SUPAIR
LIFE IS IN THE AIR

English
Revision index : 25/08/2021

Notice d'utilisation

STEP

EN-B+

SUP'AIR - VLD
34 rue Adrastée
Parc Altaïs
74650 Annecy-Chavanod
FRANCE

45°54.024'N / 06°04.725'E

Photo : JM Ara

Thank you for choosing to fly our STEP to paraglide with. We are delighted to have you on-board to share our passion for paragliding.

SUP'AIR has been designing producing and selling accessories for free flying activities since 1984. By choosing a SUP'AIR product you benefit from almost thirty years of expertise, innovation and customer care. We pride ourselves for our work ethics and customer care.

We hope you will find this user's manual comprehensive, explicit and hopefully enjoyable as well. We advise you to read it carefully.
You will find the latest information and updates on this product on our website : www.supair.com. If however you have any further questions, do not hesitate to ask one of our dealers.
Naturally the entire SUP'AIR team remains at your disposal at info@supair.com

We wish you many safe and enjoyable flying hours and happy landings.

Team SUP'AIR

Contents

Introduction

Welcome to the world of free flying : a shared world of passion.

The STEP meets all the sporting pilot's requirements whishing to fly under an accessible but yet powerful B glider.
It was designed for performance flying and will give the pilot maximum comfort to optimize long distance XC adventures.
The well though out design and choice of materials were guided by the same quality and longevity objectives.

The STEP glider is EN EN 926 -1 : 2015 & 926 - 2 : 2013 Classe B. Certified.
This means that the paraglider in spite of good passive safety can react dynamically to over-piloting or in turbulence, and will have to be handled accordingly to stabilize it.
It also means that it requires a skill level and experience compatible with the wings in that category.

It can be used with most harnesses found on the market today. For better inflight comfort and sensations we will advise you to choose the SUP'AIR cross or hike & fly harness models.

After reading this manual we advise you to inflate & check your wing on a training hill first.

N.B. : The following three icons will help you to read this manual.

 Advice

 Caution !

 Danger !!

Technical data

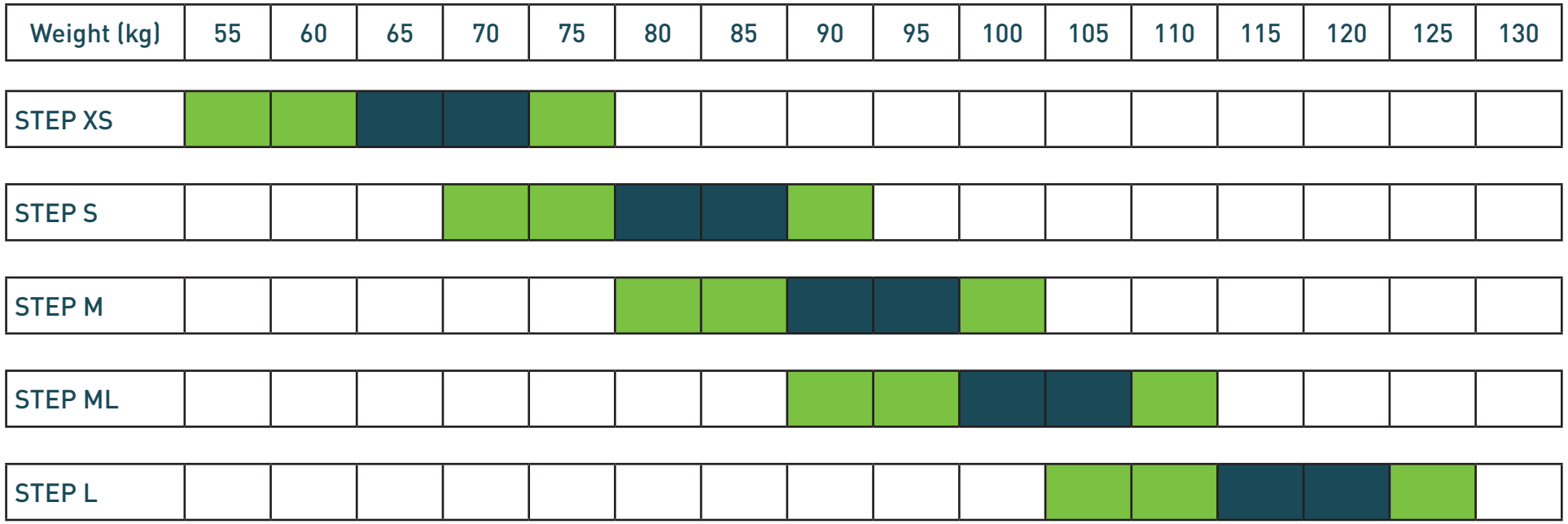
Glider STEP	XS	S	M	ML	L
Cell number	61	61	61	61	61
Flat surface area (m²)	21,5	24	26	28	30
Span (m)	11,07	11,7	12,17	12,63	13,08
Chord (m)	2,4	2,54	2,64	2,74	2,84
Flat Aspect Ratio	5,7	5,7	5,7	5,7	5,7
Projected surface area (m²)	18,106	20,21	21,9	23,58	25,26
Projected span (m)	8,68	9,17	9,55	9,91	10,26
Projected aspect ratio	4,16	4,16	4,16	4,16	4,16
Glider weight (kg)	4,35	4,7	5	5,3	5,5
In-flight weight range (kg)	55-75	70-90	80-100	90-110	105-125
Certification	EN / LTF B				
Riser number.	3 + 1				
Trimmer	no				
Acrobatic flying	no				

EARTH

OCEAN

FLUOR

In-flight weight range



In-flight weight range (kg)

Perfect In-flight weight range (kg) to optimize flight performances

Equipment overview

1. Leading edge
2. Trailing edge
3. Stabilizer
4. Intrados
5. Extrados
6. A riser
7. « A » split risers (for Big Ears)
8. B riser
9. C riser
10. Brake line
11. Brake holder
12. Brake handle
13. Riser hook-up loop
14. Pocket with repair kit.
15. "C" steering ball.
16. "B-C" Recall Strap.

Connecting the glider

Opening the wing

Choose a flat or lightly angled training hill without obstacles or wind.
Open your wing and arrange it in a crescent shape.
Check the fabric and the lines for any sign of wear or damage. Check for the links connecting the lines to the risers to be fully closed. Identify, separate and arrange the A,B.C, risers as well as the brake lines neatly. Knots or tangles can not be present.

Choosing an adapted harness.

The STEP glider was certified EN B with a EN1651 & LTF certified harness and hence can be flown with most harnesses models found on the market today. Meaning that it can be flown with most harnesses models found on the market today.We wil advise you to choose a EN1651 and or LTF certified harness with a built-in dorsal protection system.

Connecting the wing to the harness.

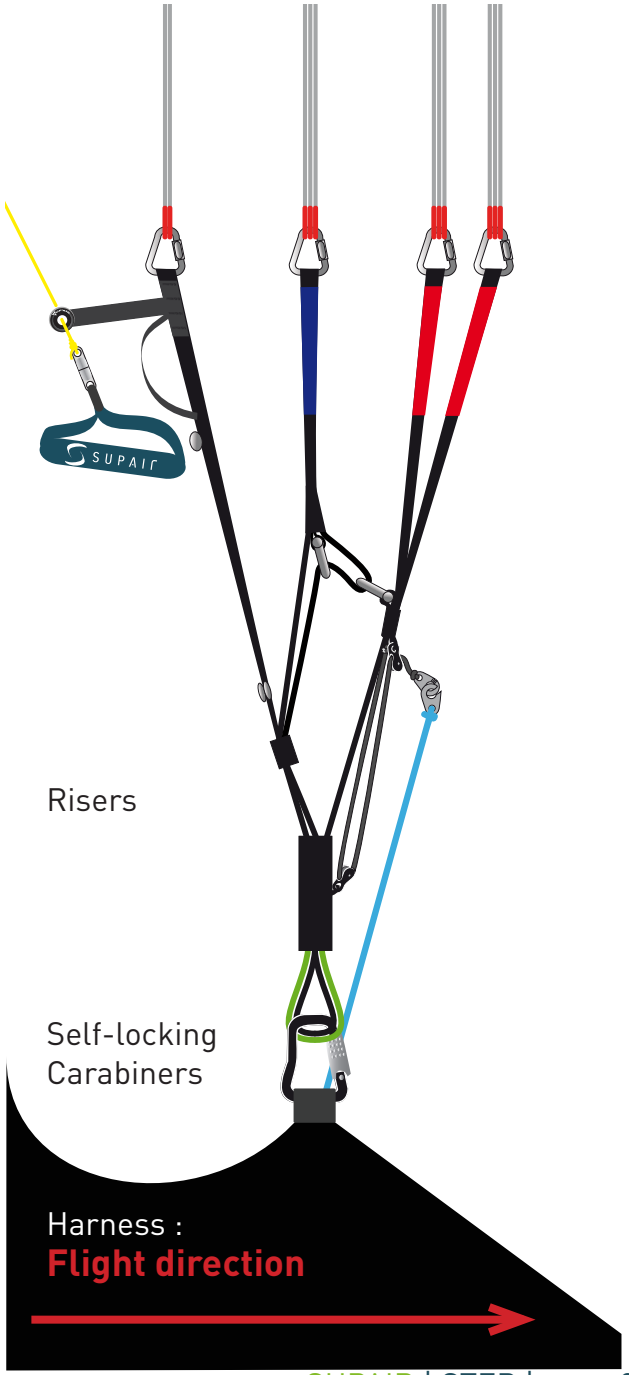
Without twisting the risers, connect them to the harness connection loops using the self-locking carabiners.
Check for the risers to be properly positioned and untwisted. The "A" risers must be located at the front and facing the flight direction(see schematic).
Lastly, check for the main self-locking carabiners to be fully closed and locked in place.

