FLIGHT MANUAL

MODELE : A1
REVISION : V1.5
DATE : 11/06/2026
LANGUE : EN



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1 Introduction

Thank you for choosing the AEROTECH A1.
This glider has been developed to provide a high level of passive safety, great ease of use, and high durability. It is intended for student pilots, beginners, or pilots in progression, as well as for training organizations.
This manual presents the conditions of use, safety instructions, maintenance guidelines, and inspection procedures. It must be read before the first flight and kept with the glider.

2 General Safety Instructions

Paragliding is an aerial activity that involves risks.
The use of this glider requires appropriate training, a good understanding of aerology and aviation rules, as well as a proper assessment of one's technical level.
The pilot is solely responsible for their decisions.
Before each take-off, check:
-suitable weather conditions
-compatible site
-checked equipment
-clear airspace
The use of a certified helmet, a suitable harness, and a reserve parachute is strongly recommended.

3 Limits of Use

3.1 - Pilot level

The A1 is designed for training and progression. It features a progressive behavior, good stability, and a high tolerance to incidents.

3.2 - Harnesses

Use with a certified paragliding harness, properly adjusted. Harness settings influence the behavior of the glider.

3.3 - Total flying weight

The glider must be used within its all-up flying weight range (AUW), including the equipped pilot, harness, reserve parachute, and equipment.

3.4 - Wet glider

A wet glider increases the risk of a parachutal stall. Avoid excessive braking and maintain sufficient speed.

3.5 - Winching

Only with certified equipment, a qualified operator, and a trained pilot.

3.5 - Aerobatics

Prohibited.

3.5 - Tandem

Single-seat use only.

4 Glider Description

The AEROTECH A1 is an EN-A glider developed to provide high passive safety, easy inflation, and predictable behavior.
Uses:
-training slope
-high flights
-first thermals
-progression



5 Technical Specifications

TOTAL WEIGHT (KG)	55	60	65	70	75	80	85	90	95	100	105	110	115	120	125
S															
M															
L															

Recommended use: beginner students (training slope and first flights)

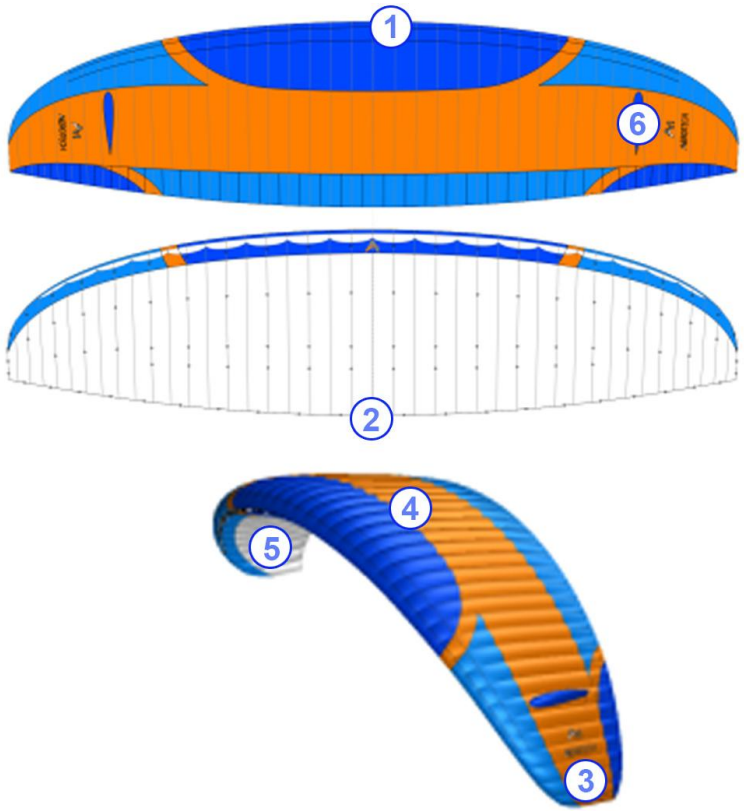
Recommended use: students with more than 10 flights

Recommended use: students with more than 30 flights / independent pilots

	S	M	L
TOTAL FLYING WEIGHT RANGE (PTV) (KG)	55-90	70-110	90-125
GLIDER WEIGHT (KG)	4,5	5,0	5,5
NUMBER OF CELLS	42	42	42
FLAT AREA (M^2)	23,6	26,5	29,3
PROJECTED AREA (M^2)	19,99	22,45	24,82
SPAN (M)	10,7	11,34	11,92
PROJECTED SPAN (M)	8,39	8,89	9,35
FLAT ASPECT RATIO	4,85	4,85	4,85
PROJECTED ASPECT RATIO	3,52	3,52	3,52
CHORD (M)	2,71	2,88	3,03
CERTIFICATION (EN 926-2)	EN/LTF A	EN/LTF A	EN/LTF A
NUMBER OF RISERS	3+1	3+1	3+1
SPEED SYSTEM (MM)	140	140	165
BRAKE TRAVEL (CM)	> 65 cm	> 70 cm	> 70 cm
CERTIFICATION CHEST STRAP WIDTH (CM)	40 cm - 44 cm	40 cm - 48 cm	44 - 48 cm

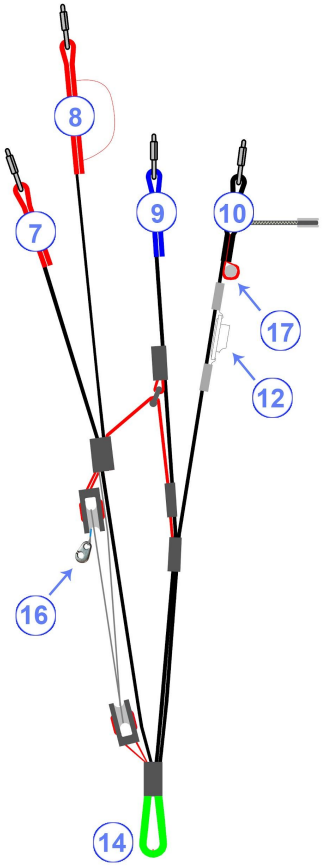
Except for the speed system, this glider is not equipped with any adjustable, removable, or variable device.

