Version 2.0

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
6 - 40	All chapters	New pictures of all parts and handling processes	10. November 2025

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-VX-XX-XX-XX-YYYYY	1 piece
Deployment Control Device (TSO)	TPS-DCD-VX-XXX	1 piece
Deployment Link Device incl. MARD System (TSO)	TPS-DLD-VX	1 piece
Deployment Initiation Device (TSO	TPS-DID-VX	1 piece
Primary Actuation Device (TSO)	TPS-PAD-VX	1 piece
Reserve Static Line incl. MARD System (TSO)	TPS-RSL-VX	1 piece
Reserve Toggles (TSO)	TPS-RT-VX	1 pair
Reserve Closing Loop (non-TSO)	N/A	1 piece
Main Parachute Break Away Device (non-TSO)	TPS-MPBAD-VX	1 piece
Main Riser and (non-TSO)	TPS-MR-VX	1 pair
Main Riser Toggles (non-TSO)	TPS-MRT-VX	1 pair
Main Pilot Chute and Bridle (non-TSO)	TPS-MPCB-VX	1 piece
Main Deployment Bag (non-TSO)	TPS-MDB-VX	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 Vies

PIC – 3 – TRAVEL Open Main Container

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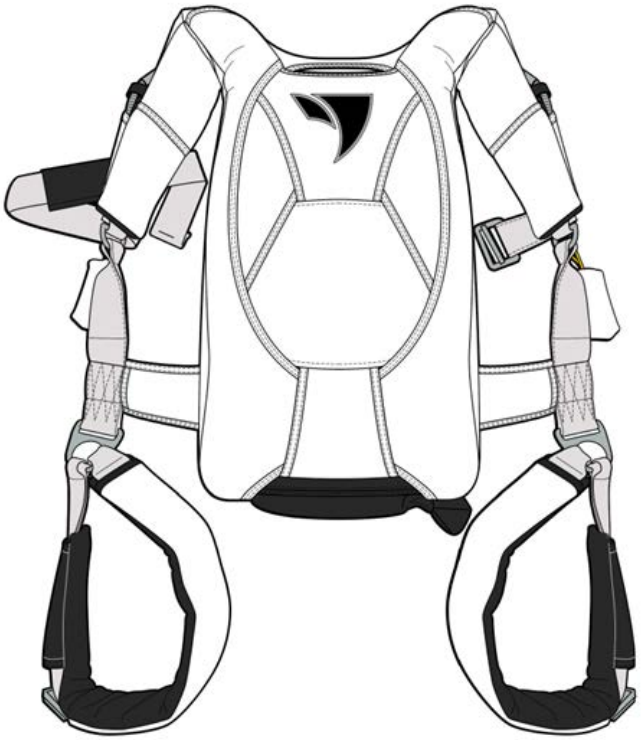
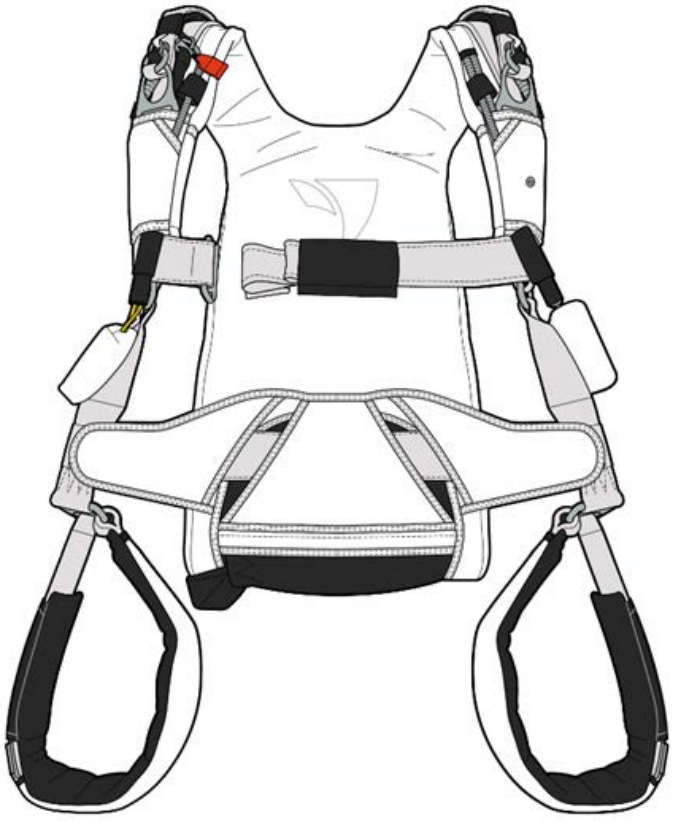
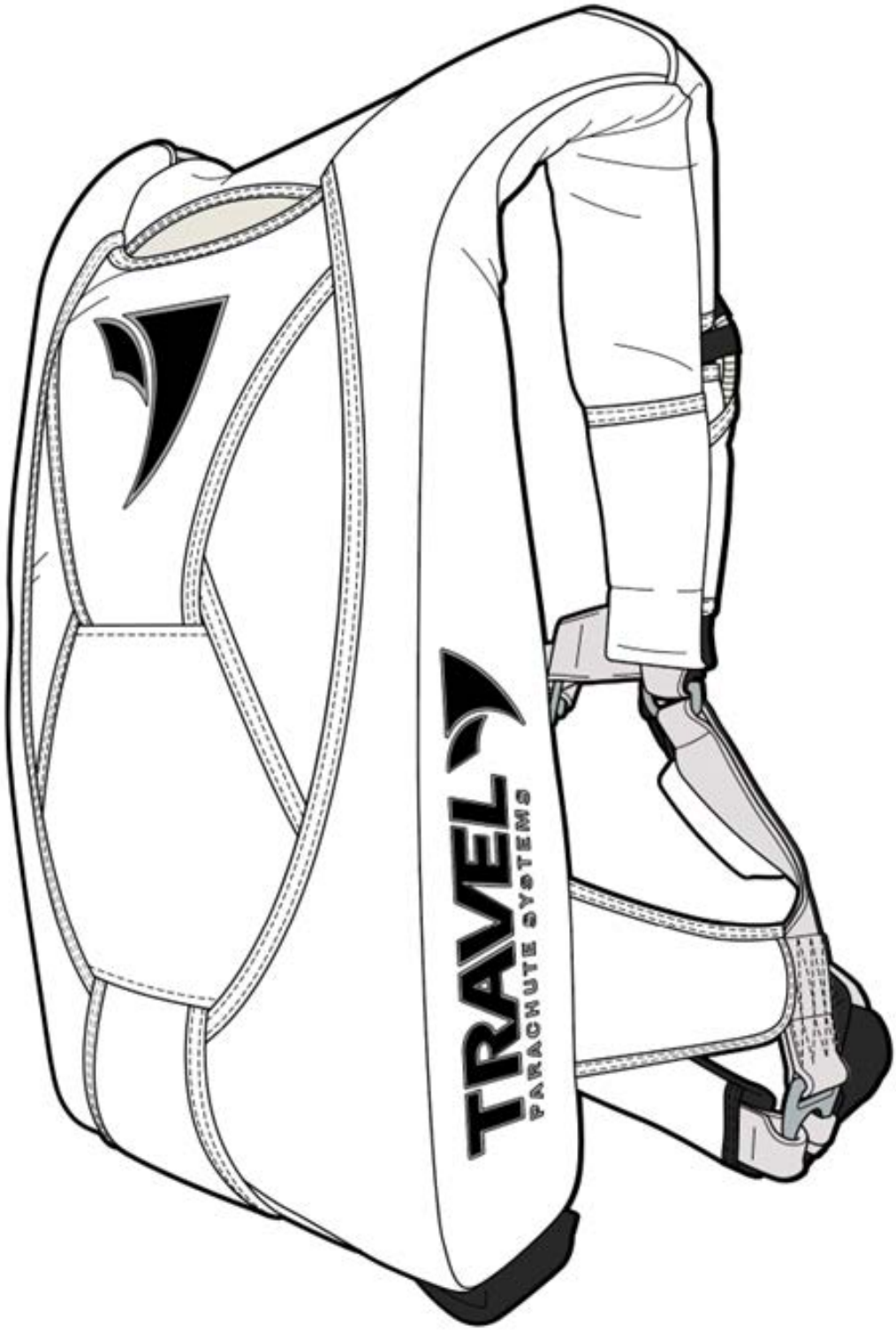
Drawings of the Article



PIC – 4 – Drawing Front View



PIC – 5 – Drawing Back View



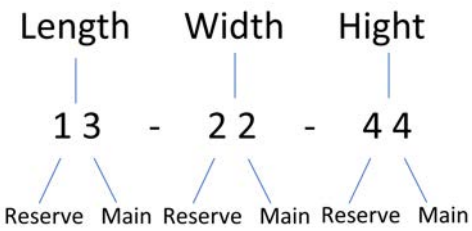
PIC – 6 – Drawing Side View

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 Categorisations

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 – Label 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 standard conditions of use and storage. If unfavorable conditions require a shorter period of maintenance the user must take care to get maintenance done in shorter periods.

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 stitches, 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 free bag 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 – LS01

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

PIC – 9 – LS02

The excess length of the narrow strap is stowed in the elastic pocket above the buckles.

PIC – 10 – LS03

Correct Chest Strap Adapter Routing

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

PIC – 11 – CS01

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

PIC – 12 – CS02

Parts List of Dual Parachute container and Single Harness System:

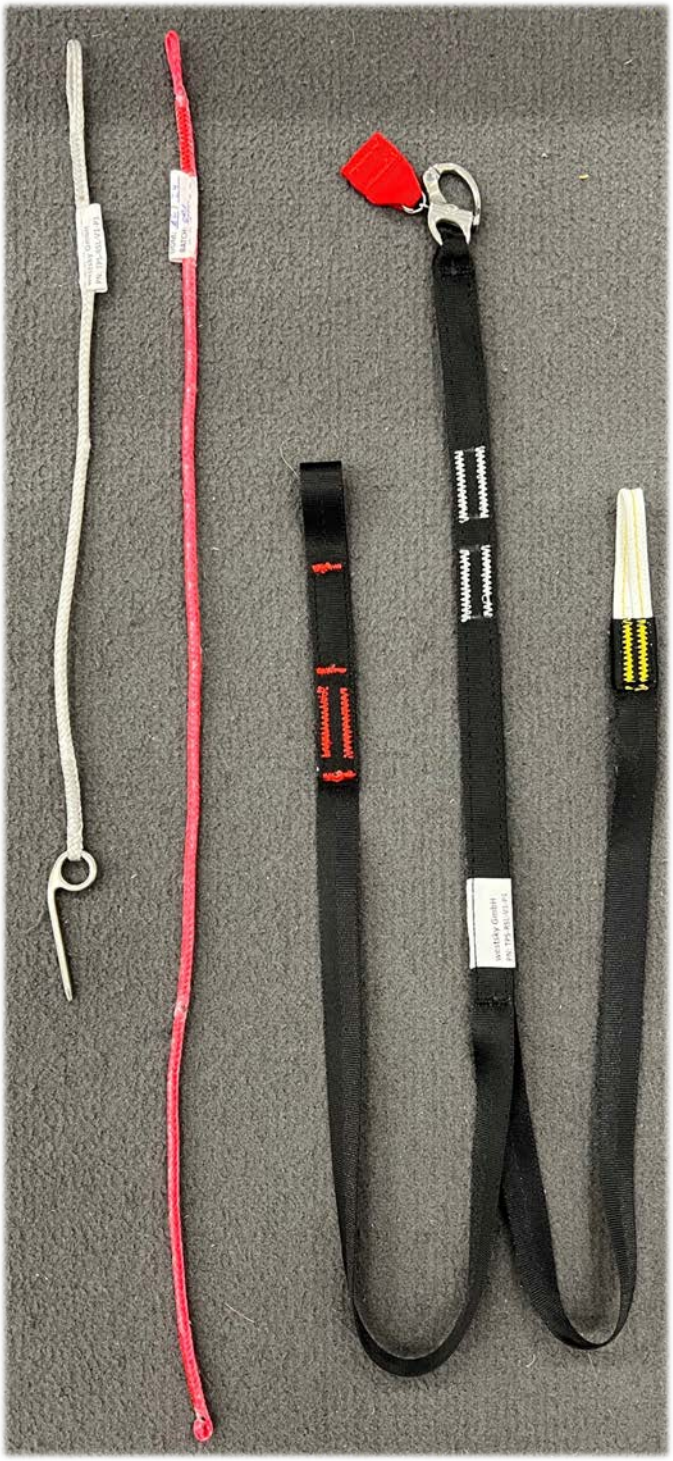
Container and Harness (TSO)	1 piece
Deployment Control Device (TSO)	1 piece
Deployment Initiation Device (TSO	1 piece
Deployment Link Device (TSO)	1 piece
Primary Actuation Device (TSO)	1 piece
Reserve Static Line (TSO)	1 piece
Reserve Toggles (TSO)	1 pair
Reserve Closing Loop (non-TSO)	1 piece
Main 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.

