PARAGLIDING
EQUIPMENT
015.016 - EN
SUP’AIR’s philosophy

SUP’AIR is characterized by the collective passion of a team and a continually updated desire to develop exciting products for free flying. The SUP’AIR brand is recognized and well known around the world as a specialist in Paragliding (PG) and Powered Paragliding (PPG) harness design dedicated to all forms of flying activities.

During the past year SUP’AIR has also been developing paragliding wings. This is an exciting challenge for the team growing around this new profession. The feedback given by professionals about our tandem wing (the SORA), is a first step to excellence! The adventure continues with the release of our school wings (the EONA), with many more designs to follow.

At the heart of our trade’s history is the development of harness design to offer ever more mature and innovative products, while always emphasizing the importance of the harness toward fun flying and pilot safety.

The SUP’AIR quality and responsive commitment are due to the proximity of manufacturing partners and raw material suppliers (wings and harnesses) most of which are French or located in other European countries. All SUP’AIR harnesses are manufactured in Europe and all our products are distributed through a network of professionals and passionate dealers.

SUP’AIR it is a constantly evolving team, projecting human values, innovation and quality to support you in your passion.

Good flights!

Romain Rousset, Justin Demange, P.Y. Alloix, Philippe Vernerey, John Staples, Pierre Augier, Caroline Treppo
For more than thirty years, SUP’AIR’s history has been tied to the history of paragliding. We are located in Haute-Savoie, where “slope soaring” was invented, and more specifically in Annecy, which has become one of the most renowned spots for “free-flying”. We develop our products in one of the most suitable places for real-life testing. The paragliding activity in Annecy equates to over a hundred instructors, thousands of flights every day during the summer months, a dozen schools, various shops and many enthusiasts who have chosen this area as their favorite playground. We support, promote and participate in the evolution of our sport, imagining products directly inspired and guided by our passion and our environment.

DESIGNED IN ANNECY
EONA
EN-A
From the first hops on the training hill to cross-country flying, the EONA is the perfect companion.

When used in flying school, the easy inflation – with no lagging back or overshooting – coupled with excellent lift-off behaviour will immediately place students on the way to success. The 3-riser concept with left/right markings on controls removes all complications for learning. Riser length has also been tailored to different pilot sizes. Even the colour scheme has been organised to simplify the instructor’s job.

Once in the air the sail’s natural stability and the absence of parasitic roll provide the feeling of safety which is necessary to start flying in the best conditions. However the EONA is a proper paraglider with a real gliding sensation and an excellent ability for thermal flying which will satisfy even more experienced pilots.

Like all Sup’Air products, the choice of materials and technical solutions has been optimised to make the EONA a high quality product. Removing unwanted objects is made easy by the new wingtip cleaning system.

The positioning of plastic rods in the profile has been carefully studied in order to avoid excessive wear and tear on the outer surface thanks to a “buffer zone”. This will prevent early ageing and guarantee long-lasting qualities.

Piloting
Beginner pilots and above
Foot- or tow launch

Equipment
“Long Life” plastic rods
Wingtip cleaning system
Special big ears kit

Materials
Top surface: Porcher Sport Skytex Universal 38 g/m²
Bottom surface: Porcher Sport Skytex Universal 38 g/m²
Supported ribs: Dominico 30D hard finish
Compression straps and D ribs: Dominico 30D hard finish
Unsupported ribs: Dominico 30D hard finish
Reinforcements: Porcher Sport SR 170
Top cascade: Liros
Upper middle cascade: Liros
Lower cascade: Edelrid

Technical details - EONA

<table>
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Reasons for choosing that wing:

- An inflation and flawless transition to flying, ensuring student safety and give the instructor peace of mind.
- It is a progressive wing giving a true sense of control to the new pilot and a great performance level for the first distance flights.
- The EONA is not made only for teaching but will make an excellent first purchase for newly certified coming out of school pilots as well.

Options:
No option needed, the glider comes complete with: a backpack, inner bag, speed-bar/accelerator, repair kit.

www.supair.com
THE ULTIMATE “PRO TOOL”

Designed by professionals for professionals, our new SORA is the perfect tool to take tandem passengers up all day over a whole season.