6 Equipment Overview



1. Leading edge
2. Trailing edge
3. Wing tips
4. Upper surface
5. Lower surface
6. Winglet

All spare parts and accessories for your A1 are available for separate purchase from AEROTECH. In accordance with Article L111-4 of the French Consumer Code, AEROTECH undertakes to ensure the availability of essential spare parts required for the use of the product for a minimum period of 10 years from the date of purchase.





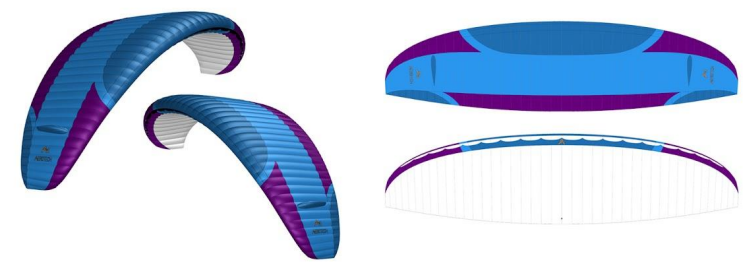
7 A riser
8 A' riser (big ears)
9 B riser
10 C riser
11 Brake line
12 Brake handle attachment
13 Brake handle
14 Main attachment point
15 Carrying bag
16 Speed system
17 C steering bar
18 Speed bar
19 Compress bag
20 Accessory pouch

COLORS 2026

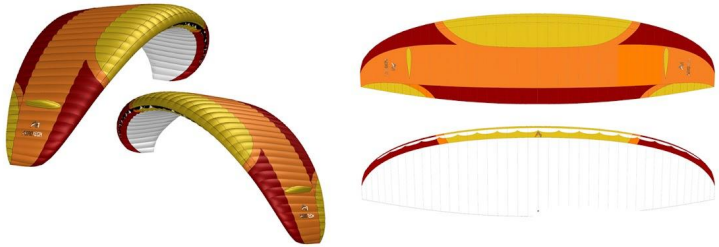
Colour name :
FOREST



Colour name :
ICE



Colour name :
SAHARA



7 Glider Setup

Glider connection

Connect the risers to the harness attachment points using suitable carabiners.
Respect the correct orientation: “A” risers at the front.
Check that the risers are not twisted.

Securing

Make sure the carabiners are properly closed and locked.
Check the integrity of the quick links and connections.

Harness adjustment

Use a harness that complies with current standards (EN / LTF).
Adjust the chest strap width according to your body shape and the desired handling.
Check the correct positioning and adjustment of the reserve parachute.

Speed system installation

Install the system in accordance with the manufacturer's recommendations.
Connect it to the risers using the split hooks.
Adjust the length:
released position → no tension
accelerated position → full travel without excessive strain

8 Pre-Flight Preparation

Site selection

Clear area, free of obstacles and turbulence.
Orientation appropriate to the wind.
Sufficient space for the inflation phase.

Glider layout

Unfold the glider in a rosette or arc shape.
Position it correctly facing the wind.
Stand in line with the take-off direction.

Line layout

Untangle all the lines.
Check that there are no:
knots
twists
trapped lines

Brake identification

Clearly identify the risers (A, B, C).
Check that the brake controls move freely.

Brake adjustment

The brakes are factory-set for standard use.

Adjustment possible if necessary.
Modifications must be carried out with caution (use of a suitable knot recommended).
Maintain sufficient slack to avoid any постоян tension on the trailing edge.
In accelerated position, the trailing edge must remain free.

9 Take-off

Principle

Take-off consists of inflating the wing, controlling its rise, and then generating the necessary speed for lift-off. On the A1, this phase is facilitated by progressive inflation and a uniform rise of the wing, providing accessible and reassuring handling, particularly for pilots in the learning phase.

Inflation

Applying a progressive and symmetrical pull on the risers allows the wing to be pressurized evenly. It is essential to accompany the wing's rise smoothly, without abrupt inputs, while maintaining a fluid movement aligned with the take-off direction. Pulling too quickly or asymmetrically may lead to an imbalance of the wing or a disorderly rise.

The pilot must remain attentive to the wing's behavior from the very first phases of inflation in order to anticipate any necessary corrections.

Overhead control

Once the wing is stabilized above the pilot, it is essential to check its symmetry and proper inflation. Any tendency to deviate or collapse must be corrected immediately with appropriate and measured inputs.

This phase is critical: proper control of the wing directly determines the quality of the take-off. The pilot must ensure that the wing is fully stabilized before proceeding to the next phase.

Acceleration phase

When the wing is correctly positioned, the pilot initiates a steady and committed run to generate the speed required for take-off. It is important not to sit down prematurely and to allow the wing to progressively generate lift.

Insufficient or interrupted acceleration may compromise the take-off, particularly on shallow slopes or in weak conditions.

Take-off techniques

Take-off can be performed using either a forward (launch facing downhill) or reverse (launch facing the wing) technique, depending on the aerological conditions and the pilot's skill level. The forward launch is generally preferred in calm conditions due to its simplicity of execution. The reverse launch provides better visual control of the wing in more active conditions but requires a turning phase before the take-off run.

Safety

Take-off should only be initiated when the wing is fully under control and the take-off path is clear. It is essential to ensure that the aerological conditions are appropriate for the pilot's skill level and experience. A prudent decision before take-off is a key safety factor.

10 Flight Characteristics

General behaviour

The A1 has been designed to provide a safe, stable and forgiving behaviour, suitable for training and progression use. It features good canopy cohesion, with effective pitch and roll damping, allowing the pilot to maintain good control even in slightly turbulent conditions.

Brake control

The use of the brakes allows the pilot to adjust both the flight path and the speed of the wing. In hands-up configuration, the wing delivers its best performance and optimal airspeed. Smooth and progressive brake inputs enable precise control without degrading the overall behaviour of the wing.

Excessive braking may increase the sink rate and, in extreme cases, lead to a stall. It is therefore recommended to adopt smooth and measured control inputs.

