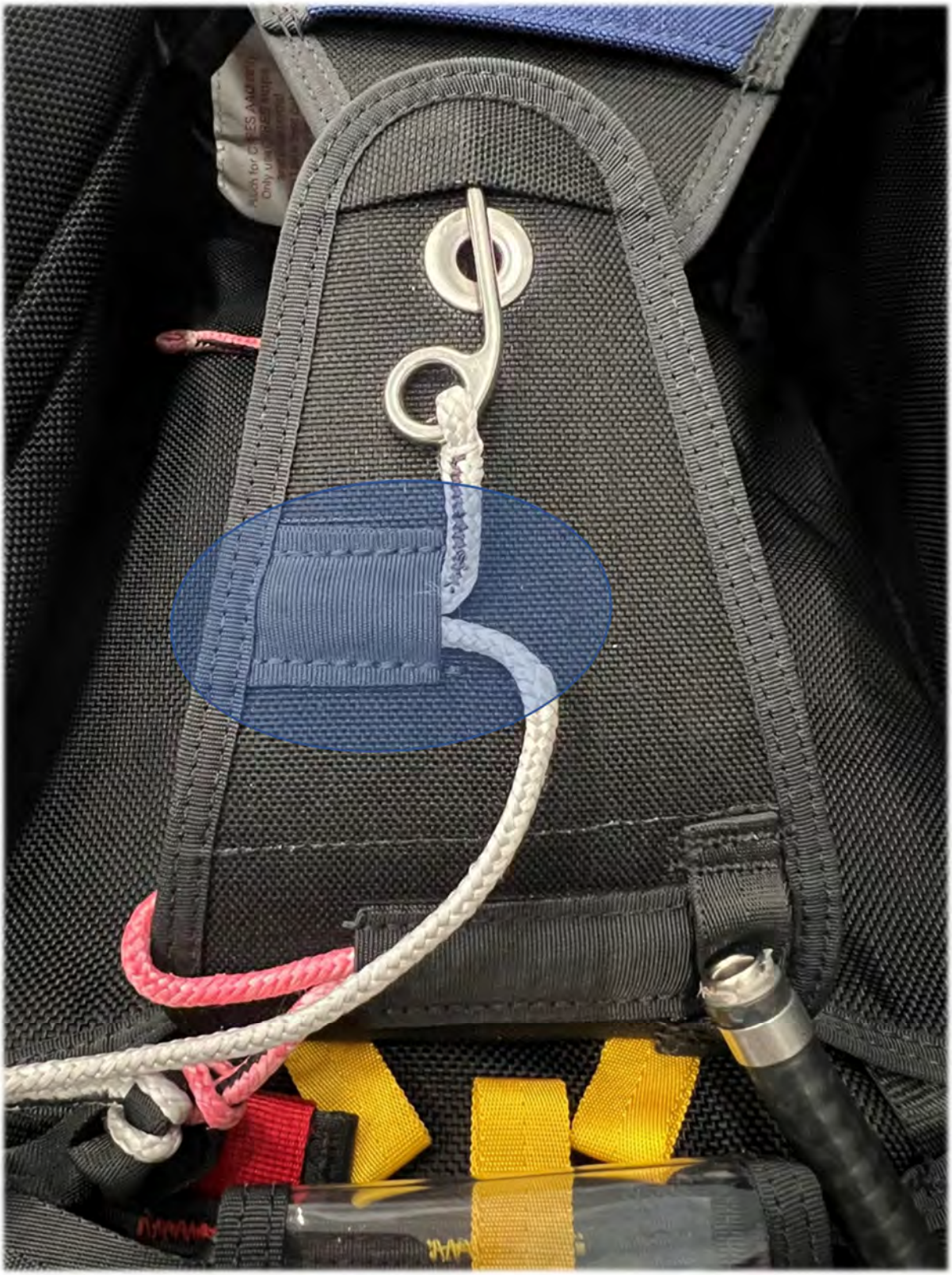


PIC - 46 - RSL18

PIC - 47 - RSL19

Version 1.0

Stow the Pinline with a fold above the bartack into the Pocket shown in Pic. RSL20.



PIC - 48 - RSL20

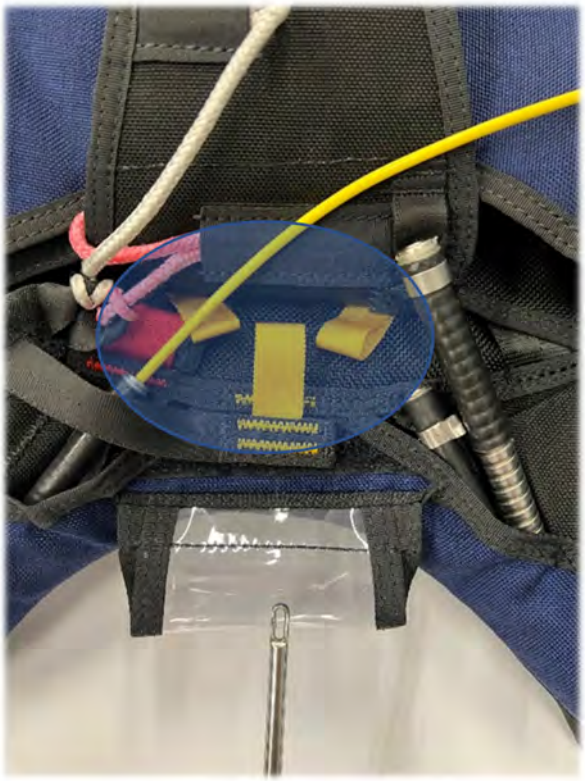
15. Installation of the Main Release Handle (Main Parachute Break Away Device)

Insert the release cables into their respective housings below the chest strap.

PIC - 50 - RH01

PIC - 49 - RH02

Pull the extent of the long side cable out of the first portion of the split housing and route it through the first yellow Loop before going through the collings lanyard of the RSL-s´MARD Lanyard. Guide the release Cable through the second yellow Loop and insert it into the second portion of the split housing.



PIC - 52 - RH05

PIC - 51 - RH06

Version 1.0

Place the release handle into the pocket and mate the hook and pile on both sides.

PIC - 54 - RH03

PIC - 53 - RH04

Refer to chapter 30 for instructions on **Release Cable Lengths**

16. Installation of the Reserve Ripcord Handle (Primary Actuation Device) of the Main Release Handle

Route the reserve ripcord Spectra Line into the end of the reserve ripcord housing below the chest strap.

PIC - 55 - RR01

PIC - 56 - RR02

Place the handle into the main lift web pocket and mate the hook and pile on both sides.

PIC - 58 - RR03

PIC - 57 - RR04

Route the reserve pin through the loop of the reserve rip cord.

PIC - 59 - RR05

17. Installation of the AAD and the Reserve Ripcord Handle (Primary Actuation Device) of the Main Release Handle

For the list of approved Automatic Activation Devices (AAD´s) refer to chapter 14 of this manual.

If an AAD unit specific pocket is installed, follow the AAD manufacturer's instructions for installing the unit into the pocket.

Wrap the AAD unit's excess cable around the processing unit and secure with a rubber band. Always avoid pulling, bending, twisting, or kinking the cables Place the processing unit into the pocket so that the cables lay flat across the bottom of the pocket. Route the cables to the bottom left corner of the pocket and cover the exposed cables with the cable protector.

Route the AAD control unit into the hole of the channel closest to the middle of the AAD pocket.

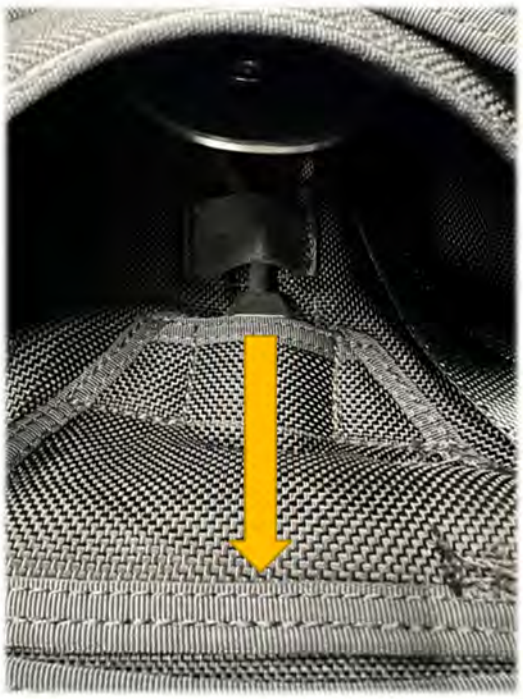
Note: For cable routing in the AAD Pocket, maintenance, lifetime, see the manufacturer's manual.