In accordance with SUP’AIR tradition, the choice of materials and construction methods ensures high durability and will guarantee many flying hours in total safety for the owner.

The wide certified weight range (from 120kg to 220kg) offers great versatility in all flight configurations whatever the conditions.

For optimal control, trimmers either accelerate or slow the glider down. They are fitted on a double strap and produce a softer sensation, in particular for the passenger, and to reduce the effort in pulling them down. They attach to the bottom of the riser with a magnet to stop them flapping in the wind.

The SORA is also fitted with brake tabs adjustable in height, so pilots of all sizes may fly it in total comfort.

Big ears stay in place thanks to a dedicated blocker, which is located facing the pilot for better control and safety. A new wingtip clean-up system will help remove stones and twigs from the glider more easily.

The positioning of rods reinforcing the profile has been especially designed in order to prevent friction on the upper surface thanks to a “buffer zone”, in order to prevent early ageing and guarantee high durability.

### Technical details - SORA

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For the professional pilot, the SORA ensures safe takeoffs whatever the configuration pilot/passenger.

Turning ability and gliding performance allow the pilot to do his job while enjoying the flight. The wide speed range contributes to safety and flying pleasure.

The robust design ensures a good resale value.

### Materials

- **Upper surface cloth**: Porcher Sport Skytex Universal 38 g/m²
- **Inner surface cloth**: Porcher Sport Skytex Universal 30 g/m²
- **Supported ribs cloth**: Porcher Sport Skytex Hard 40 g/m²
- **Other ribs cloth**: Porcher Sport Skytex Hard 32 g/m²

- **Upper lines**: Liros
- **Lower lines**: Edelrid

### Piloting

- **Qualified tandem pilots**
- **Foot- or tow-launch**

### Equipment

- **Trimmers**
- **Ear blocker**
- **Adjustable brake tabs**
- **“Long Life” Rods**
- **Wingtip clean-up system**

### Options

- **Bird bag 150**
- **30 cm long rigid spreader bars**
Lightweight cross-country harness for site and mountain flying.

“Hammock” style harness with removable carbon mini seatplate enabling efficient piloting with good feedback.

High safety level with a back-mounted reserve parachute container; a backrest fitted with bumpair 15 cm medium density foam protection, “Safe-T” leg strap, and Anti-Balance System (ABS: stabilizer system).

Gear / comfort
- Reinforced backrest for greater comfort
- Speed-bar pulleys
- Accelerator/speed-bar line guiding tube located along the seat
- Pre-equipped to accept a foot-rest (self-retractable foot-rest only)

Storage
- Large back storage pocket independent from AIRBAG®
- Stretch fabric storage side pocket
- Pre-equipped to receive a radio
- Pre-equipped for hydration packs

Piloting
- Entry level progression to thermal flying
- Upright to recline seating body posture

Safety
- Adjustable reserve parachute pocket (bottom right)
- Anti-Balance System
- Quick release buckles with Safe-T-Bar locking mechanism
- 30 mm Self-Locking Riners
- Self-locking light 25 mm aluminum buckles

Compared to the DELIGHT: the DELIGHT 2 is more rounded harness with better features, sturdy and more versatile. It was primarily designed for local flights sites rather than for hiking and flying.

Compared to a XA 13: the DELIGHT 2 is definitely more accessible to the average pilot, with a stronger build and more suited to local flight sites.

Compared to the SKYPPER: the DELIGHT 2 is lighter, slimmer, less bulky while enabling the same type of flying.

Compared to the XP 2 with speedbag: the DELIGHT 2 is substantially lighter, slimmer with a better streamlined profile.

Technical details - DELIGHT²

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<tr>
<td>Harness weight in standard version</td>
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<td>3 640</td>
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Options
- No option needed, the harness is delivered complete with its speedbag, cockpit and speed-bar/accelerator.
The SKYPPER is designed for competitors with a high degree of built-in safety and two integrated reserve parachute pockets. It is an easier harness to use and provides more intuitive piloting without surprises. Compared to the SKYPPER FR, the SKYPPER is less bulky and lighter, making it ideal for extended cross-country flights and competitions. The materials used for the harness construction are stronger, and the materials for the speedbag are also more efficient. However, the SKYPPER FR is slightly heavier and bulkier compared to its counterpart.