8. 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



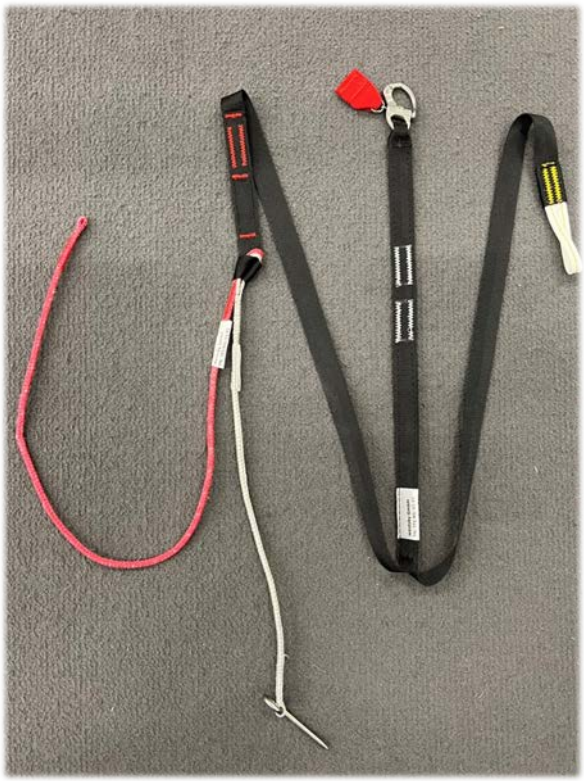
PIC – 13 – RSL01

Thread the Type1 RSL loop end (Black) through the loops of the Spectra s´MARD Lanyard (Red) and Reserve Pin Lanyard (Grey).

PIC – 14 – RSL02

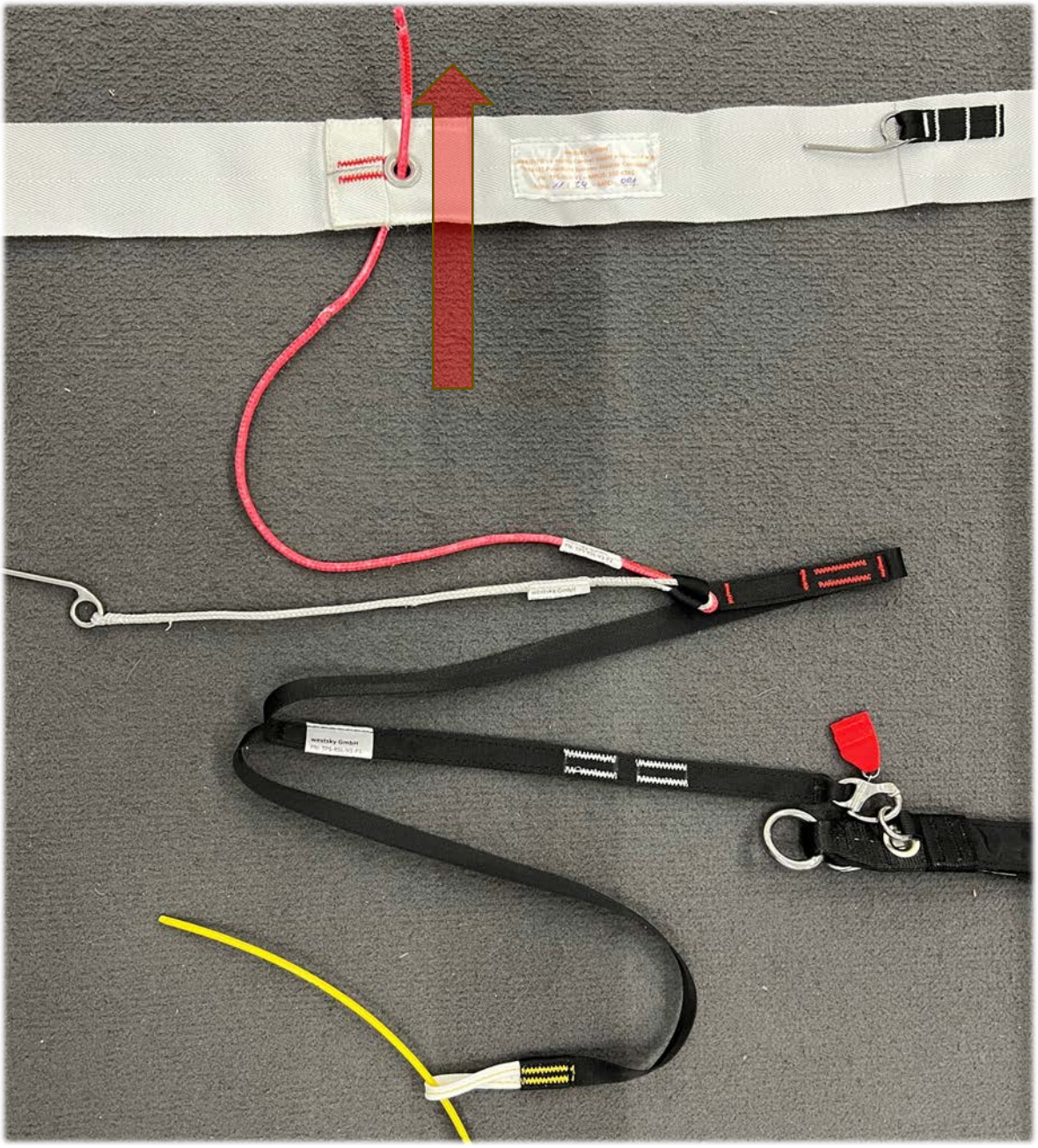
Thread the Collins Loop through the RSL loop end and tighten.

PIC – 15 – RSL03



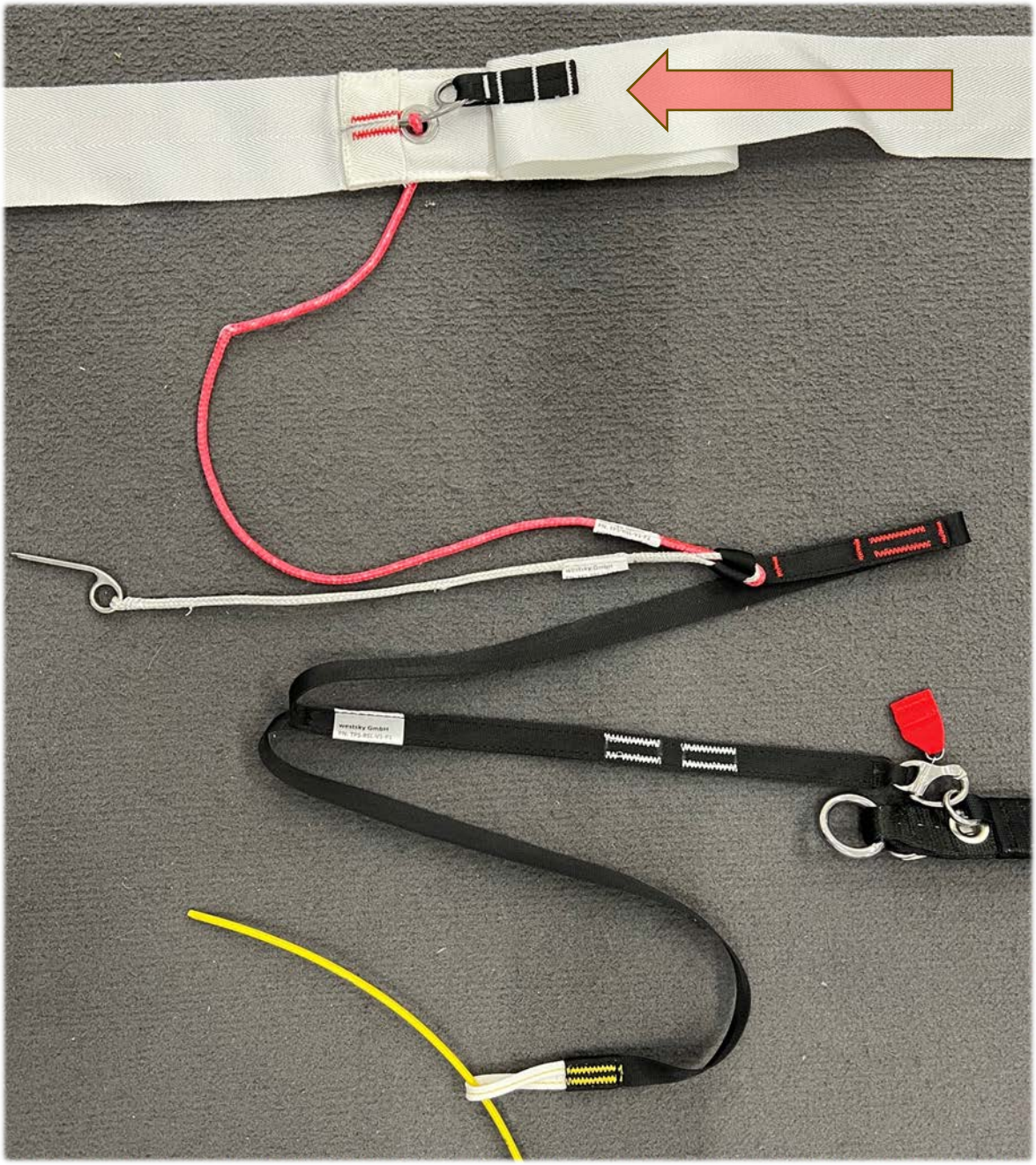
PIC – 16 – RSL 04

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



PIC – 17 – SM01

Fold the reserve bridle and lock the Spectra s´MARD Lanyard (Red) with the pin from the reserve bridle by routing it through the small loop and securing it in the pin holder marked with the red bar tacks.



PIC – 18 – SM02

9. Parachute Assembly Inspection Check List

Count all Tools Before Starting Assembly

A. Harness and Container

1. Main lift webbing
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 lengths are to be equal
8. D-bag, bridle and pilot chute 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.

10. 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.

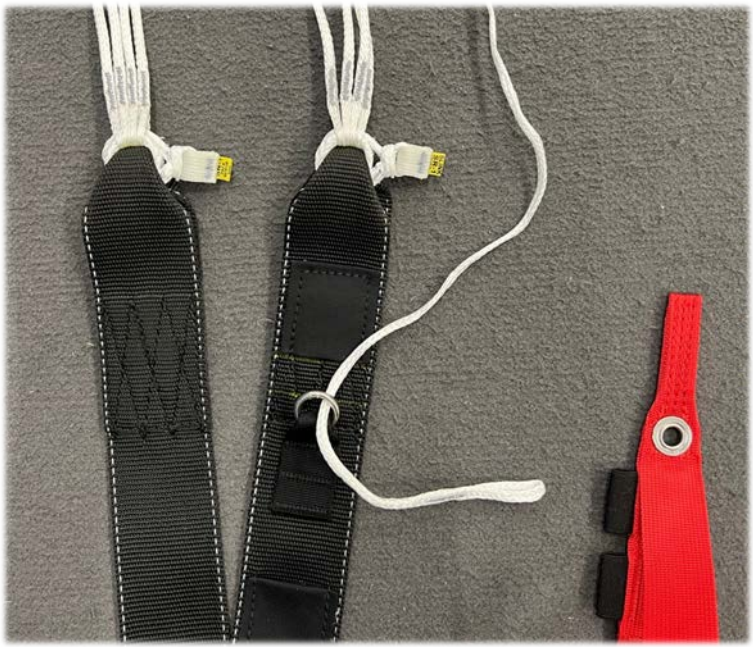
11. Assembly of the Reserve Parachute and Toggles / Setting the Brakes

Follow the reserve canopy manufacturer's instructions for assembling the reserve suspension lines using only soft links. See 15. For the Approved Reserves List and additional information.