PIC - 60 - AAD01

Version 1.0

Work the control unit up the cable channel under the reserve container past the control unit through the two loops shown in the picture (invisible under the reserve container. Guide the control unit through the gab under reserve flap #4. Route the Unit into the clear control unit pocket from the side where the reserve ripcord is located. The cable is laying on top of the release cable and the yellow loops.

PIC - 62 - AAD02



PIC - 61 – AAD03

PIC - 64 - AAD04

PIC - 63 - AAD05

Version 1.0

Route the cutter into the end of the cable channel closest to the AAD pocket on reserve flap #1 to make sure the AAD cutter seats right above the reserve Pilot Chute spring.

PIC - 65 - AAD06

Work the cutter up the channel and out of the gap to the cutter elastic and feed the cutter through the elastic keeper. Center the hole in cutter with the grommet

PIC - 67 - AAD07

PIC - 66 - AAD08

18. Installation of the Reserve Loop

Note: TPS has only been tested with the original Cypres Loop. For further information on the correct use and installation of the loop with the loop disc and compatibility with the cutter, please refer to the AAD manufacturer's manual.

Follow the AAD manufacturer’s instructions for the washer threading and the closing loop knot.

Start routing the Loop through the first Grommet in the Reserve Plate under the Reserve Container in the direction to the AAD Cable. Guide the Loop back through the second Grommet ending in the reserve container facing up.

PIC - 68 - LP01

Make sure the washer isn’t twisted and is lying flat on the plate. The Reserve Loop and the AAD Cable should not cross each other.

PIC - 69 - LP02

PIC - 70 - LP03

Note: For the recommended loop length of the different reserve models and sizes and container sizes, please refer to the latest version of the document "Container Size and Canopy Sizing Chart" on our website htpps://travelparachutesystems.com in the support section.

19. Folding and Stowing the Reserve Parachute

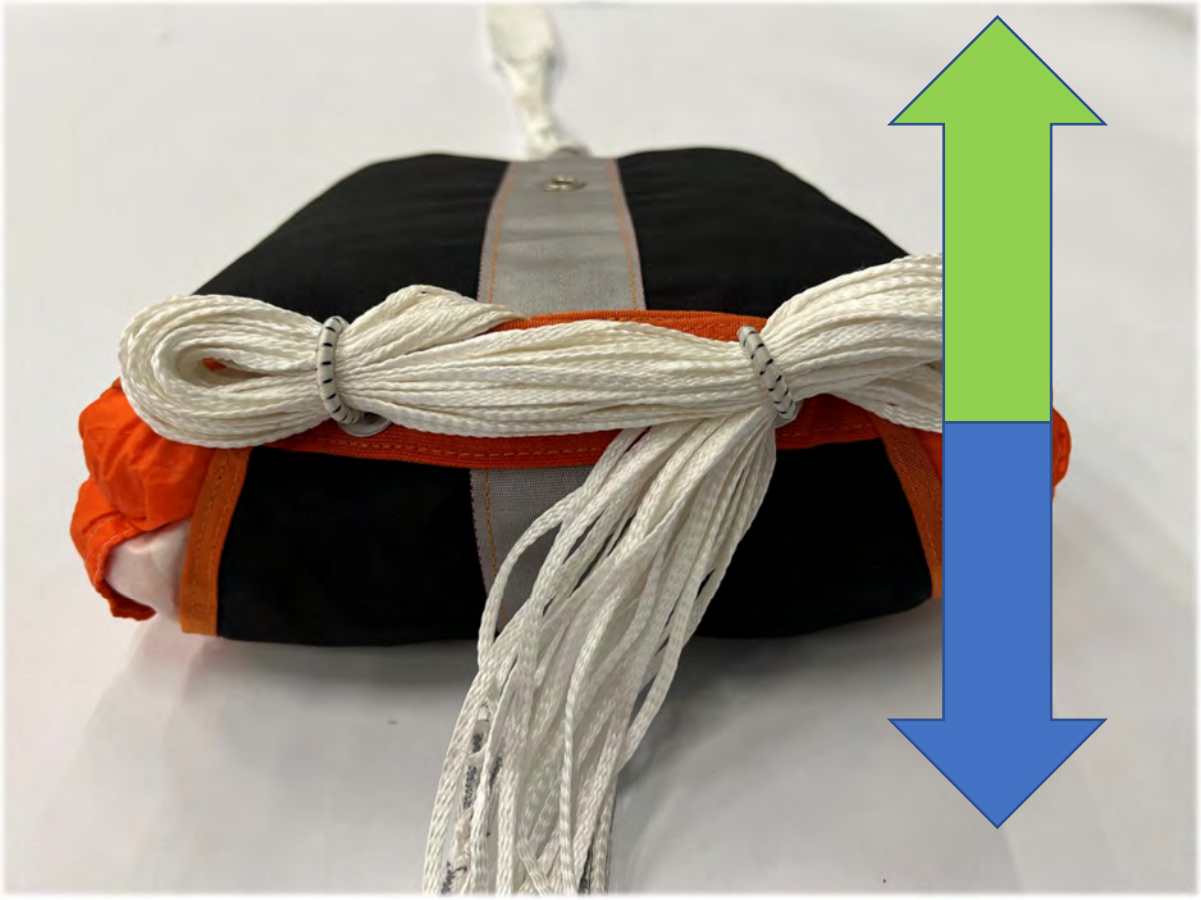
The TPS has been tested with both "Short Ear" & "Long Ear" packing methods. It must be ensured that the reserve fabric is completely stowed in the freebag and that it is evenly distributed so that the reserve pilot chute is optimally supported, and the correct tension of the reserve flaps is achieved.

Note: The manufacturer's instructions and the user manuals of the various reserve parachute models must be adhered to.

PIC - 71 - RP01

20. Stowing the Reserve Canopy Lines

Flip the freebag, pull out the locking tabs and open the pocket.



PIC - 73 - RP02

PIC - 74 - RP03

PIC - 72 - RP04

Route the line group down the center to the bottom of the pocket, then over to one corner and stow the line group from one side of the pocket to the other working towards you.

Continue stowing the lines until you have reached the softlinks.

PIC - 76 RP05

PIC - 75 - RP06

PIC - 77 - RP07

Close the locking tabs.

PIC - 78 - RP08

21. Routing the Reserve Risers

Take the freebag and the risers and flip it over to the container. Step PIC RP08-CC01

PIC - 79 -CC01

The risers are set on top of one another as they pass over the yoke and fanned apart starting with the reserve container. Placing the freebag straight up shown in Pic. CC02 helps to have a clean overview. Make sure both risers are laying side by side to each other to decrease the bulk under the freebag. We recommend having the reserve back risers with the stowed toggles on the inside.

PIC - 80 - CC02

Adding the pullup cord and guiding it through the freebag grommets at this point.

PIC - 81 - CC03

22. Placing the Freebag

With tension on your pull up cord, position the center grommet of the freebag directly over the grommet of the floor plate.

