

Airtec GmbH - Mittelstrasse 69 - D-33181 Wünnenberg - Germany

24 August, 2000

Press release

CYPRES acknowledged to be non-dangerous by US DOT

According to international transport regulations, CYPRES is a NON-DANGEROUS good. This was investigated and determined by the National Authorities in Germany, Australia and Great Britain some time ago.

Due to a number of uncertainties occurring on American flights, it was also necessary to obtain a corresponding statement from the US DOT (Department of Transportation). We have now received such a determination from DOT, which confirms that the CYPRES is classified as non-dangerous. Southwest Airlines, as one of the most frequently used carriers by skydivers, is in the process of changing its internal instructions accordingly. If any difficulties with other airlines should arise, please refer them to:

Airtec GmbH
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Tel.: +49 2953 989946
Fax: +49 2953 1293
Email: AirtecGer@aol.com

or

SSK Industries, Inc.
Attn.: Mr. Cliff Schmucker
Tel.: 513-934-3201
Fax: 513-934-3208
Email: Cliff@SSKinc.com

Airtec GmbH
Mittelstrasse 69
D-33181 Wünnenberg
Tel. +49 2953 98990
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Sitz der Gesellschaft: Wünnenberg
Handelsregister: Amtsgericht Paderborn, HRB 1788

Geschäftsführer: Helmut Cloth

VAT REG NO.: DE 126 327 471

BANK ACCOUNT

Airtec account no.: 9544500100
Bank name: Volksbank Paderborn AG
Bank code no.: 472 601 21
S.W.I.-F.T. code: DGPB DE 3M
IBAN: DE65 4726 0121 9544 5001



Bundesanstalt für
Materialforschung
und -prüfung

Unter den Eichen 87
D-12205 Berlin
Telefon: 0 30/81 04-0

Tgb.-Nr. II-4582/97

Bescheinigung

Hiermit bescheinigt die Bundesanstalt für Materialforschung und -prüfung (BAM) als die für die Gefahrgutklasseifizierung von explosiven Stoffen und Gegenständen mit Explosivstoff autorisierte und im Auftrag und unter der Verantwortung der zuständigen Behörde, dem Bundesministerium für Verkehr, handelnde Behörde, auf Antrag der Firma

Dynamit Nobel GmbH
Explosivstoff- und Systemtechnik
Werk Stedeln
Kronacher Straße 63
90765 Fürth

Vom 13. Januar 1995,

daß der pyrotechnische Gegenstand für technische Zwecke

Elektrische Seilkopfvorrichtung ESKV 11

(auch komplettiert mit den Bestandteilen der Sicherheitseinrichtung "Cypres" (Fa. Airtec GmbH) entsprechend den in der BAM vorliegenden Unterlagen)

entsprechend den Empfehlungen der Vereinten Nationen über die Beförderungen gefährlicher Güter kein explosiver Gegenstand im Sinne der Transportvorschriften ist. Die Regelungen zum Transport von Gegenständen der Klasse 1 werden nicht zur Beförderung erhoben.

- 2 -



Bundesanstalt für Material-
forschung und -prüfung (BAM)

Seite 2 zu
Tgb.-Nr. II-4582/97

Begründung:

Die Bewertung wurde auf der Grundlage der vorliegenden
Unterlagen und durch Prüfungen vorgenommen.

Es ist davon auszugehen, daß im Havariefall keine Wirkung
wie Splitter, Rauch, Wärme, Feuer oder lautes Geräusch
von der Verpackungseinheit zu erwarten ist, die zu einer
Zuordnung berechtigt. Es ist daher nicht erforderlich,
den aufgeführten Gegenstand als explosiven Gegenstand im
Sinne der Transportvorschriften einzuschätzen.

Berlin, den 10. Oktober 1997

Der Präsident der
Bundesanstalt für Materialforschung und -prüfung
Im Auftrag



(Dienstsiegel)

(Dr. Steidinger)
Direktor und Professor

Bescheinigungen ohne Dienstsiegel haben keine Gültigkeit.
Diese Bescheinigung besteht aus 2 Seiten.

