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# Paragliding equipment
# Paragliders
## Part 2: Requirements and flight tests

Equipement pour le parapente –
Parapentes –
Partie 2: Prescriptions et essais en vol

Ausrüstung für Gleitschirme –
Gleitschirme –
Teil 2: Anforderungen und Flugprüfungen

This draft European Standard is submitted to CEN members for formal vote.

It has been drawn up by the Technical Committee CEN/TC 136.

If this draft becomes a European Standard, CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration.

This draft European Standard was established by CEN in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the Central Secretariat has the same status as the official versions.

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# CEN

EUROPEAN COMMITTEE FOR STANDARDIZATION
Comité Européen de Normalisation
Europäisches Komitee für Normung

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## Inhalt



## Introduction

EN 926-1 and prEN 926-2 are intended to provide a method of qualifying paragliders.

The aim of these standards is to enhance safety, thus eliminating paragliders which display unacceptable behaviour in given situations, on the basis of recognized tests set in these two standards.

## Foreword

This European Standard has been drawn up by CEN/TC 136 "Sports, playground and other recreational equipment", the secretariat of which is held by DIN.

EN 926-1 deals with the structural strength test of a paraglider under static and dynamic loads.

prEN 926-2 deals with the flight test for the qualification of a paraglider.

# 1 Scope

This European Standard is applicable to paragliders of the classes "standard, performance, competition and two-seater", see table 1.

This part of EN 926 specifies a flight test method for paragliders permitting objective assessment of their behaviour.

# 2 Definitions

For the purposes of this standard, the following definitions apply:

**2.1 paraglider:** Ultralight glider with no primary rigid structure, for which take-off and landing are on foot, the pilot is installed in a harness connected to the wing; [EN 926-1]

**2.2 harness:** An assembly composed of straps and fabric for supporting the pilot in the seated or semirecumbent or standing position; [EN 1651]

NOTE: The harness is attached to the wing via two rings or connectors, it can also be integral with the wing via risers.

**2.3 spontaneous recovery to flight:** With no intervention by the pilot

**2.4 pilotable flight:** A flight condition in which, even if the paraglider remains partially tucked within the limit of 40 % of the wing span, the pilot shall be able to execute a 180° turn in any direction without worsening the situation.

**2.5 normal flight:** A flight condition in which the paraglider is fully inflated and is following a trajectory close to straight flight without any action on the part of the pilot.

**2.6 controls:** Primary steering and speed controls which are designated as such by the manufacturer.

**2.7 action of the pilot:** Any transfer of weight, action on the controls or on accessories.

**2.8 trimmer:** A lockable pitch adjustment system e. action by the pilot is required to return it to the initial position.

**2.9 accelerator:** A pitch adjustment system operated by the feet (generally) and which automatically returns to the initial position when the action of the pilot stops.

NOTE: If deceleration accessories (trimmers) are fitted to a wing intended for the standard and two-seater categories, all the procedures shall be carried out in each of the extreme ("fastest" and "slowest") positions.

# 3 Requirements

## 3.1 Classification

Paragliders shall be classified according to the different performance levels as laid down in table 1

Table 1: Classification of paragliders

| Class | Description (Tested flight characteristics) | Pilot (Skill level required) |
|---|---|---|
| **Standard** | The glider shall be very stable, with high resistance to tucks and departures.<br><br>It shall recover quickly from departures with no pilot input.<br><br>The handling shall be easy and predictable. | For the inexperienced pilot, or for pilots looking for relaxed flying. |
| **Performance** | The glider shall be generally stable with good resistance to tucks and departures.<br><br>It shall recover easily from departures from normal flight, though this may require pilot input.<br><br>The handling shall be predictable. | For the experienced pilot (25 h at least), who flies regularly, and who is familiar with normal methods for avoiding and recovering from departures from normal flight. (This pilot would normally hold his national association's "Pilot certificate") |
| **Competition** | The glider shall have some inherent stability, though this may be minimal. The glider shall also have some resistance to tucks and departures, though this can be minimal.<br><br>Recovery from departures from normal flight shall be possible, though this can require skilled accurate pilot input and can take time.<br><br>The handling can be demanding. | For the very experienced (100 h at least) advanced pilot, who flies almost every day. This pilot will need highly developed skills at avoiding and recovering from all departures from normal flight. |
| **Two-seater** | The glider shall be generally stable, with good resistance to tucks and departures. It shall recover quickly from departures from normal flight, though this can sometimes require pilot input. The handling shall be easy and predictable. | For the experienced pilot who is trained to take passengers. |