PIC – 19 – RI01

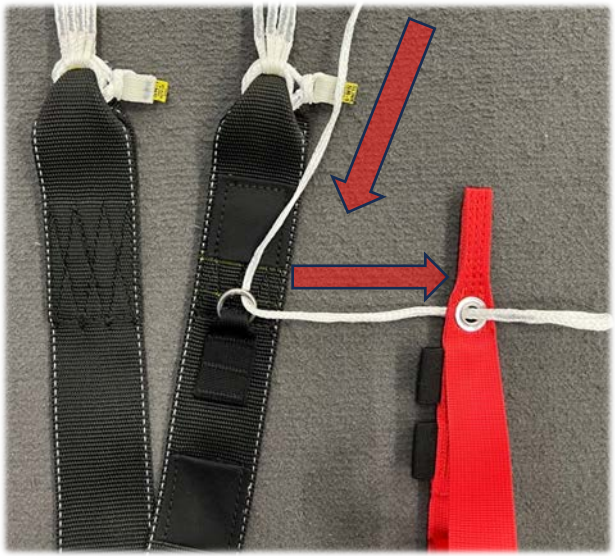
PIC – 20 – RI02

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

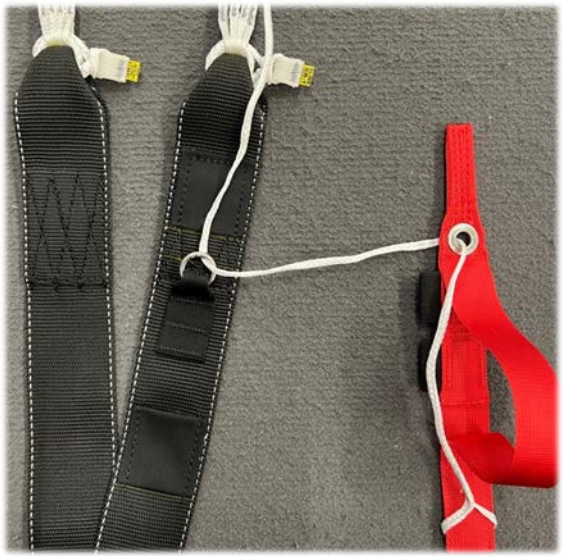


PIC – 21 – RI03

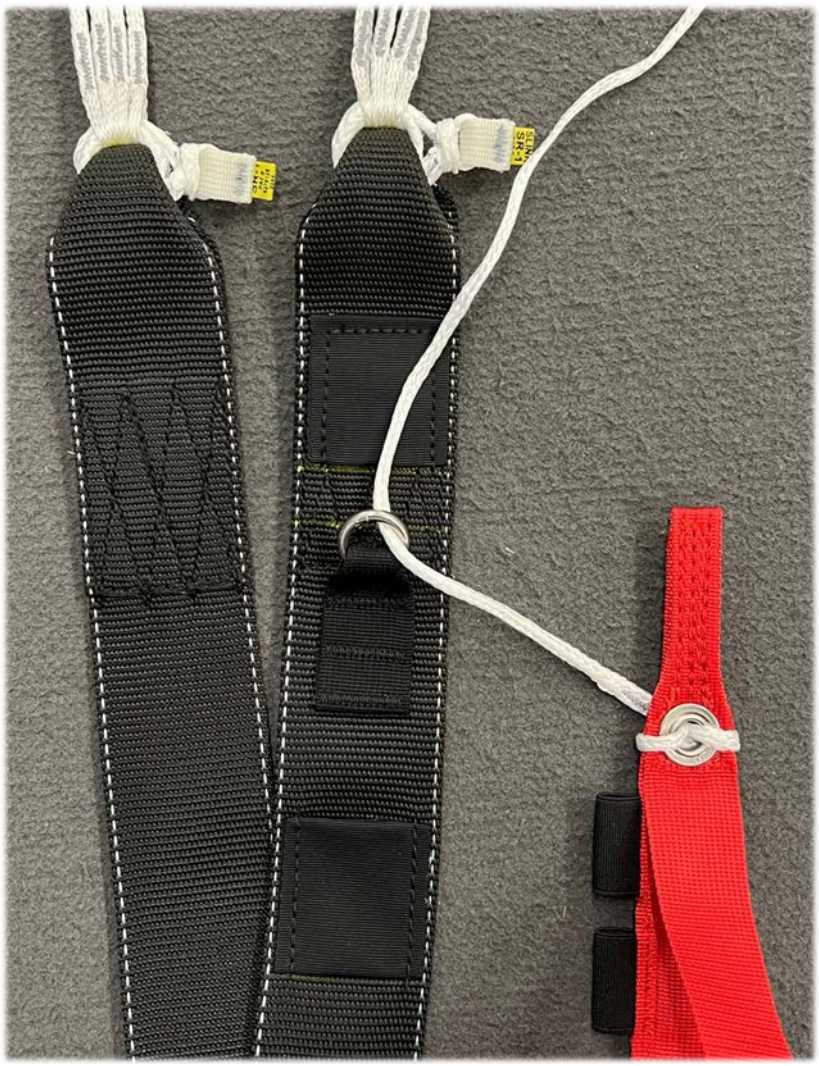
From the underside thread the control line through the grommet in the control toggle and tighten.



PIC – 22 – RI04



PIC – 23 – RI05



PIC – 24 – 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 – 25 – RI07

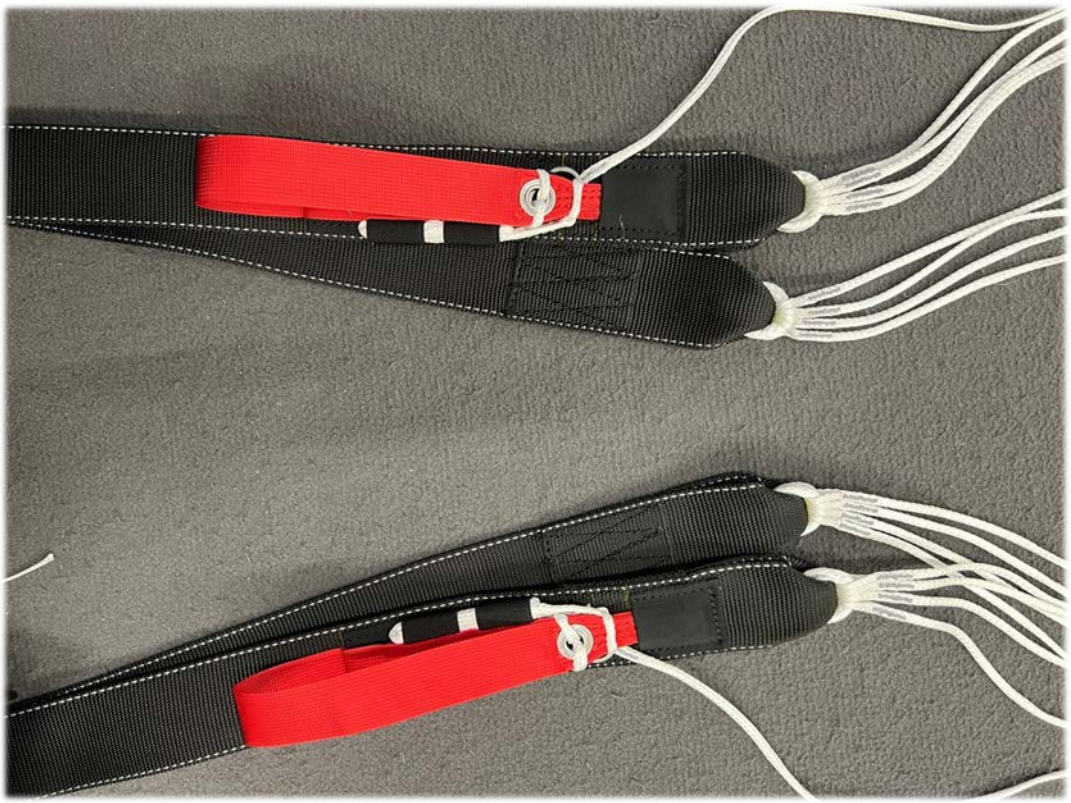
PIC – 26 – RI08

PIC – 26 – RI09

PIC – 27 – RI10

Use an appropriate tool 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 – 28 – RI11



PIC – 29 – RI12

12. Assembly of the Reserve Free Bag (Deployment Control Device) – Reserve Pilot Chute (Deployment Initiation Device) and Reserve Bridle (Deployment Link Device)

The complete assembly of this chapter consist of:

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

PIC – 30 – FB01

Place the free bag with the opening to the right side. Route the reserve bridle with the marked “Free Bag” side from bottom to top through the Type 2 loop of the free bag. Guide the rest of the bridle through the ending loop of the bridle and tighten.

PIC – 31 – FB02

PIC – 32 – FB03

Take the “Pilot Chute” end 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 – 33 – FB04

PIC – 34 – FB05

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

PIC – 35 – FB06

13. Installation of the RSL-MARD-Lanyard

To prepare the container for the installation of the RSL-MARD-Lanyard take the reserve pin cover and fold it back until its lying flat on the back pad of the container shown in pic.

PIC – 36 – RSL04

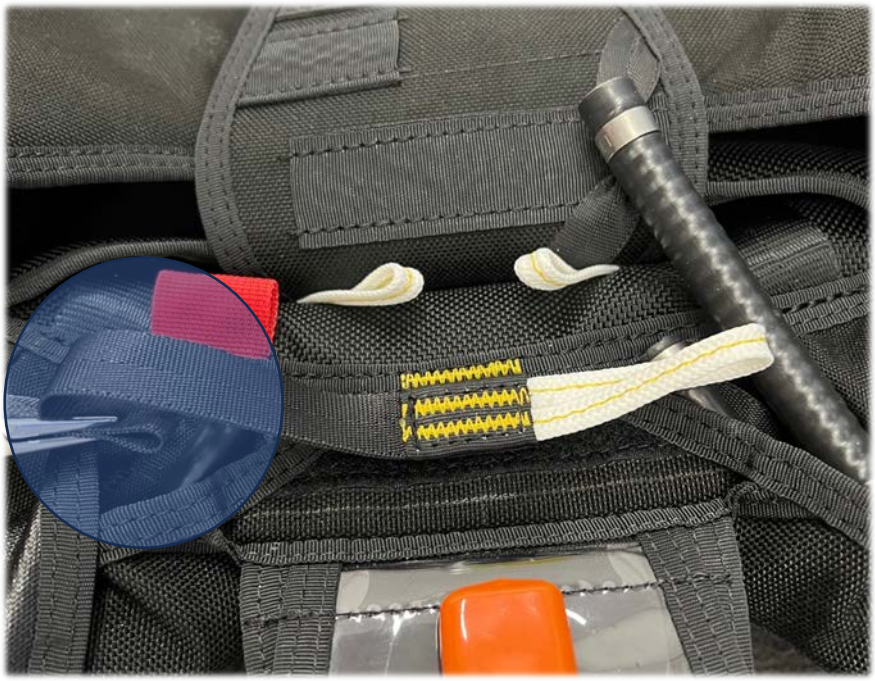
PIC – 37 – RSL05

PIC – 38 – RSL06

Start with the Collins Split Line and place the ending with the yellow marked Dacron loop above the yellow marks under the AAD control unit window. The Dacron loop is now in between the other two Dacron loops.

PIC – 39 – RSL07

Route the Split line 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 – RSL08

PIC – 41 – RSL09

Unfold the channel and place the rest of the split line there.

PIC – 42 – RSL10

Version 2.0

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

PIC – 43 – RSL11

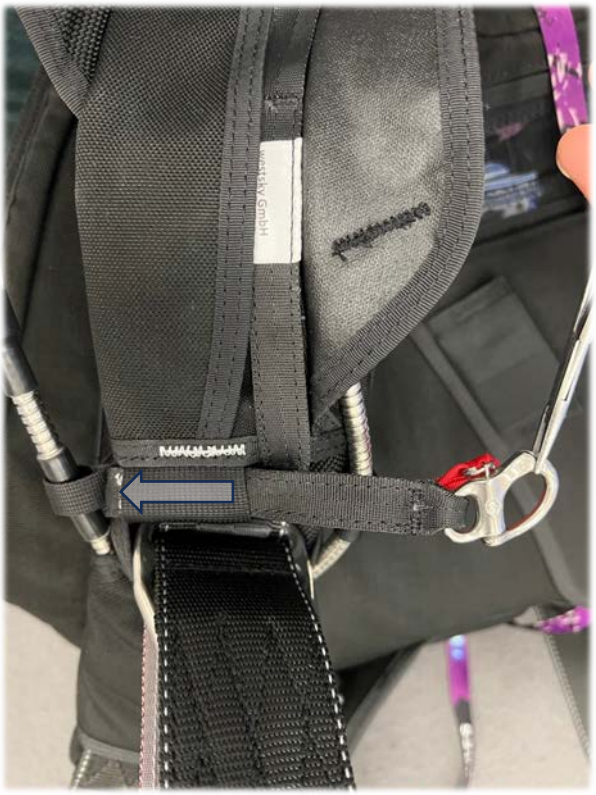
PIC – 43 – RSL11

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

PIC – 44 – RSL12

The white marked fold should be outside the channel and needs to be stowed in the Type 4 pocket at the end of the channel.

PIC – 45 – RSL13



PIC – 46 – RSL14

PIC – 47 – RSL15

PIC – 48 – RSL16

Stow the s´MARD Line as shown into pocket 1.

PIC – 48 – RSL17

Version 2.0

Stow the Pin Line as shown into pocket 2 and 3.

PIC – 49 – RSL18

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

Insert the release cables into their respective housings below the chest strap and place the cutaway handle into the pocket. Make sure the handle is correctly placed between the Velcro of the reserve handle pocket.

PIC – 50 – RH01

PIC – 51 – RH02

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

PIC – 52 – RH03

PIC – 53 – RH04

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

15. 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 – 54 – RH05

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

Version 2.0

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

PIC – 55 – RH06

PIC – 56 – RH07

16. 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.

Route the AAD control unit into the main opening of the AAD pouch and thread it through the opening of the pouch located beneath the opening on the back pad.

PIC – 57 – AAD01

PIC – 58 – AAD02

Guide the control unit through that hole and between the back pad and the reserve container right up to and out above the top reserve flap.

PIC – 59 – AAD03

Insert the control unit in the control unit holder and make sure the cable of the control unit is on top of the yellow cable and the Dacron loops.

PIC – 60 – AAD04

PIC – 61 - AAD05

Version 2.0

Route the cutter through the main opening of the AAD pouch, out to the side opening, and into the AAD cutter channel.