BAM Unter den Eichen 87 0-12205 Berlin Tel. (030) 8104-0

SAFETY REGULATION GROUP

Dangerous Goods Office
Aviation House
Gatwick Airport South
West Sussex RH6 0YR
United Kingdom

Direct Dial 01293 573500
Direct Fax 01293 573991
E-Mail dgo@srg.caa.co.uk

Switchboard 01293 567171
Fax 01293 573999
Telex 878753



Our ref 10A/216/02

6 April 1998

TO WHOM IT MAY CONCERN

CYBERNETIC PARACHUTE RELEASE SYSTEM (CYPRES)

In the opinion of the United Kingdom Civil Aviation Authority, the Cybernetic Parachute Release System (CYPRES) Automatic Activation Device may be regarded as not subject to the provisions of the International Civil Aviation Organization's Technical Instructions for the Safe Transport of Dangerous Goods by Air, and may therefore be carried without restriction.

Yours sincerely

A handwritten signature in black ink, appearing to read "G. A. Leach".

G. A. LEACH
Deputy Head, Dangerous Goods Office
Flight Operations Technical



U.S. Department
of Transportation
**Research and
Special Programs
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

The US Department of Transportation
Competent Authority for the United States

CLASSIFICATION OF EXPLOSIVES

Based upon a request by Gerard Fetter on behalf of Airtec GmbH, Mittelstrasse 69, 33181 Wunnenberg, Wunnenberg, Germany, the following items, which have components that appear to conform to the definition of an explosive, have been examined in accordance with Section 173.56, Title 49, Code of Federal Regulations (49 CFR) and have been found to be not regulated as an explosive. Although it is the responsibility of the shipper to make classification determinations of materials other than explosives, we suggest that these items be classed as follows:

U.N. PROPER SHIPPING NAME AND NUMBER: Not Regulated as an Explosive

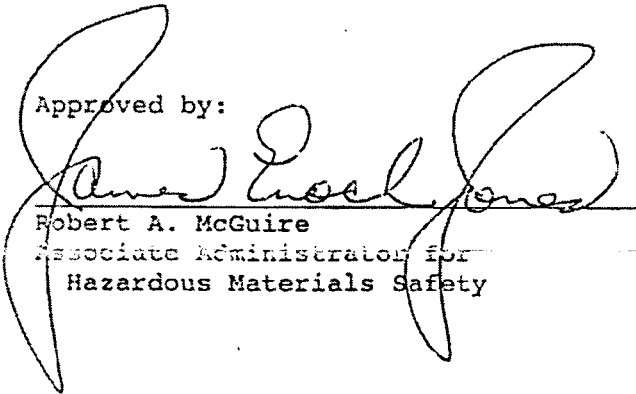
REFERENCE NUMBER

PRODUCT DESIGNATION/PART NUMBER

Ex-0003152

Electrical Rope Cutter ESKV 11

Approved by:


Robert A. McGuire
Associate Administrator for
Hazardous Materials Safety

AUG 8 2000

(DATE)



Transportation Security Administration

**SMART SECURITY
SAVES TIME...**

Parachuting

Skydiving rigs with and without Automatic Activation Devices (AAD) are permitted as a carry-on or as checked luggage.

Typically, a rig will move through the checked luggage or carry-on security screening process without need for physical inspection. However, TSA screeners have a duty to thoroughly inspect any item that raises suspicion. If screeners determine that it is necessary to open a rig for complete inspection, then the owner of the rig must be present and will be allowed to assist. **For this reason, skydivers are advised to add at least 30 minutes to the airline's recommended arrival window when traveling with their parachute.**

The following recommendations are provided to assist skydivers traveling with parachutes:

Checking the Parachute as Luggage

- Pack the rig separately without any other items in the bag. Additional items, if suspicious, could trigger an inspection of the entire bag.
- Screeners will not unpack a parachute without the owner present to provide assistance. This means that the passenger will be paged and asked to return to the ticket counter, so they can be present for inspection. Depending on the size of the airport and passenger volume, it is likely that the checked rig will be screened within 30 minutes. Remain in the area of the air carrier ticket counter and pay close attention to airport announcements for up to 30 minutes after checking in.
- If TSA cannot locate the parachute owner, the uncleared parachute will not be transported on the flight.
- Parachute owners may assist TSA screeners to unpack and repack the rig.

