

1. Question:

Name and country of federation?

**Paragliding Union at Light Aircraft Association of Czech Republic**

2. Question:

Number of members in federation?

**about 10 619 pilots**

3. Question:

Total number of pilots in your federation? **10 619**

3a: Number of paraglider pilots? **4753**

3b: Number of hang gliding pilots? **238**

3c: Approximate total number of active national paraglider pilots and hang glider pilots in your country? (Please explain if number is different to the sum of pilots in your federation.) **4753**

4. Question:

Are you in general content with the new CIVL – EN Competition Class Requirements in FAI/CIVL Sporting Code 7B Chapter 12 and do you think it will improve safety for competition pilots? (If no please explain.)

**In general we see the CIVL - EN Competition Class as a better rules than EN-D, but we think the pure PMA Competition Class would be much better solution. We think EN Competition Class will have no significant effect on competition pilot safety, however we think it will have a POSITIVE EFFECT on general safety for non-competition pilots.**

5. Question:

Are you content with new CIVL EN CC gliders must be tested according to Lines and load test in En 926-1? (If no please explain.)

**NO. We think that theoretical line load test as proposed by PMA is a BETTER solution, because it results in stronger lines. It is good for three reasons:**

**\* it is cheaper for manufacturers**

**\* it is more fair for light pilots**

**\* competition gliders get out of trim more slowly with thicker lines and old competition gliders have better strength margin**

6. Question: Are you content with new CIVL EN CC gliders must be tested according to EN in-flight test with maximum weight and pilot input after 1 second? (If no please explain.)

**In general WE ARE CONTENT with the fact that new CIVL EN CC gliders must be tested according to EN, on maximum weight and with 1 second pilot input. But we think, that it is not necessary to test all the maneuvers required by EN, only crucial ones should be tested.**

7. Question:

Are you content with new maximum speed limitations of 65 km/h? (If no please explain or give suggestions for change.)

**As long as the speed limit is easy to change to reflect the glider development we think the speed limit is ok.**

**BUT, as long as the Conical ESS or equivalent (altitude points in goal) is used, we think that the**

**speed limit IS NOT NECESSARY.**

8. Question:

Are you content with maximum aspect ratio limitation of 7? (If no please explain or give suggestions for change.)

**We do not see the safety advantage of the aspect ratio limitation so big that it would outweigh the disadvantage of so rough limiting paraglider designs. In any way we see the limit of 7 too low considering the number of different designs with higher aspect ratio (starting at old 3-liner open class gliders) which history showed reasonably safe.**

9. Question:

Do you need more information about the different new regulations impact on safety and the EN standard before implementation? (if yes please explain what information you like to have)

**Of course there should be as much information and testing on new regulations as possible before implementation. But every case must be considered separately and in recent situation we feel that there was no more time for waiting and keeping the EN-D racing nightmare.**

10. Question:

Do you think some of the limitations in CIVL EN CC may need to be implemented before or later then 2015 to improve safety or development in competitions or the EN standard testing? (if yes please explain what limitations and why)

**All the limitations should be implemented at latest in 2015. Of course we would welcome if some rule changes, especially altitude bonus in goal, gets implemented earlier to test both scoring system changes and flying instruments.**

11. Question:

What can or must EHPU do in 2013 to support or change the new regulations in FAI Sporting Code Section 7B Chapter 12 Equipment Safety Standards & Documentation?

**EHPU should focus more on general flying and air law politics. We think that competition rules decisions should be let to the experts who actually do and understand it.**

12. Question:

Will/is it be possible and allowed to organize open class XC-competitions with non-certified wings in your country?

**It is possible to organize any XC competition in our country with non-certified wings allowed to enter. Some competitions (official czech league competitions) are even organized by the national federation and allow open class gliders.**

12a: Will your federation support organizers or approve XC-competitions with Open Class gliders? (Please explain in that way your federation will or will not official support)

**Yes. Currently we limit our national championships to be en-d only just for the reason to be in-sync with the Alpline countries. But this is the only reason and we are prepared and looking forward to organize and support competitions with non-certified gliders once the world competition scene leaves en-d.**

12b: Will your federation support your national pilots to participate in XC-competitions with open class gliders? (Please explain in that way your federation will or will not official support)

**Yes. We will support our national pilots no matter what are the competition rules.**