PIC – 62 – AAD06

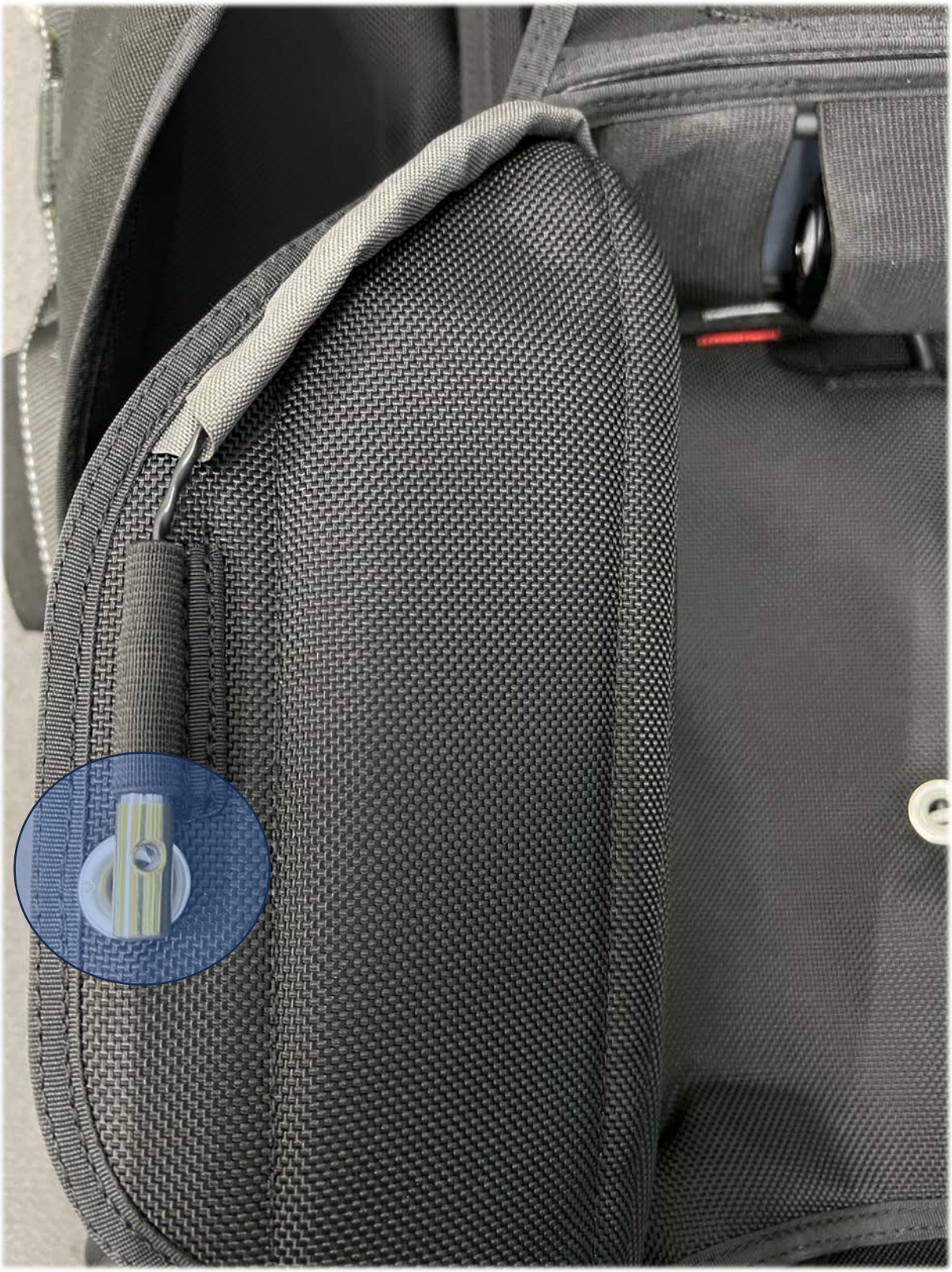
PIC – 63 – AAD07

Wrap the AAD unit's excess cable around the processing unit and secure with a rubber band and place the unit into the AAD pocket. Always avoid pulling, bending, twisting, or kinking the cables.

PIC – 64 – AAD08

PIC – 65 – AAD09

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 the cutter with the grommet



PIC – 66 – AAD10

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

17. Installation of the Reserve Loop

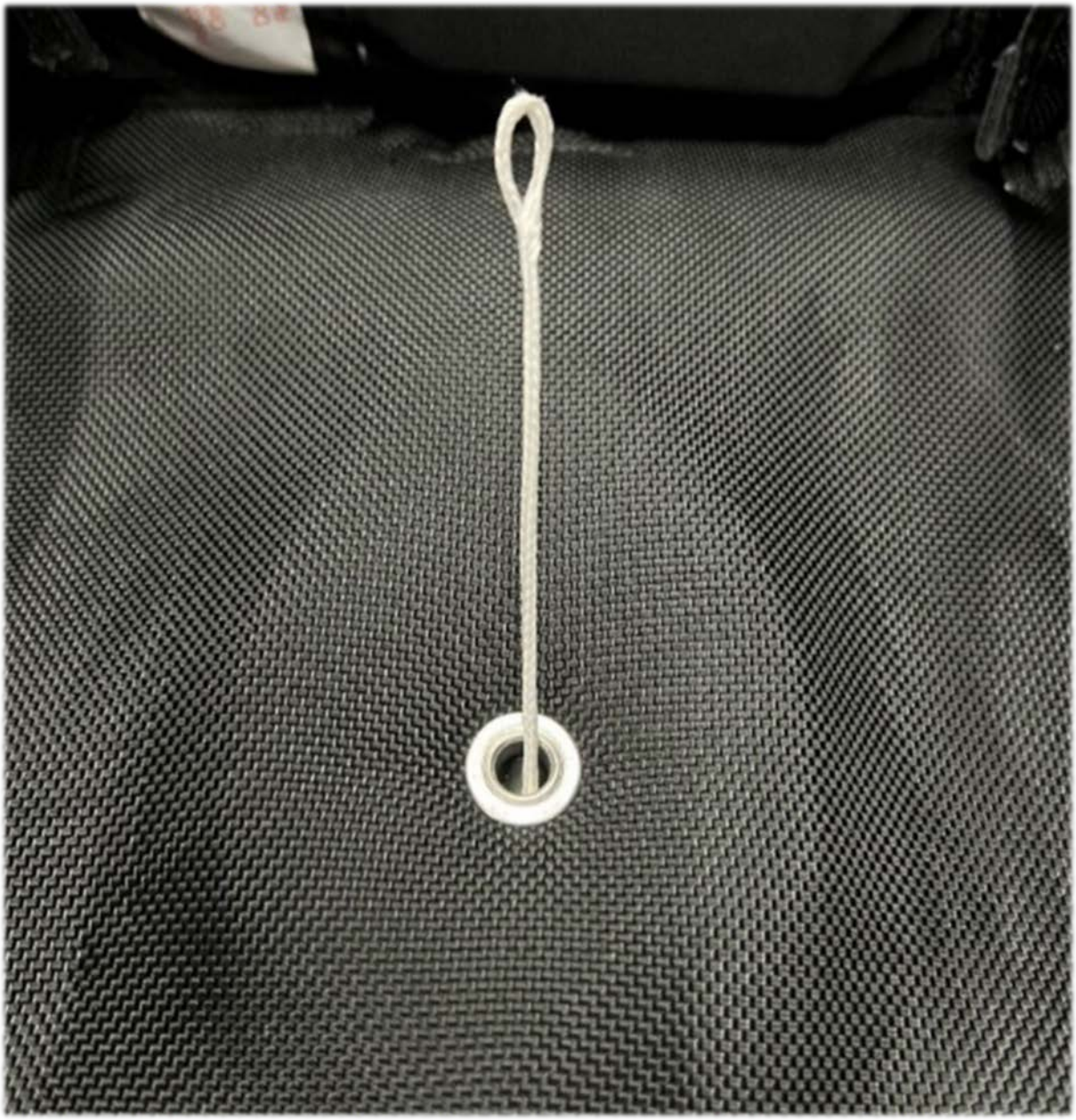
Note: TPS has only been tested with the original Cypres Loop. For further information on the correct use and installation of the loop with the loop disc and compatibility with the cutter, please refer to the AAD manufacturer's manual.

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.
Make sure the washer isn’t twisted and is lying flat on the plate. The reserve loop and the AAD cable must not cross each other.

PIC – 67 – LP01

PIC – 68 – LP02

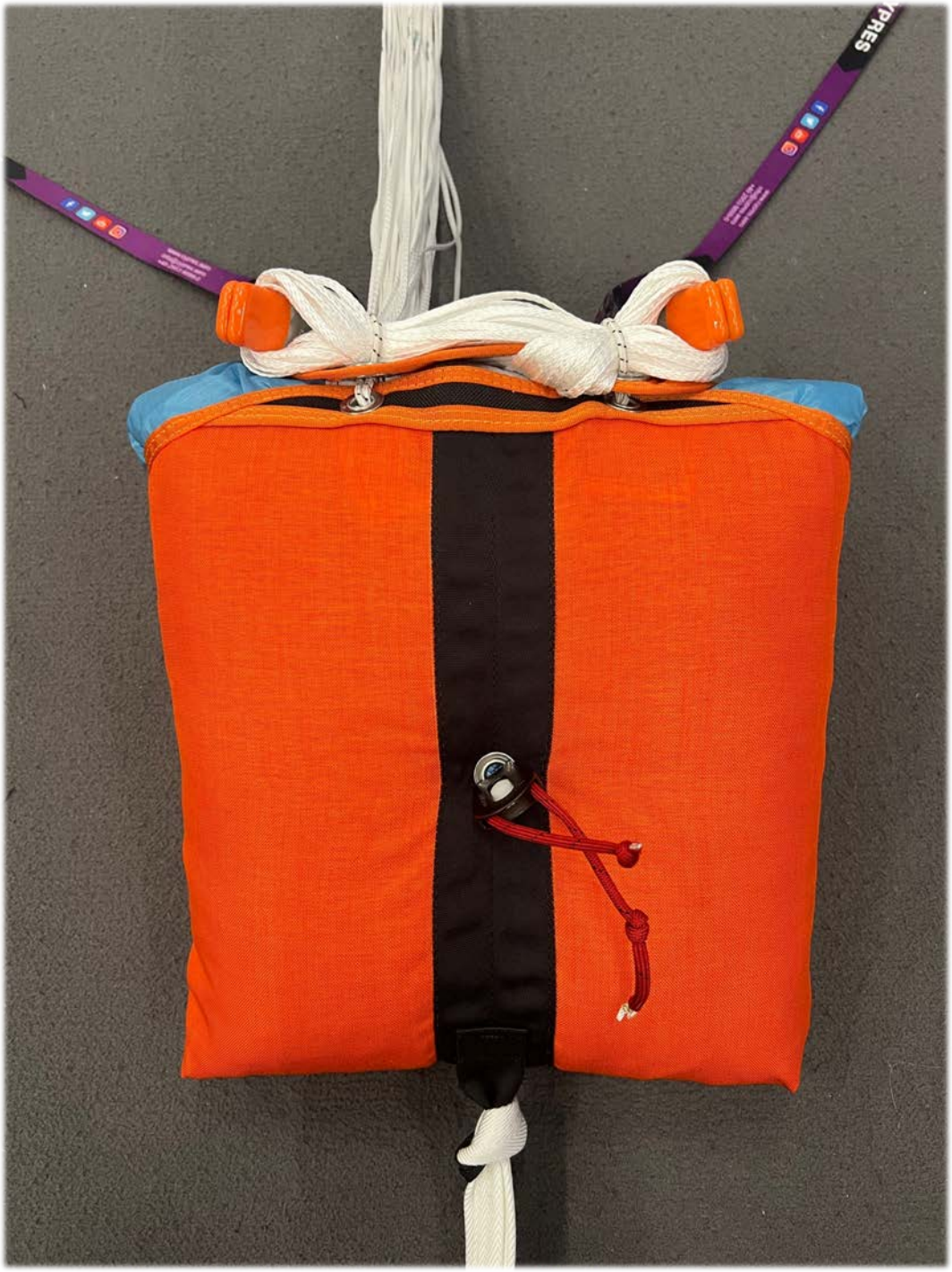


PIC – 69 – LP03

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.

18. 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 free bag 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.



PIC – 70 – RP01

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

19. Stowing the Reserve Canopy Lines

Flip the free bag, pull out the locking tabs and open the pocket.

PIC – 71 – RP02

PIC – 72 – RP03

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.

PIC – 73 – RP04

Continue stowing the lines until you have reached the soft links and close the tabs.

