



2013 CIVL PLENARY – ANNEX 19A PARAGLIDING XC – NEW COMPETITION CLASS

Preliminary declaration:

The Paragliding Subcommittee is convinced that paragliding cross-country Category 1 Paragliding XC Championships are meant for the best pilots on the best gliders available. It has been so since the first FAI World and Continental championships. It should stay so.

The Paragliding Subcommittee is convinced that the current EN scheme is not adapted to competition flying and has shown inherent weaknesses.

As it is, certified competition gliders are not flown in the configuration of the EN testing. As it is, test pilots refuse to test glider in the configuration they are used in competition (100% of competition pilots use prone harnesses).

The certification test themselves are worrisome.

The Paragliding Subcommittee agrees with PMA analysis:

- Limiting the speed indirectly by EN test results is not a sustainable situation because of the danger to test and certification pilots. Experience has already proved this to be dangerous.
- Any other mandatory flight test with pilot input will not improve the safety.
- Having to trim a competition wing to pass EN certification may lead to said wing showing unwanted behaviour, not least in the deep-stall department.

Also stated by PMA – and the Paragliding Subcommittee agrees again – EN limitation of competition gliders is making the game less fair than it was before. For organisers and pilots alike it is almost impossible to check everything on the glider accurately.

As written in the *Historical background* published in Annex xx, safety and fairness have always been the primary reasons put forward by the “Serial class” supporter. Today, all competition gliders are “Serial” but neither safety nor fairness have been dramatically improved.

It seems that Category 1 Paragliding XC championships going “Serial” has created more problems than it has solved.

One of these problems, and not the least, is that “it leads to a corruption of the EN classes.” (PMA words, again).

The EN scheme was conceived for the safety and use of leisure pilots. It defined well understood and respected levels of reference. These levels are not that anymore. EN gliders are pushed to their very limits so they can win Category 1 championships. It is certainly true for EN-D. It will be true for EN-B and C if Category 1 championships are organized in these categories.

On a legal standpoint, still today in hang gliding and until last year in paragliding, Category 1 competitions have been open to uncertified gliders. So far, as long as CIVL has authorized

uncertified gliders to fly in its Category 1 events, national federations have authorized them as well.

The Paragliding Subcommittee is convinced that it will not be different tomorrow if a new Competition class is accepted in paragliding Category 1 events.

The Paragliding Subcommittee finally underlines that its proposals concern Category 1 championships only. National federation are free to enforce the rules they want in their national events, including relevant types of glider and task.

Recommendations:

For FAI/CIVL Category 1 events, the Paragliding Subcommittee supports the PMA recommendations for a new Competition Class outside the existing testing regime and agrees with points C, D, E, F, I and K.

Basically:

- Top speed limit of 65 km/h.
- Flat aspect ratio limitation of 7.0 or less.
- Structural strength according to CIVL Open Class Technical Working Group (OCTWG).
- Gliders checked and stored by a test laboratory.
- Comprehensive manual.
- New Class in place for January 1st, 2014. Revision of values every 2 years, implemented on the same date.

The Paragliding Subcommittee and PMA agree that on-going discussion will be kept alive as long as necessary, so any potential issue on these proposals, any possible improvement may be dealt with satisfyingly.

The Paragliding Subcommittee requested, and PMA agreed, that the gliders be commercially available at least 90 days before the start of the competition.

The Paragliding Subcommittee also supports PMA proposals B (End of Speed Section), G (pilots' experience) and H (mandatory second reserve).

These 3 points are dealt with in other decisions and proposals from the CIVL Bureau and Paragliding Subcommittee.

Proposals:

S7b is modified as follow:

12. Equipment safety standards & documentation

All gliders and other equipment shall be of sufficient performance and standard of airworthiness to meet the demands of international championships.

12.1 Paragliders

From January 1st, 2014, paragliders permitted to fly in FAI Category 1 championships must follow the regulation defined in the CIVL-PMA Competition Class Regulation. All paraglider models must be commercially available 90 days prior to the start of the championship.

12.1.1 EN certified paragliders

EN certified paragliders will be permitted to fly in FAI Category 1 championships without going through the CIVL-PMA certification as long as their aspect ratio is equal or lower than 7.0 and

their top speed is equal or lower than 65km/h.

12.1.2 Exemption

All paragliders EN certified before March 1st 2013 are exempted from the CIVL-PMA Competition Class Regulation.

12.2 Proof of airworthiness

The Competition Class paragliders airworthiness must be demonstrated by a certificate from a CIVL-recognised test organization, incorporated into the paraglider.

Such a certified paraglider that has been modified or changed in its configuration in comparison with the tested model is considered as a prototype and is not allowed.

Pilots will be required to sign a Certified Glider Certificate prior to competition.

The organisers have the right to refuse any glider not of acceptable standard or configuration.

12.3 Pilot Experience Declaration

All competing pilots must complete the Pilot Experience Declaration form (Annex A to this Chapter) outlining their general flying experience and specific experience and skills with their current glider. The form should be submitted on-line to the organiser prior to signing it at physical registration.

12.4 Change of paraglider

After the opening of the launch window on the first scheduled competition day no changes of paraglider may be made except in the case of damage (see 12.6.).

12.5 Modifications to a paraglider

Modifications to a paraglider that take the paraglider outside of its certification are not permitted. Concessions to this rule are made to cover the case of essential repairs (see 12.6: Damage to a competing paraglider).

12.6 Damage to a competing paraglider

Any major damage shall be reported to the organisers without delay and the paraglider may then be repaired. Any replacement parts must conform exactly to the original specifications. If permission is given by the Director to replace the paraglider temporarily or permanently for reasons of damage or loss or theft beyond the control of the pilot, it may be replaced by an identical make and model, or one of similar or lower performance.

12.7 Airworthiness checks

At any time during the period of registration and during the championship the organisers and FAI officials have the right to inspect any competing paraglider and, if necessary, ground it for safety reasons. They may also apply any other penalties listed in these rules and the Local Regulations for non-compliance with class or airworthiness standards.

12.8 Check procedures for paragliders

At registration: Serial numbers should be checked (by the organisers) against the documentation already provided to the organisers by CIVL.

In competition: There will be checks during the competition. Where possible checks will be made at the goal field, but on request a pilot should, with the minimum possible delay, deliver his paraglider to the HQ for checking.

12.9 Harnesses

(Former 12.2.1. No change.)

12.10 Helmets

(Former 12.2.2. No change.)