Annex 12 - CIVL Plenary 2012 – Chinese Taipei
Slovenia Proposals

Slovenia Proposal 1a:

Change of the Category 1 PG team size & allocation rules.

With this proposal we aim ……..

To improve the safety in Cat 1 competition by increasing the pilot quality level in Category 1 competitions.
To stimulate pilots to go to more competitions prior to Cat 1. events thereby gaining more experience
To give Cat. 2 event organizers more chance to get more pilots, where pilots could get more quality WPRS points.

To achieve this we will remove / change / add these following rules.
in

Section 7B – Class O
PARAGLIDERS (less Accuracy)

Current rule:

3.2.1 Team Size
The base team size for all nations is one pilot plus one female pilot. Places left unfilled after a date to be specified in the Local Regulations will be allocated to nations in order from the top nation in the WPRS Nation Ranking down to the last ranked nation; if any places are still available, the process will start at the top again but in this process the place allocated to the one female pilot in the base team size cannot be filled by a male pilot in any round of allocation. This process will continue until the maximum number of pilots is reached or until 60 days before the first planned flying day of the championship. The nation ranking for this purpose shall be the WPRS Nation Ranking three calendar months before the championship starts.
Note: Changes from 30 days to 60 in line 5 and from 2 months to 3 in line 7 are effective 1 Sep 2011.

Proposed rule change:

3.2.1 Team Size Category 1 Championships

- For this purpose, both pilot and national ranking shall be the WPRS Ranking four (4) calendar months before the championship starts.
- Maximum number of pilots from one nation is 5 (non gender specific) +1 (female)
- First 50 ranked pilots and first 10 female pilots from world WPRS (for world championships) or specific continent WPRS (for continental championships) are automatically eligible to be entered in the competition.
- If NAC does not enter its full entitlement from this ranking selection, further pilots can only be entered through the allocation process set out below.
- Once base pilots are confirmed, places left unfilled, after a date to be specified in the Local Regulations, will be allocated to nations in order from the top nation in the WPRS down to the last ranked nation; if any places are still available, the process will start at the top again. The place allocated to the one female pilot in the base team size cannot be filled by a male pilot in any round of allocation. This process will continue until the maximum number of pilots is reached or until 60 days before the first planned flying day of the championship.

Explanation:

By allowing more quality pilots to enter competition, we try to eliminate the risk of having bad pilots who are not experienced with high class competitions and big gaggle flying. Furthermore, because some top pilots could gain privilege to enter the competition automatically, there should be big rivalry before the competitions for them to get that automatic spot, that would mean that pilots will have to attend more cat.2 events, from it other pilots could gain more knowledge, get higher quality competition. Also because top pilots would now have to enter more competitions, those competitions, would now give better WPRS points, which could also attract more pilots. More pilots also means more money for organizers, and more money can also bring better and safer competitions.
We are aware that we can lose representation of some nations through this system, but we can gain better, safer competitions, just because more knowledgeable and skilled pilots will be attending.

Slovenia Proposal 1b:

Change of the PG Category 1 qualification rules.

With this proposal we aim ……..

To improve the safety in Cat 1 competition by increasing the requirements for the pilots' minimum experience.

Current rule:

3.4.2 Additional requirements

In the 2 years before the entry deadline for the competition a pilot has to have either:

- Ranked above a certain level in the WPRS for paragliding.

Or

Qualification criteria for both men and women will be published by CIVL with the entry requirements 8 months before the competition, taking into account the advice of the organizer and the CIVL steward at the test competition.

Proposed rule change:

3.4.2 Additional requirements

In the 2 years before the entry deadline for the competition a pilot has to have either:

- Ranked 500 or above in the WPRS for paragliding world championships
- Ranked 1500 or above in the WPRS for paragliding continental championships.

The WPRS ranking level can be set more strictly than above, in which case ranking level must be published in the Local Regulations.