Harness chest strap spacing

It is advised to adjust the harness's chest strap width based on your wing size :
42 cm for an STEP size XS
44 cm for an STEP size S
46 cm for an STEP size M
46 cm for an STEP size ML
48 cm for an STEP size L

Installing the accelerator

Install the accelerator according to your harness manufacturer's recommendations.
Connect it to the wing using the split hooks.
Once the accelerator/speedbar is connected, adjust its length according to your measurements.
For correct use, there must not be any tension at the split-hook level when the accelerator/speed-bar line is relaxed.



Connecting the glider

Brake line length

Brake line lengths are set at the factory to allow optimal glider control. However, if they do not suit you they can be adjusted to your liking.

We will advise using a fisherman's knot and to keep your length changes to a minimum (approx 5cm maximum).

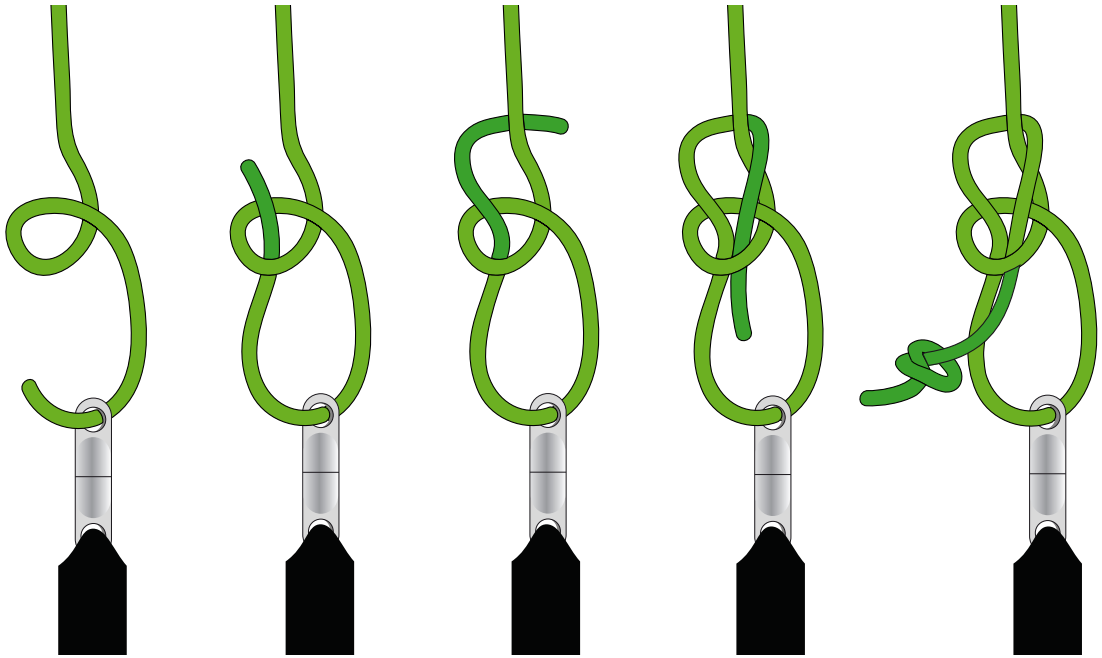
If you modify the original default setting, have it inspected and approved by a professional before flying..

The default factory maximum brake line length is :
55 cm for an STEP size XS
60 cm for an STEP size S
62 cm for an STEP size M
65 cm for an STEP size ML
67 cm for an STEP size L

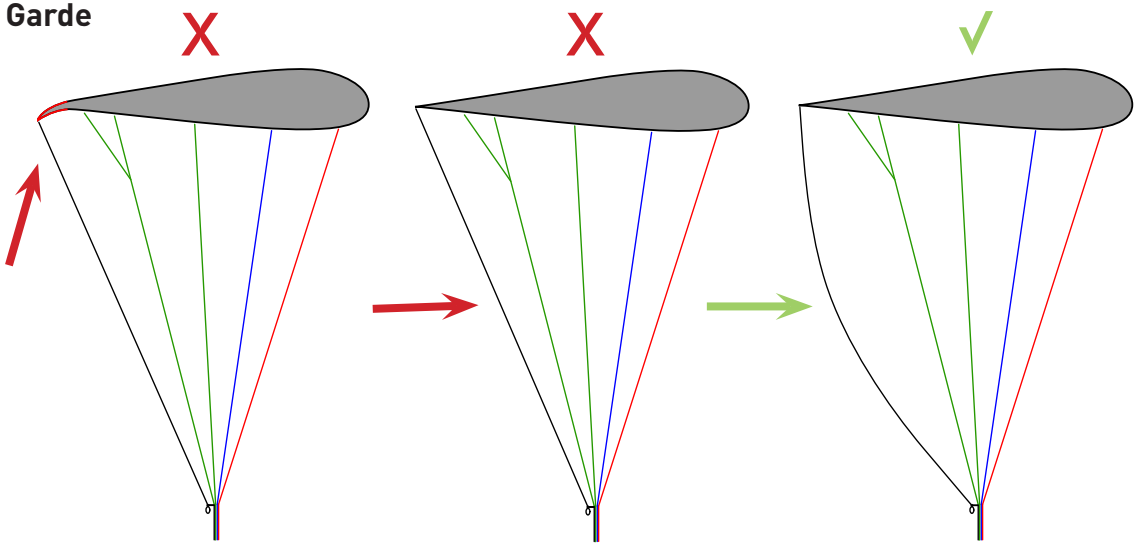
Margin

Be certain to adjust and leave a small amount of line slack to keep steering toggle play, prevent wing profile deformation and hinder the accelerator functionality.
During acceleration, the glider's trailing edge must not be deformed.

fisherman's knot



Garde



PRE-FLIGHT PREPARATION

The STEP wing was designed for for recreational pilots, sportsmen, who want a high performance sailing, at the top of category B. To discover your new wing, we will advise you to conduct your first small flights in calm conditions on a school training hill or a familiar site you are used to flying with your own harness.

Unfold the glider and place it on its upper surface in an arc.

Separate the A,B,C risers and the brakes, be certain for the risers and lines not to have any twists or knots or be hooked to a branch, stone etc...

Caution !

It vital to conduct a thorough pre-flight check and have the harness properly connected to the glider prior each takeoff.

Run through the following procedure prior each takeoff:

- harness or carabiners do not show signs of wear and tear.
- the reserve parachute container is correctly closed and that the handle is in the correct position
- your personal settings have not been changed
- The wing is properly connected to the risers with all links securely tightened and locked in place.
- The wing is properly connected to the harness without any riser twist.
- You are securely connected to the harness with the leg and chest strap buckles closed, self-locking carabiners locked.
- Your are wearing your helmet and it is properly fastened.

Take-off

The R&D team has optimized the wing's performance in response to the most ambitious pilots needs, while maintaining optimal passive safety, making the STEP a well built and behaved glider in all circumstance.
However, before the first flight, practice ground handling to familiarize yourself with your new wing. It is possible to inflate it forward or reversed.

Inflating the STEP is easy without any hard point ; the sequence demands and adaptation to the weather conditions of the day.

Forward launch

To inflate the glider grab the upper ends of the "A" risers with your hands and progressively move foreward guiding the glider upward. Once the wing is flying overhead, apply brakes as necessary, look up and perform a visual check before accelerating to take off.

Reverse launch

If the wind speed is sustained and permits it, we will advise you to use a reversed inflation method more adapted to conduct a better visual check. Face the wing and grab the "A" risers. With a light pull and adapted rearward walking motion, inflate your wing. Once the glider is stable overhead, turn around, look up once more to check that all is ok. before running down the slope and takeoff.
Note: it is not necessary to use the "A" risers to inflate the wing.

Caution !

Before take-off, ensure for the airspace to be clear in front, around and above you with weather conditions matching your flying skill level..

FLIGHT CARACTERISTICS

Here are a few tips to take advantage of your STEP wing's performance in flight:

In flight, the STEP remains homogeneous even in turbulent air. The "Shark Nose" profile remains solid even when accelerated. The turn is intuitive and easy to control.

« Hands up » speed or trim speed

Flying « hands up » will provide the best glide ratio in nil wind.

Using the accelerator/speedbar.

According to the EN B norm, the STEP glider was designed to be stable throughout its speed range.
Accelerated, the wing becomes more sensitive to turbulence. If you sense a glider internal pressure decrease while pushing on the accelerator; lessen the speedbar tension to bring it back to its neutral default setting while slightly applying a small amount of brake by pulling the hand toggles and prevent a possible leading edge frontal collapse.
The accelerator/speedbar length travel is: from 13 to 15 cm depend of the wing size.

Piloting without the toggles/brakes.

If for whatever reason, the toogles/brakes are no longer available, you will need to pilot your wing using the harness and "C" risers instead. Beware not to overcontrol the glider to limit the risk of experiencing a possible stall.
To land, let your wing glide for as long as possible before applying a full braking motion. Braking using the "C" risers is not as efficient as using the toggles and could bring a more energetic landing than normal.

Piloting with the « C ».

Piloting with the "C" is used for accelerated or non-accelerated transitions or, in some cases, for winding a thermal, making the most of the wing's performance.
Piloting with the C risers offers a better wing feedback, and is ideal to anticipate the piloting moves.
This method also optimizes the performance of your wing: usually toggle input to counteract the turbulence, brakes the wing's profile and deteriorates its performance.
By using the "C" an effective controlled action is obtained while maintaining a "clean" profile and therefore a better performance.
To steer the glider with the "C" risers, keep the toggles in hand, and use the handles mounted on the elevators to pilot the wing.
This technique brings a true performance gain, very effective, especially coupled with the accelerator during transition.

