



FAI Sporting Code

*Fédération
Aéronautique
Internationale*

Section 7K – Class O

CIVL Competition Harness Standard

Harnesses permitted in FAI Category 1

Paragliding Cross-Country Events

Class 3

2025 Edition
Effective 1st May 2025

*Maison du Sport International
Av. de Rhodanie 54
CH-1007 Lausanne
(Switzerland)
Tél. +41 (0)21 345 10 70
Fax +41 (0)21 345 10 77
E-mail: sec@fai.org
Web: www.fai.org*

FEDERATION AERONAUTIQUE INTERNATIONALE
MSI - Avenue de Rhodanie 54 – CH-1007 Lausanne – Switzerland

© Copyright 2025

All rights reserved. Copyright in this document is owned by the Fédération Aéronautique Internationale (FAI). Any person acting on behalf of the FAI or one of its Members is hereby authorised to copy, print, and distribute this document, subject to the following conditions:

- 1. The document may be used for information only and may not be exploited for commercial purposes.**
- 2. Any copy of this document or portion thereof must include this copyright notice.**

Note that any product, process or technology described in the document may be the subject of other Intellectual Property Rights reserved by the Fédération Aéronautique Internationale or other entities and is not licensed hereunder.

RIGHTS TO FAI INTERNATIONAL SPORTING EVENTS

All international sporting events organised wholly or partly under the rules of the Fédération Aéronautique Internationale (FAI) Sporting Code¹ are termed *FAI International Sporting Events*². Under the FAI Statutes³, FAI owns and controls all rights relating to FAI International Sporting Events. FAI Members⁴ shall, within their national territories⁵, enforce FAI ownership of FAI International Sporting Events and require them to be registered in the FAI Sporting Calendar⁶.

An event organiser who wishes to exploit rights to any commercial activity at such events shall seek prior agreement with FAI. The rights owned by FAI which may, by agreement, be transferred to event organisers include, but are not limited to advertising at or for FAI events, use of the event name or logo for merchandising purposes and use of any sound, image, program and/or data, whether recorded electronically or otherwise or transmitted in real time. This includes specifically all rights to the use of any material, electronic or other, including software that forms part of any method or system for judging, scoring, performance evaluation or information utilised in any FAI International Sporting Event⁷.

Each FAI Air Sport Commission⁸ may negotiate agreements, with FAI Members or other entities authorised by the appropriate FAI Member, for the transfer of all or parts of the rights to any FAI International Sporting Event (except World Air Games events⁹) in the discipline¹⁰, for which it is responsible¹¹ or waive the rights. Any such agreement or waiver, after approval by the appropriate Air Sport Commission President, shall be signed by FAI Officers¹².

Any person or legal entity that accepts responsibility for organising an FAI Sporting Event, whether or not by written agreement, in doing so also accepts the proprietary rights of FAI as stated above. Where no transfer of rights has been agreed in writing, FAI shall retain all rights to the event. Regardless of any agreement or transfer of rights, FAI shall have, free of charge for its own archival and/or promotional use, full access to any sound and/or visual images of any FAI Sporting Event. The FAI also reserves the right to arrange at its own expense for any and all parts of any event to be recorded.

-
- 1 FAI Statutes,Chapter 1,para. 1.6
 - 2 FAI Sporting Code, Gen. Section,Chapter 4,para 4.1.2
 - 3 FAI Statutes,Chapter 1,para 1.8.1
 - 4 FAI Statutes,Chapter 2,para 2.1.1; 2.4.2; 2.5.2 and 2.7.2
 - 5 FAI By-Laws,Chapter 1,para 1.2.1
 - 6 FAI Statutes,Chapter 2,para 2.4.2.2.5
 - 7 FAI By-Laws,Chapter 1,paras 1.2.2 to 1.2.5
 - 8 FAI Statutes,Chapter 5,paras 5.1.1, 5.2, 5.2.3 and 5.2.3.3
 - 9 FAI Sporting Code, Gen. Section,Chapter 4,para 4.1.5
 - 10 FAI Sporting Code, Gen. Section,Chapter 2,para 2.2.
 - 11 FAI Statutes,Chapter 5,para 5.2.3.3.7
 - 12 FAI Statutes,Chapter 6,para 6.1.2.1.3

Editor's Note:

The FAI Sporting Code for Hang-Gliding and Paragliding consists of the General Section and Section 7 combined. In cases of doubt, consult the General Section to establish the principles before applying the specific rules which appear in this Section 7.

Hang-gliding and Paragliding are sports in which both men and women participate. Throughout this document the words "he", "him" or "his" are intended to apply equally to either sex unless it is specifically stated otherwise.

Wording: The use of "shall" and "must" implies that the aspect concerned is mandatory; the use of "should" implies a non-mandatory recommendation; "may" indicates what is permitted and "will" indicates what is going to happen. Words implying the singular include the plural and vice versa.

Table of Contents

1	Introduction	6
2	Goals	6
3	CIVL Competition Harness Standard	6
3.1	Required / Tested Elements.....	6
3.2	Validating Required Elements.....	7
3.3	Additional Required Features and Attributes to be Certified by Manufacturers.....	7
3.4	Validation of Manufacturer-Certified Features and Attributes	8
4	Effective Date	8

1 Introduction

This document defines the harnesses permitted to be flown in FAI Category 1 paragliding cross-country events. Its purpose is to serve as a reference for manufacturers, testing laboratories, competition organizers and competition pilots.