Qualification criteria for both men and women will be published by CIVL with the entry requirements 8 months before the competition, taking into account the advice of the organizer and the CIVL steward at the test competition.

Explanation:

With this rule we would like to have more control of who is allowed into this competition, by adding a fixed ranking number into SC7. Also with increased changes in glider design, we think that 3 years should be lowered into 2 years, as that is one way to make sure, pilot is up to date with current technology in the market.

CIVL Plenary 2012
Slovenia Proposal 2

Change of the PG Other equipment

With this proposal we aim ……..

To improve the safety in Cat 2 competition by adopting the mandatory requirements for other equipment, which is already in place for Cat 1 events.

To achieve this we will change / add these following rules
in
Section 7C – Class O
PARAGLIDING ACCURACY
CLASS III

Current rule:

12.3 Other Equipment

12.3.1 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, or harnesses must be fitted with a minimum level of 12cm thickness of suitable back protection where the suitability of back protection is to be assessed by the meet director. A minimum level must extend across the whole area from 15 cm above and below (measured on the inside of the curve) a horizontal line passing through the centre of the curve of the harness.

12.3.2 Helmets

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

Proposed rule change:

12.2 Other Equipment

12.2.1 Harnesses

All pilots in 1st and 2nd 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.

12.2.2 Helmets

All pilots competing in 1st and 2nd Category events must wear a helmet certified to EN966 (HPG) at all times whilst flying.

4 CIVL RECOGNISED 2ND CATEGORY EVENTS

4.4 Other Equipment

4.4.1 Harnesses

All pilots in 1st and 2nd 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.

4.4.2 Helmets

All pilots competing in 1st and 2nd Category events must wear a helmet certified to EN966 (HPG) at all times whilst flying.

Explanation:

We believe that more strict rules for cat 2 events should be written in the S7. We think that CIVL should not only set standards for Cat 1 events but set standards for Cat 2 events as well. Although no FAI jury or steward is present at the competition, we still believe that this rule should be written in S7 as most of the organizers follow S7 rules as they are written. Also since this rule is in place for Cat 1 events, and almost no manufacturers today even make equipment which doesn't follow this standard, we think that in practice it will not be difficult to follow this rule, which could bring more safety.

CIVL Plenary 2012
Slovenia Proposal 3

Change of the PG Other equipment

With this proposal we aim ……..

To improve the safety in Cat 2 competition by adopting the mandatory requirements for other equipment, which is already in place for Cat 1 events.

To achieve this we will change / add these following rules
in
Section 7B – Class O
PARAGLIDERS (less Accuracy)

Current rule:

12.2 Other Equipment

12.2.1 Harnesses
All pilots in 1st and 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.
12.2.2 Helmets
All pilots competing in 1st and Category events must wear a helmet certified to EN966 (HPG) at all times whilst flying.

Proposed rule change:

12.2 Other Equipment

12.2.1 Harnesses
All pilots in 1st and 2nd 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.
12.2.2 Helmets
All pilots competing in 1st and 2nd Category events must wear a helmet certified to EN966 (HPG) at all times whilst flying.

4 CIVL RECOGNISED 2ND CATEGORY EVENTS

4.7 Other Equipment

4.7.1 Harnesses
All pilots in 1st and 2nd 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.

4.7.2 Helmets
All pilots competing in 1st and 2nd Category events must wear a helmet certified to EN966 (HPG) at all times whilst flying.

Explanation:

We believe that more strict rules for cat 2 events should be written in the S7. We think that CIVL should not only set standards for Cat 1 events but set standards for Cat 2 events as well. Although no FAI jury or steward is present at the competition, we still believe that this rule should be written in S7 as most of the organizers follow S7 rules as they are written. Also since this rule is in place for Cat 1 events, and almost no manufacturer today even makes equipment which doesn't follow this standard, we think that in practice it will not be difficult to follow this rule, which could bring more safety.

CIVL Plenary 2012
Slovenia Proposal 4

Change of the PG Gliders

With this proposal we aim ……..