## 3.2 Flight characteristics

### 3.2.1 Inflation/take-off

When tested in accordance with 4.5.2.1, it shall be possible for the pilot to inflate/take off by following the instructions in the user manual.

### 3.2.2 Landing

When tested in accordance with 4.5.2.2, it shall be possible for the pilot to land normally (on his feet) without any special procedures.

### 3.2.3 Speed range (with controls only)

The paraglider shall have an adequate speed range.

When tested in accordance with 4.5.2.3, the classes shall fulfill the following:

**Standard:** the difference between the maximum speed and minimum speed shall not be less than 10 km/h;

**Performance:** the difference between the maximum speed and minimum speed with the trimmers set to slowest position shall not be less than 10 km/h;

**Competition:** no speed range imposed, but it is recorded;

**Two-seater:** the difference between the maximum speed and minimum speed shall not be less than 12 km/h.

### 3.2.4 Behaviour linked with use of accessories (without using controls)

It shall be ensured that the accessories cannot cause departures from the flight envelope (tucks at high speed, "deep" stall at low speed).

When tested in accordance with 4.5.2.4 no departure from normal flight is acceptable. The overall speed range shall be calculated and recorded.

### 3.2.5 Pitch stability (without using accelerator) of classes standard and performance

The paraglider shall be stable in the pitch axis.

When tested in accordance with 4.5.2.5, the classes shall fulfill the following:

**standard:** no dive forwards more than 45°, tucks accepted, but no change of direction;

**performance:** no dive forwards more than 90° (horizon), tucks accepted, no change of direction greater than 90°; spontaneous recovery to "pilotable" flight.

### 3.2.6 Recovery from "deep" stall (using controls)

The wing shall be able to recover flight on recovery from deep stall.

When tested in accordance with 4.5.2.6, the classes shall fulfil the following:

**Standard:** spontaneous recovery in less than 4 s and with a dive forwards of less than 45°, no change of direction of more than 90° on either side of the initial flight axis.

**Performance:** spontaneous recovery in less than 4 s and with a dive forwards of less than 90° (horizon). No change of direction greater than 180° on either side of the initial flight axis.

**Competition:** spontaneous recovery, with a dive forwards of less than 90° (horizon). No change of direction greater than 180° on either side of the initial flight axis. If the "deep" stall stage is stable, after 4 s, the pilot intervenes in accordance with the instructions in the user manual and shall recover to "pilotable" flight in the following 4 s without causing a cascade of incidents.

**Two-seater:** spontaneous recovery in less than 4 s and with a dive forwards of less than 90° (horizon). No change of direction greater than 90° on either side of the initial flight axis.

### 3.2.7 Recovery from "deep" stall using "B" risers slow release for classes standard and performance

The wing shall be able to recover to normal flight on recovery from deep stall. To verify the possibility of using this rapid descent method safely (if it is recommended in the user manual) and to verify the pitch stability.

When tested in accordance with 4.5.2.7, the classes shall fulfill the following:

**Standard:** no dive forwards of more then 45°, tuck accepted. No change of direction greater than 90° on either side of the initial flight axis and spontaneous recovery to "normal" flight.

**Performance:** no dive forewards of more than 90°, recovery to "pilotable" flight in the 4 s following intervention by the pilot, if necessary, without causing any cascade of incidents.

### 3.2.8 Recovery from deep stall using "B" risers fast release

The wing shall be able to recover to normal flight from deep stall or from the rapid descent method recommended in the user manual. The safety of this method and the pitch stability shall be verified by using a fast release of the risers.