The SKYPPER FR is the preferred choice for precision flying, offering two reserve parachute pockets and a high level of streamlining efficiency with a self-inflating rear profile. It is a strongly stiffened backrest, providing heightened comfort levels with a reclined body posture for precision flying.
Flown with foot-rest (or speedbag)
Reversible harness-backpack with integrated reserve parachute pocket
Great flying and backpacking comfort

Reversible performance cross-country harness.
Designed to adopt a reclined posture and foot-rest use; it offers excellent comfort in a streamline contour enhanced by the optional speedbag. For active performance flying at your local site and abroad or during hike and fly adventures.

Technical details - ALTIRANDO² RS

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Piloting
Travelling / flying and progression
Seating posture: from upright to semi-reclined by use of the foot-rest

Safety
Adjustable reserve parachute pocket (bottom right)
Full length AIRBAG® equipped with the Pre-inflation Wire System® beneath the seat
Quick release buckles with Safe-T-Bar locking mechanism
Self-locking 35 mm aluminium buckles
30 mm Self-Locking Biners
Anti Balance System

Gear / comfort
Reinforced backrest for greater comfort, Harken® pulleys
Pre-equipped to accept a foot-rest (self-retractable foot-rest only)
Backpack: adjustable ergonomic shoulder straps, chest strap, hydration system and compression straps
Storage
Harness: general storage pocket inside the AIRBAG®, left lateral storage pocket
90 l backpack, stretchable side pockets, compression straps, belt-pocket, hiking pole connection
Lite Pack: enables to stow away miscellaneous gear between the backrest and the AIRBAG®
This pocket is inserted inside a zipped pocket at the top of the backpack’s shoulder straps

Reasons for choosing that harness:

- The ALTIRANDO² RS is our most versatile harness for local flyers or “Hike & Fly” excursions.
- Compared to the ESCAPE²: the ALTIRANDO² RS has the local flight sites in mind, especially with its integrated reserve parachute pocket and a seat plate for a standard upright seating posture.
- Compared to the XP²: the ALTIRANDO² RS is more accessible to a larger section of the pilot community with a more standard sitting posture not requiring to fly with a foot-rest.
**ESCAPE 2**

- Light and very comfortable (Flex Seat System)
- Excellent passive safety
- Versatile

Reversible light “Flex Seat” split-leg harness with complete AIRBAG®.
Particularly suitable for hiking and flying; great to carry around, comfortable seating posture in flight with excellent AIRBAG® passive safety. Versatile and well adapted for either mountaineering, para-skiing, trekking, speed-riding and tandem flying.

**Back Country ESCAPE 2**

Ref: SELPESCAPE2A2

**Reasons for choosing that harness:**

- One will choose the ESCAPE® for its excellent comfort/safety/light weight ratio.
- The ESCAPE® is noticeably lighter and has a larger backpack volume. It is a harness/backpack well adapted to the Rando “Hike & Fly” type of excursions.

**Option:**

- Short foot-rest
- Front reserve pod: ideally suited to the X-TRALITE reserve parachute
- STANDARD or LIGHT speed-bar

**Certification:**

- EN 1651:1999
- LTF 91/09

**Harness weight complete (as delivered):**

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<tr>
<td>L</td>
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**XA 13**

- Specific to “Hike & Fly” competitions
- Superbly light and comfortable for a semi-reclined seating posture
- Certified EN and LTF

**Back Country XA 13**

Ref: SELPXA13

**Harness weight complete (as delivered):**

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<td>L</td>
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<tr>
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**Reasons for choosing that harness:**

- One will choose the XA 13 for its non compromising features, light weight and excellent performance level.
- This a unique model among our harness line for being light and fully equipped with a speedbag and a reserve parachute pocket.
- Compared to a DELIGHT®: the XA 13 is a lot lighter and more extreme by nature. The DELIGHT® is a local site harness; the XA 13 was designed to “Hike & Fly”.