Turning

Turning is achieved through a combination of visual guidance, weight shift in the harness, and progressive input on the inside brake. The A1 exhibits consistent behaviour in turns, with a smooth bank initiation and good return to level flight.
The pilot should maintain smooth coordination to avoid any imbalance or loss of efficiency.

Accelerated flight

The use of the speed system increases the wing's airspeed while modifying its angle of attack. In accelerated flight, the wing becomes more sensitive to aerological disturbances. It is therefore important to adopt a more attentive piloting style and to avoid significant brake inputs.
It is recommended to release the speed system in case of turbulence or loss of control in order to return to a more stable flight regime.

Rear riser control

Control using the rear risers allows the pilot to adjust the flight path without using the brakes, particularly in accelerated flight. This technique helps to maintain better glide performance while retaining good directional control. On the A1, this type of control remains accessible and provides a useful complement for refining wing control.

11 Rapid Descents

General information

Rapid descent techniques allow the pilot to increase the sink rate in order to lose altitude quickly. These manoeuvres must be used with care, taking into account the aerological conditions and the pilot's skill level. They should ideally be learned and supervised by a qualified instructor. Proper anticipation and a prior assessment of the conditions help to avoid the need to use these techniques in inappropriate situations.
On the A1, these manoeuvres remain accessible and progressive, but still require precision and coordination in their execution.

Big ears

The big ears technique consists of folding the wingtips in order to increase the sink rate while maintaining a stable forward speed. To perform this manoeuvre, grasp the outer risers (usually the outer A-lines) and pull them down symmetrically until the wingtips collapse. The wing remains generally stable, with an increased sink rate and reduced glide performance.

Control is mainly achieved through weight shift in the harness. Brake inputs remain available but should be used with caution to avoid any risk of stall. Direction can be adjusted by weight shift. To increase the effectiveness of the descent, the speed system can be used once the big ears are stabilised.

For recovery, progressively release the risers. In most cases, the wingtips will reopen spontaneously. If necessary, a light and symmetrical pumping action can be applied. It is important to keep the inputs progressive and to avoid any abrupt release.

Important

Do not initiate big ears while using the speed system.
If big ears are already engaged, first release the speed system before taking any further action.

B-line stall

The B-line stall is an effective technique to achieve a high sink rate by significantly reducing the wing's lift. To initiate it, grasp the B-risers at the maillons and pull them down symmetrically. The wing then enters a vertical descent mode, with greatly reduced forward speed.

During the manoeuvre, maintain a steady and symmetrical input. It is important not to pull excessively in order to avoid significant distortion of the airfoil. The wing generally remains stable when the manoeuvre is performed correctly.

To recover from a B-line stall, release both risers simultaneously and progressively. The wing will then gradually regain its profile and airspeed. It is essential to ensure that sufficient forward speed has been restored before resuming active control. If the wing does not recover immediately, assist the recovery with a light brake input.

Steep spiral

Steep 360° turns allow high sink rates to be achieved by putting the wing into a descending spiral. To initiate the manoeuvre, progressively enter a turn by combining weight shift in the harness with input on the inside brake. The rotation speed and sink rate will increase progressively.

This manoeuvre generates significant forces and requires good control. On the A1, the entry into the spiral remains progressive, but the pilot must remain attentive to the increasing loads and the management of the trajectory. Control of the spiral is achieved by modulating brake input and weight shift.

To exit the spiral, progressively shift your weight to the opposite side and gradually release the inside brake. It is important to manage the exit smoothly in order to avoid excessive surge. The wing must return to stable flight before any further input.

Important
Be aware of the physiological effects associated with steep spirals (increased G-forces, loss of orientation).
Always adapt the intensity of the manoeuvre to your skill level.

Recommendations

It is strongly discouraged to combine different rapid descent techniques without prior mastery. In particular, combining big ears with steep turns or spirals may lead to unpredictable behaviour. In general, favour smooth, coordinated and situation-appropriate inputs. Good anticipation remains the best way to avoid the need for such techniques.

12 In-Flight Incidents

General information

Due to its flexible and forgiving design, the A1 exhibits stable and predictable behaviour in normal flight conditions, but may nevertheless be affected by aerological disturbances or inappropriate pilot inputs. Incident management relies primarily on smooth and progressive actions, good coordination between harness and controls, and constant anticipation. In most cases, measured and appropriate piloting will allow a return to stable flight without difficulty.

Collapses

In turbulent conditions, a partial collapse may occur, typically of low amplitude and asymmetrical.

The first action is to maintain your heading. You can assist this with weight shift in the harness to limit rotation, while supporting the wing with moderate brake input. It is important to avoid any abrupt or excessive inputs, especially on the brakes, as this could worsen the situation or lead to a partial stall.

In most cases, the wing will reopen spontaneously. If the reopening is delayed, a light and progressive pumping on the collapsed side may be applied, without using excessive amplitude. In the case of frontal collapses, the wing generally recovers its profile without specific intervention; simply maintain a stable trajectory and avoid overcorrection. In accelerated flight, it is essential to immediately release the speed system in the event of a collapse, and then stabilise the wing before applying any correction.

A collapse, even a minor one, may induce rotation if not properly managed. It is therefore essential to favour coordinated control, combining weight shift and brake input, in order to maintain a consistent flight path. Particular attention should be paid to brake settings: excessively short brake lines can create constant trailing edge tension and significantly increase the risk of stall.

Cravats

In certain situations, part of the wing may become trapped in the lines, forming what is known as a cravat. This phenomenon can lead to varying degrees of rotation and degrade flight performance. The priority is to maintain heading and control rotation using weight shift in the harness.

A progressive pumping action on the affected side will generally allow the wing to reopen. If the rotation increases and becomes difficult to control, shift your weight to the opposite side to stabilise the trajectory. If the situation cannot be controlled despite these actions, deployment of the reserve parachute must be considered without delay.

Full stall

A full stall corresponds to a loss of airspeed with the wing still inflated but no longer producing effective lift. It may be caused by excessive brake input, specific aerological conditions, or a wet wing. In this case, the wing may remain stable while descending almost vertically.