Turns

To make your glider turn efficiently, and only after checking that the space below you is clear and safe to land on, weight shift toward the inside of the turn and progressively pull your brake/toggle on the same side until the desired turning angle is reached. The turning speed and radius can also be adjusted by using the other brake/toggle controlling the upper half side of the wing. If flying at low speed, begin your turn by raising your hand on the upper and external side of the turn to prevent a possible flat-turn or twisted turn on the vertical axis.The STEP turns very well with toggle input, and does not require big weigh-shifting in the harness.
If flying at low speed, begin your turn by raising your hand on the upper and external side of the turn to prevent a possible flat-turn or twisted turn on the vertical axis.

End of the flight

Landing

Be certain to always have enough altitude for a safe landing before approaching the chosen Landing Zone (PTU, PTS, etc...). Never make aggressive maneuvers close to the ground. Always land into the wind (upwind), standing up and ready to run to a stop if necessary. Make your landing approach with maximum air speed if possible depending on the weather conditions of the moment, then progressively brake to slow the glider to a final touchdown. Beware not to brake too much, too soon and too rapidly to prevent a possible stall and hard landing.

In case of a landing in sustained higher wind speeds, you will need to quickly turnaround, face the wing, move forward while braking down symmetrically. You can equally pull the "C" risers down to deflate the glider and bring it to the ground.

Folding

Fold each side of your wing in an accordion-like shape. Stack-up the leading edge reinforcements on top of one another.
.

Specific usage

Towing

The STEP wing can be towed up. Fly only with certified gear operated by qualified personal and only after taking a towing clinic. The towing force must correspond to the weight of the equipment, and the pulling sequence can only start when the wing is fully inflated and stable over the pilot's head.

Aerobatics

The STEP wing was not designed to enter aerobatic maneuvers. We highly discourage its use for this type of flying.

Tandem

The STEP wing was not designed for tandem flying.

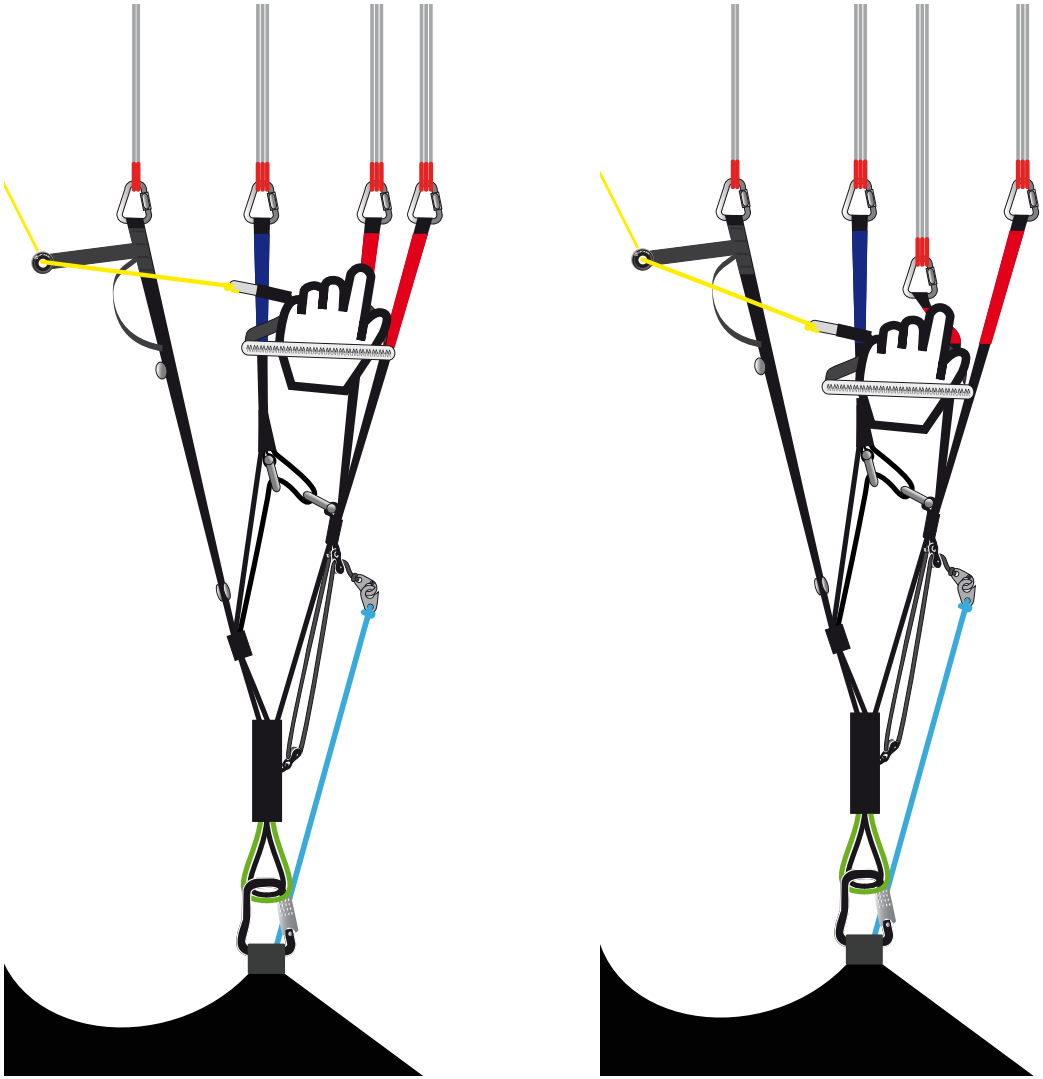
FAST DESCENTS

The following techniques should only be used in emergencies and require prior training to be safely conducted. Appropriate analysis and anticipation of the conditions will often prevent the need to use fast descent techniques. We will advise you to practice in still air and preferably above water.

Big Ears

Pulling "ears" increases the glider sink rate. We do not recommend the use of big ears close to the ground

In order to pull "ears", grab the specific riser (outer "A" riser) while keeping the toggles in hands and lowering them until the win tips collapse. It is preferable to collapse one side after the other and not simultaneously in order to prevent an eventual frontal collapse.
Once the "Ears" are folded and stabilized, we will recommend using the accelerator/speedbar to regain your initial air speed.



To reopen the "Ears", bring the accelerator/speedbar back to its neutral default setting, then let go the risers symmetrically. You can pump the brake/toggles on either side of the wing to facilitate its reopening sequence.

Fast descents

B-line stall

This technique is usually physically demanding and will provoke a parachutal wing configuration and hence wing control will be diminished.
Loosing altitude using the "B" risers is done by grabbing the risers at the metal links level and applying a symmetrical downward vertical pull until the wing's profile is deformed. This maneuver can be maintained to increase the wing's sink rate.
To regain a normal flying configuration, bring your hands up quickly to the "A" risers red markers, then let go the "B" risers altogether. The wing will experience a moderate surge forward which will need to be instantly neutralized and controlled.

360° spiral dives

To begin a spiral dive make sure the air space is clear around and below you, then lean toward the chosen side while gradually applying brake/toggle pressure on that side. The wing will gradually accelerate before entering a full spiral dive. You may use the outer/upper toggle to manage your sink rate.

In order to exit the rotation, get back to a neutral (centered) position in the harness and gradually release the inside brake. You need to keep the glider in a turn as it decelerates in order to limit the surge while exiting the spiral. If your exit is too radical the glider will surge aggressively and experience a substantial dive to be immediately controlled.. Gradually slowing down the rotation with the outside and upper brake will allow you to exit the spiral in a controlled manner.

To prevent stressing we do not recommend combining spiral dives with "Ears".

Conforming to the certification, the STEP glider does not show any tendency to stay in a locked spiral configuration and will return by itself to a normal flying angle in less than two full rotations when the toggles/brakes are brought back up.

DANGER This manœuvre places a lot of stress on the glider. The high speed and "G" force might be disorientating and, in extreme cases, cause you a temporary loss of consciousness. Practice this maneuver gradually with ample space around and below you.

Acrobatic flight:

Your wing was not designed for aerobatic maneuvers.
Repeated practice of said exercise exceeding 4xG (or 2xG if they are asymmetrical) will cause premature aging of your glider and is to be avoided. “SAT” maneuvers are the most damaging to your equipment.

Flight incidents

Asymmetric collapses

Any paraglider may occasionally collapse due to turbulence or a piloting error. In the event of an asymmetric collapse your priority must be to stay clear of the terrain and regain level flight.
In the event of an asymmetrical collapse induced by turbulence or purposely by the pilot, we want to remind you that the best course of action to take is:

- Shift all your weight on the open side of the wing.
- If necessary, slightly brake on the open side of the wing to prevent it from rotating.
- Once the wing is balanced and stabilized, (straight flight), if the folded side does not spontaneously reopen, give ample up and down pumping motions until the collapsed glider side is fully reopened. Repeat if necessary until full reinflation is successful. In the event of a “cravat” (where the wing tip is snagged between the lines) you may use the "ears" technique described above by pulling on the tangled line to release the wingtip.

Front collapses

During a front collapse according to the certification standard the glider is designed to reopen on its own.
In the event of a frontal collapse induced by turbulence or purposely by the pilot, we want to remind you that the best course of action to take is :

- Brakes must be fully released during the collapse, we recommend that brake handles be clipped back on the stoppers when you are producing the collapse
- Wait for the wing to reopen and come back overhead – do not keep the brake pressure on, if the glider falls behind you – risk of stalling.
- Dampen the surge by using the brakes/toggles proportionally and symmetrically once the wing has overshot you.