When tested in accordance with 4.5.2.8, the classes shall fulfill the following:

**Standard:** no dive forwards of more than 45°, tuck accepted if no change of direction, and spontaneous return to pilotable flight.

**Performance:** no dive forwards of more than 90° and return to "pilotable" flight in the 4 s after the start of the intervention by the pilot without causing a cascade of incidents.

**Competition:** no dive forwards of more than 90° and return to "pilotable" flight in the 4 s after the start of the intervention by the pilot.

**Two-seater:** the procedure is carried out in accordance with the instructions in the user manual; if this forbids the procedure, it is not tested. Return to "pilotable" flight in the 4 s after the start of the intervention by the pilot.

### 3.2.9 Turning ability

The wing shall have good turning ability.

When tested in accordance with 4.5.2.9, the classes shall fulfill the following:

**Standard:** turn effected without transfer of weight. Total time for the manoeuvre not to exceed 18 s (the time is measured when face-on to the camera).

**Performance:** turn effected with transfer of weight (if necessary). Total time for the manoeuvre not to exceed 20 s (the time is measured when face-on to the camera).

**Competition:** turn effected with transfer of weight (if necessary). Total time for the manoeuvre not to exceed 23 s (the time is measured when face-on to the camera).

**Two-seater:** turn effected with transfer of weight (if necessary). Total time for the manoeuvre not to exceed 23 s (the time is measured when face-on to the camera).

### 3.2.10 Manoeuverability

It shall be possible to make a rapid turn in order to avoid a collision without departing from normal or pilotable flight.

When tested in accordance with 4.5.2.10, the classes shall fulfill the following:

**Standard:** no departure from normal flight

**Performance:** the paraglider shall not depart from pilotable flight. Transfer of weight is permitted if indicated in the user manual.

**Competition:** the paraglider shall not depart from pilotable flight or if it is the case it shall return spontaneously to "pilotable" flight at the end of the manoeuvre.

**Two-seater:** the paraglider shall not depart from normal flight. Transfer of weight is permitted if indicated in the user's manual.

### 3.2.11 Wing over – turn reversals

The paraglider shall show a high resistance to wing tip deflactions/tucks during rhythmic reversals of increasing amplitudes of bank.

When tested in accordance with 4.5.2.11, the classes shall fulfill the following:

**Standard:** no tucks or departure from normal flight.

**Performance:** tucks permitted, return to normal flight in less than 90° of turn.

**Competition:** tucks permitted, spontaneous return to pilotable flight in less than 90° of turn.

**Two-seater:** no tucks or departure from normal flight.

### 3.2.12 Recovery from an asymmetric tuck

When tested in accordance with 4.5.2.12, the classes shall fulfill the following:

**Standard:** recovery to pilotable flight in less than 4 s and with a change of direction of less than 180°.

**Performance:** recovery to pilotable flight in less than 4 s and with a change of direction of less than 360°.

**Competition:** if the recovery to pilotable flight has not been attained after a 360° rotation, the pilot acts in accordance with the instructions in the user manual and the wing shall return to pilotable flight in less than 360° and 4 s without causing a cascade of incidents.

**Two-seater:** recovery to pilotable flight in less than 4 s and with a change of direction of less than 360°.

### 3.2.13 Recovery from a maintained asymmetric tuck

When tested in accordance with 4.5.2.13, the class shall fulfill the following:

**Standard:** spontaneous recovery to pilotable flight in less than 360°.

**Performance:** if the recovery to pilotable flight has not been attained after a 360° rotation or 4 s, the pilot intervenes in accordance with the instructions in the user's manual and the wing shall return to pilotable flight in less than 90° and 4 s after the beginning of the pilot intervention.

**Competition:** if the recovery to pilotable flight has not been attained after a 360° rotation, the pilot intervenes in accordance with the instructions in the use's manual and the wing shall return to pilotable flight in less than 360° and 4 s.