PIC - 82 - CC04

23. Folding the Reserve Bridle and Setting the s´MARD

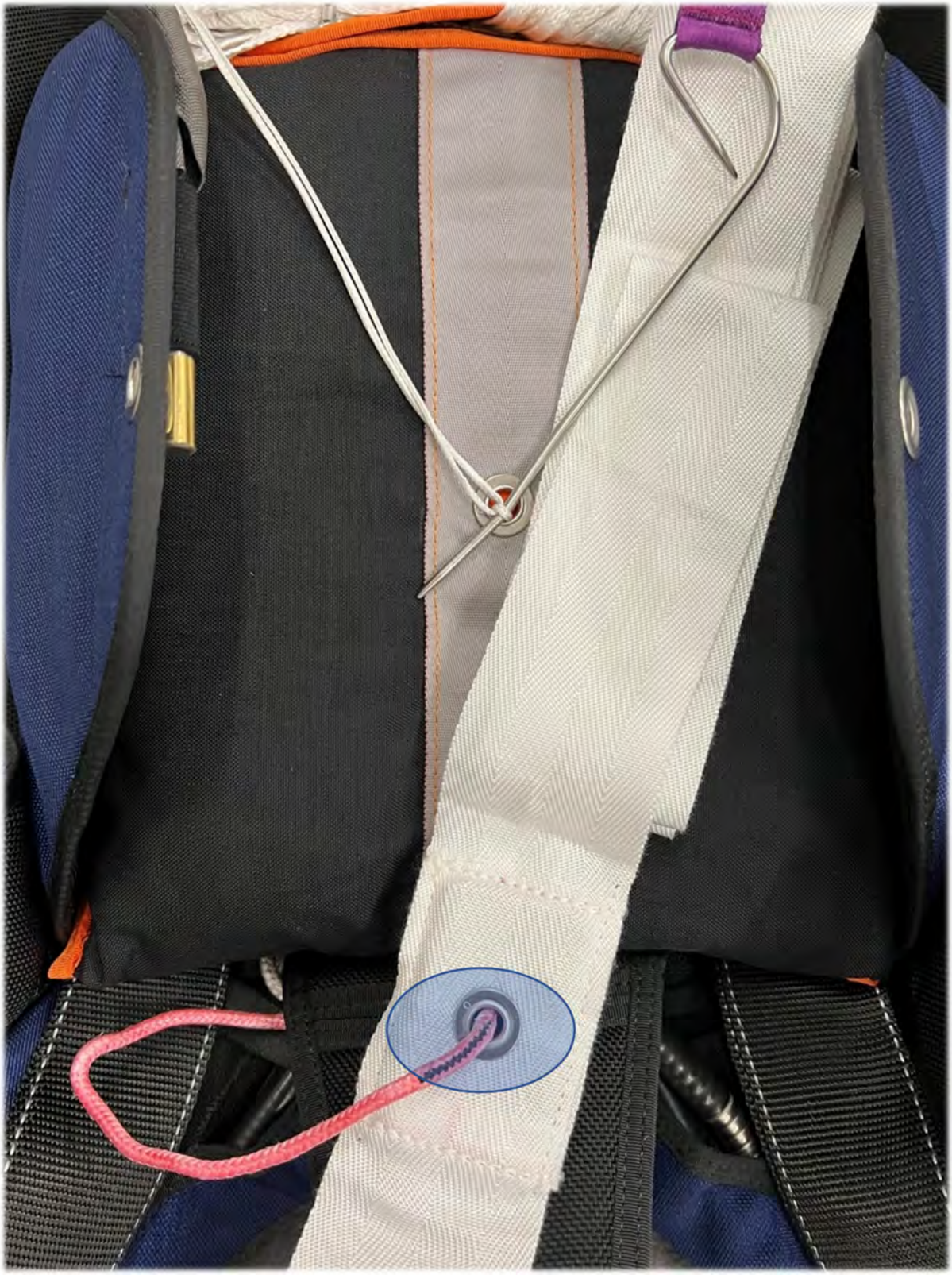
fold the freebag bridle connection under the freebag in the middle.

PIC - 83 - CC05

Start folding the bridle on the right side. Using S-folds in the length up to the line stows until you reach the s´MARD-Plate on the Bridle.

PIC - 84 - CC06

Take the s´MARD-Lanyard and route it through the grommet of the plate starting on top.

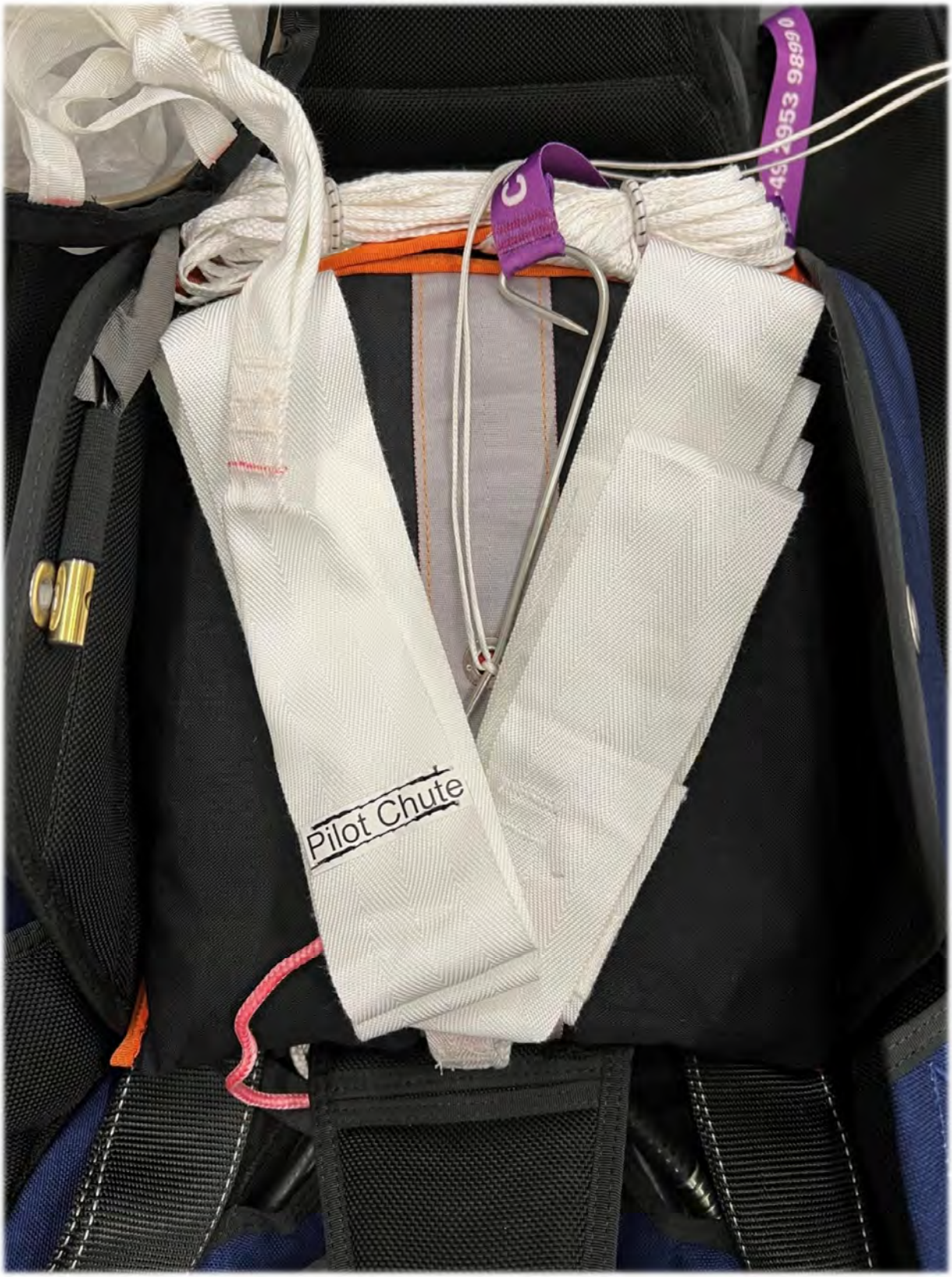


PIC - 85 - CC07

Fold the bridle over and secure the s´MARD-Lanyard with the MARD-Pin on the bridle.

PIC - 86 - CC08

After covering the s´MARD-System with another bridle fold start placing the rest of the bridle with the same folds on the left side of the Loop until you reach the reserve Pilot Chute attachment point.



PIC - 87 - CC10

24. Seating the Reserve Pilot Chute (Deployment Initiation Device)

Take the right Tool and extract the pull up cord cleanly through the center of the pilot chute spring. Make sure it's a straight line and not entangled with the spring or the fabric. Position the Spring right onto the bridle folds with the center of the spring symmetrically over the grommet and reserve loop.

PIC - 88 - CC11

Compress the pilot chute and make sure all the fabric is outside the spring coils on all sides. Secure the compressed Pilot Chute with a temporary pin. The top of the reserve Pilot Chute is filled with foam and showing a grid where the AAD Cutter should be seated later.

PIC - 89 - CC12

The grid should be orientated up-down and right-left. If not release the temporary pin and rotate the spring in place before compressing it. Make sure the Bridle folds are staying in place. Fold the Fabric around the compressed Pilot Chute into a square. NO FABRIC should be stowed on the side of the freebag. This could prevent the spring from opening the flaps as intended and limit the range of the pilot chute.

PIC - 90 - CC13

25. Placing the AAD Cutter and Closing Flap 1 and 2

Starting with Flap1 (wearers right side, where the AAD Cutter is located). Route the pull up cord through the hole of the AAD Cutter and double check if it's a straight line through the grommet.

PIC - 91 - CC14

With tension on the cord (Pic. CC14) guide the cutter into the grid of the foam on the Pilot Chute and route the cord through the grommet of Flap 2 and close both at the same time symmetrically. Releasing the temporary pin at this time is necessary. Make sure the Pilot Chute fabric stays in place. Secure the closed flaps again with the pin.