PIC – 74 – RP05

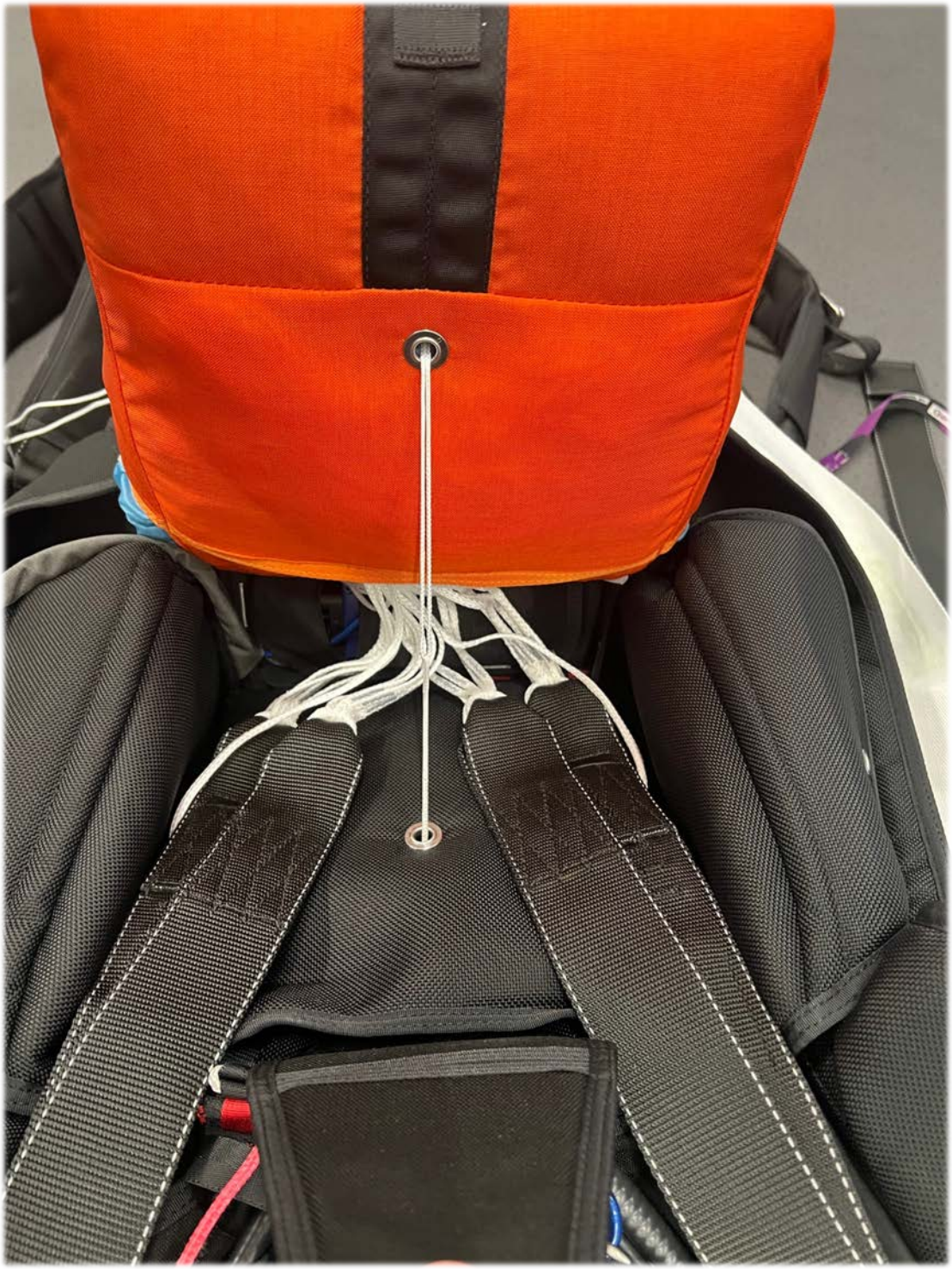
PIC – 75 – RP06

20. Routing the Reserve Risers

Take the free bag and the risers and flip it over on to the container. The risers are set on top of one another as they pass over the yoke and fanned apart starting with the reserve container. Make sure both risers are laying side by side to each other to decrease bulking under the free bag. We recommend having the reserve back risers with the stowed toggles to the outside.

PIC – 76 – RC01

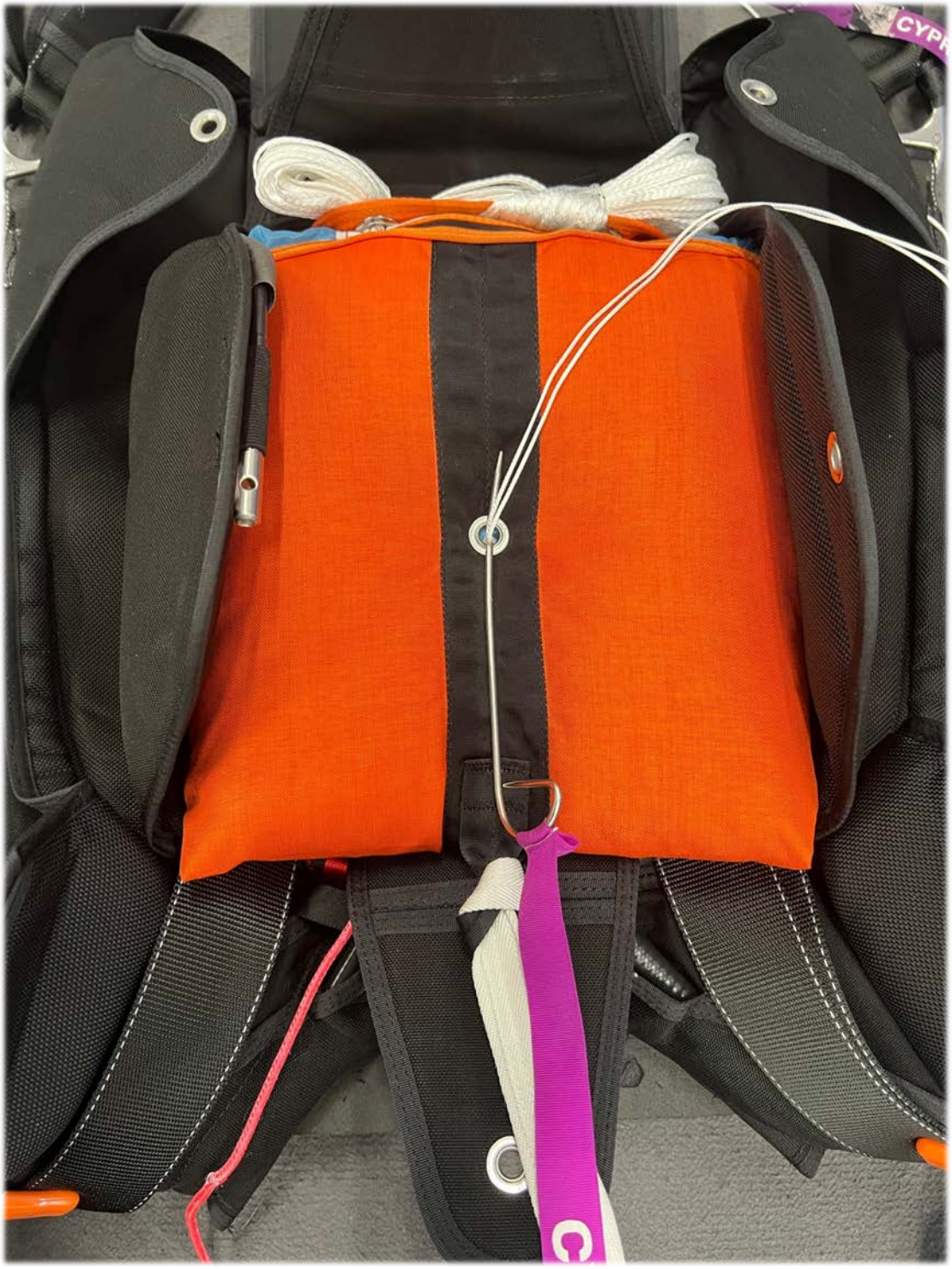
Now thread the pullup cord attached to the reserve loop through the free bag grommets.



PIC – 77 – RC02

21. Placing the Free Bag

With tension on your pull up cord, position the center grommet of the free bag directly over the grommet of the loop plate.



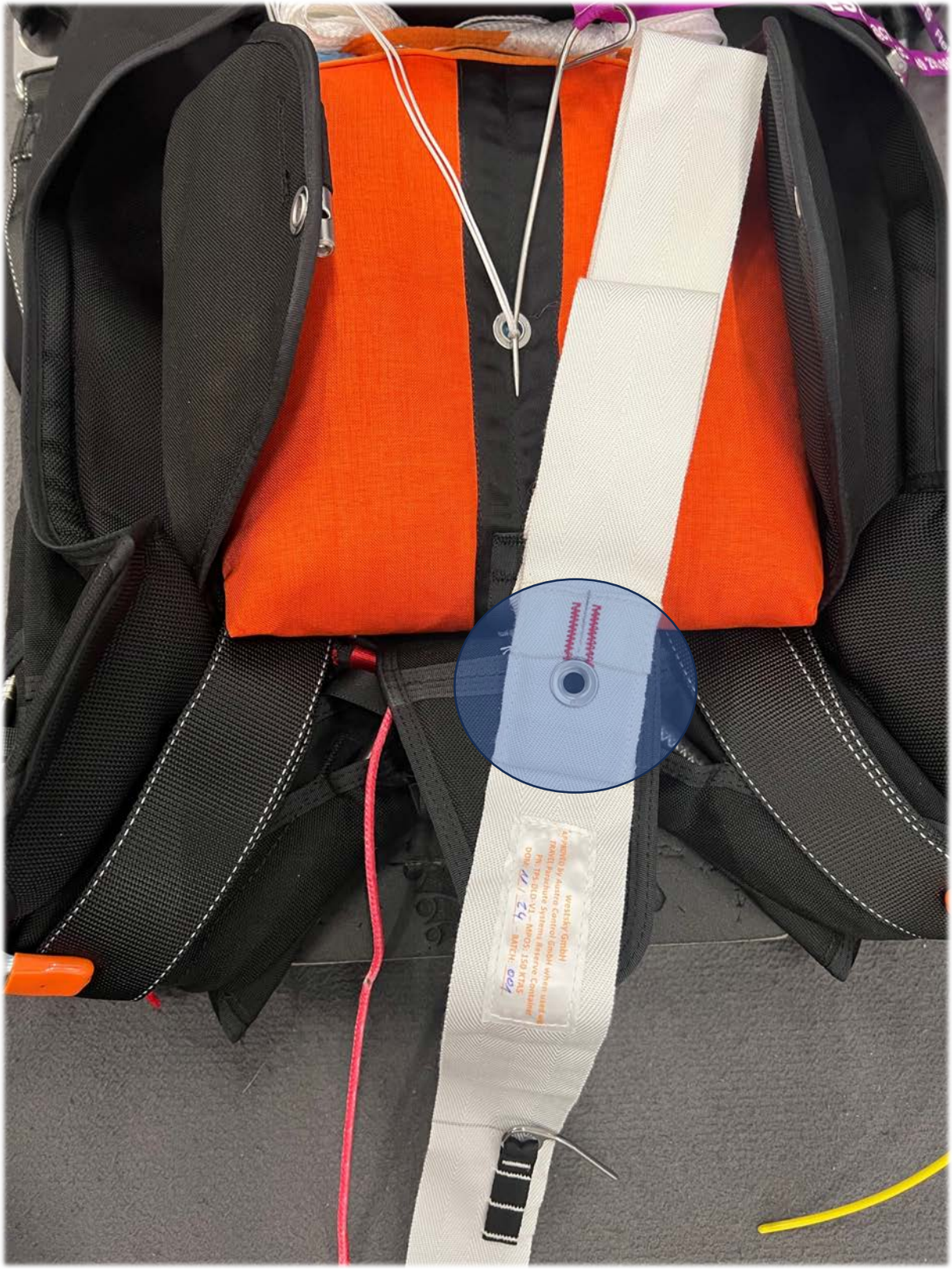
PIC – 78 – RC03

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

Fold the free bag bridle connection under the free bag in the middle.