**Certification:**

- EN 1651:1999
- LTF 91/09

**SAC XA 13**

- Extremely light: was the backpack used during the X-ALPS 2013
- Load bearing, and volume fully adapted for intensive hiking
- All the accessories for “Hiking & Flying”

**Back Country SAC XA 13**

Ref: SACKA13

**Reasons for choosing that harness:**

- As for the XA 13 harness, one will choose the bag for it uncompromising design specifically targeting light weight hiking.
- Compared to the TREK: the XA 13 bag was designed for competition crowd in mind.

**Options:**

- Short foot-rest
- Front reserve pod: ideally suited to the X-TRALITE reserve parachute
- STANDARD or LIGHT speed-bar

**Certification:**

- EN 1651:1999
- LTF 91/09

**Weight (g):**

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Back Country

RADICAL

Options:
- LIGHT speed-bar
- Removable light AIRBAG®
- "CONNECT" lightweight Dyneema® carabiners

Certification:
- EN 1651:1999

Reasons for choosing that harness:
- The RADICAL is a super light versatile split-leg harness, easy to put on with its push-through leg and chest strap buckles. It is an excellent mountaineering, tandem and ground handling harness.
- One prefers the RADICAL over the RADICAL for its push-through buckles and greater versatility.

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Harness weight complete (as delivered)

Back Country

EVEREST

Options:
- "CONNECT" lightweight Dyneema® carabiners
- Speed-bar

Certification:
- EN 1651:1999

Reasons for choosing that harness:
- One will choose the EVEREST for its feather weight, minimal volume, extended mountaineering hikes, or fast treks with an ultra light wing.
- One will choose the EVEREST over the RADICAL for its feather weight, in spite of having to step through the leg straps to put it on.

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Harness weight complete (as delivered)
The PIXAIR is the new harness targeting pilots coming out of school and/or in progression. It brings comfort and peace of mind to the pilots experiencing with their first XC flights!

Compared to an ACCESS AIRBAG: the PIXAIR is better suited for pilots coming out of school and in progression. Once comfortable inside the PIXAIR, the pilot will benefit from having a reserve parachute pocket located beneath the sitting area offering a better lower back protection. The harness is designed to accept an optional foot-rest. The lateral skirts give a better hip support and overall comfort in flight.

Compared to an EVO XC 3: the PIXAIR with AIRBAG® is lighter and more compact once placed in the wing’s backpack. The passive safety element is similar to that of the EVO XC 3, because the AIRBAG® is already pre-inflated before taking off. The comfort level is essentially the same.

Reasons for choosing that harness:

**Gear / comfort**
- Reinforced backrest for greater comfort
- Wrap-around side panels
- Speed-bar pulleys
- Accelerator/Speed-bar line guiding tube located along the seat
- Pre-equipped to accept a foot-rest (self-retractable foot-rest only)

**Storage**
- Large back storage pocket independent from AIRBAG®
- Stretch fabric left storage side pocket
- Pre-equipped to receive a radio
- Pre-equipped to accept the hydration pack

**Technical details - PIXAIR**

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<tr>
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**Certification:**
- EN 1651:1999
- LTF 91/09

**Options:**
- 20 mm foot-rest retractable
- STANDARD speed-bar

**New**
Streamlined design to fly local sites, XC (cross-country) and start in competition. All geared-up with BUMPAIR 17 XC dorsal protection, it is an extremely comfortable harness for all levels. It is made to safely progress towards more ambitious and longer flights. The optional speedbag is fully adaptable to the harness, enabling a progression towards performance flying in all safety and comfort - will keep the pilot warm in lower temperatures.

**EVO XC 3**

Streamlined design to fly local sites, XC (cross-country) and start in competition. All geared-up with BUMPAIR 17 XC dorsal protection, it is an extremely comfortable harness for all levels. It is made to safely progress towards more ambitious and longer flights. The optional speedbag is fully adaptable to the harness, enabling a progression towards performance flying in all safety and comfort - will keep the pilot warm in lower temperatures.

**ACCESS BACK**

Primarily designed for schools, the ACCESS BACK is well suited to leisure flying and pilots giving priority to simple and proven gear. Compared to an EVO XC 3: the ACCESS BACK is more friendly to use with an easy transition from running to sitting and a more upright upper body posture. The reserve parachute pocket is larger to accept all types of rescue models. The reserve parachute handle can be positioned right or left.