**Two-seater:** spontaneous return to pilotable flight in less than 2x360°.

### 3.2.14 Recovery from a spin for classes standard, performance and two-seater

When tested in accordance with 4.5.2.14, the classes shall fulfill the following:

**Standard:** the paraglider shall spontaneously recover to pilotable flight and can continue a rotation of less than 360° in the same direction as the spin.

**Performance:** the paraglider can continue in the spin for a maximum of 360° before spontaneous recovery to pilotable flight in less than 90°.

**Two-seater:** the paraglider shall spontaneously recover to pilotable flight and can continue a rotation of less than 2x360° in the same direction as the spin.

### 3.2.15 Recovery from an asymmetric stall for classes standard, performance and two-seater

When tested in accordance with 4.5.2.15, the classes shall fulfill the following:

**Standard:** spontaneous recovery to normal flight with no change in direction greater than 90° on either side of the initial flight axis.

**Performance:** if the recovery to pilotable flight has not been attained after one 180° rotation, the pilot intervenes in accordance with the instructions in the user manual and shall recover to normal flight in at least 90° on either side of the axis at the moment of intervention.

**Two-seater:** if the recovery to "normal" or pilotable flight has not been attained after one 180° rotation, the pilot intervenes in accordance with the instructions in the user manual and shall recover to normal flight in at least 90° on either side of the axis at the moment of intervention.

### 3.2.16 Recovery from a symmetric tuck for classes standard and performance

When tested in accordance with 4.5.2.16, the classes shall fulfill the following:

**Standard:** spontaneous recovery to pilotable flight within 4 s and the wing shall not dive forwards more than 45°.

**Performance:** if the recovery to pilotable flight has not been attained within 4 s, the pilot intervenes in accordance with the instructions in the user manual; he shall recover to "normal" or pilotable flight within 4 s with a change in direction of less than 45° on either side of the axis of the beginning of the intervention and with a dive forwards of less than 90°.

### 3.2.17 Recovery from a maintained spiral dive – slow release

When tested in accordance with 4.5.2.17, the classes shall fulfill the following:

**Standard:** spontaneous recovery to normal flight in less than 360°. The rate of turn shall not increase after the controls are slowly raised.

**Performance:** spontaneous recovery to pilotable flight in less than 360°.

**Competition:** if the paraglider has not recovered to pilotable flight within 360° and remains in a stable spiral dive, the pilot intervenes in accordance with the instructions in the user manual and shall be capable of returning to pilotable flight in less than 360°.

**Two-seater:** spontaneous recovery to normal flight in less than two 360° turns.

For the classs standard, performance and competition the rate of turn shall not increase after the controls are slowly raised.

## 4 Flight tests

### 4.1 Principle

The class of the paraglider to be tested is demonstrated by a manufacturer's pilot in front of a tester and then a pilot of the test house is doing all flight test according to the declared class.

### 4.2 Apparatus

#### 4.2.1 Pilot equipment

The pilot shall be equipped with:

– a helmet;

– a radio communication system for announcing manoeuvres and comments in flight;

– an airspeed recorder;

– a lifejacket;

– a ballast system for adjusting the load in accordance with the manufacturer's requirements;

– an emergency parachute.

#### 4.2.2 Ground equipment

– a telephoto video camera with making it possible to see the movements and actions of the pilot;

– a radio link with the test pilot to record his comments directly on the video tape.

### 4.3 Test specimen

Select a test specimen supplied with the user's manual fully adjusted, ready to fly and conforming in all points to the production model.

### 4.4 Test conditions

**Meteorological conditions:** wind less than 20 km/h within the test perimeter.

**Thermal activity:** none within the test perimeter.

### 4.5 Procedure

#### 4.5.1 General

A factory pilot demonstrates the class of the test specimen presented, which the manufacturer had declared.

If this demonstration is judged satisfactory by the chief examiner, an independent, neutral and discreet pilot (as a sworn expert) of weight corresponding to the load indicated by the manufacturer, the test sequence described in 4.5.2 of this European Standard is then carried out.