To improve the safety in Cat 1 and Cat 2 events by allowing only serial class glider to compete in paragliding accuracy competitions

To achieve this we will change / remove / add these following rules
in
Section 7C – Class O
PARAGLIDING ACCURACY
CLASS III

Current rule:

12 EQUIPMENT SAFETY STANDARDS & DOCUMENTATION

12.1 Paragliders and Associated Equipment

12.1.1 Paragliders and other equipment
All aircraft and ancillary equipment which is provided by the competitors must be of a performance and standard suitable for the event.

12.1.2 Competing gliders

12.1.2.1 Class
Each shall be a Class 3 hang glider (i.e. a paraglider).

12.1.2.2 Airworthiness
Each glider shall be of sufficient performance and standard of airworthiness to meet the demands of international championships. This could be demonstrated by a valid certificate or statement of airworthiness provided by the NAC entering the glider which must be based on a paraglider certification or a prototype certification from a CIVLrecognised test organization. A prototype certificate requires a load test and a declaration of line specifications signed by the manufacturer and the testing body. See chapter 13 “Paragliding Line Certificate”. The organisers have the right to refuse any glider not of acceptable standard or configuration. In Paragliding Accuracy CIVL may approve an alternative form of document for a specific championship.

12.1.2.3 Configuration
A Glider showing a certificate produced by a CIVL recognised testing body cannot be changed in any way in its configuration. A glider that has been changed in its configuration even slightly in comparison with the tested model or a glider that has not been tested is considered as a prototype and must comply with the requirements in 2.12.2.4.

12.1.2.4 Prototype Glider identification and documentation
Each glider must have a serial number for identification and the pilot must produce the following documents:
• The manufacturer’s agreement for a nominated pilot to fly the prototype.
• A prototype certification from a CIVL recognised test body, which requires a load test and a declaration of line specifications signed by the manufacturer and the testing body. See chapter 13.1 “ Paragliding line Certificate ”
• A manufacturer certificate guaranteeing that the prototype meets a standard that is recognised by CIVL.

12.1.3 Configuration of glider
A glider shall fly throughout the championships as a single structural entity using the same standard of components used on the first day. Concessions to this rule are made to cover the case of essential repairs (see 2.18.4. Damage to a glider).

12.1.4 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 performance.

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
The following procedure has been designed to cope with strength problems of micro-lines on competition Paragliders. Note that one certificate may apply to various canopies as long as the glider's line configuration complies with the specifications in the certificate.
There is no need to apply the procedure on certified production Paragliders.
• For a given (competition) paraglider prototype, the manufacturer inputs precisely the line specifications in Section I (below). - 48 - CIVL - Section 7C 1st May 2011
• The test-organisation (any testing body for Paragliders like aero-tests, DHV/OeAeC, SHV) performs a static and a dynamic load test in the same way as in an ordinary certification type test.
If the glider passes.
• The testing body checks the compliance of the prototypes line configuration with the line-specifications of Section I and confirms the test results in Section II.
• The testing body takes a photocopy of the form and returns the original copy to the manufacturer.
• For every production glider complying with the tested line configuration the manufacturer takes a photocopy of the
• The test-organisation (any testing body for Paragliders like aero-tests, DHV/OeAeC, SHV) performs a static and a dynamic load test in the same way as in an ordinary certification type test.
If the glider passes.
• The testing body checks the compliance of the prototypes line configuration with the line-specifications of Section I and confirms the test results in Section II.
• The testing body takes a photocopy of the form and returns the original copy to the manufacturer.
• For every production glider complying with the tested line configuration the manufacturer takes a photocopy of the original form and inputs the serial number and the confirmation of compliance in Section III.
• Every production glider is delivered together with a complete "Paraglider Line Strength Certificate" form.