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Reasons for choosing that harness:
- Primarily designed for schools, the ACCESS BACK is well suited to leisure flying for pilot giving priority to simple and proven gear.
- Compared to an EVO XC 3: the ACCESS BACK is more friendly to use with an easy transition from running to sitting and a more upright upper body posture. The reserve parachute pocket is larger to accept all types of rescue models. The reserve parachute handle can be positioned right or left.

**ACCESS AIRBAG**

Primarily designed for schools, the ACCESS AIRBAG is well suited to leisure flying for pilot giving priority to simple and proven gear. Compared to a PIXAIR: the ACCESS AIRBAG is a bit easier to use with a more upright sitting posture. The reserve parachute pocket is larger as well, and able to accept all types of rescue models. The reserve parachute handle can be positioned right or left.

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Reasons for choosing that harness:
- Primarily designed for schools, the ACCESS AIRBAG is well suited to leisure flying for pilot giving priority to simple and proven gear.
- Compared to a PIXAIR: the ACCESS AIRBAG is a bit easier to use with a more upright sitting posture. The reserve parachute pocket is larger as well, and able to accept all types of rescue models. The reserve parachute handle can be positioned right or left.

**EVO XC 3**

Primarily designed for schools, the ACCESS AIRBAG is well suited to leisure flying for pilot giving priority to simple and proven gear. Compared to a PIXAIR: the ACCESS AIRBAG is a bit easier to use with a more upright sitting posture. The reserve parachute pocket is larger as well, and able to accept all types of rescue models. The reserve parachute handle can be positioned right or left.

Options:
- Certification: EN 1651:1999
- LTF 91/09

**ACCESS BACK**

Primarily designed for schools, the ACCESS BACK is well suited to leisure flying and pilots giving priority to simple and proven gear. Compared to an EVO XC 3: the ACCESS BACK is more friendly to use with an easy transition from running to sitting and a more upright upper body posture. The reserve parachute pocket is larger to accept all types of rescue models. The reserve parachute handle can be positioned right or left.

Options:
- Standard speed-bar
- Certification: EN 1651:1999
- LTF 91/09

**ACCESS AIRBAG**

Primarily designed for schools, the ACCESS AIRBAG is well suited to leisure flying for pilot giving priority to simple and proven gear. Compared to a PIXAIR: the ACCESS AIRBAG is a bit easier to use with a more upright sitting posture. The reserve parachute pocket is larger as well, and able to accept all types of rescue models. The reserve parachute handle can be positioned right or left.

Options:
- Standard speed-bar
- Certification: EN 1651:1999
- LTF 91/09

---

www.supair.com
Pilot: Martin Vernerey
Equipment: ACCESS AIRBAG harness + EONA wing
**ACRO 3 TRIBAL**

Ref. SELPACRO3T

“The” ultimate harness at the very top of the paragliding aerobatic scene. Developed and used by the world’s best Acro pilots.

- Dual parachute pocket
- Stiff monoblock bucket-seat style
- BUMPAIR 17 cm for passive safety

**Options:**
- Designated
- Made in Annecy
- 100% made in Europe

**Reasons for choosing that harness:**
1. To fly Acro! It was designed specifically for the activity, and fine-tuned by the best pilots in the discipline.
2. It can also be used for XC (cross-country) flying by adding a foot-rest to it.

**Certification:**
- EN 1651:1999

**Harness weight complete (as delivered):**
- S: 6180 g
- M: 6290 g
- L: 6740 g

**ACRO BASE SYSTEM**

Ref. SELPACROBASEPARA

Acro harness equipped with a paraglider jettisoning system to automatically extract a Base Jumping parachute (BASE).

- Takes less than 5 seconds to jettison the paragliding wing and for the steerable rescue parachute to fully open, break rescue in hand.

**Reasons for choosing that harness:**
1. Designed to do aerobatic maneuvers with maximum safety. Releasing the glider with this harness will enable the pilot to glide and land softly under a BASE canopy with a 2.5 glide ratio. An integrated additional rescue parachute pocket is available to deploy a standard parachute if too close to the obstacle to safely disconnect the harness from the paragliding wing in case of an emergency.
2. Can not be compared to another model from the harness line.