If a model fails a manoeuvre in the test sequence of 4.5.2, this manoeuvre is repeated twice to show whether it is due to an external factor or typical behaviour of the model; if the incident is not repeated, only the two confirmation manoeuvres are taken into account.

If any part of the paraglider breaks due to the flight tests, then the paraglider has failed the test programme.

If the maximum load authorized by the manufacturer exceeds 1,3 times the minimum load, two pilots at either end of the weight range each carry out one test procedure.

If the safety devices are removable, the model shall be tested in the least favourable configuration.

All the tests shall be filmed on video on a specific axis that the pilot attempt to maintain throughout the test, see table 2.

A panel composed of three experts independent of the manufacturer concerned has the task of examining a copy of the film and of the test report and to rule whether the decisions taken by the chief examiner present during testing were justified.

Table 2: List of tests and camera axes

| No. | Tests | Camera axes | Repetition of manoeuvres | Classes concerned |
|---|---|---|---|---|
| 4.5.2.1 | Inflation/take-off | Irrelevant | Twice | all |
| 4.5.2.2 | Landing | Irrelevant | Twice | all |
| 4.5.2.3 | Speed range (with controls only) | Profile | Once | all |
| 4.5.2.4 | Behaviour linked with use of accessories (without using controls) | Profile | Once | all |
| 4.5.2.5 | Pitch stability (without using accelerator) | Profile[1]) | Twice | Standard, Performance |
| 4.5.2.6 | Recovery from "deep" stall using controls | Profile[1]) | Twice | all |
| 4.5.2.7 | Recovery from "deep" stall using "B" risers ("C"- or other system described in the user manual) slow release | Profile | Twice | Standard, Performance |
| 4.5.2.8 | Recovery from "deep" stall using "B" risers ("C"- or other system described in the user manual) fast release | Face-on | Twice | all |
| 4.5.2.9 | Turning ability | Face-on | Once | all |
| 4.5.2.10 | Manoeuvrability | Face-on | Once | all |
| 4.5.2.11 | Wing over – turn reversals | Face-on | Twice | all |
| 4.5.2.12 | Recovery from an asymmetric tuck | Face-on | Twice | all |
| 4.5.2.13 | Recovery from a maintained asymmetric tuck | Face-on | Twice | all |
| 4.5.2.14 | Recovery from a spin | Face-on | Twice | Standard, Performance, Two-seater |
| 4.5.2.15 | Recovery from an asymmetric stall | Face-on | Twice | Standard, Performance, Two-seater |
| 4.5.2.16 | Recovery from a symmetric tuck | Face-on and profile | Twice | Standard, Performance, Two-seater |
| 4.5.2.17 | Recovery from a maintained spiral dive – slow release | Face-on | Twice | all |

[1]) A thin strip of material 5 cm wide and 100 cm long (so as to be able to see the trajectory of the wing) is attached to the brake lines.

### 4.5.2 Details of manoeuvres to be carried out

#### 4.5.2.1 Inflation/take-off

To verify the validity of the instructions of the user's manual prepare the paraglider to be tested in accordance with the instructions in the user's manual. Assure yourself of the validity of these instructions by means of at least three attempts at take-off.

4.5.2.2 Landing

Carry out a landing using the controls only.

4.5.2.3 Speed range (with controls only)

Record the maximum speed (without accessories) in 10 s stabilized flight and then the minimum speed (without accessories) in 10 s stabilized flight automatically and continuously (graph or numerical recording).

4.5.2.4 Behaviour linked with the use of accessories (without using controls)

4.5.2.4.1 Procedure at minimum speed

Set the trimmers in the slowest speed position. Maintain this position for 10 s. Observe the behaviour. Record the speed automatically and continuously (graph).

4.5.2.4.2 Procedure at maximum speed

Operate the accelerator, or trimmers (or other) at the maximum extent of its travel with no action on the controls; maintain this position for 10 s. Observe the behaviour. Record the speed automatically and continuously (graph).