12.2 Paraglider Line Strength Certificate

I. Type specification
Manufacturer
Main lines Middle lines (1) Middle lines (2) Top lines
Line type designation
Diameter
Breaking Strength
unsewn
Material core
Material sheath
Line mass per length
unit
Core mass per length
unit
Number of A-Lines
Number of B-Lines
Number of C-Lines
Number of D-Lines
Number of stabiliser
Lines

II. Confirmation of the testing body
We confirm that a glider as specified above has been load-tested according to:
1 EN 926-1
H Deutsch-Osterreichische Bauvorschriften fur Gleitsegel
It complies with the standard mentioned above for a maximum take-off mass of kgs.
Place: Date: Signature:

III. Confirmation of the manufacturer
We confirm that the glider Type designation, Serial No,
Has been built in accordance with the line specifications given above. We the manufacturer are not aware of any circumstances that might aversely affect the airworthiness of this glider.
Place: Date: Signature:

Proposed rule change:

12 EQUIPMENT SAFETY STANDARDS & DOCUMENTATION

12.1 Paragliders and Associated Equipment

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

12.1.2 Deleted

12.1.2.1 Deleted

12.1.1.2 Classification of Paragliders
Paragliders permitted to fly in FAI Category 1 and Category 2 event must be EN926-Certified

- EN926-Certified (or 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
- Gliders must be flown within the weight range for which they were certified
- Uncertified sizes of certified models are not permitted to fly

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.

12.1.1.4 Configuration of glider
A glider shall fly throughout the championships as a single structural entity using the same standard of components used on the first day. Concessions to this rule are made to cover the case of essential repairs).

12.1.2 Modifications to a glider
Modifications to a glider that take the glider outside of its certification are not permitted.

12.1.2.4 Deleted

12.1.4 Damage to a 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.

12.1.5 Acceptance check
All paragliders must be made available to the organisers during the period of registration, for an acceptance check. 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

12.1.6 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 Deleted

12.2 Deleted

4 CIVL RECOGNISED 2ND CATEGORY EVENTS

4.3 Paragliders and Associated Equipment

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

4.3.2. Classification of Paragliders
Paragliders permitted to fly in FAI Category 1 and Category 2 event must be EN926-Certified

- EN926-Certified (or 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
- Gliders must be flown within the weight range for which they were certified
- Uncertified sizes of certified models are not permitted to fly

4.3.3 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.

4.3.4. Configuration of glider
A glider shall fly throughout the competition as a single structural entity using the same standard of components used on the first day. Concessions to this rule are made to cover the case of essential repairs).

4.3.5. Modifications to a glider
Modifications to a glider that take the glider outside of its certification are not permitted.

4.3.6. Damage to a 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.

4.3.7. Acceptance check
All paragliders must be made available to the organisers during the period of registration, for an acceptance check. 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

4.3.8. Airworthiness Checks
At any time during the competition the organisers 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.

Explanation:

We believe that more strict rules for cat 2 events should be written in the S7. We think that CIVL should not only set standards for Cat 1 events but set standards for Cat 2 events as well. Although no FAI jury or steward is present at the competition, we still believe that this rule should be written in S7 as most of the organizers follow S7 rules as they are written. Also because a high trend in Competition Class gliders that we were seeing in past few years, we believe that pilots should not be forced to try and fly demanding paragliders, that could lead to accidents. We have seen lately that manufacturers don't wait a year or more to put gliders to the market, but are available in an instant, as such too little is known of a glider's behaviour and too many risks are then made by the pilots themselves. Manufacturers should taket more time in testing before putting a glider on the market and by allowing only certified gliders at the sanctioned competitions, they will be forced to properly test their gliders before sending them for certification.

CIVL Plenary 2012
Slovenia Proposal

Change of the PG Gliders

With this proposal we aim ……..

To improve the safety in Cat 1 and Cat 2 events by allowing only serial class glider to compete in Paragliding XC competitions

To achieve this we will change / remove / add these following rules
in
Section 7B – Class O
PARAGLIDERS (less Accuracy)

Current rule:

12 EQUIPMENT SAFETY STANDARDS & DOCUMENTATION

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 (or *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. See for the test certificate and the test criteria.