**Certification:**
- EN 1651:1999
- LTF 91/09

**Options:**
- Retractable foot-rest

**Harness weight complete (as delivered) with BASE jump canopy:**
- M: 10800 g
- L: 10960 g

**Options:**
- Designated
- Made in Annecy
- 100% made in Europe
Pilots: Adrénaline School
Equipment: SORA wings, tandem harnesses
WALIBI LITE

- Light and compact
- Leg straps: easy transition from running to seating
- Rectangular push through light aluminum buckles, impervious to snowy environments

Certification:
- EN 1651:1999
- LTF 91/09

For the tandem passenger in need of a lighter reliable harness.
Compared to the VIP 2 and MINIMAX 2: the VIP LITE is lighter, equipped with the same AIRBAG® protection but with a bit less storage capacity.

Reasons for choosing that harness:
- Designed for the tandem pilot in need of a lighter reliable harness.
- Compared to the WALIBI: the WALIBI LITE is lighter and more compact. The leg and chest straps are fastened via push-through rectangular buckles.

Options:
- Rectangular push through light aluminum buckles, impervious to snowy environments
- Light Split-leg tandem passenger harness.
- AIRBAG® back protection.
- Ref: SELPVIPLITE

VIP LITE

- Special tandem passenger AIRBAG®
- Leg straps: easy transition from running to seating
- Light and compact

Certification:
- EN 1651:1999
- LTF 91/09

For the tandem passenger in need of a lighter reliable harness.
Compared to the VIP 2 and MINIMAX 2: the VIP LITE is lighter, equipped with the same AIRBAG® protection but with a bit less storage capacity.

Reasons for choosing that harness:
- Designed for the tandem passenger in need of a lighter reliable harness.
- Compared to the VIP 2 and MINIMAX 2: the VIP LITE is lighter and more compact. The leg and chest straps are fastened via push-through rectangular buckles.

Options:
- Rectangular push through light aluminum buckles, impervious to snowy environments
- Light Split-leg tandem passenger harness.
- AIRBAG® back protection.
- Ref: SELPWALIBILITE

Harness weight complete (as delivered):
<table>
<thead>
<tr>
<th>Size</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>S</td>
<td>1.750 g</td>
</tr>
<tr>
<td>M/L</td>
<td>1.770 g</td>
</tr>
</tbody>
</table>

Unique size: 1.650 g

WWW.SUPAIR.COM
**EVASION²**

Ref: SELPEVASION2

- Reserve parachute handle positioned right or left
- Standard upright seating posture
- Excellent passive safety

**Reasons for choosing that harness:**
- For the professional tandem pilot who prefers a harness with a seat plate.
- Compared with the WALIBI²: the EVASION² has a seat plate for a more standard sitting and piloting posture.
- Compared to the WALIBI LITE: the EVASION² integrates a certified AIRBAG® protection and is equipped with the Safe-T strap connected to the left leg strap.

**Certification:**
- EN 1651:1999
- LTF 91/09

**Weight:**
- Unique size: 3 990 g

---

**MINIMAX²**

Ref: SELPMINIMAX2

- Well built and simple by design
- Special passenger AIRBAG®
- Telescopic camera pole pocket

**Reasons for choosing that harness:**
- A comfortable, proven, versatile tandem passenger harness.
- Compared to a VIP²: it is very similar but has a seat plate unlike the Split-Leg design for the VIP².

**Certification:**
- EN 1651:1999
- LTF 91/09

---

**WALIBI²**

Ref: SELPWALIBI2

- Rigid backrest for added comfort
- Leg straps: easy transition from running to seating
- Compact

**Reasons for choosing that harness:**
- For the professional tandem pilot: Tough, efficient, user friendly, with self-locking quick release buckles.
- Compared to the WALIBI LITE: It has an integrated certified AIRBAG® protector, and is equipped with a Safe-T strap connected to the left leg strap.
- Compared to the EVASION²: a Split-Leg type harness for an easy running phase and transition to sitting.