The purpose of the CHS is to guide harness development to stay within the PG ethos while maintaining a reasonable amount of passive safety. In some respects, performance and safety can be in conflict. The CHS attempts to provide a level playing field where pilots and manufacturers can compete fairly against each other in harnesses with a reasonable minimum level of safety. It is CIVLs responsibility to ensure that the published rules, or lack thereof, do not encourage manufacturers or pilots to push the boundaries of safe paragliding harness design in pursuit of performance: CIVL is setting the boundaries for harnesses with the CHS.

It is the manufacturer's responsibility to ensure that the harnesses they release are safe enough for pilots to use in competition.

It is the pilot's responsibility to ensure that their harness is maintained to at least the level of safety it had when the manufacturer released it.

2 Goals

Recent advances in harness design have led to models with improved aerodynamics, but some of these advances have come at the cost of safety and convenience. The goal of this new standard is to ensure that competition XC paragliding harnesses of the future retain the essential aspects of safety and usability, specifically portability, while still allowing innovation.

The high-level goals are:

1. Evolve the safety related requirements for harnesses, including those related to back protection, pilot visibility, as well as ensuring that pilots can use the harness while keeping their hands on the controls at the critical moments of take-off and landing.
2. Define portability standards for harnesses so that the pilot's equipment can continue to fit into a standard paragliding backpack, can be reasonably carried after landing, and can be checked as regular luggage on international flights.

3 CIVL Competition Harness Standard

3.1 Required / Tested Elements

1. Additional Safety Requirements
 - a. The pilot must have free access to the paraglider's controls (brakes, riser steering controls) and reserve handles when the harness is being flown in its most aerodynamic configuration.
 - b. To provide access to flight instruments, a flat space at least 30cm wide by 13cm deep must be in front of and visible to the pilot, and be in a location that would permit easy, quick access to the devices.
 - c. To accommodate tracking devices, the harness must have a pocket or Velcro area that:
 - i. Has a safety tab to secure the device
 - ii. Has a minimum size of 9cm x 10.5 cm x 3cm.
 - iii. Is accessible during flight

- iv. Is placed to provide optimal GPS and cellular connectivity (i.e. on the side or top of the harness)
 - d. A pilot must be able to launch, get their legs fully inside the harness and put the harness into its most aerodynamic flight configuration without taking any hand off the brake handles.
 - e. A pilot must be able to transition from the harness' most aerodynamic flight configuration into the "ready to land" configuration where their legs are out of the harness without requiring the pilot to take any hand off the brake handles.
2. Maximum Weight and Dimensions
- a. The harness, fitted with any 2 certified reserve parachutes of appropriate size for a pilot at the top of the recommended weight range of the harness, must fit into a "test box" whose linear dimensions are 160cm or less.
 - b. The harness (without the reserve parachutes) must weigh no more than 10 kilograms. This is to ensure that the harness is capable of being placed in a bag that can be normal, checked luggage and that the weight and size remain reasonable for a pilot to carry on their back.
3. There must be a pocket, or strap where a pocket could be attached, for a radio. This location must be easily accessible to the pilot.
4. To reduce the likelihood of a pilot forgetting to buckle their leg straps, the harness must have an "anti-forgetting" or "anti-falling" system.

3.2 Validating Required Elements

1. All harnesses must be EN1651 certified and must pass the latest (at the time of certification) impact standards.
2. The manufacturer will send an EN certified harness, along with the EN1651 documentation, to CIVL for further validation. In the future, CIVL may delegate this validation to a testing house, or testing houses may incorporate the following into their initial certification.
- a. The weight of the harness will be verified.
 - b. CIVL will verify that the harness with 2 reserves meets the linear dimension requirement.
 - c. The instrument panel dimensions and access will be verified.
 - d. The location for the radio will be verified.
 - e. Tests will be performed to validate 1.d and 1.e, above.
 - f. The "anti-falling / anti-forgetting" system will be verified.
3. After CIVL validation, the harness will be certified for PG XC Category 1 competition. The manufacturer will be notified, and the certification will be published on the CIVL website.

3.3 Additional Required Features and Attributes to be Certified by Manufacturers

All harnesses to be flown in PG XC Category 1 competitions must have additional attributes and features, as outlined below. These features are difficult to directly test or validate, so it is up to the manufacturer to ensure that the harness complies with the requirements below.

1. When transitioning from straight flight to a stall or collapse, the harness must not yaw/twist more than 180 degrees, nor should the tail obscure the pilot's vision.

2. While launching, the harness tail can't become a trip hazard by wrapping the pilot's legs or a block to visibility by wrapping over the pilot's face. Providing a mechanism to neutralize the tail for take-off is acceptable provided that releasing the tail after takeoff can be done without the pilot needing to take more than 1 hand off the controls.

3. So that the pilot has a reasonable view of pilots around them, the blind spot created by the harness should be no bigger than necessary and expected to be roughly equivalent to "pre-submarine" harnesses such as the Gin Genie Race 4 and the Ozone Excoceat.

3.4 Validation of Manufacturer-Certified Features and Attributes

If pilots in Category 1 competitions experience incidents that indicate that the expectations described above have not been met, CIVL will appoint a board of inquiry composed of manufacturers and industry representatives to investigate and issue a recommendation to the CIVL bureau as to whether the harness will be allowed to continue to be flown in Category 1 competitions. CIVL will then issue a final decision, which could range from no-action to suspension from competition until remedial steps have been taken.

4 Effective Date

This standard shall apply to all paragliding harnesses flown in Category 1 competitions occurring after January 1, 2026, except that harnesses certified prior to December 31 2025 will be grandfathered in. At some point the grandfather exemption will be removed, but this will be no earlier than after the World Championship held in 2029.