The appropriate reaction is to fully release the brakes in order to allow the wing to regain speed. If necessary, a light input on the front risers or a progressive use of the speed system may help to restore a normal flight regime. It is essential to ensure that sufficient airspeed has been regained before applying any further inputs.

Wet conditions

In wet conditions or in rain, increased vigilance is recommended, as the wing's behaviour may be altered and the risk of stall increased. In such situations, it is advisable to adopt particularly smooth control inputs, avoid significant brake actions, and prioritise a safe landing as soon as possible.

13 Landing

Preparation

The landing should be anticipated early enough to allow for a stable and safe approach. It is recommended to maintain sufficient altitude to organise the landing pattern and adapt the trajectory according to the aerological conditions. Below approximately 30 metres, it is preferable to avoid tight turns, as they may generate incidents, especially in turbulent conditions or in wind gradient.
The pilot should maintain a smooth and consistent flight path, keeping an appropriate airspeed until the final approach.

Final approach

During the final approach, the pilot adopts an upright position in the harness and prepares for landing while maintaining sufficient airspeed. The controls should be used progressively in order to maintain good wing control without degrading its profile.

Particular attention must be paid to wind conditions, especially in the presence of a gradient, which may lead to a loss of airspeed when approaching the ground.

Flare and landing

The flare consists of progressively converting horizontal speed into lift in order to reduce vertical speed. This action must be carried out smoothly and symmetrically. A flare that is too late or insufficient will result in a hard landing, while a flare that is too early or too strong may cause a climb followed by a stall. On the A1, the brake range is forgiving, but it is nevertheless important to apply precise and measured inputs.

Post-landing control

After ground contact, it is recommended to continue controlling the wing to prevent it from surging forward in front of the pilot. In calm conditions, the wing will deflate naturally. In the presence of wind, it is advisable to turn to face the wing as soon as possible and apply symmetrical braking to bring it down to the ground. If necessary, the pilot can continue to control the wing until it is fully immobilised.

Recommendations

It is strongly recommended to land into the wind in order to optimise deceleration and reduce ground speed. Good anticipation, smooth control inputs, and careful assessment of the conditions allow for precise and safe landings.

14 Packing and Transport

Packing

After each flight, it is recommended to pack the wing carefully in order to preserve the integrity of the fabric and the internal structure. Packing should be carried out without excessive compression, avoiding repeated sharp folds in the same areas. Particular attention should be paid to the cleanliness of the wing: the presence of sand, dust or debris may accelerate material wear.

It is essential never to pack or store a wet wing. In case of exposure to moisture or rain, the wing must be completely dried in a temperate and ventilated area before being stored.

Transport

During transport, the glider must be placed in its bag in such a way that it is protected from external damage. Contact with chemical substances, hydrocarbons, or abrasive surfaces that could damage the fabric and lines must be avoided.

It is also recommended not to expose the glider to extreme temperatures, particularly during prolonged storage in a vehicle under direct sunlight. Careful transport directly contributes to the longevity and preservation of the wing's performance.

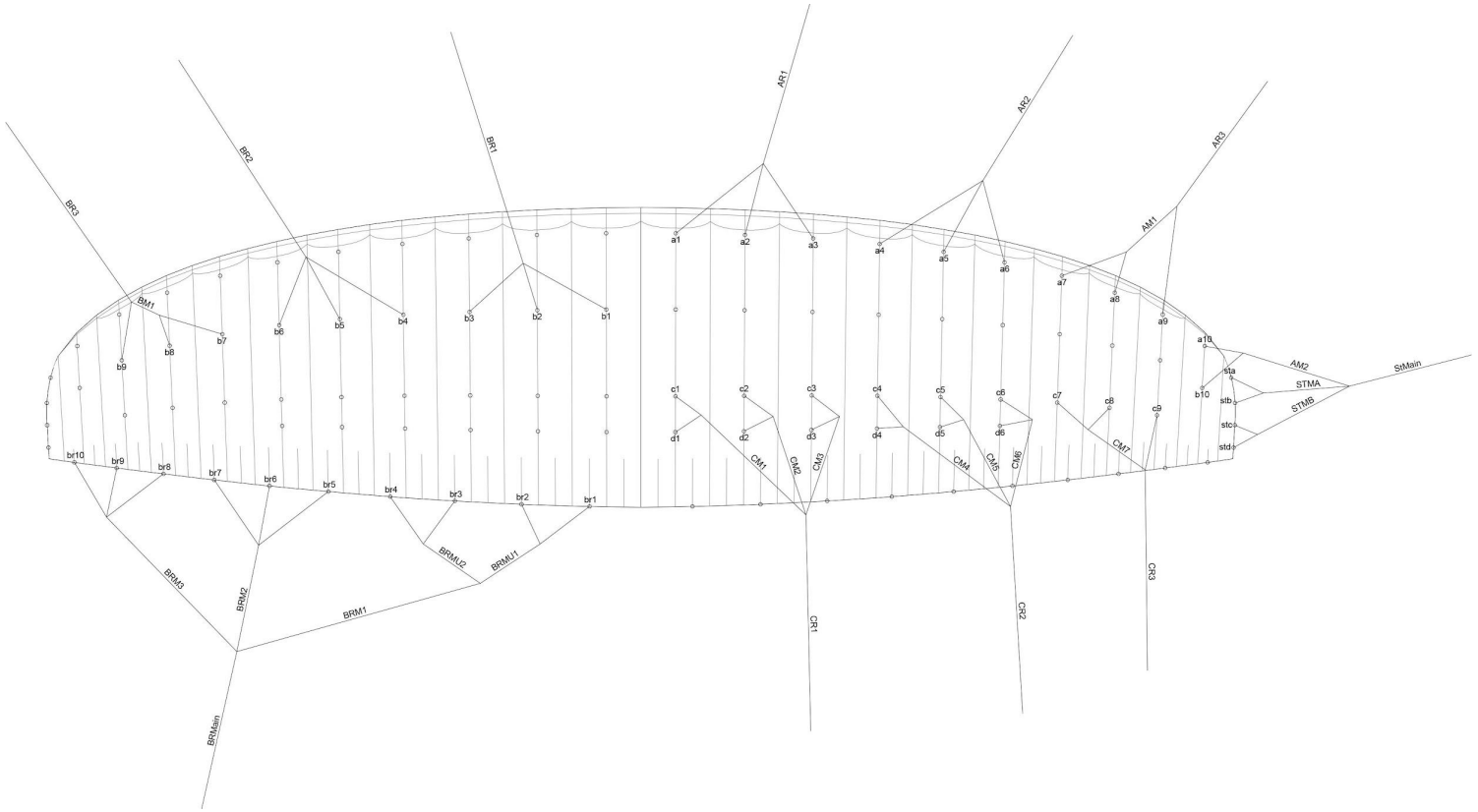
Recommendations

Regular packing and appropriate transport help to preserve the performance and characteristics of your A1 over time. Particular attention to these simple procedures is an essential part of the overall maintenance of the glider.



