

PG-SC new proposal.

Proposals of Annex 19a and b are withdrawn.
A new proposal is made, as follow:

Section 7 is modified as follow

12.1 Paragliders and Associated Equipment

12.1.1 Competing gliders

12.1.1.1 Airworthiness

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

12.1.1.2 Classification of Paragliders

Until 1st January 2015, paragliders permitted to fly in FAI Category 1 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 60 days prior to the start of the championship.~~

From 1st May 2013 this will be [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 Category 1 championships must follow the regulation defined in the "CIVL-EN Competition Class".](#)

12.1.1.3 EN certified paragliders

[From 1st January 2015, EN certified paragliders will be permitted to fly in FAI Category 1 championships without going through the CIVL-EN CC certification as long as they follow the technical requirements detailed in the CIVL-EN Competition Class Requirements.](#)

[From 1st January 2015, all paragliders model must be commercially available 90 days prior to the start of the championship](#)

12.1.1.3 Proof of Airworthiness

EN926-Certified Paragliders: Demonstrated by a paraglider certification/homologation certificate from a CIVL-recognised test organization, 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.

~~12.2 Proof of airworthiness~~

~~Deleted~~

The rest of the chapter to be re-numbered accordingly.

CIVL-EN Competition Class Requirements

1) Lines

According to EN 926-1.

2) Loadtest

Shock and sustained loadtest according to EN 926-1.

3) In-flight tests

Only in-flight tests have to be performed. These flight tests have to be done according to EN-D standards, but at maximum weight only.

The official pilots from the test houses test-fly the glider, but with pilot's input after 1 second. The tests have to be performed in a configuration flown normally at competitions (harness...).

4) Maximum speed

The maximum speed is 65km/h.

5) Aspect ratio

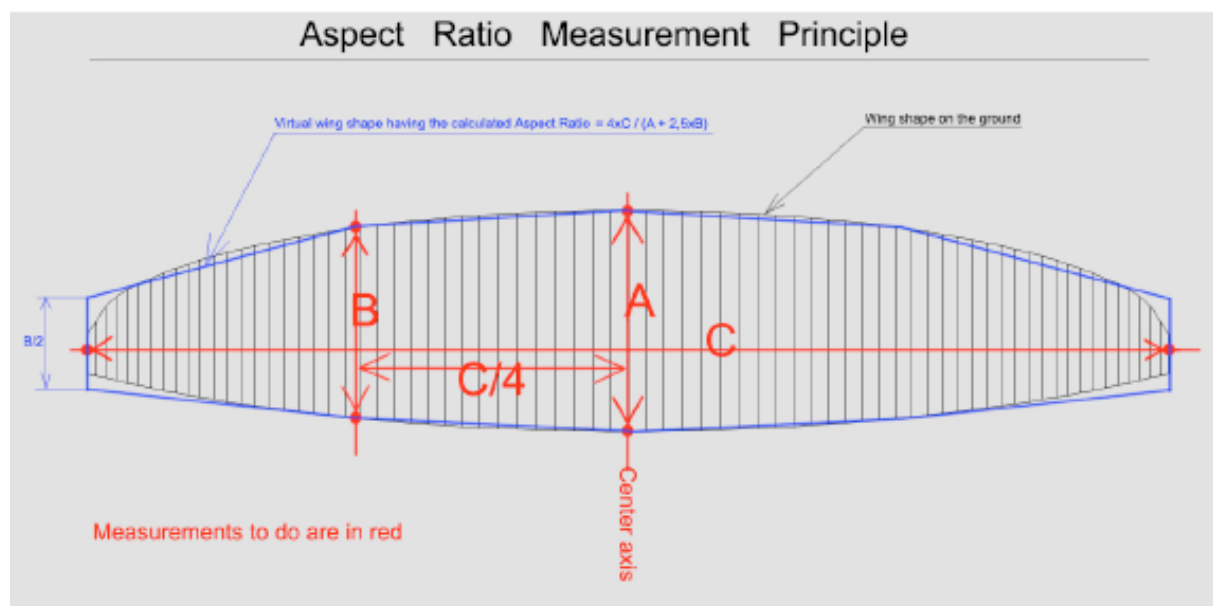
The maximum aspect ratio is 7.

The aspect ratio is determined according to the following formula and figure:

$$\text{Aspect Ratio} = \frac{4C}{A + 2\frac{1}{2}B}$$

where C is flat span measured from wingtip to wingtip, A is the centre chord as found when the wing is folded wingtip-to-wingtip to find the middle, and B is the chord at one quarter of the span, again found by folding the wing one more time.

No leading edge or trailing edge concave sections within the centre half of the wing are allowed. The wingtips are free to be designed at the manufacturer's discretion.



6) These characteristics and procedures will be revised every 2 years.

7) We expect the WG6 to officialise this new EN Class before 2015. CIVL will request to be a member of the WG6.

