

FAI Sporting Code, Section 7B 1st May 2013

11 EQUIPMENT SAFETY STANDARDS & DOCUMENTATION

11.1 Paragliders and Associated Equipment

11.1.1 Competing gliders

11.1.1.1 Airworthiness

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

11.1.1.2 Classification of Paragliders

In 2013 and 2014, paragliders permitted to fly in FAI 1st Category Championships must be *EN926-Certified*, (or homologated). These are gliders that have successfully passed testing to EN926-1 and EN926-2 and been awarded the appropriate certification (EN-A, B, C or D) by an approved Test House. Paraglider models must be certified 90 days prior to the start of the Championship. From 1st of January 2015, paragliders permitted to fly in FAI 1st Category championships must follow the regulation defined in the CIVL-EN Competition Class Requirements document. All paraglider models must be commercially available 90 days prior to the start of the championship. From 1st of January 2015, EN certified paragliders will be permitted to fly in FAI 1st Category championships without going through the CIVL-EN Competition Class certification as long as they follow the technical requirements detailed in the CIVL-EN Competition Class Requirements document.

11.1.1.3 Proof of Airworthiness

In 2013 and 2014: EN926-Certified Paragliders: Demonstrated by a paraglider certification/homologation certificate from a CIVL-recognised test organisation, incorporated into the glider. A certified glider that has been modified or changed in its configuration in comparison with the tested model is considered as a prototype. Pilots will be required to sign the Certified Glider Certificate provided as an Annex to the Sample Local Regulations. The organisers have the right to refuse any glider not of acceptable standard or configuration.

11.1.1.4 Pilot Experience Declaration

All competing pilots (irrespective of their glider class) 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. In 2013 and 2014, this information is not intended to be used as part of a qualification or selection process. Its purpose is to make pilots aware of their skill levels (or lack thereof). This data will not be made public, but may be used in case of incidents.

11.1.2 Modifications to a glider

Modifications to a glider that take the glider outside of its certification are not permitted. Concessions to this rule are made to cover the case of essential repairs (see 11.1.3. Damage to a competing glider).

11.1.3 Damage to a competing glider

Any major damage shall be reported to the Meet Director without delay and the glider may then be repaired. Any replacement parts must conform exactly to the original specifications. If permission is given by the Meet Director to replace the glider 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.

11.1.4 Equipment check

All paragliders must be made available to the Competition Organiser during the period of registration, for an acceptance check, in the configuration in which they will be flown. 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 11.1.3.).

11.1.5 Airworthiness Checks

At any time during the Championships the organisers and FAI officials have the right to inspect any competing glider 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.

11.1.6 Check Procedures for Gliders

- 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 glider to the HQ for checking.

11.2 Other Equipment

11.2.1 Harnesses All pilots in 1st Category events must fly with a harness certified to EN1651, LTF09, or LTF03. The harness must be equipped with a back protector certified to LTF09 or LTF03. From 1st May 2016, all pilots in 1 Category events must fly with a harness and back protector combination that has been tested to LTF09.

11.2.2 Helmets

All pilots competing in 1st Category events must wear a helmet certified to EN966 (HPG) at all times whilst flying