15 Lines layout and Materials

Line plan for A1 S, M and L



Materials list

Fabrics	Manufacturer	Reference
Upper surface	**Porcher Sports**	9017 E25
Leading edge lower surface	**Porcher Sports**	9017 E25
Lower surface – trailing section	**MJ Tex**	32gr Soft
Supported ribs	**Porcher Sports**	9017 E29
Unsupported ribs	**MJ Tex**	32gr Hard
Diagonals and straps	**Porcher Sports**	9017 E29
Mini ribs	**MJ Tex**	32gr Hard
Leading edge reinforcements	**Porcher Sports**	Dacron

Lines	Manufacturer	Référence
Main lines – upper level	**Liros**	PPSL 120 / DSL 70
Main lines – middle level	**Liros**	PPSL 120
Main lines – lower level	**Edelrid**	7343-280/230/190/140
Main lines – stabilo	**Edelrid**	7343-140
Brake lines – upper level	**Liros**	DSL 70
Brake lines – intermediate level	**Liros**	PPSL 120
Brake lines – lower level	**Edelrid**	7850X-240

Lines / Risers connection
Joo-Tech screw links

16 Maintenance and Repairs

Cleaning

Cleaning of the A1 must be carried out with care in order to preserve the integrity of the fabric coating. Any excessive rubbing may damage the performance and durability of the materials. In case of soiling, it is recommended to use only a soft, slightly damp cloth, working on small areas without applying significant pressure. The use of detergents, solvents, or machine washing is strictly prohibited, as these practices may cause irreversible damage to the fabric.

Repairs

Major repairs or repairs located near seams must be carried out by a specialized workshop or an approved professional. Improper intervention may compromise the safety and flight characteristics of the glider. It is therefore essential to ensure that all repairs comply with the manufacturer' s standards.

Minor repairs

In the case of a minor tear located in the middle of a panel and away from load-bearing areas, a simple repair may be carried out using appropriate self-adhesive fabric. The patch must be cut with rounded edges and sized so that it extends well beyond the damaged area. It is recommended to apply patches of similar size on both sides of the fabric to ensure long-term durability.

Line replacement

Any damaged line must be replaced without delay. Replacement must be carried out using a line with strictly identical characteristics, particularly in terms of material, diameter and length, in order to preserve the original trim. A symmetry check by comparison with the corresponding opposite line is essential. After any intervention, a ground inflation check must be performed to verify the correct behaviour of the glider before returning to flight.

Recommendations

Regular maintenance and appropriate repairs help to preserve the performance and safety of your A1 over time. In case of doubt, it is always preferable to consult a qualified professional.

17 Periodic Inspection

Inspection interval

To ensure the preservation of the performance and safety level of the A1, regular periodic inspections are essential. The first inspection must be carried out after three years of use or 200 flight hours, whichever comes first. Thereafter, it is recommended to have the glider inspected every two years or every 150 flight hours.

This inspection interval may be adjusted depending on the conditions of use. Intensive use, frequent flights in demanding conditions, or improper storage may require more frequent inspections.

Inspection content

The periodic inspection makes it possible to assess the overall condition of the glider and its components, in particular the fabric, risers, trim and lines. It must be carried out in accordance with the recommendations of the PMA, as defined in the document “PMA Standard for Periodical Inspection of Paragliders”, as well as the document “PMA Standard – Material Changes in Paragliders (V 2025_12_1 – 2025-12-16)”.

During the first two periodic inspections, it is not necessary to test the breaking strength of the upper-level lines. As these lines are made of Dyneema, experience shows that destructive testing at this stage does not provide relevant information regarding the condition of the material. Therefore, only the breaking strength of the lower-level lines is tested during these first two inspections.

The lower-level lines must be subjected to a breaking strength test after two years or 150 flight hours, whichever comes first. Thereafter, a breaking strength test must be carried out at least every two years or every 150 flight hours.

The upper-level lines must be included in the breaking strength test from the third periodic inspection, i.e. approximately six years after first use or 450 flight hours. From this stage onwards, the breaking strength test must cover the entire line set, including both lower and upper levels, in order to monitor the overall ageing of the materials.

Any change in the behavior of your wing, or any unusual event that may have affected it (impact, significant collapse, immersion, etc.), must lead to a geometric inspection carried out by a qualified professional, without waiting for the scheduled periodic inspection.

Inspection intervals and lines to be tested	Line breaking strength test	
	Lower level	Upper level
2 years or 150 hours after first use	✔	
4 years or 300 hours after first use	✔	
6 years or 450 hours after first use	✔	✔
Every 1 year or every additional 100 hours	✔	✔

Line rejection values (daN)	7343-280	PPSL 120
S	**80**	**26**
M	**99**	**31**
L	**111**	**36**

18 Warranty

AEROTECH takes the greatest care in the design and production of its products. AEROTECH guarantees its paragliders for 3 years (from the date of purchase) against any manufacturing defect or design flaw arising under normal use of the product. Any misuse or improper use, as well as any excessive exposure to aggressive factors (such as: excessively high temperatures, intense solar radiation, high humidity) resulting in damage, will void this warranty.

Any modification to an AEROTECH product automatically voids the warranty.

19 Liability

Paragliding is an aerial activity that involves inherent risks. Its practice requires technical knowledge, appropriate training, and the ability to assess aerological conditions. It is the responsibility of each pilot to evaluate their own skill level, the prevailing conditions, and the suitability of their equipment before any flight.