• 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 (*see 12.1.7.4*) from a CIVL-recognised test organisation showing the glider has passed the structural strength requirements specified in 12.1.7, 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. The reaction of the glider must be within EN-D-norm, but pilot input is allowed. It is recommended that the following manoeuvres be demonstrated:

- 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 leading 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 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.

Pilot Experience Declaration

All Pilots competing in an FAI Category 1 Paragliding Championship are required to complete this form, regardless of class of paraglider to be flown. Completed forms will be sent to the Organiser and details will be confirmed by signature at physical registration.
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.
Pilot Name: ..... CIVL ID: ..... Team (Nation): .....
Championship: .....
Cumulative experience on paragliders :
1. Approximate total flight time in hours: < 200 [ ] 200-500 [ ] 500-1000 [ ] 1000-3000 [ ] > 3000 [ ]
2. Approximate thermal flight time during the last 12 months <20 [ ] 20-50 [ ] 50-100 [ ] 100-200 [ ] >200 [ ]
3. How many competition tasks have you flown in last 5 years <10 [ ] 10-20 [ ] 20-50 [ ] 50-100 [ ] >100 [ ]
4. What has been your best WPRS ranking?
5. What is your current WPRS ranking?
6. How familiar are you with the following manoeuvres or incidents:
N=never O=once/occasionally S=several times M=many times (NB It is strongly recommended that manoeuvres are practised above water and in a safe or supervised conditions (boat, life vest, etc.).
Search for the spin point [ ]
Frontal collapse [ ]
Asymmetric collapse [ ]
Parachutal stall [ ]
Full Stall [ ]
Fast descent (> 6 m/s) [ ]
Other (please specify)
7. What class of paraglider are you planning to fly in this competition? EN 926-Certified Glider [ ] Competition Class glider [ ]
8. Flight time in hours with this paraglider : <10 [ ] 10-20 [ ] 20-50 [ ] 50-100 [ ] >100 [ ]
Pilots intending to fly Competition Class glider only:
9. Approximate cumulative hours on uncertified paragliders : < 200 [ ] 200-500 [ ] 500-1000 [ ] 1000-3000 [ ] > 3000 [ ]
10. Model and serial number of the Competition Class paraglider for this competition:
11. Date you received this Competition Class paraglider ..... (should be at least 30 days prior to the start of the competition)
12. Date of on-line submission to organisers:

Signed (at physical registration): Date

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 goal field, but on request a pilot should, with the minimum possible delay, deliver his glider to the HQ for checking.

12.1.7 Requirements for Competition Class Paragliders
This section describes the testing required to be undertaken for an uncertified (non-homologated) paraglider to be entered in FAI Category 1 Championships, making it 'Competition Class'. The structural strength of uncertified gliders will be confirmed by requiring them to pass the following 4 tests:
According to EN926-1:
1) Shock load test to 800kg
2) Sustained load test to 800kg
Plus:
3) Line set strength test using load calculation of the line sets of 23G with new, sewn and/or spliced lines
4) Individual line strength tests of all lines to 40daN minimum with new, sewn and/or spliced lines

12.1.7.1 Shock & Sustained Load Tests
Physical shock load and sustained load tests shall be undertaken for each different type or model of glider required to be entered as a 'Competition Class' glider. A medium size of each model shall be load tested using the standard procedures specified by EN 926-1. (A medium size (100kg take off weight, roughly) is the size that is most used in competitions.)
After successful shock load and sustained load tests the lines and loops of the glider have to be controlled and compared against the line scheme and the line sample sheet. After this the glider does not have to be stored.