Parachutal stall

Even though this configuration only rarely occurs, you may find yourself in a situation called "parachutal stall " where the glider descends vertically with no forward motion. If it happens, release the brakes/toggles fully and trims symmetrically. You might also need to push forward on the "A" risers. Make sure you regained a normal flight configuration before proceeding with brake/toggle usage again.

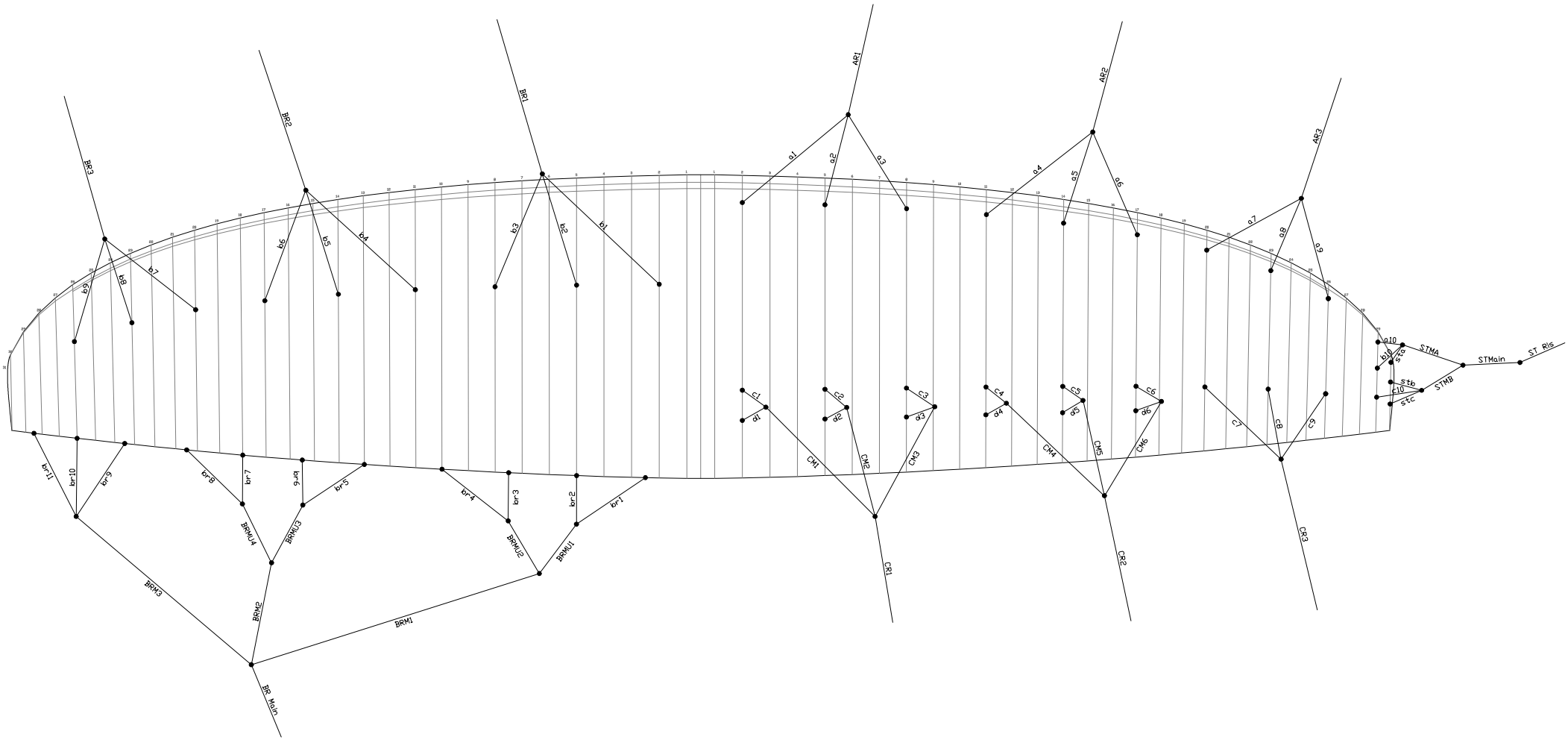
Stall

This technique is not recommended as it requires intense physical impute. It is not a safe descent technique.

Spin / asymetric stall

A spin will only occur because of a piloting error. If so, release the brake fully on the stalled side and be certain to keep the glider in check during the ensuing dive and reopening sequence.

LINE LAYOUT DIAGRAM



Materials

Fabrics	Producer	Reference
Outer surface	Porcher Sport	Skytex 38 Universal - 9017E25
Inner Surface	Porcher Sport	Skytex 32 gr Universal - 700032E3W
Supported ribs	Porcher Sport	Skytex 32 gr Hard finish - 700032E4D
Compression straps and D ribs	Porcher Sport	Skytex 32 gr Hard finish - 700032E4D
Unsupported ribs	Porcher Sport	Skytex 32 gr Hard finish - 700032E4D
Rib reinforcements	Porcher Sport	SR 170

Main lines	Producer	Reference
Top cascade	Edelrid	8000U-90/70/70
Upper middle cascade	Edelrid	8000U-90/70
Lower cascade	Edelrid	8000U-230/190/130/90

Stabilo lines	Producer	Reference
Top cascade	Edelrid	8000U-50
Middle cascade	Edelrid	8000U-50
Lower cascade	Edelrid / Liros	8000U-50 / PPSL 70

Brake lines	Producer	Reference
Top cascade	Edelrid	8000U-50
Upper middle cascade	Edelrid	8000U-70
ILower middle cascade	Edelrid	8000U-90
Lower cascade	Edelrid	8000U-190 / N10_300
Mailons	Peguet	MAILLON RAPIDE MRSI03.5 S12

Maintenance sheet
STEP size XS

Size XS
Line Check Maintenance Sheet

Measurements made from the base of the lines to the base of the wing, WITH risers and Maillons Rapides, were under 5 kg.

		A			B			C			D			Frein		
		Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
Center	1	6735	6740	5	6653	6655	2	6788	6782	-6	6843	6835	-8	7105	7109	4
	2	6650	6658	8	6568	6565	-3	6699	6696	-3	6753	6746	-7	6871	6872	1
	3	6681	6684	3	6599	6594	-5	6723	6724	1	6773	6767	-6	6683	6681	-2
	4	6625	6629	4	6542	6538	-4	6655	6655	0	6701	6697	-4	6587	6585	-2
	5	6514	6512	-2	6435	6437	2	6540	6537	-3	6582	6578	-4	6412	6409	-3
	6	6516	6514	-2	6440	6439	-1	6534	6526	-8	6571	6566	-5	6270	6267	-3
	7	6381	6384	3	6329	6325	-4	6400	6393	-7				6212	6209	-3
	8	6248	6240	-8	6213	6209	-4	6276	6272	-4				6242	6249	7
	9	6189	6190	1	6179	6171	-8	6230	6237	7				6106	6103	-3
	10													6058	6054	-4
Stabilizers	11	5907	5899	-8	5885	5877	-8	5930	5925	-5				6028	6028	0
Wingtip	12	5797	5804	7	5821	5815	-6	5876	5870	-6						

Tolerance: 10 mm.

Risers length, Measured without carabiner. Carabiners lenght : 29 mm.

RISERS	Non accéléré			Accéléré		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	475	475	0	345	345	0
A'	475	474	-1	345	344	-1
B	475	473	-2	388	385	-3
C	475	476	1	475	476	1

Tolérance +/- 5mm

Risers length, Measured with carabiner.

RISERS	Non accéléré			Accéléré		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	505	505	0	375	375	0
A'	505	504	-1	375	374	-1
B	505	503	-2	418	415	-3
C	505	506	1	505	506	1

Tolérance +/- 5mm

Maintenance sheet

STEP size XS

Lines individual lenghts																	
A LINES			B LINES			C LINES			D LINES			STABILO LINES			BRAKE LINES		
NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**
AR1	4275	3975	BR1	4225	3925	CR1	4335	4035				STRis	525	305	BRMain	1574	1274
AR2	4497	4197	BR2	4435	4135	CR2	4524	4224				STmain	4475	4255	BRML	1477	1257
AR3	4607	4307	BR3	4588	4288	CR3	4665	4365									
						CM1	2057	1837				STMA	691	471	BRM1	1921	1701
						CM2	1982	1762				STMB	708	488	BRM2	2250	2030
						CM3	2002	1782							BRM3	2717	2497
						CM4	1791	1571									
						CM5	1697	1477									
						CM6	1695	1475									
															BRMU1	1824	1604
															BRMU2	1566	1346
															BRMU3	1112	892
															BRMU4	1133	913
a1	2493	2273	b1	2461	2241	c1	668	448	d1	721	501	sta	493	273	br1	1508	1288
a2	2408	2188	b2	2376	2156	c2	654	434	d2	706	486	stb	500	280	br2	1274	1054
a3	2439	2219	b3	2407	2187	c3	658	438	d3	706	486	stc	555	335	br3	1344	1124
a4	2159	1939	b4	2138	1918	c4	607	387	d4	651	431				br4	1248	1028
a5	2048	1828	b5	2031	1811	c5	586	366	d5	626	406				br5	1198	978
a6	2050	1830	b6	2036	1816	c6	582	362	d6	617	397				br6	1056	836
a7	1804	1584	b7	1771	1551	c7	1772	1552							br7	977	757
a8	1671	1451	b8	1655	1435	c8	1648	1428							br8	1007	787
a9	1612	1392	b9	1621	1401	c9	1602	1382							br9	1307	1087
a10	605	385	b10	583	363	c10	611	391							br10	1259	1039
															br11	1229	1009

Maintenance sheet
STEP size S

Size S
Line Check Maintenance Sheet

Measurements made from the base of the lines to the base of the wing, WITH risers and Maillons Rapides, were under 5 kg.