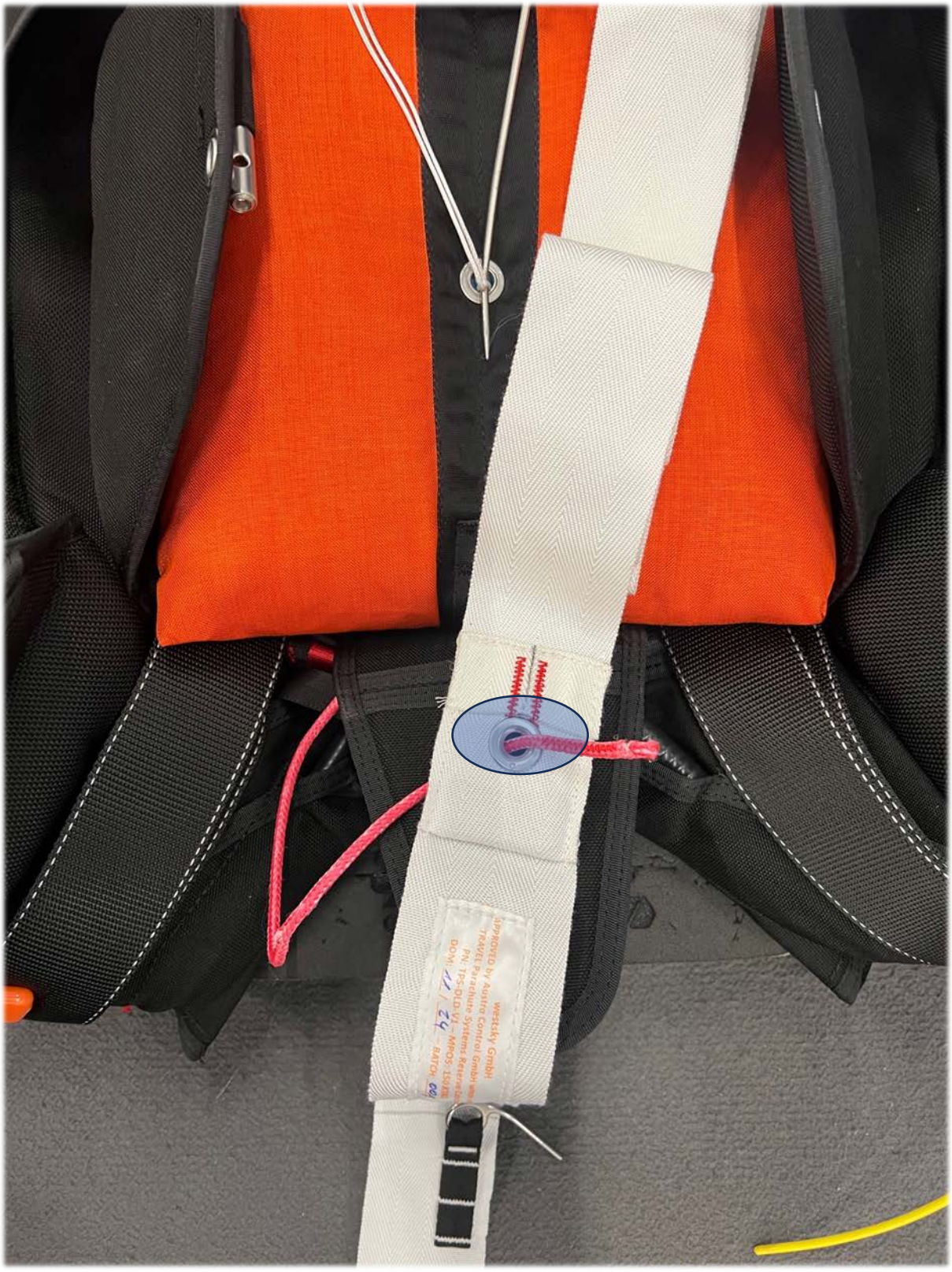
PIC – 79 – RC04

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



PIC – 80 – RC05

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



PIC – 81 – RC06

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

PIC – 82 – RC07

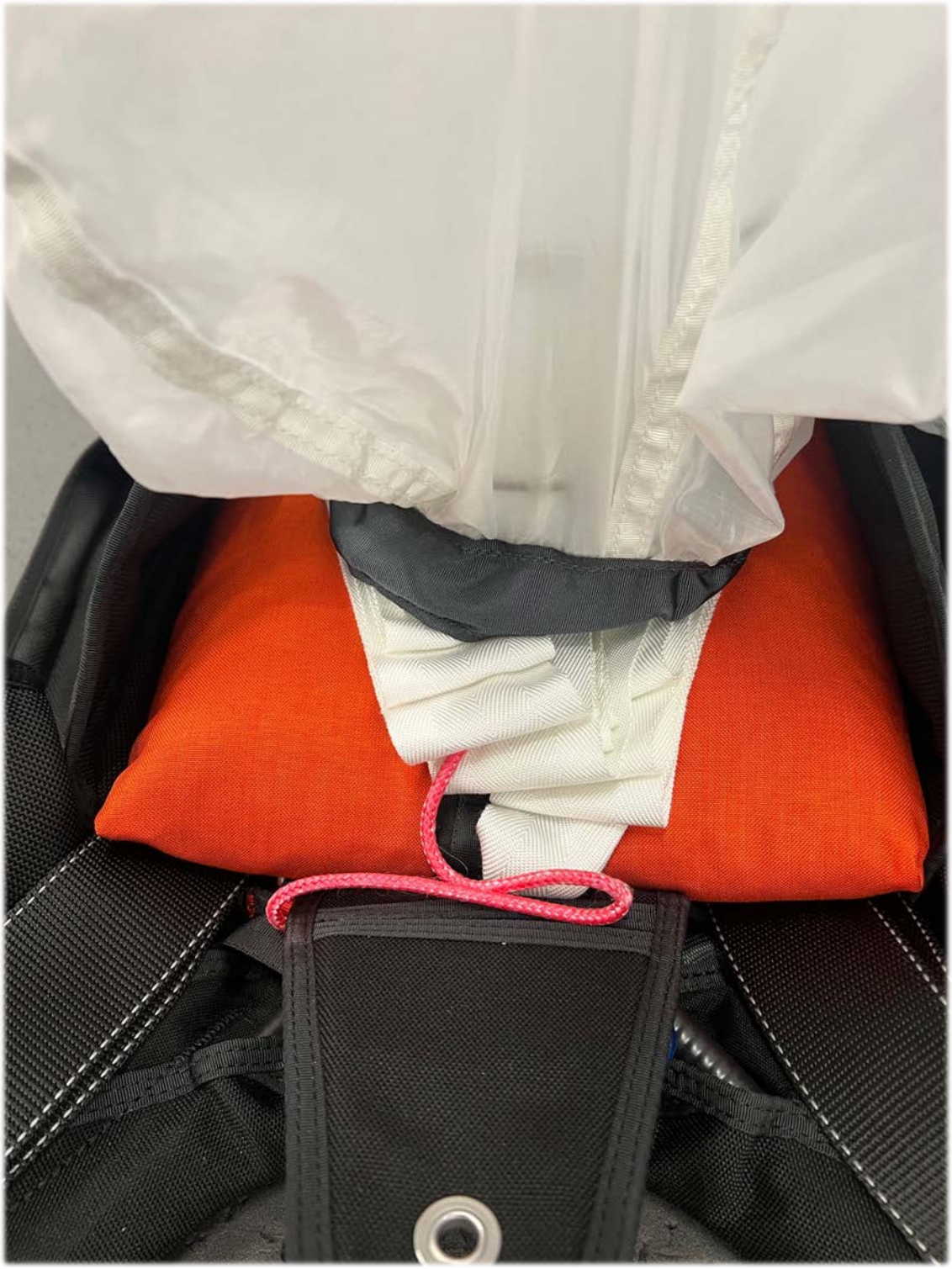
After covering the s´MARD-System with another bridle fold start placing the rest of the bridle with the same folds on the left side of the reserve loop until you reach the reserve pilot chute attachment point.

PIC – 83 – RC08

PIC – 84 – RC09

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

Use an appropriate tool and extract the pull up cord through the center of the pilot chute spring. Make sure it is not entangled with the spring or the fabric. Position the spring right on top of the bridle folds with the center of the spring symmetrically over the grommet and reserve loop.



PIC – 85 – RC10

Compress the pilot chute and make sure all the fabric is outside of 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 showing a grid where the AAD Cutter should be seated later.

PIC – 86 – RC11

PIC – 87 – RC12

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 again. Make sure the bridle folds are staying in place. Fold the fabric around the compressed pilot chute into a square. NO FABRIC is to be stowed on the side of the free bag. This could prevent the spring from opening the flaps as intended and limit the range of the pilot chute.

PIC – 88 – RC13

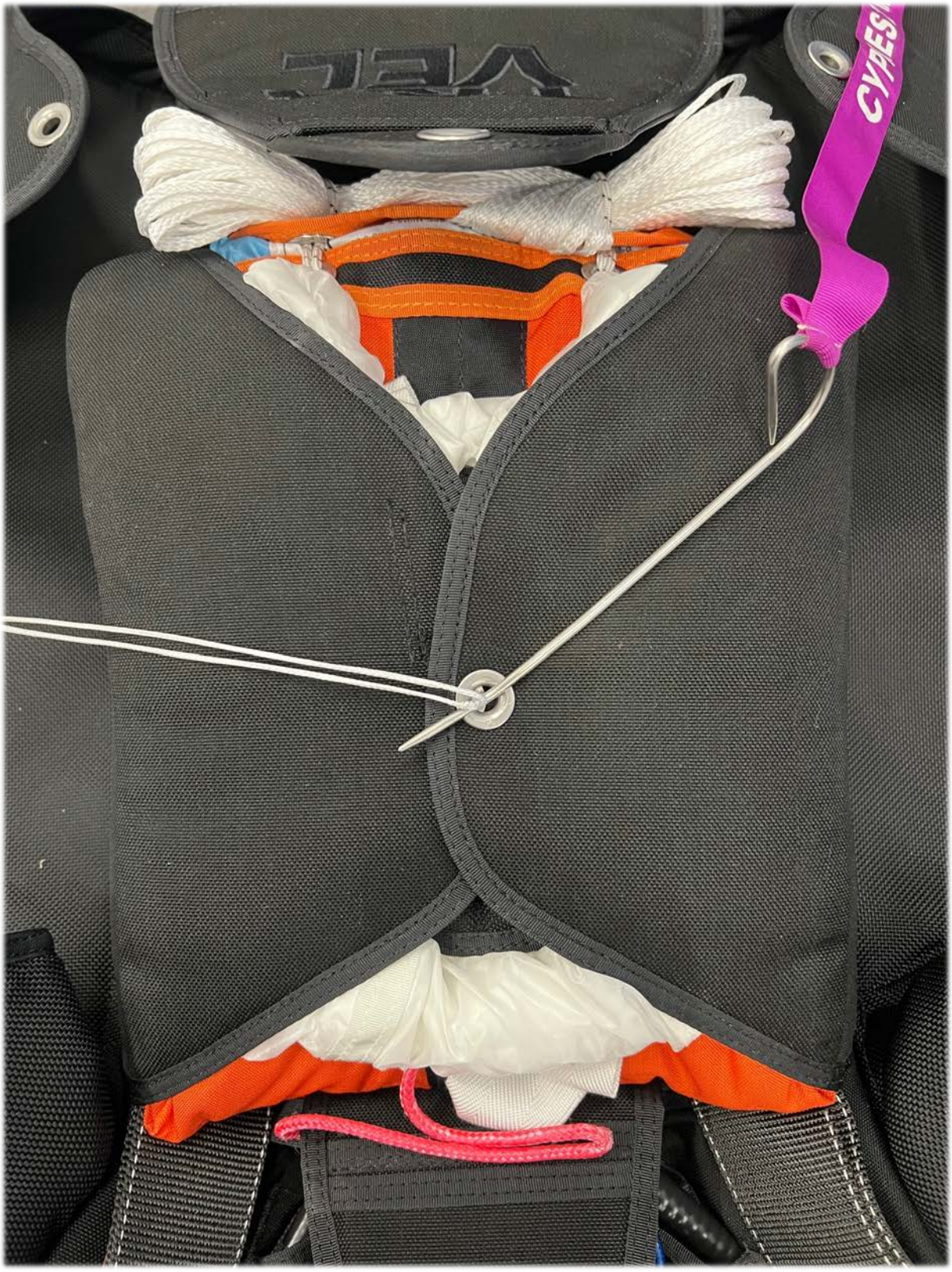
PIC – 89 – RC14

24. 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 is straight through the grommet.

PIC – 90 – RC15

With tension on the cord 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. Make sure the pilot chute fabric stays in place. Secure the closed flaps again with the temporary pin.



PIC – 91 – RC16

Version 2.0

Check if the red s´Mard-Lanyard is routed as shown.

PIC – 92 – RC17

25. Closing Flap 3 and 4

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

PIC – 93 – RC18

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 – 94 – RC19

Release the temporary pin and secure flap 4 with it.

PIC – 95 – RC20

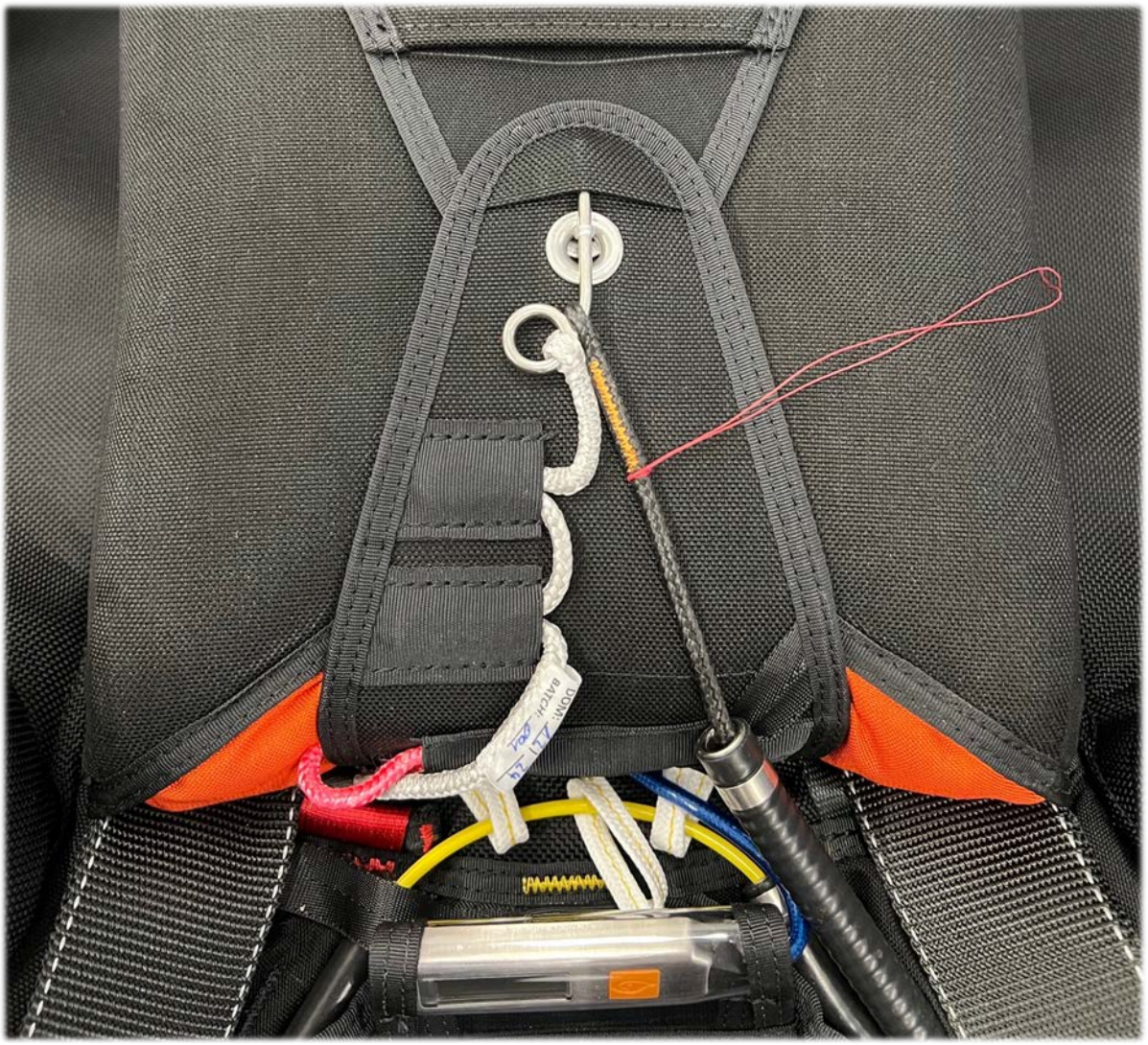
PIC – 96 – RC21

Replace the temporary pin with the reserve pin. Ensure the reserve pin is routed through the eye of the Spectra Reserve Ripcord.