AEROTECH designs and manufactures its products with the utmost care, in accordance with current standards. However, the use of a paraglider is the sole responsibility of the pilot. AEROTECH cannot be held liable for any direct or indirect damage resulting from the use, misuse, or improper maintenance of the product.

Compliance with the instructions described in this manual is essential to ensure an optimal level of safety. Any non-compliant use, any modification of the product, or any configuration different from that recommended by the manufacturer is the sole responsibility of the user and may result in a degradation of flight behaviour.

The A1 glider is designed for free flight paragliding in a single-seat configuration. Any other use, particularly outside the intended scope (unsuitable tandem use, parachuting, BASE jumping, etc.), is strictly prohibited and excludes any liability of the manufacturer.

It is recommended to undergo training within an approved organisation and to maintain a level of skill appropriate to the encountered conditions. The use of complete and compliant equipment (harness, reserve parachute, helmet, etc.) is essential for safe flying.

20 Eco-responsibility & Recycling

Environmental responsibility

Paragliding is an outdoor activity practiced in natural environments. By using your A1, you are flying in surroundings that you directly contribute to preserving. It is essential to adopt a responsible attitude: ensure that no waste is left at take-off and landing sites, minimise noise disturbance, and respect local wildlife and vegetation.

Responsible practice contributes to the preservation of flying sites and the long-term sustainability of the activity. Respect for the environment and other users is essential to ensure continued access to natural flying areas.

Recycling

The materials used in the design of your A1 have been selected for their performance and durability. At the end of its service life, your glider must not be disposed of with household waste. Certain components can be sorted and recycled through appropriate channels.

If you wish to recycle your glider, please contact AEROTECH. We will be able to offer you an appropriate solution or direct you to a suitable recycling channel.

21 Maintenance sheet

☐ Maintenance ☐ Resale	N° :
Date	
Buyer / workshop contact details	

☐ Maintenance ☐ Resale	N° :
Date	
Buyer / workshop contact details	

☐ Maintenance ☐ Resale	N° :
Date	
Buyer / workshop contact details	

☐ Maintenance ☐ Resale	N° :
Date	
Buyer / workshop contact details	

22 Annexes

All dimensions specified in this user manual have been verified by an accredited test laboratory – Air Turquoise.

A1 S

Linest rev	7
24/04/2026	

LINES OVERALL CHECKSHEET
MEASURED FROM BOTTOM OF RISERS TO GLIDER BOTTOM SURFACE UNDER 5 KG LOAD WITH RISERS
Tolerance is +/-10 mm from these values and +/-10 mm from right to left

		A			B			C			D			BRAKE		
		Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
Center	1	6712	*6713*	1	6638	*6638*	0	6763	*6762*	-1	6837	*6831*	-6	6951	*6943*	-8
	2	6625	*6625*	0	6547	*6550*	3	6664	*6666*	2	6737	*6734*	-3	6703	*6705*	2
	3	6660	*6659*	-1	6576	*6577*	1	6689	*6689*	0	6753	*6748*	-5	6526	*6525*	-1
	4	6610	*6611*	1	6516	*6515*	-1	6616	*6614*	-2	6671	*6667*	-4	6471	*6468*	-3
	5	6530	*6531*	1	6441	*6443*	2	6531	*6536*	5	6580	*6572*	-8	6301	*6297*	-4
	6	6556	*6555*	-1	6469	*6472*	3	6552	*6555*	3	6586	*6582*	-4	6207	*6198*	-9
	7	6464	*6471*	7	6361	*6369*	8	6410	*6402*	-8				6214	*6209*	-5
	8	6350	*6353*	3	6270	*6276*	6	6303	*6300*	-3				6189	*6181*	-8
	9	6290	*6284*	-6	6220	*6223*	3	6248	*6239*	-9				6128	*6123*	-5
														6159	*6157*	-2
Stabi	10	6054	*6055*	1	6043	*6041*	-2									
Tip	11	5896	*5893*	-3	5907	*5905*	-2	5968	5966	-2	6064	*6061*	-3			

RISERS LENGHTS WITHOUT MAILLONS
MEASURED WITH 5 KG LOAD

Tolerance is +/-5 mm from these values

	Speed System OFF			Speed System ON		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	500	500	0	360	363	3
A'	600	598	-2	460	463	3
B	500	501	1	428	433	5
C	500	501	1	500	501	1
				Speed system range :		140

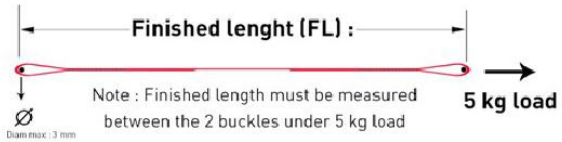
RISERS LENGHTS WITH MAILLONS
MEASURED WITH 5 KG LOAD

Tolerance is +/-5 mm from these values

	Speed System OFF			Speed System ON		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	527	527	0	387	390	3
A'	627	625	-2	487	490	3
B	527	528	1	455	460	5
C	527	528	1	527	528	1
				Speed system range :		140

Lines individual lenghts (given in mm with 5 kg tension, buckle to buckle)

A LINES		B LINES		C LINES		D LINES		BRAKE LINES	
NAME	F lenght	NAME	F lenght	NAME	F lenght	NAME	F lenght	NAME	F lenght
AR1	4222	BR1	4145	CR1	4289	d1	562	BRmain	2402
AR2	4242	BR2	4153	CR2	4248	d2	556	BRM1	1911
AR3	4346	BR3	4355	CR3	4397	d3	539	BRM2	2294
AM1	704	BM1	714	CM1	1513	d4	520	BRM3	2982
AM2	520	b1	2003	CM2	1419	d5	508	BRMU1	1293
a1	2000	b2	1912	CM3	1452	d6	485	BRMU2	1115
a2	1913	b3	1941	CM4	1430			br1	1407
a3	1948	b4	1875	CM5	1351	STABILO LINES		br2	1159
a4	1880	b5	1800	CM6	1380	NAME	F lenght	br3	1160
a5	1800	b6	1828	CM7	710	STMain	4410	br4	1105
a6	1826	b7	814	c1	488	STMA	491	br5	1653
a7	836	b8	723	c2	483	STMB	564	br6	1559
a8	722	b9	1370	c3	475	sta	514	br7	1566
a9	1349	b10	632	c4	465	stb	525	br8	810
a10	643			c5	459	stc	513	br9	749
				c6	451	std	609	br10	780
				c7	825				
				c8	718				
				c9	1356				