12.1.7.2 Line Tests
The load calculation for testing the breaking strength of the line sets shall be applied to each size of the glider, at the maximum flying weight of that glider size. The line breaking strengths for the load calculation will be based on the tests of an independent testing laboratory. The paraglider manufacturer will provide samples of the lines to the testing laboratory with the sewn and/or spliced terminations. The testing laboratory shall test at least 3 samples of each type of line and will take the average load achieved from those 3 samples. The load calculation shall be based on a load of 23 x the maximum flying weight of the glider. This factor is to be applied to the lower lines of the glider. At each level above, every cascade of lines the calculated total strength has to be the same (within 5%) or stronger than the level below it. If one level is weaker (max. 5%), the next level refers to the stronger one below. After calculation is done (with existing line-models) it is permitted to use stronger lines in production. In this case the manufacturer has to note both line-models on the line scheme: The one for the calculation and the stronger one for production. It is permitted only to increase the strength of the lines compared to the shock and sustained load tests in order to satisfy the line load calculation. The manufacturer will decide the load distribution between the different lines according to his own calculation. The line load calculation (23G) will be applied to all load bearing lines of the glider. This includes the stabilo, but not the brake lines. The manufacturer makes a line scheme with calculations. The individual line strength tests of all lines, including the brake lines, shall be 40daN minimum.

12.1.7.3 Documentation & Certification
The manufacturer produces 3 sets of documentations (test certificate including line scheme and line sample sheet with loops, written report and the video on a DVD, all according to 12.1.1.3) and signs his part of the test certificate.
These 3 sets are for:
1: the test laboratory
2: the competition organizer / CIVL
3: the manufacturer himself
It is permitted to group different sizes of the same model in one document (especially the line sample sheet and the video), but the two pages of the 'test certificate' have to be filled out for every size, scanned and uploaded to the CIVL website in time. After checking conformity, the complete documentation should be signed, stamped and dated from the test laboratory.
The test certificate must be scanned and uploaded to the CIVL website as soon the tests are finished, but latest 60 days prior to the competition. The written report can also be uploaded to the CIVL website. The test laboratory or the

manufacturer can do this. One complete set of documentation shall be kept at the test laboratory. The second complete set of documentation, including line sample sheets and video, should be sent, when requested by CIVL, to the appropriate CIVL/FAI official or the organiser of an upcoming competition.

Competition Class Structural Strength Test Certificate

Manufacturer:
Glider Type/Model:
Size:

Confirmation of the manufacturer

i. We confirm that the glider has been built in accordance with the line specifications given above and that the entire documentation is correct and made on this specific model.
ii. We confirm that the written report reflects the described manoeuvres of this glider model and that the video shows the tests with this model without any changes on the configuration.
iii. We, the manufacturers, are not aware of any circumstances that might adversely affect the airworthiness of this glider.
For the Manufacturer (Name):
Date, Stamp and Signature:

Confirmation of the test laboratory

i. We confirm that a medium size of the glider model noted above has been shock load tested to 800kg according to EN926-1.
Test results:
ii. We confirm that a medium size of the glider model noted above has been sustained load tested to 800kg according to EN926-1.
Test results:
iii.We confirm that we have received the written report of the manoeuvres and the video on a DVD and checked them, and as far as we can determine they meet the requirements written in S7B 12.1.1.3 for at least one size of the model.
iv.We confirm that the line set schemes and the line sample sheet with loops is in accordance with the shock- and sustained load tested glider, or is using stronger lines.
v. We confirm that line set scheme with load calculation according the rule “line set strength test using load calculation of the line sets of 23G with new, sewn and/or spliced lines” has been completed for the above listed size of the model.
vi.We confirm that line breaking strength testing to 40daN of each line type has been completed.
Test laboratory:
Test Expert:
Date, Stamp and Signature

Proposed rule change:

12 EQUIPMENT SAFETY STANDARDS & DOCUMENTATION

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 and Category 2 event must be EN926-Certified

- EN926-Certified (or 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
- Gliders must be flown within the weight range for which they were certified
- Uncertified sizes of certified models are not permitted to fly

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.