**Certification:**
- EN 1651:1999
- LTF 91/09

**Weight:**
- Unique size: 3 390 g

---

**VIP²**

Ref: SELPVIP2

- Special tandem passenger AIRBAG®
- Leg straps: easy transition from running to seating
- Rigid backrest for added comfort

**Reasons for choosing that harness:**
- A comfortable, proven, versatile tandem passenger harness.
- Compared to a VIP LITE: it is very similar. The VIP² is equipped with a telescopic camera pole pocket located along the back storage pocket.
- Compared to the MINIMAX²: the VIP² is a Split-Leg model. The running phase is easier and the sitting comfort different.

**Certification:**
- EN 1651:1999
- LTF 91/09

**Weight:**
- Unique size: 3 940 g

---

**Harneses**

www.supair.com
**Reasons for choosing that harness:**

- The KINDER is chosen to fly tandem with children.
- With its large adjustment range, it will fit many small size passengers.
- The structure is also equipped with an Anti Balance System (ABS), and with its bumpa/b dorsal protector this harness is also adapted for young pilots under training.

**Certification:**

- EN 1651:1999
- LTF 91/09

**State of the art and simple in use**

- Fits 8 to 13 years of age children
- Compact

**Paramotor harness with all possible hooking points. Left or right side adaptable side reserve parachute pocket. Most popular Powered Paragliding (PPG) harness world wide.**

**Paramotor EVO**

Ref: SELPPARAMEUTEUR

**Reasons for choosing that harness:**

- Accept a solo or tandem reserve parachute pocket
- Comfortable when hiking with, and during the running takeoff phase
- Though / well built

**Certification:**

- EN 1651:1999

**State of the art and simple in use**

- Fits 3 to 7 years old children
- Compact

**Reasons for choosing that harness:**

- The LOUSTIC is chosen to fly tandem with younger children.
- With its incorporated seat plate it is comfortable to the passenger for long beautiful flights.

**Certification:**

- EN 1651:1999

**State of the art and simple in use**

- Fits 8 to 13 years of age children
- Compact

**Reasons for choosing that harness:**

- This harness was solely designed for the POWERED PARAGLIDING (PPG) activity only. It may however occasionally be used to make free PG (Paragliding) flights as it is stable and comfortable.
- It is modular; you can add a parachute pocket to it (solo or tandem).
- It is very versatile and adapts to all types of chassis equipped with either Swan-neck, “J” canes or low canes.

**Certification:**

- EN 1651:1999

**Harness weight complete (as delivered):**

- Unique size: 2 100 g
- Unique size: 3 245 g
- Unique size: 3 305 g
- Unique size: 3 395 g
- Unique size: 3 505 g

**Paramotor harness with all possible hooking points. Left or right side adaptable side reserve parachute pocket. Most popular Powered Paragliding (PPG) harness world wide.**

**Kinder**

Ref: SELPKINDER

**Reasons for choosing that harness:**

- The KINDER is chosen to fly tandem with children.
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- The structure is also equipped with an Anti Balance System (ABS), and with its bumpa/b dorsal protector this harness is also adapted for young pilots under training.

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PARACHUTE

START

START M
Ref: PARSTARTM
1 750 g
- Total flying/hooking weight: 60 - 80 kg
- Surface area: 38,94 m²
- 18 gores
- Colors: white/red
- Max. sink rate < 5.5 m/s
- Volume: 7,5 l

START L
Ref: PARSTARTTL
2 150 g
- Total flying/hooking weight: 70 - 95 kg
- Surface area: 40,74 m²
- 16 gores
- Colors: white/red
- Max. sink rate < 5.5 m/s
- Volume: 7,5 l

START BI
Ref: PARSTARTBI
3 650 g
- Total flying/hooking weight: 70 - 95 kg
- Surface area: 65,75 m²
- 22 gores
- Colors: white/red
- Max. sink rate < 5.5 m/s
- Volume: 10,2 l

CERTIFICATION
EN 12491:2001
LTF 91/09

X-TRALITE

X-TRALITE M
Ref: PARXTRALITEM
1 190 g
- Total flying/hooking weight: 85 - 115 kg
- Surface area: 24,40 m²
- 16 gores
- Color: white
- Max. sink rate < 5.5 m/s
- Volume: 4,4 l

X-TRALITE L
Ref: PARXTRALITEL
1 410 g
- Total flying/hooking weight: 80 - 105 kg
- Surface area: 26,25 m²
- 14 gores
- Color: white
- Max. sink rate < 5.5 m/s
- Volume: 4,4 l