Edelrid

	7343-280
	7343-230
	7343-190
	7343-140
	7850X-240

Liros

	PPSL 120
	DSL 70

A1 M

Linest rev	6
24/04/2026	

LINES OVERALL CHECKSHEET
MEASURED FROM BOTTOM OF RISERS TO GLIDER BOTTOM SURFACE UNDER 5 KG LOAD WITH RISERS
Tolerance is +/-10 mm from these values and +/-10 mm from right to left

		A			B			C			D			BRAKE		
		Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
Center	1	7116	*7116*	0	7034	*7034*	0	7172	*7174*	2	7256	*7253*	-3	7406	*7404*	-2
	2	7025	*7024*	-1	6939	*6937*	-2	7069	*7070*	1	7150	*7147*	-3	7144	*7144*	0
	3	7063	*7062*	-1	6971	*6971*	0	7096	*7092*	-4	7169	*7159*	-10	6958	*6952*	-6
	4	7013	*7012*	-1	6913	*6911*	-2	7013	*7016*	3	7075	*7077*	2	6902	*6902*	0
	5	6929	*6929*	0	6834	*6834*	0	6925	*6924*	-1	6975	*6974*	-1	6719	*6719*	0
	6	6958	*6956*	-2	6865	*6859*	-6	6949	*6951*	2	6984	*6984*	0	6620	*6617*	-3
	7	6860	*6866*	6	6759	*6764*	5	6811	*6805*	-6				6629	*6629*	0
	8	6738	*6743*	5	6662	*6667*	5	6698	*6692*	-6				6601	*6599*	-2
	9	6665	*6668*	3	6599	*6600*	1	6635	*6633*	-2				6537	*6538*	1
														6570	*6571*	1
Stabi	10	6430	*6433*	3	6418	*6421*	3									
Tip	11	6262	*6264*	2	6273	*6272*	-1	6338	6337	-1	6435	*6432*	-3			

RISERS LENGHTS
WITHOUT MAILLONS
MEASURED WITH 5 KG LOAD

Tolerance is +/-5 mm from these values

	Speed System OFF			Speed System ON		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	500	500	0	360	360	0
A'	600	599	-1	460	460	0
B	500	499	-1	425	420	-5
C	500	498	-2	500	498	-2
				Speed system range :		140

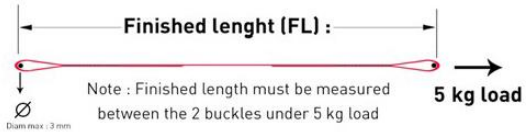
RISERS LENGHTS
WITH MAILLONS
MEASURED WITH 5 KG LOAD

Tolerance is +/-5 mm from these values

	Speed System OFF			Speed System ON		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	527	527	0	387	387	0
A'	627	626	-1	487	487	0
B	527	526	-1	455	450	-5
C	527	525	-2	527	525	-2
				Speed system range :		140

Lines individual lenghts (given in mm with 5 kg tension, buckle to buckle)

A LINES		B LINES		C LINES		D LINES		BRAKE LINES	
NAME	F lenght	NAME	F lenght	NAME	F lenght	NAME	F lenght	NAME	F lenght
AR1	4491	BR1	4405	CR1	4558	d1	610	BRmain	2591
AR2	4516	BR2	4420	CR2	4510	d2	604	BRM1	2014
AR3	4624	BR3	4654	CR3	4713	d3	584	BRM2	2450
AM1	762	BM1	759	CM1	1615	d4	562	BRM3	3153
AM2	551	b1	2139	CM2	1515	d5	548	BRMU1	1360
a1	2135	b2	2044	CM3	1554	d6	523	BRMU2	1175
a2	2044	b3	2076	CM4	1530			br1	1503
a3	2082	b4	2005	CM5	1444	STABILO LINES		br2	1241
a4	2009	b5	1926	CM6	1478	NAME	F lenght	br3	1240
a5	1925	b6	1957	CM7	746	STMain	4703	br4	1184
a6	1954	b7	868	c1	526	STMA	531	br5	1726
a7	896	b8	771	c2	523	STMB	608	br6	1627
a8	774	b9	1450	c3	511	sta	547	br7	1636
a9	1446	b10	683	c4	500	stb	558	br8	862
a10	695			c5	498	stc	546	br9	798
				c6	488	std	643	br10	831
				c7	874				
				c8	761				
				c9	1427				



Edelrid

	7343-280
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Liros

	PPSL 120
	DSL 70

A1 L

Linest rev	6
24/04/2026	

LINES OVERALL CHECKSHEET
MEASURED FROM BOTTOM OF RISERS TO GLIDER BOTTOM SURFACE UNDER 5 KG LOAD WITH RISERS
Tolerance is +/-10 mm from these values and +/-10 mm from right to left

		A			B			C			D			BRAKE		
		Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff	Manual	Tested sample	Diff
Center	1	7473	7473	0	7392	7392	0	7533	7539	6	7628	7625	-3	7801	7803	2
	2	7379	7383	4	7292	7298	6	7425	7429	4	7518	7510	-8	7527	7526	-1
	3	7419	7419	0	7327	7331	4	7455	7459	4	7539	7538	-1	7333	7337	4
	4	7370	7369	-1	7266	7265	-1	7395	7396	1	7471	7467	-4	7275	7277	2
	5	7283	7284	1	7184	7185	1	7303	7309	6	7367	7364	-3	7085	7083	-2
	6	7314	7317	3	7217	7217	0	7328	7332	4	7375	7372	-3	6982	6979	-3
	7	7229	7232	3	7122	7117	-5	7171	7162	-9				6992	6990	-2
	8	7101	7100	-1	7008	7012	4	7053	7050	-3				6961	6965	4
	9	7030	7027	-3	6938	6947	9	6980	6977	-3				6895	6903	8
														6930	6934	4
Stabi	10	6772	6774	2	6760	6761	1									
Tip	11	6599	6598	-1	6607	6601	-6	6675	6673	-2	6771	6772	1			