		A			B			C			D			Frein		
		Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
Center	1	7120	7127	7	7032	7034	2	7176	7170	-6	7234	7230	-4	7484	7483	-1
	2	7032	7034	2	6943	6944	1	7083	7082	-1	7140	7140	0	7241	7236	-5
	3	7067	7072	5	6977	6974	-3	7110	7102	-8	7163	7159	-4	7043	7034	-9
	4	7013	7020	7	6926	6921	-5	7047	7042	-5	7095	7093	-2	6944	6938	-6
	5	6896	6901	5	6814	6816	2	6926	6920	-6	6971	6966	-5	6760	6755	-5
	6	6899	6901	2	6819	6820	1	6920	6912	-8	6959	6956	-3	6613	6613	0
	7	6756	6763	7	6704	6702	-2	6780	6772	-8				6550	6542	-8
	8	6615	6619	4	6581	6582	1	6649	6644	-5				6584	6586	2
	9	6553	6557	4	6545	6544	-1	6617	6611	-6				6442	6438	-4
	10													6393	6385	-8
Stabilizers	11	6300	6298	-2	6277	6273	-4	6325	6321	-4				6360	6368	8
Wingtip	12	6190	6187	-3	6210	6204	-6	6267	6263	-4						

Tolerance: 10 mm.

Risers length, Measured without carabiner. Carabiners lenght : 29 mm.

RISERS	Non accéléré			Accéléré		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	490	490	0	320	318	-2
A'	490	490	0	320	318	-2
B	490	489	-1	376	373	-3
C	490	489	-1	490	489	-1

Tolérance +/- 5mm

Risers length, Measured with carabiner.

RISERS	Non accéléré			Accéléré		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	520	518	-2	350	346	-4
A'	520	518	-2	350	346	-4
B	520	517	-3	406	401	-5
C	520	517	-3	520	517	-3

Tolérance +/- 5mm

Maintenance sheet

STEP size S

Lines individual lenghts

A LINES			B LINES			C LINES			D LINES			STABILO LINES			BRAKE LINES		
NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**
AR1	4510	4210	BR1	4453	4153	CR1	4568	4268				STRis	525	305	BRMain	1584	1284
AR2	4748	4448	BR2	4686	4386	CR2	4782	4482				STmain	4790	4570	BRML	1563	1343
AR3	4868	4568	BR3	4844	4544	CR3	4939	4639									
						CM1	2167	1947				STMA	735	515	BRM1	2043	1823
						CM2	2089	1869				STMB	740	520	BRM2	2405	2185
						CM3	2112	1892							BRM3	2912	2692
						CM4	1886	1666									
						CM5	1787	1567									
						CM6	1785	1565									
															BRMU1	1934	1714
															BRMU2	1666	1446
															BRMU3	1178	958
															BRMU4	1201	981
a1	2628	2408	b1	2597	2377	c1	698	478	d1	754	534	sta	512	292	br1	1598	1378
a2	2540	2320	b2	2508	2288	c2	683	463	d2	738	518	stb	527	307	br2	1355	1135
a3	2575	2355	b3	2542	2322	c3	687	467	d3	738	518	stc	584	364	br3	1425	1205
a4	2281	2061	b4	2256	2036	c4	631	411	d4	677	457				br4	1326	1106
a5	2164	1944	b5	2144	1924	c5	609	389	d5	652	432				br5	1268	1048
a6	2167	1947	b6	2149	1929	c6	605	385	d6	642	422				br6	1121	901
a7	1903	1683	b7	1875	1655	c7	1863	1643							br7	1035	815
a8	1762	1542	b8	1752	1532	c8	1732	1512							br8	1069	849
a9	1700	1480	b9	1716	1496	c9	1688	1468							br9	1391	1171
a10	624	404	b10	601	381	c10	625	405							br10	1342	1122
															br11	1309	1089

Maintenance sheet
STEP size M

Size M
Line Check Maintenance Sheet

Measurements made from the base of the lines to the base of the wing, WITH risers and Maillons Rapides, were under 5 kg.

		A			B			C			D			Frein		
		Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
Center	1	7413	7421	8	7317	7325	8	7471	7475	4	7532	7529	-3	7890	7896	6
	2	7323	7329	6	7227	7231	4	7376	7376	0	7435	7434	-1	7641	7647	6
	3	7360	7368	8	7263	7263	0	7405	7405	0	7460	7456	-4	7427	7421	-6
	4	7304	7312	8	7211	7215	4	7337	7336	-1	7388	7388	0	7325	7320	-5
	5	7183	7192	9	7095	7096	1	7212	7208	-4	7258	7254	-4	7136	7135	-1
	6	7186	7191	5	7101	7097	-4	7206	7205	-1	7246	7241	-5	6983	6984	1
	7	7036	7038	2	6979	6984	5	7050	7047	-3				6916	6915	-1
	8	6889	6891	2	6851	6855	4	6914	6915	1				6950	6951	1
	9	6824	6832	8	6812	6812	0	6880	6876	-4				6804	6805	1
	10													6756	6749	-7
Stabilizers	11	6561	6559	-2	6537	6534	-3	6587	6588	1				6722	6719	-3
Wingtip	12	6441	6450	9	6467	6464	-3	6527	6526	-1						

Tolerance: 10 mm.

Risers length, Measured without carabiner. Carabiners lenght : 29 mm.

RISERS	Non accéléré			Accéléré		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	490	494	4	330	327	-3
A'	490	492	2	330	325	-5
B	490	493	3	380	380	0
C	490	494	4	490	494	4

Tolérance +/- 5mm

Risers length, Measured with carabiner.

RISERS	Non accéléré			Accéléré		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	520	524	4	360	357	-3
A'	520	522	2	360	355	-5
B	520	523	3	410	410	0
C	520	524	4	520	524	4

Tolérance +/- 5mm

Maintenance sheet

STEP size M

Lines individual lenghts																	
A LINES			B LINES			C LINES			D LINES			STABILO LINES			BRAKE LINES		
NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**
AR1	4697	4397	BR1	4636	4336	CR1	4761	4461				STRis	525	305	BRMain	1581	1281
AR2	4949	4649	BR2	4882	4582	CR2	4982	4682				STmain	5017	4797	BRML	1635	1415
AR3	5069	4769	BR3	5046	4746	CR3	5131	4831									
						CM1	2251	2031				STMA	744	524	BRM1	2136	1916
						CM2	2171	1951				STMB	764	544	BRM2	2523	2303
						CM3	2195	1975							BRM3	3052	2832
						CM4	1959	1739									
						CM5	1857	1637									
						CM6	1855	1635									
															BRMU1	2029	1809
															BRMU2	1742	1522
															BRMU3	1229	1009
															BRMU4	1252	1032
a1	2734	2514	b1	2699	2479	c1	716	496	d1	775	555	sta	527	307	br1	1663	1443
a2	2644	2424	b2	2609	2389	c2	701	481	d2	758	538	stb	533	313	br2	1414	1194
a3	2681	2461	b3	2645	2425	c3	706	486	d3	759	539	stc	593	373	br3	1487	1267
a4	2371	2151	b4	2345	2125	c4	648	428	d4	697	477				br4	1385	1165
a5	2250	2030	b5	2229	2009	c5	625	405	d5	669	449				br5	1322	1102
a6	2253	2033	b6	2235	2015	c6	621	401	d6	659	439				br6	1169	949
a7	1982	1762	b7	1948	1728	c7	1941	1721							br7	1079	859
a8	1835	1615	b8	1820	1600	c8	1805	1585							br8	1113	893
a9	1770	1550	b9	1781	1561	c9	1761	1541							br9	1460	1240
a10	649	429	b10	625	405	c10	655	435							br10	1412	1192
															br11	1378	1158

Maintenance sheet
STEP size ML

Size ML
Line Check Maintenance Sheet

Measurements made from the base of the lines to the base of the wing, WITH risers and Maillons Rapides, were under 5 kg.

		A			B			C			D			Frein		
		Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
Center	1	7721	7727	6	7619	7626	7	7786	7779	-7	7849	7842	-7	8143	8139	-4
	2	7629	7633	4	7527	7533	6	7689	7681	-8	7750	7746	-4	7887	7887	0
	3	7668	7676	8	7565	7568	3	7719	7712	-7	7770	7760	-10	7679	7678	-1
	4	7612	7620	8	7517	7521	4	7648	7639	-9	7700	7691	-9	7574	7577	3
	5	7487	7492	5	7397	7402	5	7518	7514	-4	7566	7561	-5	7379	7376	-3
	6	7490	7494	4	7403	7403	0	7512	7513	1	7554	7555	1	7220	7225	5
	7	7340	7342	2	7281	7282	1	7348	7352	4				7151	7154	3
	8	7187	7183	-4	7148	7148	0	7207	7210	3				7185	7186	1
	9	7119	7119	0	7108	7105	-3	7171	7174	3				7037	7035	-2
	10													6985	6979	-6
Stabilizers	11	6839	6832	-7	6814	6810	-4	6866	6864	-2				6953	6949	-4
Wingtip	12	6714	6721	7	6741	6745	4	6803	6800	-3						

Tolerance: 10 mm.

Risers length, Measured without carabiner. Carabiners lenght : 29 mm.

RISERS	Non accéléré			Accéléré		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	515	515	0	360	361	1
A'	515	513	-2	360	361	1
B	515	514	-1	412	410	-2
C	515	514	-1	515	514	-1

Tolérance +/- 5mm

Risers length, Measured with carabiner.