PIC - 92 - CC15

Version 1.0

Check if the red SMard Lanyard is routing as shown.

PIC - 93 - CC16

26. Closing Flap 3 and 4

Fold the line stows into the middle of the reserve container towards the pilot chute into the gap.

PIC - 94 - CC17

Hold it in place with the right tool and route the pullup cord through the grommet of flap 3 adding tension to it until you take flap 4 and close both flaps at the same time symmetrically.

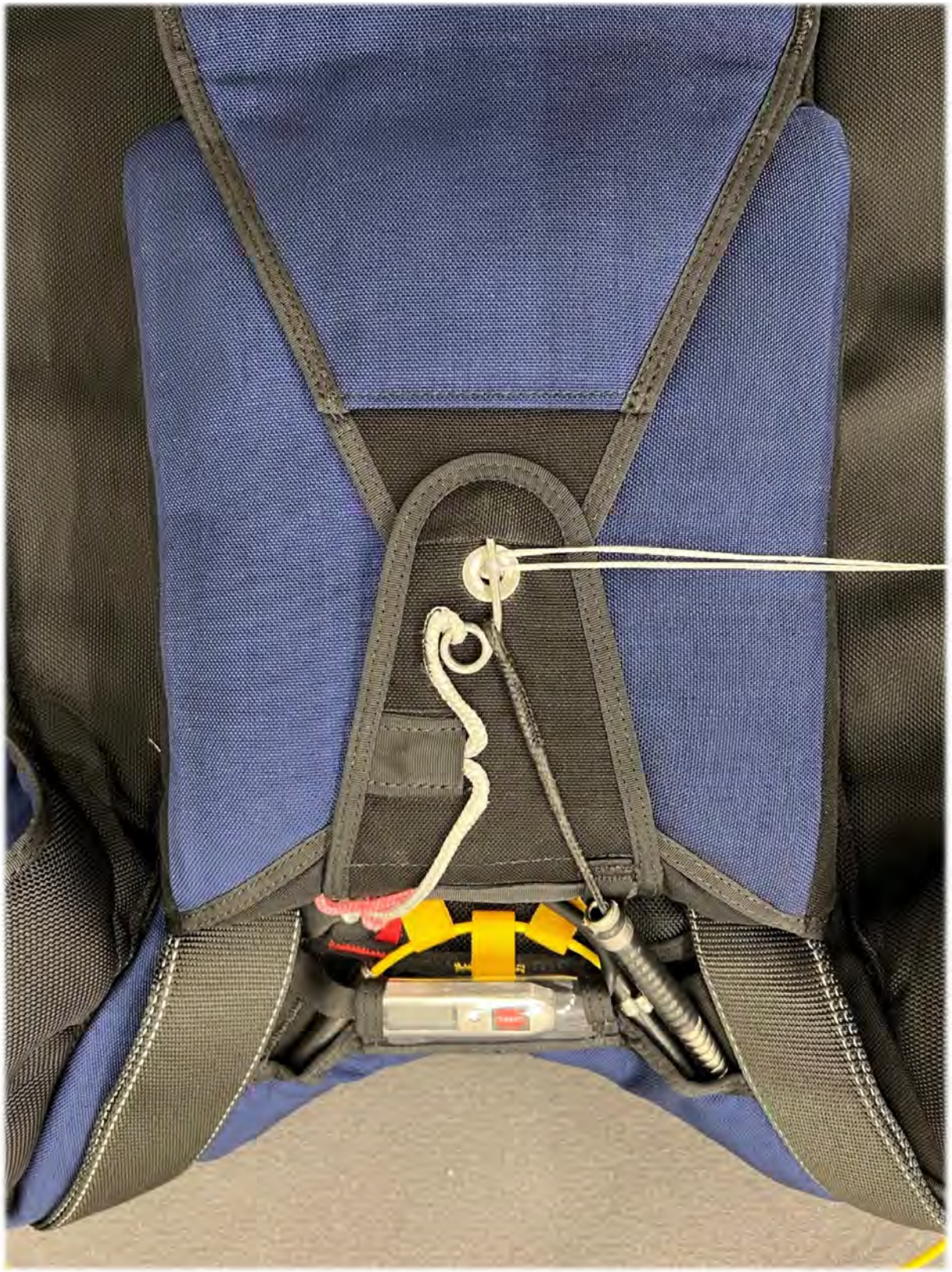
PIC - 95 - CC18

Release the temporary pin and secure flap 4 with it.

PIC - 96 - CC19

Switch the temporary Pin with the Reserve Pin. Ensure the Reserve Pin is routed through the eye of the Spectra Reserve Ripcord.

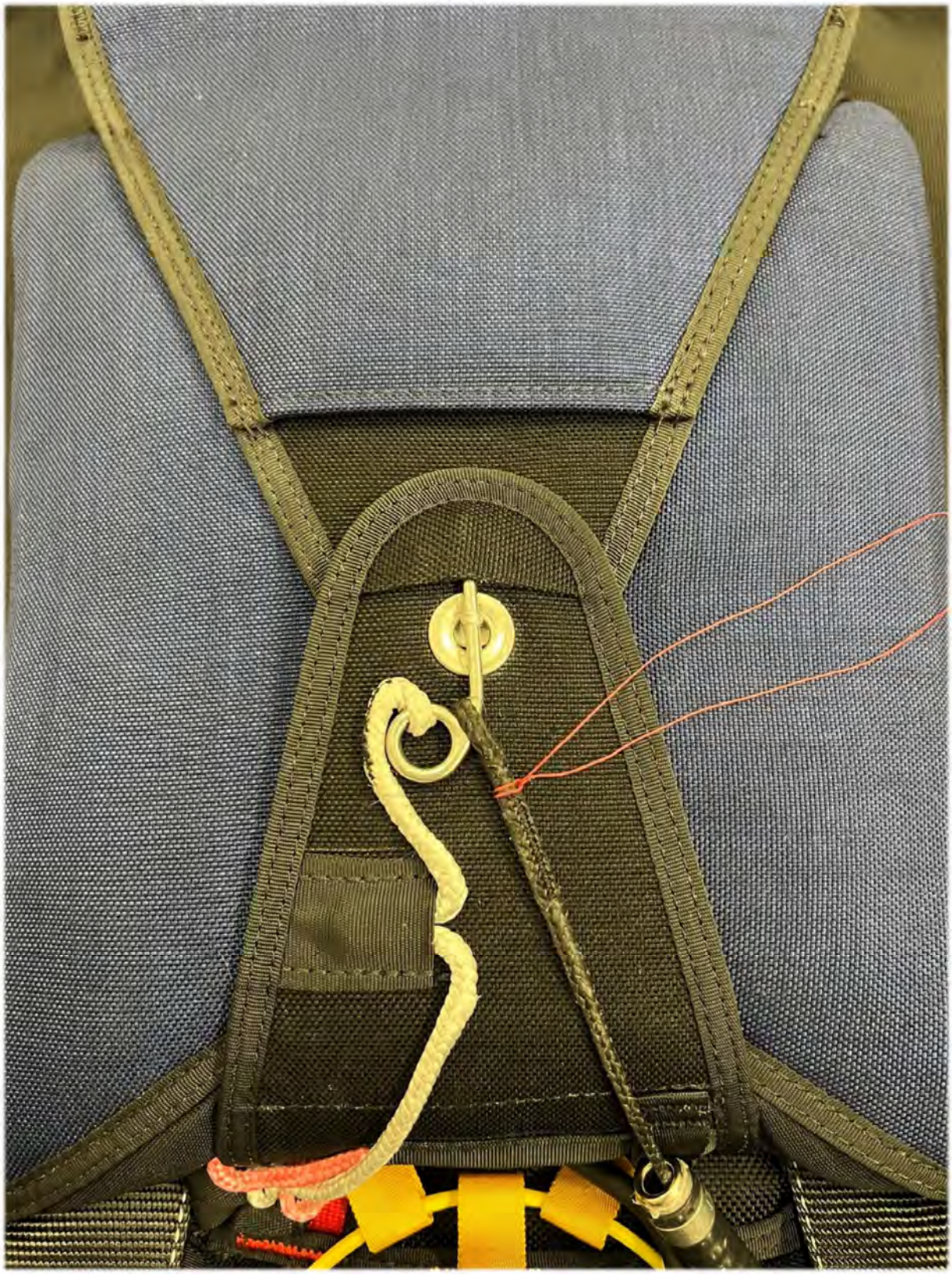
PIC - 97 - CC20



PIC - 98 - CC21

27. Sealing the Reserve Pin

Double lark's head a length of Rigger's seal thread onto Spectra Ripcord end.