PIC – 97 – RC22

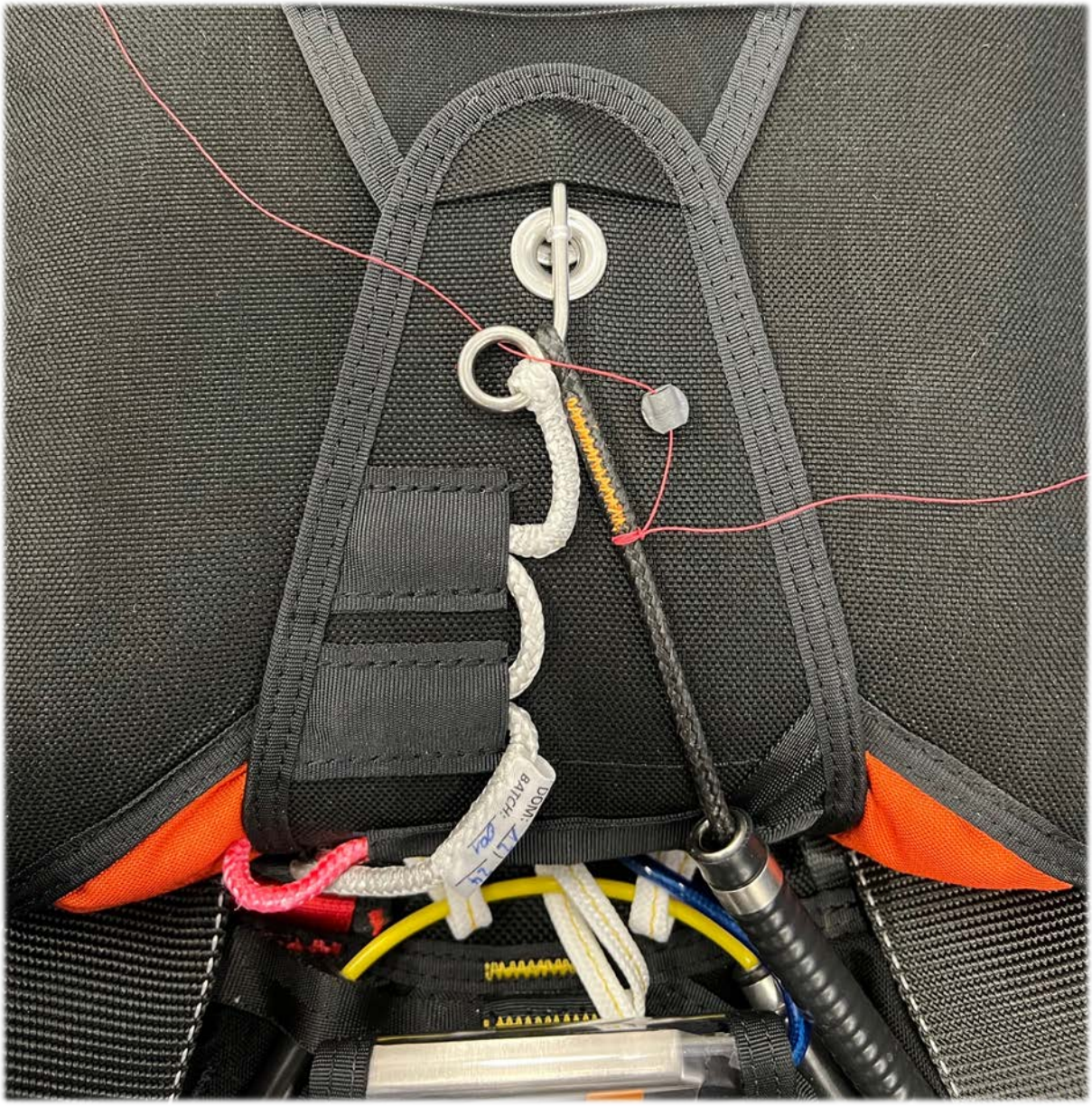
26. Sealing the Reserve Pin

Apply an appropriate length Rigger's-Seal-Thread onto the Spectra Ripcord end. 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 – 98 – RC23

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 – 99 – RC24

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 prevents the seal from being to close to the grommet and loop.

PIC – 100 – RC25

PIC – 101 – RC26

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

PIC – 102 – RC27

27. Closing the Reserve Pin Cover

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

PIC – 103 – RC28

Version 2.0

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

PIC – 104 – RC29

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

Lay down the TPS and place the risers accordingly. Ensure that the riser with the RSL ring is to be assembled on the correct side (Jumper's right).

PIC – 105 – 3R01

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

PIC – 106 – 3R02

Pass the small ring on the riser through the large ring on the riser and pass the riser loop through the small ring and the grommet on the riser.

PIC – 107 – 3R03

PIC – 108 – 3R04

Pass the loop through the grommet of the release cable housing and 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 – 109 – 3R05

Version 2.0

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

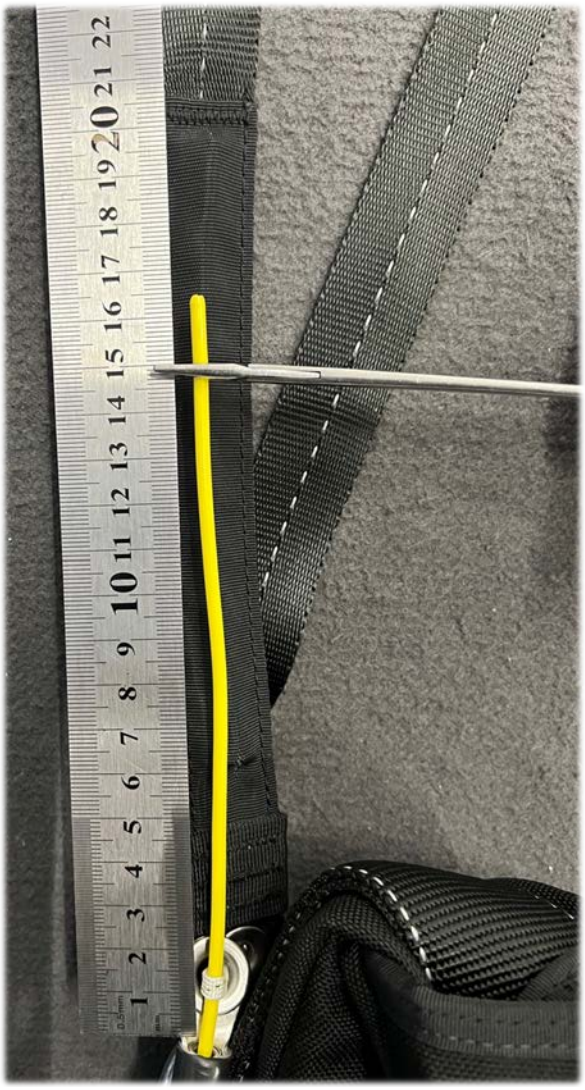
PIC – 110 – 3R06

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

29. Release Cable Length

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

RSL Side:	7.3”	/	185mm
Non RSL Side:	6.5”	/	165mm



PIC – 111 – 3R07

PIC – 112 – 3R08

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

30. Connecting the Main Parachute and Setting the Breaks

Connect the canopy lines with soft links to the main risers. Follow the parachute manufacturer's instructions for assembly. The newest version of the TPS main riser toggle has a stainless-steel pin and snap fasteners. Nothing changes regarding assembly and function compared to former versions of main toggles except that you need to use the snap fasteners instead of the pin fastener of former versions.
After opening of, and under canopy first release the snap fasteners by pulling the toggles up towards the canopy. The toggles are now ready to release the breaks.

PIC – 113 – MR01

PIC – 114 – MR02

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

PIC – 115 – MR03

Pull the lower control line and cat eye below the guide ring on the riser. Insert the pin of the toggle through the cat eye. Cinch the upper control line tight. Secure the top pin and bottom snap fasteners.

PIC – 116 – MR04

S-fold and stow the excess steering line through the loop on the back of the main riser. Now stretch the riser to its final packing stage by grabbing the riser at the top and the bottom and pull firmly

PIC – 117 – MR05

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

Attach stow rubber bands to the deployment bag on each locking stow retainer loop. Additionally, attach rubber stow bands as needed to the retainer loops located on the sides of the deployment bag and on the center retainer loop on the backside of the POD.

PIC – 118 – MP01

Run the end of the bridle through the grommet of the main deployment bag from the outside.

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 – 119 – MP02

PIC – 120 – MP03

Version 2.0

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.

PIC – 121 – MP04

PIC – 122 – MP05

Now tighten the loop of the bridle on the canopy attachment point.

PIC – 123 – MP06

To cock your pilot chute, step on your main deployment bag and pull the handle on 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 POD into the container. This assures that the bridle has not become partially un-cocked while packing.

32. Stowing the Lines of the Main Parachute

Follow the instructions provided by the parachute's manufacture for pro-packing the main parachute. We provide a standard deployment bag and a semi stowless deployment bag (Lazy Bag).
When stowing the lines on the standard POD use as many rubbers you can including the last one in the middle of the back of the POD.
For stowing the lines on the lazy bag use both rubbers and stow the excess of the lines laying figure-8-loops onto the POD and close the compartment for the lines using the 4 tuck tabs.

PIC – 124 – MP07

PIC – 125 – MP08

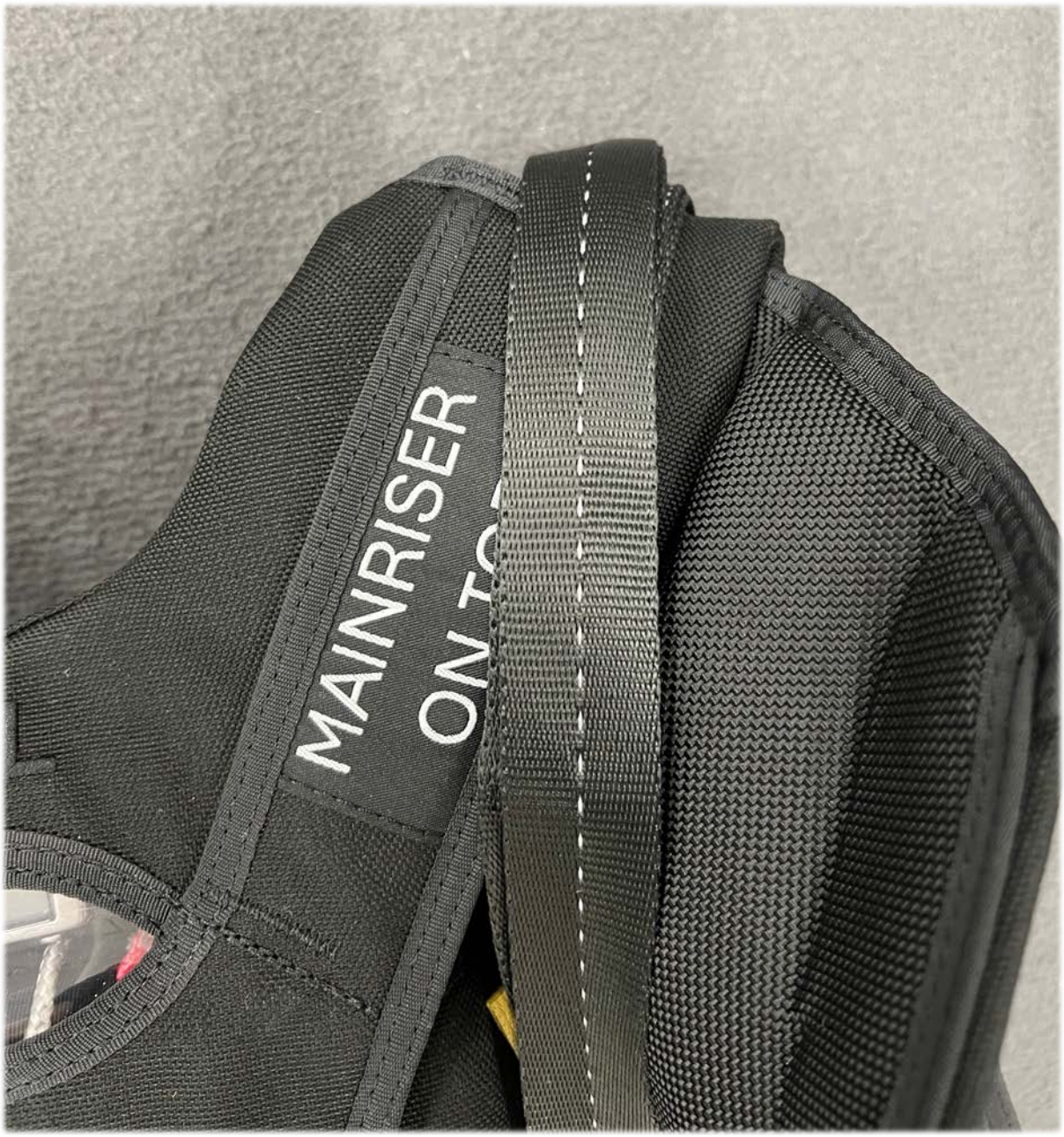
PIC – 126 – MP09

33. Placing the Main Riser and Closing the Risercover Flaps

Pick up the deployment bag and place it in the main hold of the container.

