

**CIVL PLENARY 2010 – LAUSANNE – ANNEX 16**  
**SWITZERLAND PROPOSALS**

**Proposal 1:**

In S7B Ch 1.5.1.1 Definition of Class 3:

Add the sentence: The term 'no primary rigid structure' is defined, for competition purposes only, as the ability of all components to be bent around a radius of 1 cm by 180°.

(NB: This is a proposed amendment solely to the existing S7B qualification of the FAI definition. The FAI definition remains unchanged.)

**Explanation:**

The current rule is not precise enough. The current situation is unfair for manufacturers and pilots.

**Important:** Switzerland is strongly against the introduction of a second class of paraglider.

**Proposal 2:**

**Either:** A working group shall define restrictions in paraglider construction that will be acceptable in CIVL (Cat 1 and Cat 2) competitions for 2011 and beyond.

Note: such restrictions could include: span/aspect ratio, minimum amount of lines etc. To be defined precisely by the working group.

**Or:** A working group shall define a NEW competition-homologation for 2011.

**Explanation:**

- No restrictions for 2010 (it is too late for the manufacturers to react).

Why a NEW homologation:

- If we use an existing homologation, manufacturers will build wings to optimise performance, rather than safety and normal pilots will buy them.

- For competitions we have different needs (for example, we can assume, that a pilot reacts within 1-2 seconds after a collapse).