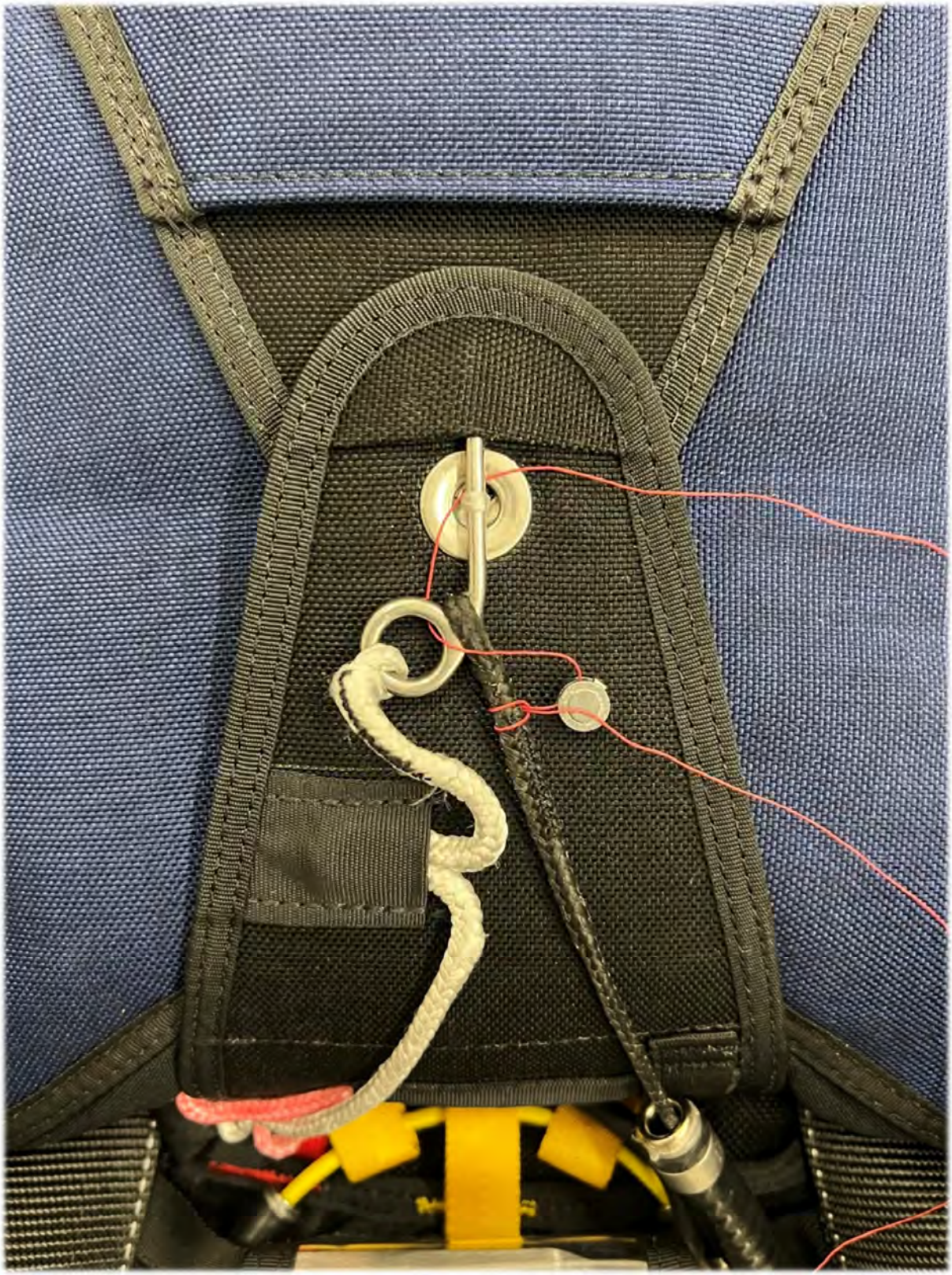


PIC - 99 - CC22

Pass the one end of the thread through the holes in the seal. Route the thread coming through the bottom hole of the seal through the eye of the Pin.

PIC - 100 - CC23

Guide the thread under the pin on the far side of the loop before passing it through the bottom hole of the seal back up.

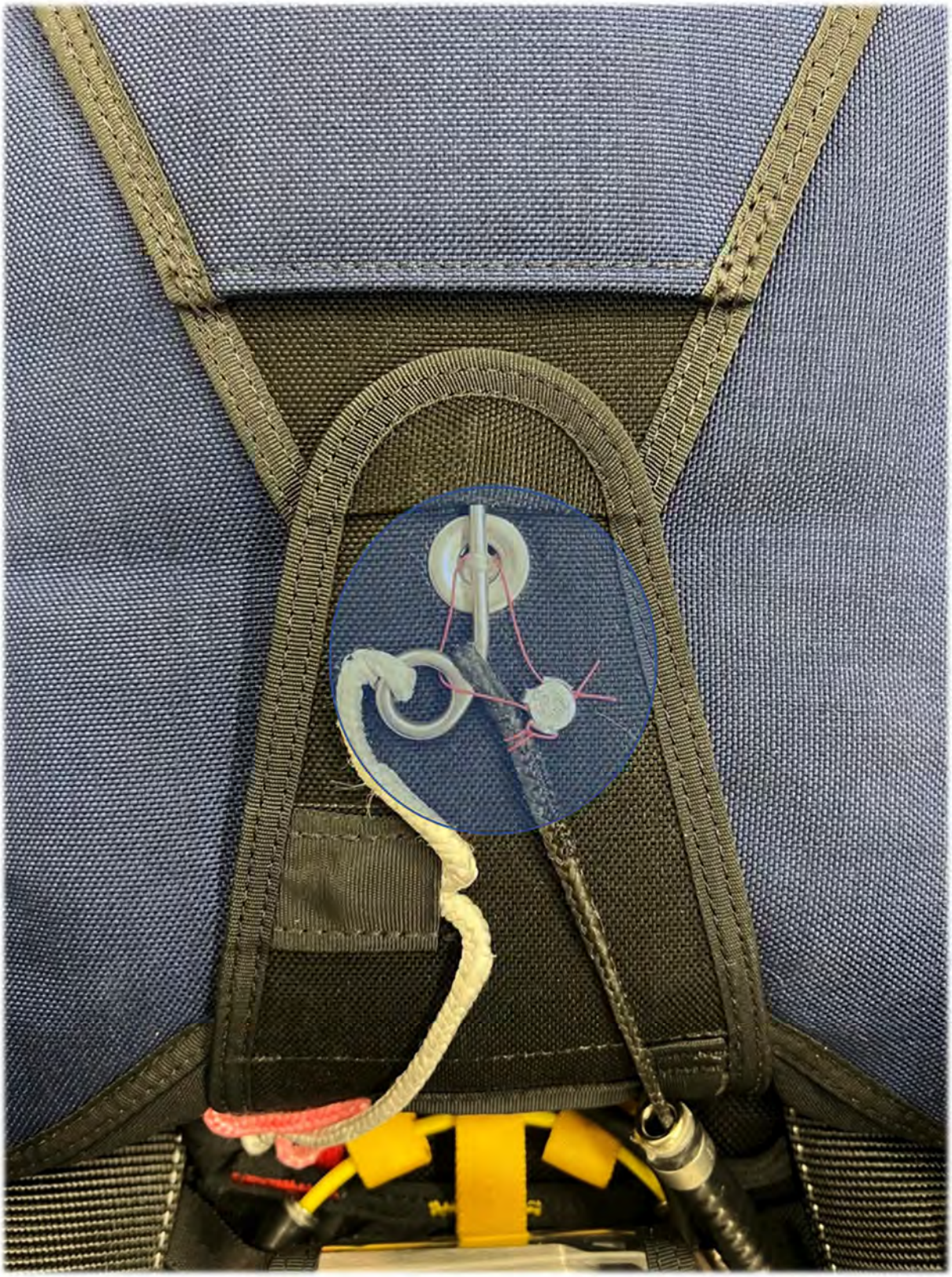


PIC - 101 - CC24

Take the second end of the thread and route it also through the bottom hole of the seal back up. Pulling the seal up to the ripcord prevent the seal from being to close the grommet and loop.