RISERS	Non accéléré			Accéléré		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	545	545	0	390	391	1
A'	545	543	-2	390	391	1
B	545	544	-1	442	440	-2
C	545	544	-1	545	544	-1

Tolérance +/- 5mm

Maintenance sheet

STEP size ML

Lines individual lenghts

A LINES			B LINES			C LINES			D LINES			STABILO LINES			BRAKE LINES		
NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**
AR1	4879	4579	BR1	4810	4510	CR1	4949	4649				STRis	525	305	BRMain	1581	1281
AR2	5144	4844	BR2	5076	4776	CR2	5178	4878				STmain	5231	5011	BRML	1704	1484
AR3	5277	4977	BR3	5251	4951	CR3	5335	5035									
						CM1	2332	2112				STMA	766	546	BRM1	2216	1996
						CM2	2250	2030				STMB	787	567	BRM2	2627	2407
						CM3	2275	2055							BRM3	3186	2966
						CM4	2029	1809									
						CM5	1923	1703									
						CM6	1921	1701									
															BRMU1	2100	1880
															BRMU2	1816	1596
															BRMU3	1277	1057
															BRMU4	1302	1082
a1	2835	2615	b1	2802	2582	c1	737	517	d1	798	578	sta	539	319	br1	1726	1506
a2	2743	2523	b2	2710	2490	c2	722	502	d2	781	561	stb	545	325	br2	1470	1250
a3	2782	2562	b3	2748	2528	c3	727	507	d3	776	556	stc	607	387	br3	1546	1326
a4	2459	2239	b4	2432	2212	c4	668	448	d4	718	498				br4	1441	1221
a5	2334	2114	b5	2312	2092	c5	644	424	d5	690	470				br5	1374	1154
a6	2337	2117	b6	2318	2098	c6	640	420	d6	680	460				br6	1215	995
a7	2053	1833	b7	2020	1800	c7	2010	1790							br7	1121	901
a8	1900	1680	b8	1887	1667	c8	1869	1649							br8	1155	935
a9	1832	1612	b9	1847	1627	c9	1833	1613							br9	1520	1300
a10	666	446	b10	641	421	c10	672	452							br10	1468	1248
															br11	1436	1216

Maintenance sheet
STEP size L

Size L
Line Check Maintenance Sheet

Measurements made from the base of the lines to the base of the wing, WITH risers and Maillons Rapides, were under 5 kg.

		A			B			C			D			Frein		
		Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
Center	1	7996	8004	8	7894	7899	5	8066	8067	1	8131	8130	-1	8461	8459	-2
	2	7902	7907	5	7800	7805	5	7966	7961	-5	8030	8023	-7	8193	8192	-1
	3	7943	7947	4	7840	7844	4	7999	7999	0	8057	8053	-4	7975	7982	7
	4	7890	7892	2	7792	7796	4	7927	7928	1	7981	7978	-3	7868	7865	-3
	5	7761	7761	0	7668	7670	2	7794	7792	-2	7844	7840	-4	7667	7665	-2
	6	7764	7763	-1	7675	7675	0	7787	7787	0	7831	7830	-1	7506	7505	-1
	7	7599	7606	7	7548	7544	-4	7626	7624	-2				7438	7434	-4
	8	7442	7436	-6	7410	7406	-4	7480	7475	-5				7479	7474	-5
	9	7371	7371	0	7368	7366	-2	7432	7433	1				7322	7314	-8
	10													7264	7256	-8
Stabilizers	11	7083	7076	-7	7058	7052	-6	7111	7105	-6				7238	7232	-6
Wingtip	12	6964	6956	-8	6983	6978	-5	7046	7038	-8						

Tolerance: 10 mm.

Risers length, Measured without carabiner. Carabiners lenght : 29 mm.

RISERS	Non accéléré			Accéléré		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	517	516	-1	357	359	2
A'	517	516	-1	361	359	-2
B	517	518	1	410	411	1
C	517	518	1	517	518	1

Tolérance +/- 5mm

Risers length, Measured with carabiner.

RISERS	Non accéléré			Accéléré		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	545	544	-1	385	387	2
A'	545	544	-1	385	387	-2
B	545	546	1	438	439	1
C	545	546	1	545	546	1

Tolérance +/- 5mm

Maintenance sheet

STEP size L

Lines individual lenghts																	
A LINES			B LINES			C LINES			D LINES			STABILO LINES			BRAKE LINES		
NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**	NAME	CUT*	SEWN**
AR1	5058	4758	BR1	4993	4693	CR1	5134	4834				STRis	525	305	BRMain	1614	1314
AR2	5339	5039	BR2	5268	4968	CR2	5374	5074				STmain	5436	5216	BRML	1551	1771
AR3	5471	5171	BR3	5451	5151	CR3	5548	5248									
						CM1	2410	2190				STMA	789	569	BRM1	2312	2092
						CM2	2326	2106				STMB	810	590	BRM2	2747	2527
						CM3	2353	2133							BRM3	3329	3109
						CM4	2096	1876									
						CM5	1988	1768									
						CM6	1985	1765									
															BRMU1	2178	1958
															BRMU2	1876	1656
															BRMU3	1314	1094
															BRMU4	1350	1130
a1	2931	2711	b1	2894	2674	c1	754	534	d1	817	597	sta	561	341	br1	1785	1565
a2	2837	2617	b2	2800	2580	c2	738	518	d2	800	580	stb	559	339	br2	1517	1297
a3	2878	2658	b3	2840	2620	c3	744	524	d3	800	580	stc	622	402	br3	1601	1381
a4	2542	2322	b4	2515	2295	c4	684	464	d4	736	516				br4	1494	1274
a5	2413	2193	b5	2391	2171	c5	659	439	d5	707	487				br5	1420	1200
a6	2416	2196	b6	2398	2178	c6	655	435	d6	697	477				br6	1259	1039
a7	2118	1898	b7	2087	1867	c7	2075	1855							br7	1155	935
a8	1961	1741	b8	1949	1729	c8	1929	1709							br8	1196	976
a9	1890	1670	b9	1907	1687	c9	1881	1661							br9	1577	1357
a10	682	462	b10	657	437	c10	689	469							br10	1519	1299
															br11	1493	1273

CERTIFICATES
STEP size XS

AIR TURQUOISE SA | PARA-TEST.COM
Route du Pré-au-Comte 8 ▲ CH-1844 Villeneuve ▲ +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses
and paraglider reserve parachutes

paragliding by air turquoise

Paraglider inspection certificate

Inspection certificate number: **PG_1357.2018**

Manufacturer data

Manufacturer name:	**Supair Sàrl**
Representative	**Laurent Chiabaut**
Street:	**34, rue Adrastée**
Post code / place:	**74650 Chavanod**
Country:	**France**

Sample data

Name:	**Step**	Size:	**21**
Min weight in flight [kg]:	**55**	Max weight in flight [kg]:	**75**
Weight [kg]:	**4.3**	Number of seat:	**Single-seater**
Sample load serial number:	**n/a**	Date of reception:	**n/a**
Sample flight serial number :	**GPB18-21**	Date of reception:	**04.05.2018**

Test report summary	Result	Place	Date of test
71.8.3 | Shock loading test:	**Test done on size 30, inspection PG_1361.2018**		**16.05.2018**
71.8.3 | Sustained loading test:	**Test done on size 30, inspection PG_1361.2018**		**16.05.2018**
71.8.2 | Flight test:	**B**	Villeneuve	**30.08.2018**
71.4.3 | Measurement:	**POSITIVE**	Villeneuve	**16.10.2018**
71.6.3 | Line bending test:	**POSITIVE**	Villeneuve	**03.07.2018**

Issue data

Place of declaration:	**Villeneuve**
Date of issue:	**16.10.2018**
Managing Director:	**Alain Zoller**
Signature:	

This signature approve the validity of the test reports 71.8.2, 71.8.3, 71.4.3 and 71.6.3 (Only if test report are applicable).

Air Turquoise SA has thoroughly tested the sample of paraglider mentioned above and certifies its conformity with the following standards : EN 926-2:2013 / EN 926-1:2015 / LTF: NFL II 91/09 / 2-60-14 / 2-251-16

This inspection certificate confirms that the above sample identified by its serial number and only this is in conforms with the standards.

The inspection certificate contain the following test and is complete with the test report number: 71.8.2, 71.8.3, 71.4.3, 71.6.3
(If the 71.8.3 tests are not done, it has been done for another size of a sample within the definition of same model)

AIR TURQUOISE SA | PARA-TEST.COM
Route du Pré-au-Comte 8 ▲ CH-1844 Villeneuve ▲ +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses
and paraglider reserve parachutes

paragliding by air turquoise

SUPAIR

Classification: **B**

In accordance with standards EN 926-2:2013, EN 926-1:2015 & LTF 91/09:	PG_1357.2018
Date of issue (DMY):	16.10.2018
Manufacturer:	Supair Sàrl
Model:	Step 21
Serial number:	GPB18-21

Configuration during flight tests

Paraglider		**Accessories**	
Maximum weight in flight (kg)	**75**	Range of speed system (cm)	**13**
Minimum weight in flight (kg)	**55**	Speed range using brakes (km/h)	**17**
Glider's weight (kg)	**4.3**	Total speed range with accessories (km/h)	**25**
Number of risers	**3**	Range of trimmers (cm)	**0**
Projected area (m2)	**18.106**		

Harness used for testing (max weight)		**Inspections** (whichever happens first)
Harness type	**ABS**	every 12 months or every 100 flying hours
Harness brand	**Supair**	Warning! Before use refer to user's manual
Harness model	**Altiplume M**	Person or company having presented the glider for testing: **None**
Harness to risers distance (cm)	**40**	
Distance between risers (cm)	**43**	

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
A	**A**	**B**	**A**	**A**	**A**	**A**	**A**	**B**	**A**	**A**	**A**	**A**	**B**	**A**	**A**	**A**	**B**	**A**	**A**	**A**	**A**	**0**