12.1.1.4 Configuration of glider
A glider shall fly throughout the championships as a single structural entity using the same standard of components used on the first day. Concessions to this rule are made to cover the case of essential repairs).

12.1.1.5 Pilot Experience Declaration
All competing pilots must complete the Pilot Experience Declaration form 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.

Pilot Experience Declaration

All Pilots competing in an FAI Category 1 Paragliding Championship are required to complete this form. Completed forms will be sent to the Organiser and details will be confirmed by signature at physical registration.
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.
Pilot Name: ..... CIVL ID: ..... Team (Nation): .....
Championship: .....
Cumulative experience on paragliders:
1. Approximate total flight time in hours: < 200 [ ] 200-500 [ ] 500-1000 [ ] 1000-3000 [ ] > 3000 [ ]
2. Approximate thermal flight time during the last 12 months <20 [ ] 20-50 [ ] 50-100 [ ] 100-200 [ ] >200 [ ]
3. How many competition tasks have you flown in last 5 years <10 [ ] 10-20 [ ] 20-50 [ ] 50-100 [ ] >100 [ ]
4. What has been your best WPRS ranking?
5. What is your current WPRS ranking?
6. How familiar are you with the following maneuvers or incidents:
N=never O=once/occasionally S=several times M=many times
(NB It is strongly recommended that maneuvers are practised above water and in a safe or supervised conditions (boat, life vest, etc.).
Search for the spin point [ ]
Frontal collapse [ ]
Asymmetric collapse [ ]
Parachutal stall [ ]
Full Stall [ ]
Fast descent (> 6 m/s) [ ]
Other (please specify)
7. Flight time in hours with this paraglider : <10 [ ] 10-20 [ ] 20-50 [ ] 50-100 [ ] >100 [ ]
8. Date you received this paraglider ..... (should be at least 30 days prior to the start of the competition)
9. Date of on-line submission to organisers:

Signed (at physical registration): Date

12.1.2 Modifications to a glider
Modifications to a glider that take the glider outside of its certification are not permitted.

12.1.3 Damage to a 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. 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.

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 Deleted

12.1.7 Deleted

12.1.1.4 Paraglider Pilots
Each pilot 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.

4 CIVL RECOGNISED 2ND CATEGORY EVENTS

4.6 Paragliders and Associated Equipment

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

4.6.2. Classification of Paragliders
Paragliders permitted to fly in FAI Category 1 and Category 2 event must be EN926-Certified

- EN926-Certified (or 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
- Gliders must be flown within the weight range for which they were certified
- Uncertified sizes of certified models are not permitted to fly

4.6.3 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.

4.6.4. Configuration of glider
A glider shall fly throughout the competition as a single structural entity using the same standard of components used on the first day. Concessions to this rule are made to cover the case of essential repairs).

4.6.5. Modifications to a glider
Modifications to a glider that take the glider outside of its certification are not permitted.

4.6.6. Damage to a 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.

4.6.7. Acceptance check
All paragliders must be made available to the organisers during the period of registration, for an acceptance check. 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

4.6.8. Airworthiness Checks
At any time during the competition the organisers 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.

Explanation:

We believe that more strict rules for cat 2 events should be written in the S7. We think that CIVL should not only set standards for Cat 1 events but set standards for Cat 2 events as well. Although no FAI jury or steward is present at the competition, we still believe that this rule should be written in S7 as most of the organizers follow S7 rules as they are written. Also because a high trend in Competition Class gliders that we were seeing in past few years, we believe that pilots should not be forced to try and fly demanding paragliders, that could lead to accident. We have seen lately that manufacturers don't wait a year or more to put gliders on the market, but are available in an instant, as such too little is known of a glider's behaviour and too many risks are then made by the pilots themselves. Manufacturers should take more time in testing before putting a glider on the market and by allowing only certified gliders at the sanctioned competitions, they will be forced to properly test their gliders before sending them for certification.