PIC - 102 - CC25

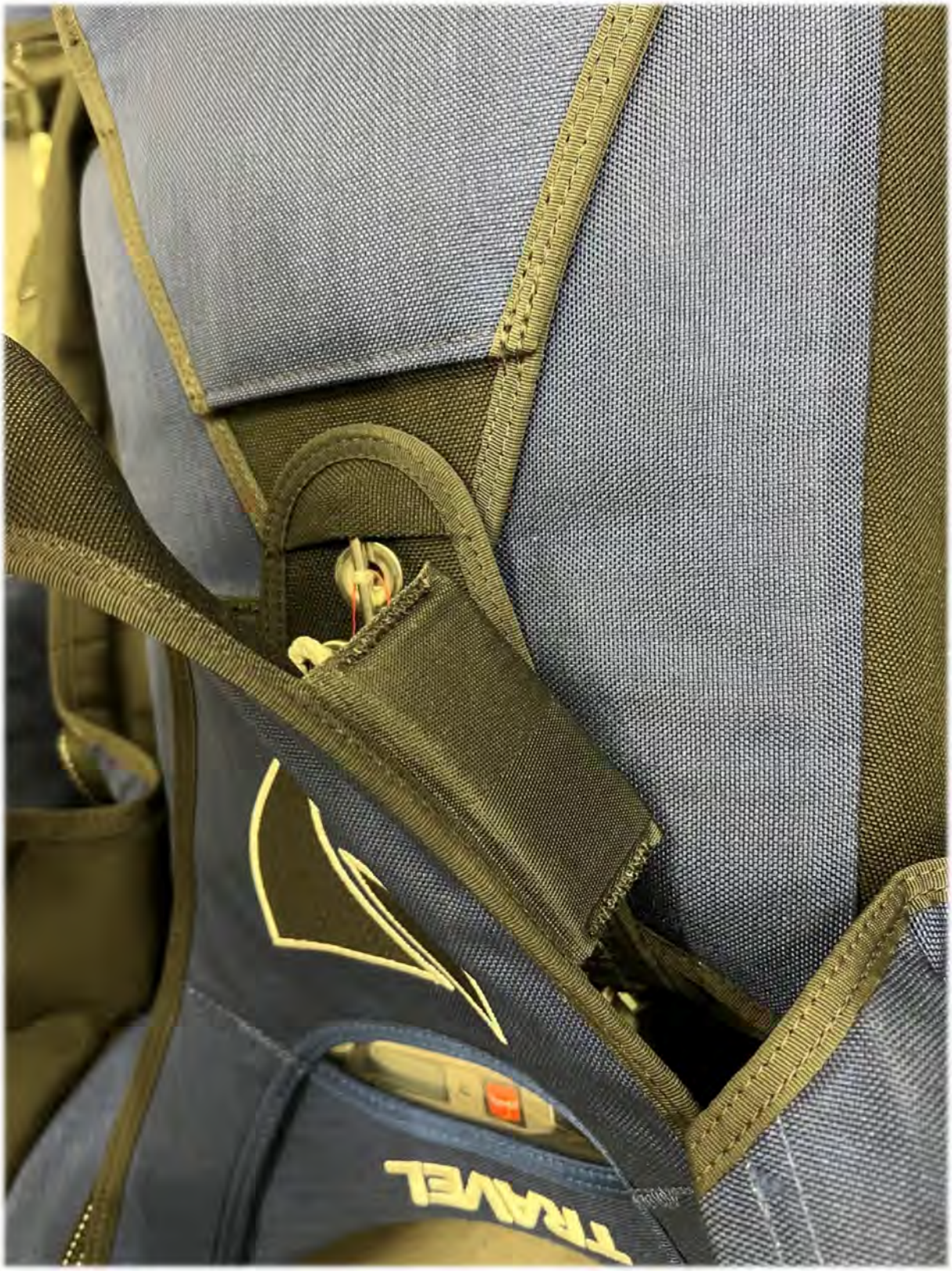
Tie a surgeon’s knot and lock with a square knot • Seal with a press and trim the excess thread.



PIC - 103 - CC26

28. Closing the Reserve Pin Cover

Insert the pin cover flap's tuck tabs under the pin flap right and left.



PIC - 104 - CC27

Insert the tip of the pin cover flap into the reserve bottom flap.

PIC - 105 - CC28

29. Connecting the Main Risers and Assembling the 3.Ring-System including the RSL

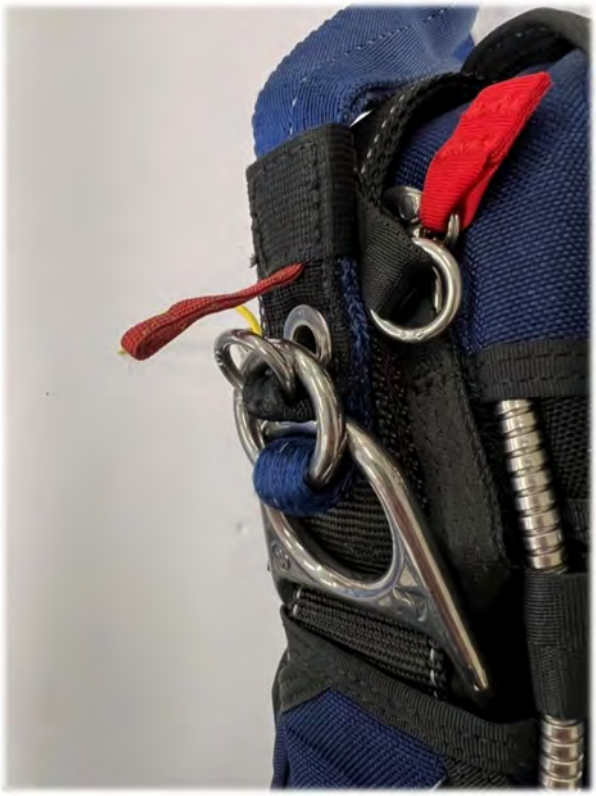
Lay the TPS on its back and place the risers accordingly. Ensure that the riser with the RSL ring is to be assembled on the appropriate side.

PIC - 106 - 3R01

Pass the large ring on the riser through the main lift ring.

PIC - 107 - 3R02

Pass the small ring on the riser through the large ring.



PIC - 108 - 3R03

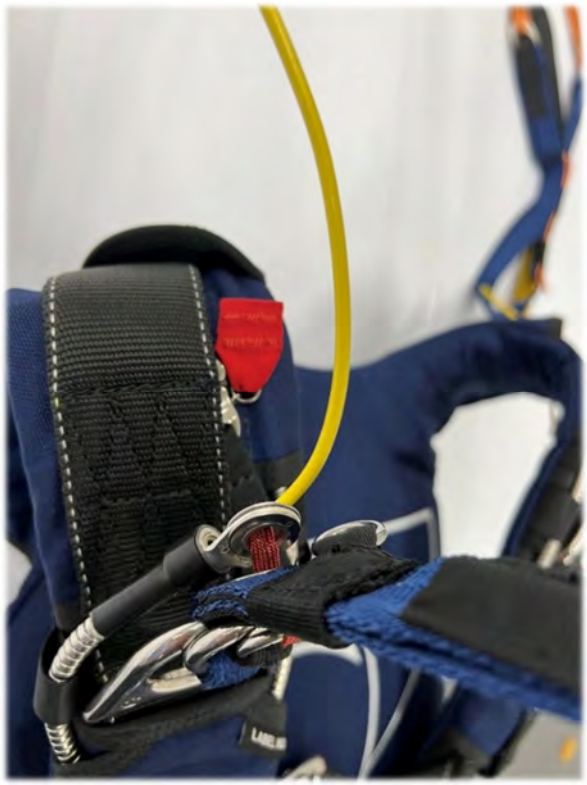
Version 1.0

Pass the red loop through the small ring and the grommet on the riser.

PIC - 110 - 3R04

PIC - 109 - 3R05

Pass the loop through the grommet of the release cable housing.



PIC - 111 - 3R06

Insert the release cable through the loop before routing the excess release cable into the anti-twist tube on the back of the riser and repeat on the opposite side.

PIC - 112 - 3R07

Attach the snap shackle to the RSL ring on the riser.

PIC - 113 - 3R08

Ensure that the RSL has an unobstructed path from the ring to its channel.

PIC - 114 - 3R09

30. Release Cable Length

Measured from the end of the release housing ferrule to the end of the release cable.

RSL Side:	7.0”	/	178mm
Non RSL Side:	5.5”	/	140mm

No RSL: Trim for RSL configuration as if it were installed.