Sticker generated automatically by AIR TURQUOISE SA, valid without signature // RE | rev 03 | 22.12.2017 // ISO | 71.9.10 // Page 1 of 1

AIR TURQUOISE SA | PARA-TEST.COM
Route du Pré-au-Comte 8 ▲ CH-1844 Villeneuve ▲ +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses
and paraglider reserve parachutes

paragliding by air turquoise

CERTIFICATES
STEP size S

Paraglider inspection certificate

Inspection certificate number: **PG_1326.2018**

Manufacturer data

Manufacturer name:	**Supair Sàrl**
Representative	**Laurent Chiabaut**
Street:	**34, rue Adrastée**
Post code / place:	**74650 Chavanod**
Country:	**France**

Sample data

Name:	**Step**	Size:	**24**
Min weight in flight [kg]:	**70**	Max weight in flight [kg]:	**90**
Weight [kg]:	**4.7**	Number of seat:	**Single-seater**
Sample load serial number:	**n/a**	Date of reception:	**n/a**
Sample flight serial number :	**GBP18-24**	Date of reception:	**06.04.2018**

Test report summary	**Result**	**Place**	**Date of test**
71.8.3 | Shock loading test:	**Test done on size 30, inspection PG_1361.2018**		**16.05.2018**
71.8.3 | Sustained loading test:	**Test done on size 30, inspection PG_1361.2018**		**16.05.2018**
71.8.2 | Flight test:	**B**	Villeneuve	**25.06.2018**
71.4.3 | Measurement:	**POSITIVE**	Villeneuve	**13.06.2018**
71.6.3 | Line bending test:	**POSITIVE**	Villeneuve	**03.07.2018**

Issue data

Place of declaration:	**Villeneuve**
Date of issue:	**06.07.2018**
Managing Director:	**Alain Zoller**
Signature:	

This signature approve the validity of the test reports 71.8.2, 71.8.3, 71.4.3 and 71.6.3 (Only if test report are applicable).

Air Turquoise SA has thoroughly tested the sample of paraglider mentioned above and certifies its conformity with the following standards : EN 926-2:2013 / EN 926-1:2015 / LTF: NFL II 91/09 / 2-60-14 / 2-251-16

This inspection certificate confirms that the above sample identified by its serial number and only this is in conforms with the standards.

The inspection certificate contain the following test and is complete with the test report number: 71.8.2, 71.8.3, 71.4.3, 71.6.3
(If the 71.8.3 tests are not done, it has been done for another size of a sample within the definition of same model)

AIR TURQUOISE SA | PARA-TEST.COM
Route du Pré-au-Comte 8 ▲ CH-1844 Villeneuve ▲ +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses
and paraglider reserve parachutes

paragliding by air turquoise

SUPAIR

Classification: **B**

In accordance with standards\\\nEN 926-2:2013, EN 926-1:2015 & LTF 91/09:	PG_1326.2018
Date of issue (DMY):	06.07.2018
Manufacturer:	Supair Sàrl
Model:	Step 24
Serial number:	GBP18-24

Configuration during flight tests

Paraglider		**Accessories**	
Maximum weight in flight (kg)	**90**	Range of speed system (cm)	**17**
Minimum weight in flight (kg)	**70**	Speed range using brakes (km/h)	**13**
Glider's weight (kg)	**4.7**	Total speed range with accessories (km/h)	**25**
Number of risers	**3**	Range of trimmers (cm)	**0**
Projected area (m2)	**20.21**		

Harness used for testing (max weight)		**Inspections** (whichever happens first)
Harness type	**ABS**	every 12 months or every 100 flying hours
Harness brand	**Supair**	Warning! Before use refer to user's manual
Harness model	**Evo XC 3 M**	Person or company having presented the glider for testing: **None**
Harness to risers distance (cm)	**43**	
Distance between risers (cm)	**43**	

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
B	**A**	**B**	**A**	**A**	**A**	**A**	**A**	**A**	**A**	**A**	**A**	**A**	**B**	**A**	**A**	**A**	**B**	**A**	**A**	**A**	**A**	**0**

CERTIFICATES
STEP size M

AIR TURQUOISE SA | PARA-TEST.COM
Route du Pré-au-Comte 8 ▲ CH-1844 Villeneuve ▲ +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses
and paraglider reserve parachutes

paragliding by air turquoise

Paraglider inspection certificate

Inspection certificate number: **PG_1327.2018**

Manufacturer data

Manufacturer name:	**Supair Sàrl**
Representative	**Laurent Chiabaut**
Street:	**34, rue Adrastée**
Post code / place:	**74650 Chavanod**
Country:	**France**

Sample data

Name:	**Step**	Size:	**26**
Min weight in flight [kg]:	**80**	Max weight in flight [kg]:	**100**
Weight [kg]:	**5**	Number of seat:	**Single-seater**
Sample load serial number:	**n/a**	Date of reception:	**n/a**
Sample flight serial number :	**GBP18-26**	Date of reception:	**06.04.2018**

Test report summary	**Result**	**Place**	**Date of test**
71.8.3 | Shock loading test:	**Test done on size 30, inspection PG_1361.2018**		**16.05.2018**
71.8.3 | Sustained loading test:	**Test done on size 30, inspection PG_1361.2018**		**16.05.2018**
71.8.2 | Flight test:	**B**	Villeneuve	**09.05.2018**
71.4.3 | Measurement:	**POSITIVE**	Villeneuve	**30.05.2018**
71.6.3 | Line bending test:	**POSITIVE**	Villeneuve	**03.07.2018**

Issue data

Place of declaration:	**Villeneuve**
Date of issue:	**06.07.2018**
Managing Director:	**Alain Zoller**

Signature:

This signature approve the validity of the test reports 71.8.2, 71.8.3, 71.4.3 and 71.6.3 (Only if test report are applicable).

Air Turquoise SA has thoroughly tested the sample of paraglider mentioned above and certifies its conformity with the following standards : EN 926-2:2013 / EN 926-1:2015 / LTF: NFL II 91/09 / 2-60-14 / 2-251-16

This inspection certificate confirms that the above sample identified by its serial number and only this is in conforms with the standards.

The inspection certificate contain the following test and is complete with the test report number: 71.8.2, 71.8.3, 71.4.3, 71.6.3
(If the 71.8.3 tests are not done, it has been done for another size of a sample within the definition of same model)

AIR TURQUOISE SA | PARA-TEST.COM
Route du Pré-au-Comte 8 ▲ CH-1844 Villeneuve ▲ +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses
and paraglider reserve parachutes

paragliding by air turquoise

SUPAIR

Classification: **B**

In accordance with standards\\\nEN 926-2:2013, EN 926-1:2015 & LTF 91/09:	PG_1327.2018
Date of issue (DMY):	06.07.2018
Manufacturer:	Supair Sàrl
Model:	Step 26
Serial number:	GBP18-26

Configuration during flight tests

Paraglider		**Accessories**	
Maximum weight in flight (kg)	**100**	Range of speed system (cm)	**17**
Minimum weight in flight (kg)	**80**	Speed range using brakes (km/h)	**13**
Glider's weight (kg)	**5**	Total speed range with accessories (km/h)	**25**
Number of risers	**3**	Range of trimmers (cm)	**0**
Projected area (m2)	**21.9**		

Harness used for testing (max weight)		**Inspections** (whichever happens first)
Harness type	**ABS**	every 12 months or every 100 flying hours
Harness brand	**Icaro**	Warning! Before use refer to user's manual
Harness model	**Energy 2 L**	Person or company having presented the glider for testing: **None**
Harness to risers distance (cm)	**43**	
Distance between risers (cm)	**44**	

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
A	**A**	**B**	**A**	**A**	**A**	**A**	**A**	**B**	**B**	**A**	**A**	**B**	**B**	**A**	**A**	**A**	**B**	**A**	**A**	**A**	**A**	**0**

Sticker generated automatically by AIR TURQUOISE SA, valid without signature // RE | rev 03 | 22.12.2017 // ISO | 71.9.10 // Page 1 of 1

CERTIFICATES
STEP size ML

AIR TURQUOISE SA | PARA-TEST.COM
Route du Pré-au-Comte 8 ▲ CH-1844 Villeneuve ▲ +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses
and paraglider reserve parachutes

paragliding by air turquoise

Paraglider inspection certificate

Inspection certificate number: **PG_1351.2018**

Manufacturer data

Manufacturer name:	**Supair Sàrl**
Representative	**Laurent Chiabaut**
Street:	**34, rue Adrastée**
Post code / place:	**74650 Chavanod**
Country:	**France**

Sample data

Name:	**Step**	Size:	**28**
Min weight in flight [kg]:	**90**	Max weight in flight [kg]:	**110**
Weight [kg]:	**5.3**	Number of seat:	**Single-seater**
Sample load serial number:	**n/a**	Date of reception:	**n/a**
Sample flight serial number :	**GBP18-28**	Date of reception:	**15.05.2018**

Test report summary	**Result**	**Place**	**Date of test**
71.8.3 | Shock loading test:	**Test done on size 30, inspection PG_1361.2018**		**16.05.2018**
71.8.3 | Sustained loading test:	**Test done on size 30, inspection PG_1361.2018**		**16.05.2018**
71.8.2 | Flight test:	**B**	Villeneuve	**08.06.2018**
71.4.3 | Measurement:	**POSITIVE**	Villeneuve	**13.06.2018**
71.6.3 | Line bending test:	**POSITIVE**	Villeneuve	**03.07.2018**

Issue data

Place of declaration:	**Villeneuve**
Date of issue:	**06.07.2018**
Managing Director:	**Alain Zoller**
Signature:	

This signature approve the validity of the test reports 71.8.2, 71.8.3, 71.4.3 and 71.6.3 (Only if test report are applicable).