4.5.2.5 Pitch stability (without using the accelerator) for classes standard and performance

With the trimmers (if fitted) set to the fastest position, slow down gradually using the controls. At the stall point, release the controls quickly.

4.5.2.6 Recovery from deep stall (using controls)

**Stage 1:** slow the paraglider using trimmes (if fitted)

**Stage 2:** continue to slow using the controls to obtain a trajectory as close as possible to the vertical, but without actually stalling; at this moment, move the controls smoothly and gradually to the top position; if the paraglider remains in the "deep" stall stage, after 4 s waiting time, intervene in accordance with the instructions in the user's manual.

4.5.2.7 Recovery from "deep" stall using "B"-risers – slow release for classes standard and performance

**Stage 1:** slow the paraglider using trimmes (if fitted)

**Stage 2:** pull on the "B" risers to attain a trajectory as close as possible to the vertical; at this moment, slowly and gradually release the risers, (if you remain in "deep" stall, wait for 4 s, then act according to the instructions in the user's manual).

4.5.2.8 Recovery from deep stall using "B"-risers – fast release

**Stage 1:** the pilot sets the lockable trimmers to the fastest position (without using the acceleator with spontaneous return).

**Stage 2:** the pilot pulls on the "B"-risers to attain a trajectory as close as possible to the vertical; at this moment, he quickly releases the risers (if he remains in deep stall, he waits for 4 s, then intervenes according to the instructions in the user's manual).

4.5.2.9 Turning ability

On wings fitted with accessories (trimmers), adopt the slowest setting; carry out a 360° turn in one direction, reverse and carry out a 360° turn in the opposite direction.

4.5.2.10 Manoeuvrability

Apply in fast flight (controls fully raised), one control to its fullest extent; when a 90° turn has been achieved, release the control, await flight stabilization, then repeat the same manoeuvre in the opposite direction.

4.5.2.11 Wing over – turn reversals

Carry out a series of th rhythmic turn (bank) reversals of increasing amplitude to at least 45° (of bank) and up to the maximum (bank) prescribed in the user's manual.

4.5.2.12 Recovery from an asymmetric tuck

Rapidly induce an asymmetric tuck in the wing over 55 %±5 % of the wing span angled back by 45°. For this, use a means of your choice making the manoeuvre possible (isolated suspension lines, rises, folding lines etc.) and transfer your weight from the tucked side without using the controls for 4 s, then intervene in accordance with the instructions in the user's manual if that is necessary for recovery to normal flight.

4.5.2.13 Recovery from a maintained asymmetric tuck

Rapidly induce an asymmetric tuck in the wing over 55 %±5 % of the wing span angled back by 45°, or as much as is necessary to initiate a free rotation, angled back 45° to the chord. For this, use any means of his choice making the manoeuvre possible (isolated suspension lines, risers, folding lines etc.); transfer your weight from the tucked side, maintain this tuck for two 360° turns if this is physically possible, then release quickly.

4.5.2.14 Recovery from a spin for classes standard, performance, two-seater

If trimmers are fitted, set these for "fastest" setting and slow down to the lowest minimum flight speed, then move one control to its fullest extent whilst raising the other completely at the same time; this position is maintained for one 360° turn, then raise the controls quickly.

4.5.2.15 Recovery from an asymmetric stall for classes standard, performance, two-seater

Slow down the wing to the minimum flight speed, then suddenly apply one control to induce the asymmetric stall. At his moment, release the two controls quickly.

4.5.2.16 Recovery from a symmetric tuck for classes standard and performance

Take hold of the front risers and transfer your weight so as to obtain a leading edge symmetric tuck. As soon as the tuck is achieved, quickly release the risers.

4.5.2.17 Recovery from a maintained spiral dive

Go into a spiral dive maintaining it for two turns and raise the controls slowly at the beginning of the third turn.