PIC - 116 - RC01

PIC - 115 - RC02

31. Connecting the Main Parachute and Setting the Breaks

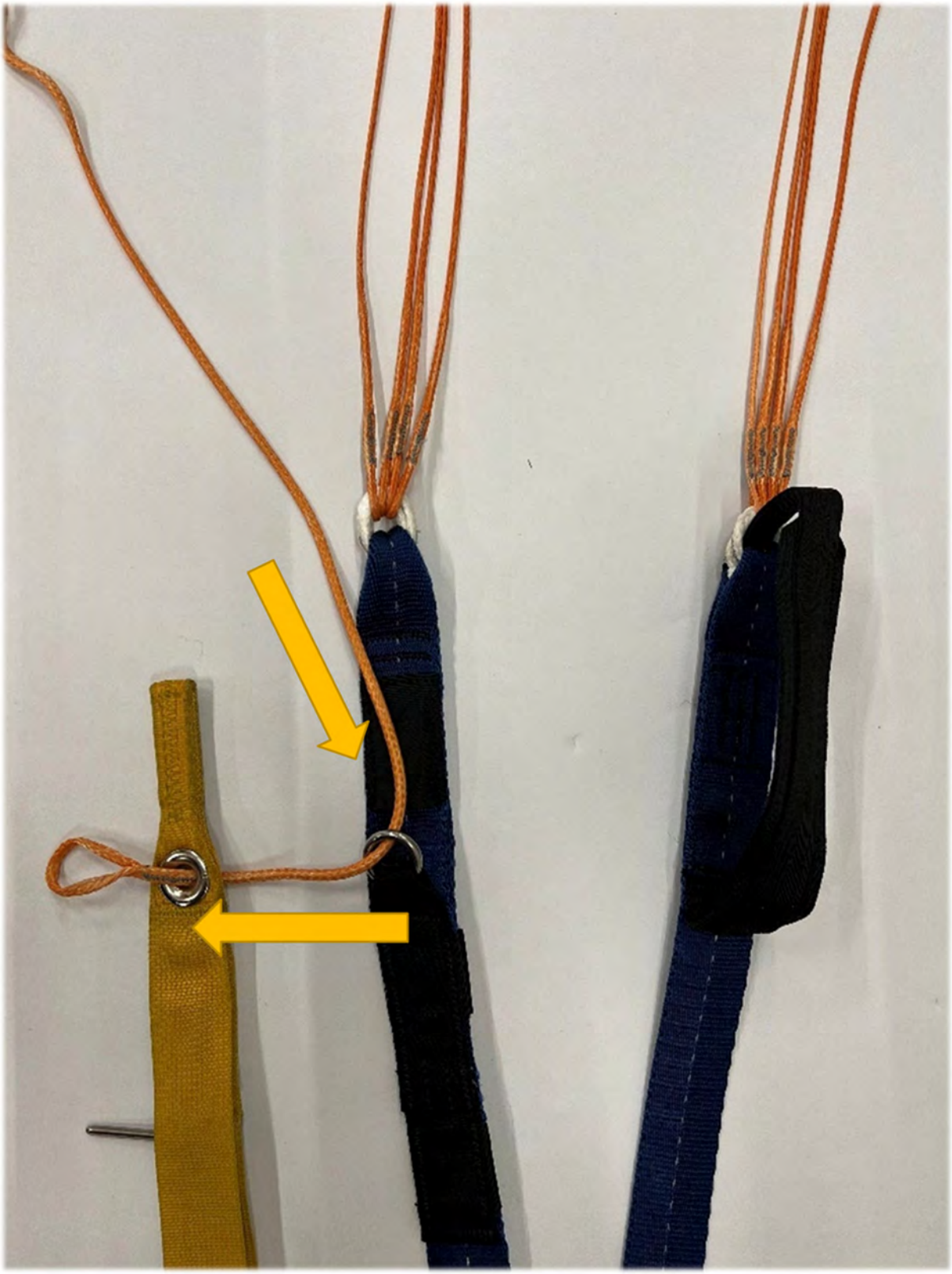
Connect the canopy lines with the appropriate softlinks to the main risers. Follow the parachute manufacturer's instructions for assembling the suspension lines onto softlinks.

PIC - 119 - MI01

PIC - 118 - MI02

PIC - 117 - MI03

Pass the control line through the guide ring on the rear riser as shown. From the underside, thread the control line through the grommet in the toggle. Pass the bottom of the toggle through the loop in the control line creating a lark's head knot. Repeat on the opposite side.



PIC - 120 - MI04

Pull the lower control line and cat eye below the guide ring on the riser. Insert the tab of the toggle through the cat eye. Cinch the upper control line tight. Secure the top taps and bottom pin in the keepers located on the main riser.

PIC - 121 - MI05

S-fold and stow the excess steering line through the loops on the back of the main riser. Repeat on the opposite side.

PIC - 122 - MI06

32. Assembling the Main Pilot Chute with the Main Deployment Bag and the Main Parachute and Setting the Collapsible Main Pilot Chute

Attach stow bands to the deployment bag on each locking stow retainer loop. Additional attach rubber stow bands as needed to the retainer loops located on the sides of the deployment bag.

PIC - 123 - MP01

Run the end of the bridle opposite the pilot chute through the grommet in the top of the main deployment bag. The bridle should be inserted from the outside to the inside of the bag.

PIC - 124 - MP02

Pull the bridle through the main deployment bag grommet until the grommet is snug against the stop block (of the bridle) on the outside of the bag. Pull the two fabric loops on the bridle back so they rest against the grommet on the inside of the bag.

PIC - 125 - MP03

Attach the pilot chute and bag to the pilot chute bridle attachment point on the main canopy. Pass the pilot chute and bag through the looped end of the bridle. Once installed / after each jump, notice the excess bridle between the bag and canopy.

PIC - 126 - MP05

To cock your pilot chute, step on your main bag and pull the handle on the top of the pilot chute with one hand. With the other hand, extend the bridle until it is tight. You must see the green marking on the kill line to be sure it is cocked. Always recheck it after you place the bag into the container. This assures that the bridle has not become partially un- cocked while packing.

PIC - 127 - MP06

33. Stowing the Lines of the Main Parachute

Follow the instructions provided by the parachute's manufacture for Pro-Packing the main parachute. Note: for the correct use of the TPS Standard D-Bag and the TPS Semi Stowless D-Bag please refer to our online document "TPS D-Bags" on our website www.travelparachutesystems.com in the support section

PIC - 128 - SL01

PIC - 129 - SL02

34. Placing the Main Riser and Closing the Risercover Flaps

Pick up the deployment bag and place it line stows down past the main container.

PIC - 130 - CC29

With the risers on top of the upper yoke route them along the side of the reserve container with the control toggles facing inboard. Check again if the main risers are on top of the pin cover.

PIC - 131 - CC30

Tuck the riser cover into its pocket on the yoke. Repeat on the opposite side.

PIC - 132 - CC31

35. Placing the Main D-Bag

Flip main bag into container rotating 180 degrees. Line stows should be facing the reserve tray as shown. Place the excess lines on the bottom of the container.