Air Turquoise SA has thoroughly tested the sample of paraglider mentioned above and certifies its conformity with the following standards : EN 926-2:2013 / EN 926-1:2015 / LTF: NFL II 91/09 / 2-60-14 / 2-251-16

This inspection certificate confirms that the above sample identified by its serial number and only this is in conforms with the standards.

The inspection certificate contain the following test and is complete with the test report number: 71.8.2, 71.8.3, 71.4.3, 71.6.3
(If the 71.8.3 tests are not done, it has been done for another size of a sample within the definition of same model)

AIR TURQUOISE SA | PARA-TEST.COM
Route du Pré-au-Comte 8 ▲ CH-1844 Villeneuve ▲ +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses
and paraglider reserve parachutes

paragliding by air turquoise

SUPAIR

Classification: **B**

In accordance with standards\\\nEN 926-2:2013, EN 926-1:2015 & LTF 91/09:	PG_1351.2018
Date of issue (DMY):	06.07.2018
Manufacturer:	Supair Sàrl
Model:	Step 28
Serial number:	GPB18-28

Configuration during flight tests

Paraglider		**Accessories**	
Maximum weight in flight (kg)	**110**	Range of speed system (cm)	**15**
Minimum weight in flight (kg)	**90**	Speed range using brakes (km/h)	**13**
Glider's weight (kg)	**5.3**	Total speed range with accessories (km/h)	**25**
Number of risers	**3**	Range of trimmers (cm)	**0**
Projected area (m2)	**23.58**		

Harness used for testing (max weight)		**Inspections** (whichever happens first)
Harness type	**ABS**	every 12 months or every 100 flying hours
Harness brand	**Supair**	Warning! Before use refer to user's manual
Harness model	**Evo XC 3 L**	Person or company having presented the glider for testing: **None**
Harness to risers distance (cm)	**43**	
Distance between risers (cm)	**48**	

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
A	**A**	**B**	**A**	**A**	**A**	**A**	**A**	**B**	**A**	**A**	**A**	**B**	**B**	**A**	**A**	**A**	**B**	**A**	**A**	**A**	**A**	**0**

CERTIFICATES
STEP size L

AIR TURQUOISE SA | PARA-TEST.COM
Route du Pré-au-Comte 8 ▲ CH-1844 Villeneuve ▲ +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses
and paraglider reserve parachutes

paragliding by air turquoise

Paraglider inspection certificate

Inspection certificate number: **PG_1361.2018**

Manufacturer data

Manufacturer name:	**Supair Sàrl**
Representative	**Laurent Chiabaut**
Street:	**34, rue Adrastée**
Post code / place:	**74650 Chavanod**
Country:	**France**

Sample data

Name:	**Step**	Size:	**30**
Min weight in flight [kg]:	**105**	Max weight in flight [kg]:	**125**
Weight [kg]:	**5.5**	Number of seat:	**Single-seater**
Sample load serial number:	**GPB18-30-2**	Date of reception:	**04.05.2018**
Sample flight serial number :	**GPB18-30**	Date of reception:	**30.05.2018**

Test report summary	Result	Place	Date of test
71.8.3 | Shock loading test:	**POSITIVE**	Yverdon(airport)	**16.05.2018**
71.8.3 | Sustained loading test:	**POSITIVE**	Yverdon(airport)	**16.05.2018**
71.8.2 | Flight test:	**B**	Villeneuve	**10.07.2018**
71.4.3 | Measurement:	**POSITIVE**	Villeneuve	**31.07.2018**
71.6.3 | Line bending test:	**POSITIVE**	Villeneuve	**03.07.2018**

Issue data

Place of declaration:	**Villeneuve**	
Date of issue:	**06.07.2018**	**revision 01 : 06.09.2018**
Managing Director:	**Alain Zoller**	
Signature:		

This signature approve the validity of the test reports 71.8.2, 71.8.3, 71.4.3 and 71.6.3 (Only if test report are applicable).

Air Turquoise SA has thoroughly tested the sample of paraglider mentioned above and certifies its conformity with the following standards : EN 926-2:2013 / EN 926-1:2015 / LTF: NFL II 91/09 / 2-60-14 / 2-251-16

This inspection certificate confirms that the above sample identified by its serial number and only this is in conforms with the standards.

The inspection certificate contain the following test and is complete with the test report number: 71.8.2, 71.8.3, 71.4.3, 71.6.3
(If the 71.8.3 tests are not done, it has been done for another size of a sample within the definition of same model)

DC | Rev 16 | 05.01.2018

ISO 71.8.1

AIR TURQUOISE SA | PARA-TEST.COM
Route du Pré-au-Comte 8 ▲ CH-1844 Villeneuve ▲ +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses
and paraglider reserve parachutes

paragliding by air turquoise

SUPAIR

Classification: **B**

In accordance with standards EN 926-2:2013, EN 926-1:2015 & LTF 91/09:	PG_1361.2018
Date of issue (DMY):	06.09.2018
Manufacturer:	Supair Sàrl
Model:	Step 30
Serial number:	GBP18-30

Configuration during flight tests

Paraglider		**Accessories**	
Maximum weight in flight (kg)	**125**	Range of speed system (cm)	**16**
Minimum weight in flight (kg)	**105**	Speed range using brakes (km/h)	**13**
Glider's weight (kg)	**5.5**	Total speed range with accessories (km/h)	**25**
Number of risers	**3**	Range of trimmers (cm)	**0**
Projected area (m2)	**25.26**		

Harness used for testing (max weight)		**Inspections** (whichever happens first)
Harness type	**ABS**	every 12 months or every 100 flying hours
Harness brand	**Ava Sport**	Warning! Before use refer to user's manual
Harness model	**Acro 1 L**	Person or company having presented the glider for testing: **None**
Harness to risers distance (cm)	**43**	
Distance between risers (cm)	**48**	

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
A	**A**	**B**	**A**	**A**	**A**	**A**	**A**	**B**	**B**	**A**	**A**	**B**	**B**	**A**	**A**	**A**	**B**	**A**	**A**	**A**	**A**	**0**

Sticker generated automatically by AIR TURQUOISE SA, valid without signature // RE | rev 03 | 22.12.2017 // ISO | 71.9.10 // Page 1 of 1

Maintenance

Washing and glider maintenance.

It is not a good idea to often wash your glider from time to time. Anyway if you have to do it, we recommend using sponge or soft hair brush and a non aggressive water-soluble cleaning agent (such as baby soap).
We will recommend wing inspections to be conducted at regular intervals:
- Repair eventual small fabric damages (holes smaller than a 1Euro coin or 1 US. 25 cents coin) with the small rounded sticky rips-top pieces included in your repair kit.
- Empty out the cells/caissons from sand, pebbles, grass, leaves, etc...

Storage and transport.

When not using your glider store it inside your paragliding rucksack in a dry cool and clean place protected from UV exposure. If your harness is wet please dry thoroughly before storing. If your glider is wet or humid, dry it thoroughly first.
Keep all metal parts away from corrosive elements.

Product longevity.

Irrespective of pre-flight checks, your glider must be serviced regularly and in accordance with its maintenance schedule. We will recommend for the wing to be inspected once a year or every one hundred (100) hours, and more specifically check the followings :

- Lines (no excessive wear no breakages or folds) maillons and carabiners
- Materials selected for the STEP ensure the best compromise for lightness and longevity. However in certain conditions such as exposure to UV or abrasion or exposure to chemical products the glider must be submitted to a thorough inspection by a qualified facility. Your safety depends on it!
- Carabiners must be replaced every five (5) years by identically rated and certified models recommended by the manufacturer (SUPAIR).

Repair

In spite of using the best quality materials, your glider may be subjected to wear and tear (Gigi, subjected et non subject) and hence will need to be regularly inspected at a qualified repair center.
SUP'AIR also offers the possibility for its products to be repaired beyond the end of the warranty period. Please contact us either by telephone or by E-mail sav@supair.com in order to receive a quote.

Recycling

All our materials are selected for their technical and environmentally friendly characteristics. None of the components found in our products will harm the environment. Most of them are recyclable.
If your STEP's life span is over, you can separate all metallic and plastic parts from the cloth and dispose of the rest according to your country's recycling guide lines and requirements. Please contact your local recycling center for more information..

Mandatory controls

Your glider must be checked every year or every 100 flight hours by a qualified operator.

We advise you to take this opportunity to have your reserve repacked.

Warranty

SUP'AIR takes the greatest care in the design and production of its product line hence offers a 3 years limited warranty from the purchase date against any manufacturing defect or design issues occurring during normal use. Any damage or degradation resulting from incorrect or abusive use, abnormal exposure to aggressive factors including but not limited to; high temperature intense sun exposure high humidity etc. will invalidate this warranty.

Disclaimer

Paragliding is an activity requiring, skills, specific knowledge and sound judgement. Be safe by learning in certified schools, subscribe and obtain an adequate insurance policy as well as a flying license while always making sure your flying skills are up to the task in various weather flying conditions. SUP'AIR cannot be held responsible for your paragliding decisions or activities.

This SUP'AIR product was designed for solo use only. Any other activity such as tandem paragliding, skydiving or BASE jumping is absolutely forbidden.

Pilot's gear

It is essential to wear a helmet, suitable shoes with good ankle support and adapted clothing. Carrying a reserve emergency parachute corresponding to your weight and properly connected to the harness is also highly recommended.
The entire Sup'Air harness, accessory and reserve parachute selection (except for tandem gear), is compatible with the STEP glider.
For additional information, please access our internet site : www.supair.com

SUPAIR-VLD
Parc Altaïs
34 rue Adrastée
74650 Chavanod, Annecy
FRANCE

info@supair.com
+33(0)4 50 45 75 29

45°54.024'N / 06°04.725'E