## 5 Test report

The test report shall contain:

- the class proposed by the manufacturer
- the results of the tests in 4.5.2.1 to 4.5.2.17;
- the name of the manufacturer;
- the class and model of the paraglider tested
- the name of the test pilot(s);
- the composition of the jury

The following items shall accompany the test report and be filed:

- the video cassette of the test;
- the manufacturing record as defined in annex A;
- the paraglider that has undergone testing;
- the user manual

## 6 User's manual

A user's manual shall always accompany the paraglider and shall specify the following elements:

1) the model characteristics

- wing span (laid flat including stabilizers);
- number of cells;
- number of risers;
- presence of trimmers, with travel in centimetres;
- presence of accelerator, with travel in centimetres;
- recommended frequency of inspections.

2) the description of the recommended harness:

- make, model;
- adjustments made (distance between the connectors to the paraglider – on the chest strap).

3) recommendations.

NOTE: These are important and are used as a guide for the actions of the test pilot and are essential information for every pilot who purchases the paraglider.

They shall describe and specify all the necessary piloting techniques:

a) the procedure for laying out the wing before inflation/take-off;
b) the setting for trimmers and other accessories for
c) pre-flight checks (if necessary)
d) recovery from flight incidents; "deep" stall, asymmetric tuck, stable spiral dive, etc.
e) the rapid descent procedure(s);
f) the procedure for avoiding collision.

4) information on the flight envelope:

- speed range;
- effectiveness of the accelerator and/or trimmers;
- performance (as a guide).

5) maintenance instructions;

6) test level obtained.

## 7 Manufacturing record

It is necessary to know the provenance and geometric dimensions of all the elements used in the manufacture of the model (make, reference, dimensions etc.), and the tests carried out on each of them by the supplier.

The dimensions shall be in centimetres.

The type drawings are provided in an annex to the manufacturing record. They permit the suspension lines to be clearly seen and also give a plan view of the paraglider.

It is possible to provide diskettes of the drawings (in so far as these are readable without the need for any special software), but the suspension lines and plan view drawings shall necessarily be in uncoded form.

## 8 Marking

The conformity of the paraglider to the requirements of this European Standard and the information regarding its performance during the tests shall be stated on a stamp/label fixed to the paraglider, which shall include the following indications:

a) class (standard, performance, competition or two-seater);

b) conformity to this European Standard, EN 926;

c) manufacturer's name;

d) model (name);

e) serial number;

f) year/month of manufacture (e. g. 95/10;

g) minimum permitted total weight in flight (kg);

h) maximum permitted total weight in flight (k);

i) weight (wing, lines risers) (kg);

j) number of risers;

k) speed range (with controls) (km/h);

l) speed range (with accessories) (km/h);

m) accelerator travel (cm);

n) trimmer travel (cm);

o) harness used during flight tests;

1) manufacturer
2) model
3) type
4) distance between connectors (cm)
5) distance between the seat and the base of the connector (cm)

p) inspections (whichever is earlier);

1) number of (months)
2) number of (flights)

q) Warning: Before use please read user's manual carefully;

r) conformity tests carried out by (name, address of the organization).

For an example see table 3.

Table 3: Example of a marking label

| | |
|---|---|
| **Test house** | |
| European Standard:<br>Class:<br>Conformity No.:<br>Registration issued:<br>Manufacturer:<br>Model: | EN 926 |
| Serial No.:<br>Manufactured, year/month: | |
| Minimum permitted total weight in flight:<br><br>Maximum permitted weight in flight:<br><br>Weight (wing+lines+riser):<br><br>Number of risers: | |
| Speed range (with brakes):<br>Speed range (with accessories):<br>Accelerator travel:<br>Trimmer travel: | |
| **Harness used in test** | |
| Manufacturer:<br>Model:<br>Type:<br>Distance between centre base of connectors:<br>Distance between seat and centre base of connectors: | |
| **Major paragliding inspections** | |
| Every:<br>or every:<br><br>Routine check: | 12 months<br>× flights<br>(whichever is earlier)<br>before each flight |
| **Warning:** Before use please read user's manual carefully | |
| Conformity tested by: | |