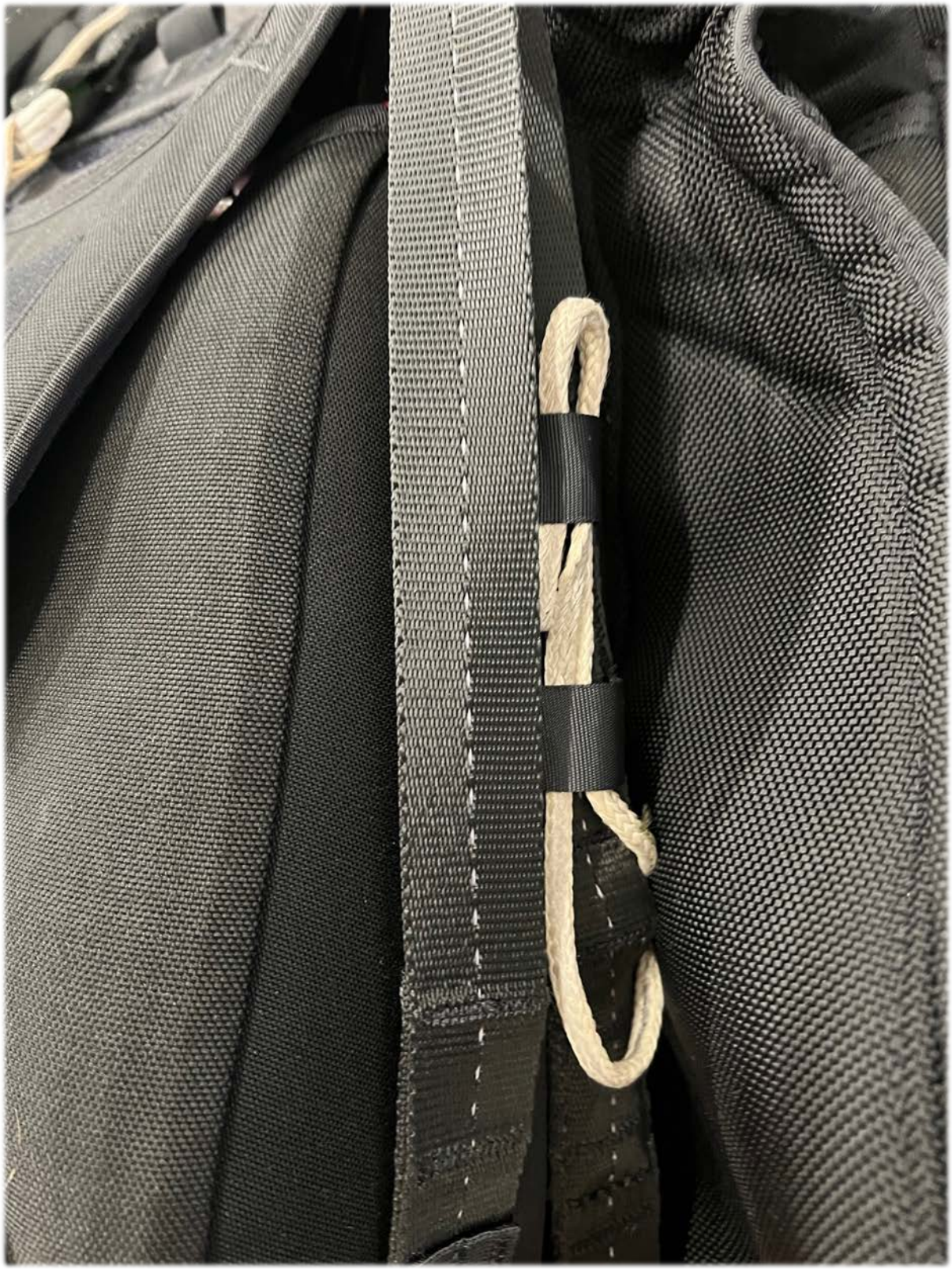
PIC – 127 – MC01

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



PIC – 128 – MC02

Place the main risers alongside of the reserve container and tuck the riser covers into their pockets on the yoke.



PIC – 129 – MC03

PIC – 130 – MC04

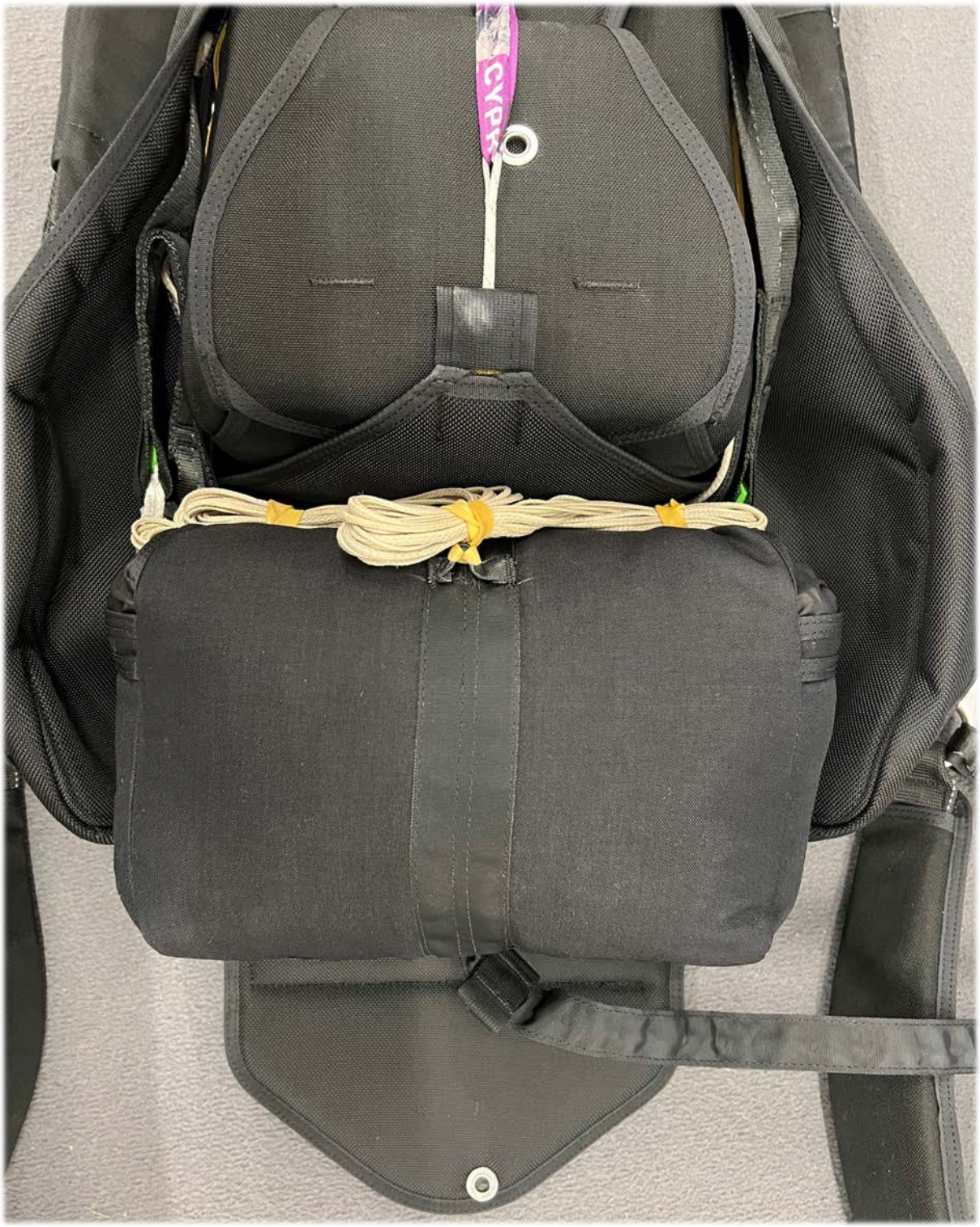
34. Placing the Main D-Bag

Place the main deployment bag into the container rotating it 180 degrees. Line stows are to be facing the bottom of the reserve container as shown. Place the excess lines on the bottom of the container.

PIC – 131 – MC05

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

Add a pullup cord to the main loop at the loop attachment point and start with the 1st flap on which the BOC is located. The triangle should cover and protect the lines from the Loop itself. Guide the pullup cord through the grommet of the upper main flap and pull them on top of the lower grommet.



PIC – 132 – MC06

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

PIC – 133 – MC07

Giving the 1st flap a really good pull is key to be able to nicely get the corners of the POD into the main container. A firmly closed 1st flap will make it easier to close flap 2, 3 and 4.

Version 2.0

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

PIC – 134 – MC08

Version 2.0

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

PIC – 135 – MC09

Finish 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 pin is facing upwards, and the kill line window is visible.

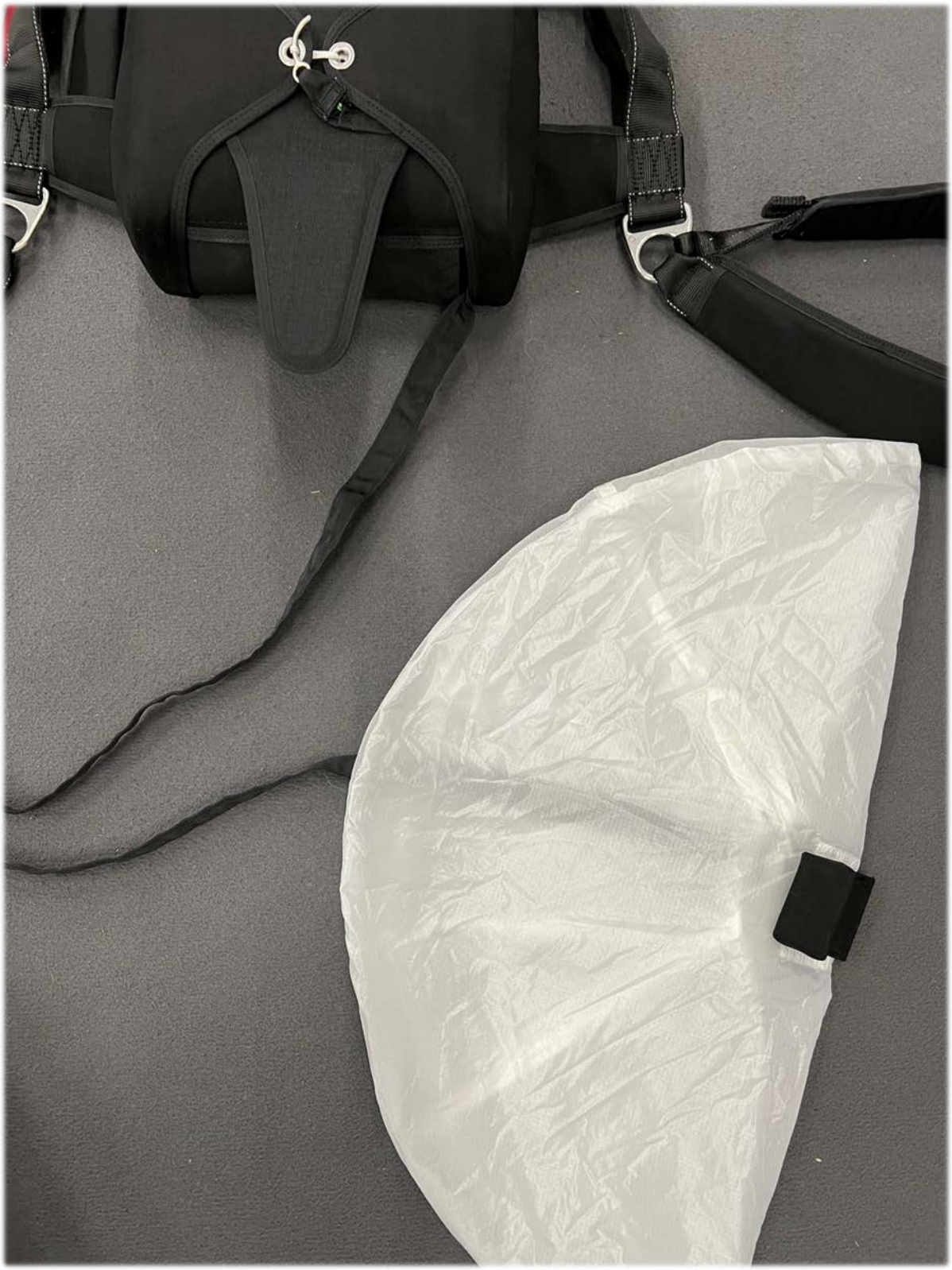
PIC – 136 – MC10

Stow the bridle under flap 3 and route it down to the BOC pocket and close the main pin cover.

PIC – 137 – MC11

36. Folding and Stowing the Main Pilot Chute

Lay the F-111 side on the ground and fold the pilot chute in half.



PIC – 138 – MC12

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 – 139 – MC13

Shove the PC into the BOC and secure the handle tab under the edge of the container corner.

PIC – 140 – MC14

PIC – 141 – MC15

37. 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

38. Approved Reserve Parachute List

All reserves are allowed to be used with the TRAVEL Container & Harness System. Sizing for the reserve container was established using the following models:

- Performance Designs 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 soft links may be used with the TPS to connect the reserve to the reserve risers. For correct installation refer to the user manual of the respective manufacturer of the reserve and the soft links.
If a manufacturer does not provide soft links, PD reserve soft links are to be used.

39. 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.

40. 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 manufacturer.