Carry the Parachute on the Aircraft

- Pack the rig separately without any other items in the bag. Additional items, if suspicious, could trigger an inspection of the entire bag.
- If a further search is required, all efforts will be made to search the item without opening the chute(s).
- If a chute is opened, the owner can assist. The search may be done in a location away from the checkpoint to provide adequate space for the search, and space for the owner to repack the rig.

Parachutists should thoroughly inspect their parachutes at their destination to ensure that it has not been tampered with or damaged in a manner that renders it unsafe.



Transportation
Security
Administration

Parachutes

Parachutes and Security Screening

You may bring skydiving rigs with and without Automatic Activation Devices (AAD) as carry-on or checked luggage.

Typically, a rig will move through the checked luggage or carry-on security screening process without needing physical inspection. However, TSA security officers have a duty to thoroughly inspect any item that raises suspicion. If security officers determine that they need to open a rig to inspect it, you must be present and will be allowed to assist. **For this reason, we encourage skydivers to add at least 30 minutes to the airline's recommended arrival window when they are traveling with their parachutes.**

Printer friendly version.

Check the Parachute as Luggage

Pack the rig separately without any other items in the bag. Additional items, if suspicious, could trigger an inspection of the entire bag.

Security officers will not unpack a parachute without the owner present to provide assistance. This means that the passenger will be paged and asked to return to the ticket counter, so they can be present for inspection. Depending on the size of the airport and passenger volume, it is likely that the checked rig will be screened within 30 minutes. Remain in the area of the airline ticket counter and pay close attention to airport announcements for up to 30 minutes after you check in.

If we cannot locate the parachute owner, the uncleared parachute will not be transported on the flight.

Parachute owners may help our security officers unpack and repack the rig.

Carry the Parachute on the Aircraft

Pack the rig separately without any other items in the bag. Additional items, if suspicious, could trigger an inspection of the entire bag.

If security officers need to further search your bag, they will make every effort search it without out opening the chute.

If a chute is opened, you can assist. Security officers will search the chute away from the checkpoint so that they have enough space for the search and for you to repack your the rig.

Parachutists should thoroughly inspect their parachutes at their destination to make sure that it has not been tampered with or damaged in a way that makes it unsafe.

Transportation Security Administration | U.S. Department of Homeland Security



**Transport par Air du CYPRES,
dénommé Electrical Rope Cutter ESKV 11,
en bagage de soute ou en fret aérien**

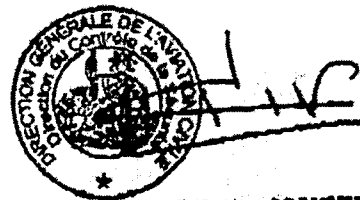
Validité permanente

En application de la réglementation relative au transport par voie aérienne des marchandises dangereuses telle que publiée dans les Instructions Techniques de l'OACI (Doc 9284 - AN/905 - Edition actualisée), le matériel répertorié sous l'appellation commerciale CYPRES et dénommé "Electrical Rope Cutter ESKV 11" n'est pas considéré comme marchandise dangereuse pour le transport aérien.

Par conséquent, son transport par voie aérienne ne nécessite pas d'autorisation spécifique délivrée par la DGAC.

Néanmoins les mesures de contrôle de sûreté applicables aux vols commerciaux peuvent entraîner des contraintes supplémentaires. Aussi, ce matériel (Cypres) dûment reconnu et identifié comme composant de parachute utilisé lors d'entraînements et de compétitions, ne peut être transporté en bagage cabine, mais, incorporé au parachute peut être transporté en bagage de soute ou en fret aérien.

Paris, le 29 MAI 2007



Joseph LE TONQUEZE
Le Chargé de Mission
Marchandises Dangereuses