PIC - 133 - CC32

36. Closing the Main Container Flaps and Routing the Main Bridle

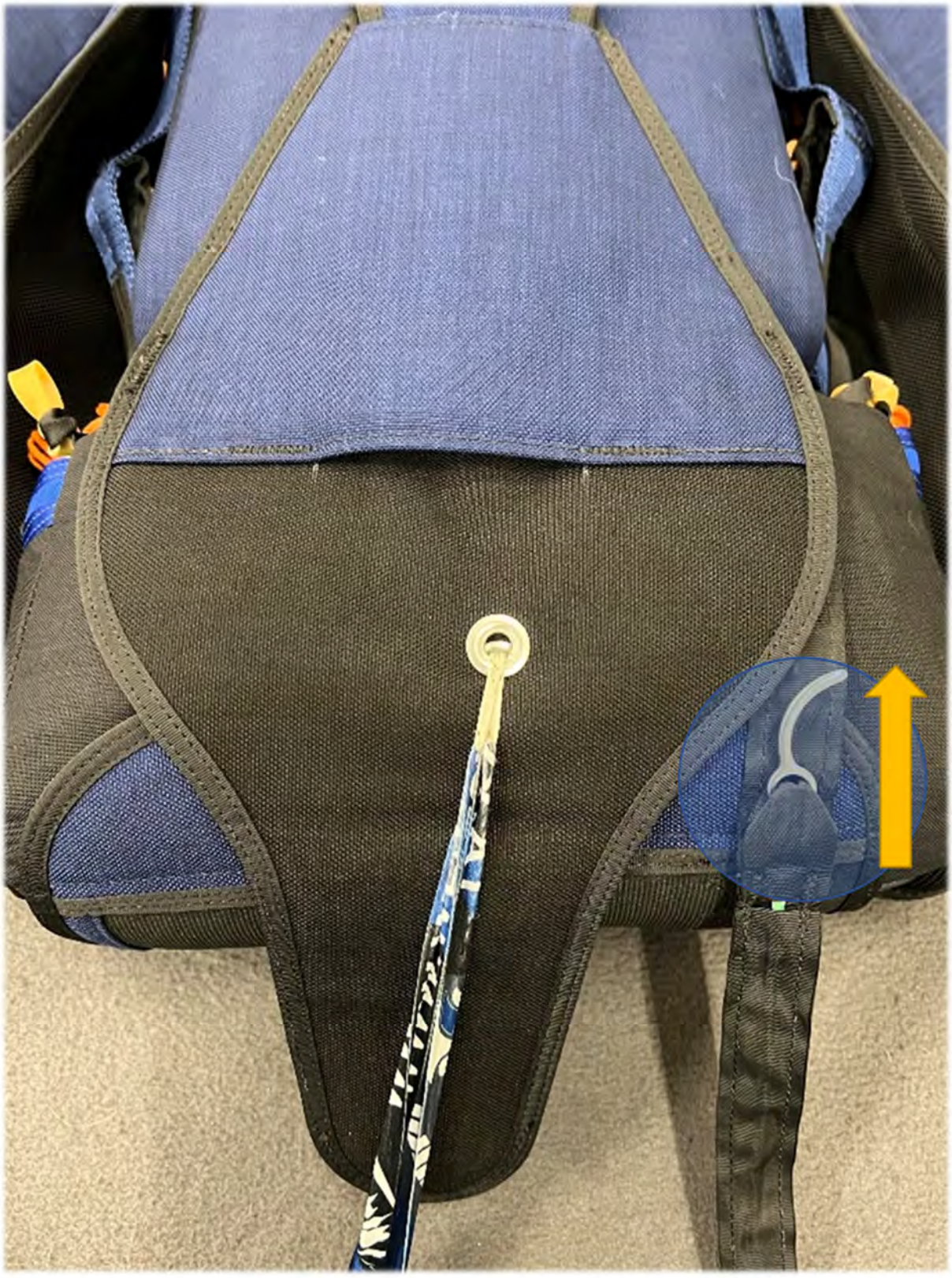
Adding a pullup cord on the main loop at the triangle loop attachment point and starting with the lower flap on which the BOC is located. The triangle should cover and protect the lines from the Loop itself. Guiding the pullup cord through the grommet of the upper main flap and pull them on top of the lower grommet.

PIC - 134 - CC33

Make sure the bridle attachment point is facing the bottom of the container and route the bridle to the right side.

Version 1.0

Main Bridle with the Main Pin should face up as shown in the picture.



PIC - 135 - CC34

Version 1.0

Continuing with Flap 3 on the right side. Also, this grommet should be above the first two.

PIC - 136 - CC35

Finishing with flap 4 on the left side. Since the grommets of the first three flaps are not symmetrical in the center the 4th flap does not overlap with the others. Coming out from the right-side flap 3 the bridle and pin is face up and the kill line window is visible.

PIC - 137 - CC36

Version 1.0

Stowing the bridle under flap 3 down to the BOC Pocket and closing the main pin cover.

PIC - 138 - CC37

37. Folding and Stowing the Main Pilot Chute

Lay the F-111 side on the ground and pull the bridle attachment point and mesh down to the bottom edge and fold the remaining pilot chute down in half.

PIC - 139 - CC38

Fold the two halves with the bridle attachment point up to the handle and S-fold the bridle equal in length to the folded pilot chute.

PIC - 140 - CC39

Fold the pilot chute to the width of the BOC and slide it into the pocket.

PIC - 141 - CC40

PIC - 142 - CC41

Secure the Handle Tap under the edge of the corner.

PIC - 143 - CC42

38. Approved AAD List

The use of the below automatic activation devices is approved for installation and, when properly installed, will not interfere with the normal manual operation of our harness container systems.

Manufacturer	Model	Type
Airtec	CYPRES2 Expert	1-Pin
Airtec	CYPRES2 Speed	1-Pin
Airtec	CYPRES2 Wingsuit	1-Pin
Airtec	CYPRES2 Student	1-Pin
Airtec	CYPRES2 C-Mode	1-Pin
Advanced Aerospace Designs	Vigil Cuatro	Single Cutter
Advanced Aerospace Designs	Vigil 2+	Single Cutter
Advanced Aerospace Designs	Vigil II	Single Cutter
Advanced Aerospace Designs	Vigil I	Single Cutter
MarS	m² multi AAD	Single Cutter

39. Approved Reserve Parachute List

- Performance Design Optimum Reserve
- Performance Design Reserve
- Icarus World Reserve
- Icarus World Nano Reserve
- Aerodyne Smart Reserve
- Aerodyne Smart LPV Reserve
- Paratec Speed 2000 V3
- Paratec Speed 2000 PN1

Note.:

If the limits of the installed reserves are below the limits of the TPS, the limits of the entire system are reduced to the lowest limit of an installed component.
The limit of the system must be noted on the packing card and must be visible to the user.

Only softlinks may be used with the TPS to connect the reserve and reserve riser. For correct installation refer to the user manual of the respective manufacturer of the reserve and the softlinks.
If a manufacturer does not provide softlinks, PD reserve softlinks may be used.

40. Declaration of non-TSO Functions

As mentioned in chapter 8 Supplied Parts the Article consists of TSO and non-TSO parts. The list below identifies the TSO parts.

Container and Harness (TSO)	1 piece
Deployment Control Device (TSO)	1 piece
Deployment Initiation Device (TSO	1 piece
Deployment Link Device incl. MARD System (TSO)	1 piece
Primary Actuation Device (TSO)	1 piece
Reserve Static Line incl. MARD System (TSO)	1 piece
Reserve Toggles (TSO)	1 pair

The article is used as sports equipment and incorporates also non-TSO parts that make the article to be used as such. Following parts are classified as non-TSO.

Main Parachute Break Away Device (non-TSO)	1 piece
Main Risers and Toggles (non-TSO)	1 pair
Main Pilot Chute and Bridle (non-TSO)	1 piece
Main Deployment Bag (non-TSO)	1 piece
Reserve Closing Loop (non-TSO)	1 piece

The **Main Parachute Break Away Device** connects the Main Risers and enables the parachutist to disconnect the main parachute from the parachute system if the main canopy cannot be flown or landed safely.

Main Risers and Toggles are used to connect the main canopy to the rest of the system and to control the main canopy.

The **Main Pilot Chute and Bridle** are utilised to initiate the opening of the main canopy.

To ensure a controlled opening of the main canopy, a **Main Deployment Bag** is deployed by the Main Pilot Chute and Bridle.

The **Main Closing Loop** ensures that the main parachute is securely stowed in the main container until the parachutist initiates deployment of the main parachute.

If correctly installed as shown in this Owner´s Manual the non-TSO parts do not interfere with the function of the TSO parts.

All TSO parts as well as all non-TSO parts were tested according to

Federal Aviation Administration (FAA) Technical Standard Order TSO-C23f, version issued 09/21/2012, and the Parachute Industry Association (PIA) PIA TS-135v1.4, version dated 04/22/2010.

The tests included live jumps and drop test either testing TSO parts solely or in combination

with non-TSO parts where the testing procedures required to do so.

41. Compatibility List

TSO Parts

All TSO parts replaced in this article must be replaced with manufacturer's parts. The only exception is the reserve closing loop. This may be manufactured from the materials specified for this component by persons trained for this purpose. For the manufacture of this wearing part, refer to the specifications of the AAD manufacturer whose device is used in this system.

The following TSO components used in the article (Container and Harness) are standardised and have the identical dimensions.

Reserve Initiation Device
Deployment Link Device
Reserve Static Line
Reserve Toggles

The parts Deployment Control Device and Primary Actuation Device are designed to suit the different sizes of the Article (Container and Harness) and must be installed in accordance with its size.

Note: The manufacturer's instructions therefore will be provided and updated on www.westsky.at and www.travelparachutesystems.com.

Non-TSO Parts

All non-TSO parts may be replaced by parts from other manufacturers, provided they are identical in construction. The main deployment bag is an exception. As this component is adapted to the size and shape of the container, it is recommended to replace it only with a spare part from the same manufacturer.