X-TRALITE BI
Ref: PARXTRALITEBI
2 750 g
- Total flying/hooking weight: 140 - 210 kg
- Surface area: 55,90 m²
- 20 gores
- Color: blanc
- Max. sink rate < 5.5 m/s
- Volume: 7,5 l

CERTIFICATION
EN 12491:2001
LTF 91/09

LIGHT

LIGHT S
Ref: PARSTARTS
1 370 g
- Total flying/hooking weight: 60 - 85 kg
- Surface area: 22,5 m²
- 13 gores
- Color: white
- Max. sink rate < 5.5 m/s
- Volume: 3,9 l

LIGHT M
Ref: PARSTARTM
1 510 g
- Total flying/hooking weight: 80 - 105 kg
- Surface area: 26,25 m²
- 14 gores
- Color: white
- Max. sink rate < 5.5 m/s
- Volume: 4,4 l

LIGHT L
Ref: PARSTARTL
1 850 g
- Total flying/hooking weight: 100 - 120 kg
- Surface area: 32,50 m²
- 16 gores
- Color: white
- Max. sink rate < 5.5 m/s
- Volume: 5,2 l

CERTIFICATION
EN 12491:2001

www.supair.com
Paragliding diversifies, technologies evolve and offer more and more opportunities. SUP’AIR has a wide trekking backpack range available for those who also want to walk the distance with their gear. Everyone can now choose a backpack adapted to the equipment and flying style.

Lightweight, ergonomic and versatile, the TREK backpack is available in four sizes and thus covers all gear volumes from standard to Xtralite.

<table>
<thead>
<tr>
<th>BACKPACK</th>
<th>REF.</th>
<th>VOLUME (L)</th>
<th>WEIGHT (G)</th>
</tr>
</thead>
<tbody>
<tr>
<td>TREK 110L</td>
<td>SACTREK110</td>
<td>110</td>
<td>990</td>
</tr>
<tr>
<td>TREK 90L</td>
<td>SACTREK90</td>
<td>90</td>
<td>950</td>
</tr>
<tr>
<td>TREK 75L</td>
<td>SACTREK75</td>
<td>75</td>
<td>750</td>
</tr>
<tr>
<td>TREK 55L</td>
<td>SACTREK55</td>
<td>55</td>
<td>550</td>
</tr>
<tr>
<td>BIRD 150</td>
<td>SACBIRD</td>
<td>150</td>
<td>1280</td>
</tr>
<tr>
<td>STORAGE BI</td>
<td>SACSTORAGEBI</td>
<td>180</td>
<td>1100</td>
</tr>
<tr>
<td>STORAGE SOLO</td>
<td>SACSTORAGESUP</td>
<td>150</td>
<td>630</td>
</tr>
</tbody>
</table>

To quickly stow away and stuff the wing in a rosetted folded shape (stuff-bag-like)
To make multiple quick flights without using a backpack to carry the wing
User friendly
Very light

Strong large zip for a wide practical/easy bag opening
Incredibly light: only 1100 g
Excellent load carrying factor for this "enormous" volume
Versatile backpack for transport and storage when hiking
Carried backpack style
Easy to handle enabling quick harness / wing packing
Compatible volume to carry onboard ski lifts, cable cars and such

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Since its inception, SUP’AIR always took it to heart to get involved and assist pilots with projects involving paragliding in all forms: Cross, Acro, trekking, Vol bivouac, ParaClimbing, Parasky.

Because we believe it is important to dream, to discover another country, a mountain, people, we facilitate these projects, whether ambitious or less, by providing specialized gear and helping in the dissemination of stories and photos relating these slices of life.

To SUP’AIR, as it also the ability to test specific products in the field which in turn will enhance the next design generations.

Many pilots have already benefited from SUP’AIR’s help: Thomas Dorlodot, Horacio Llorens, Philippe Nodet and Julien Wirtz, Guillaume and Perrine Broust, Gill Schneider, John Silvester, Brad Sanders and many others!

If you want to also take advantage of this partnership in your future project(s), do not hesitate in contacting us by visiting our website www.teamsupair.com

Skyward adventures are waiting for you!

Photos: John Staples