

12 EQUIPMENT SAFETY STANDARDS & DOCUMENTATION

Proposed changes to Chapter 12, associated with OCTWG Proposal for Competition Class

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

Paragliders permitted to fly in FAI Category 1 championships must be either 'EN926-certified' or 'Competition Class' paragliders. Competition Class paragliders must have been registered on the CIVL website at least 60 days prior to the first competition day of a Category 1 championship.

EN926-Certified/Homologated Paragliders: 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.

Competition Class Paragliders: gliders registered on the CIVL website, which will have a certificate demonstrating compliance with the test criteria outlined in Annex X1 of S7b Ch12.1.

Open Class: all other uncertified gliders

Prototypes: gliders of any of the above classes that have been modified and/or changed in configuration

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.

Competition Class Paragliders:

Each glider must have a serial number for identification and the following documents must be made available 60 days before the first competition day of the Category 1 championship at which it will be flown. In exceptional circumstances, this deadline may be varied, and shall be stated in the Local Regulations.

a) A test certificate (sample in Annex X1) from a CIVL-recognised test organisation showing the glider has passed the structural strength requirements specified in Annex X1, plus a complete line scheme with line sample sheets, signed by the test house, must be lodged with CIVL.

b) A written report/manual specifying how and why the glider would not pass EN926-2 flight tests, must be lodged with CIVL.

c) A video (not to be made public without the manufacturer's permission) is to be produced and made available to CIVL. It is recommended that the following manoeuvres be demonstrated. The reaction of the glider must be within EN-D-norm, but pilot input is allowed.

- Steeply banked turn (spiral dive).
- Symmetric front collapse.
- Exiting deep stall (parachutal stall).
- Recovery from a developed full stall.
- Asymmetric collapse (not like EN-D: Only 50% of the trailing edge / 45°)
- Change of course after collapse.
- Quick height descent possibility in straight flight.

See 12.1.1.4 for rules on Pilot eligibility to fly Competition Class paragliders.

12.1.1.4 Competition Class Paraglider Pilots:

Each pilot intending to fly a Competition Class glider must prove possession of the glider by sending a photograph of his signature on the fabric next to the serial number, which must be clearly visible. Up to two gliders can be registered per pilot. Photographs must be lodged with CIVL, at least 30 days before the start of the competition. In exceptional circumstances, the organiser may give permission to allow the pilot an extension of this deadline.

12.1.1.5 Pilot experience declaration

All competing pilots (irrespective of their glider class) must complete the Pilot Experience Declaration form (Annex X2) outlining their general flying experience and specific experience and skills with their current glider. The form should be submitted online to the organiser prior to signing it at physical registration.

12.1.2 Modifications to a glider

A glider shall fly throughout the championships as a single structural entity using the same standard of components used on the first day. Small changes shall be possible prior and during the competition, providing they do not cause any reduction of the structural strength of the glider and they are made in accordance with the manufacturer's recommendations. Concessions to this rule are made to cover the case of essential repairs (see 12.1.3. Damage to a glider).

12.1.3 Damage to a competing glider

Any major damage shall be reported to the organisers 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 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.

12.1.4 Acceptance check.

All paragliders must be made available to the organisers 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 12.1.3.).

12.1.5 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.

12.1.6 Check Procedures for Competition Class gliders

For Competition Class gliders:

Pre-checks of completeness and validity of documentation delivered by the 60 and 30 day deadlines may be made by CIVL Steward and CIVL Screening Committee, in conjunction with the Organisers.

At registration: Serial numbers should be checked (by the organisers) against the documentation already provided to the organisers by CIVL, the test house, the pilot and/or the glider manufacturer. Line diameter check comparisons can be made against the sample line sheet.

In competition: After every scored task, one out of the first 3 and one out of the first 10 of any class will be randomly checked: serial number and line diameters as a minimum), except on the last competition day. Where possible, checks will be made at the goalfield, but on request, a pilot should, with the minimum possible delay, deliver his glider to the HQ for checking.

12.2 Paraglider Line Strength Certificate

Suggest: Delete from here and replace with new certificate for 'competition class' gliders, as a downloadable Annex X1 that can be completed by Test Houses

12.3 Other equipment

(Now becomes 12.2)