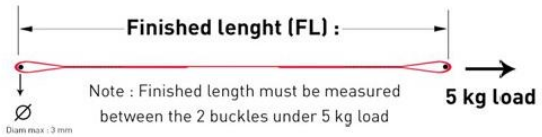
RISERS LENGHTS
WITHOUT MAILLONS
MEASURED WITH 5 KG LOAD
Tolerance is +/-5 mm from these values

	Speed System OFF			Speed System ON		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	520	518	-2	360	363	3
A'	620	619	-1	460	463	3
B	520	517	-3	443	447	4
C	520	518	-2	520	518	-2
				Speed system range :		160

RISERS LENGHTS
WITH MAILLONS
MEASURED WITH 5 KG LOAD
Tolerance is +/-5 mm from these values

	Speed System OFF			Speed System ON		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	550	549	-1	390	394	4
A'	650	650	0	490	494	4
B	550	548	-2	473	471	-2
C	550	549	-1	550	549	-1
				Speed system range :		160

Lines individual lenghts (given in mm with 5 kg tension, buckle to buckle)									
A LINES		B LINES		C LINES		D LINES		BRAKE LINES	
NAME	F lenght	NAME	F lenght	NAME	F lenght	NAME	F lenght	NAME	F lenght
AR1	4725	BR1	4639	CR1	4803	d1	642	BRmain	2753
AR2	4756	BR2	4656	CR2	4781	d2	636	BRM1	2116
AR3	4892	BR3	4896	CR3	4963	d3	615	BRM2	2571
AM1	764	BM1	771	CM1	1690	d4	595	BRM3	3313
AM2	573	b1	2243	CM2	1586	d5	581	BRMU1	1422
a1	2238	b2	2143	CM3	1628	d6	553	BRMU2	1229
a2	2144	b3	2178	CM4	1602			br1	1572
a3	2184	b4	2102	CM5	1512	STABILO LINES		br2	1298
a4	2106	b5	2020	CM6	1548	NAME	F lenght	br3	1297
a5	2019	b6	2053	CM7	797	STMain	4973	br4	1239
a6	2050	b7	957	c1	547	STMA	552	br5	1809
a7	975	b8	843	c2	543	STMB	633	br6	1706
a8	847	b9	1527	c3	531	sta	573	br7	1716
a9	1523	b10	713	c4	519	stb	581	br8	900
a10	725			c5	517	stc	568	br9	834
				c6	506	std	664	br10	869
				c7	913				
				c8	795				
				c9	1502				



Edelrid

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	7850X-240

Liros

	PPSL 120
	DSL 70

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test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes
paragliding by air turquoise

AEROTECH

Classification: A

In accordance with standards: EN 926-1:2015, EN 926-2:2013+A1:2021 and NfL 2024-2-785	PG_2701.2026
Date of issue (DMY):	04.05.2026
Manufacturer:	AEROTECH SAS
Model:	A1 S
Serial number:	SA-ATC-A1-S-P2

Configuration during flight tests

Paraglider

Maximum weight in flight [kg]	90
Minimum weight in flight [kg]	55
Glider's weight [kg]	4.5
Number of risers	3+1
Projected area [m²]	19.99

Accessories

Range of speed system [cm]	13.7
Speed range using brakes [km/h]	15
Total speed range with accessories [km/h]	23
Range of trimmers [cm]	n/a

Harness used for testing (max weight)

Harness type	ABS
Harness brand	Advance Thun AG
Harness model	Success 4 M
Harness to risers distance [cm]	43
Distance between risers [cm]	44

Inspections (whichever happens first)
every three years or after 150 hours of first use

Person or company having presented the glider for testing: **None**

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	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	0

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paragliding by air turquoise

AEROTECH

Classification: A

In accordance with standards: EN 926-1:2015, EN 926-2:2013+A1:2021 and NfL 2024-2-785	PG_2700.2026
Date of issue (DMY):	04.05.2026
Manufacturer:	AEROTECH SAS
Model:	A1 M
Serial number:	SA-ATC-A1-M-P1

Configuration during flight tests

Paraglider

Maximum weight in flight [kg]	110
Minimum weight in flight [kg]	70
Glider's weight [kg]	5
Number of risers	3+1
Projected area [m²]	22.45

Accessories

Range of speed system [cm]	14.0
Speed range using brakes [km/h]	15
Total speed range with accessories [km/h]	23
Range of trimmers [cm]	n/a

Harness used for testing (max weight)

Harness type	ABS
Harness brand	Advance Thun AG
Harness model	Success 4 M
Harness to risers distance [cm]	43
Distance between risers [cm]	48

Inspections (whichever happens first)
every three years or after 150 hours of first use

Person or company having presented the glider for testing: **None**

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	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	0

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paragliding by air turquoise

AEROTECH

Classification: A

In accordance with standards: EN 926-1:2015, EN 926-2:2013+A1:2021 and NfL 2024-2-785	PG_2699.2026
Date of issue (DMY):	04.05.2026
Manufacturer:	AEROTECH SAS
Model:	A1 L
Serial number:	SA-ATC-A1-L-P3

Configuration during flight tests

Paraglider

Maximum weight in flight [kg]	125
Minimum weight in flight [kg]	90
Glider's weight [kg]	5.4
Number of risers	3+1
Projected area [m²]	24.82

Accessories

Range of speed system [cm]	15.5
Speed range using brakes [km/h]	15
Total speed range with accessories [km/h]	23
Range of trimmers [cm]	n/a

Harness used for testing (max weight)

Harness type	ABS
Harness brand	Woody Valley srl
Harness model	NAOS L
Harness to risers distance [cm]	45
Distance between risers [cm]	48

Inspections (whichever happens first)
every three years or after 150 hours of first use

Person or company having presented the glider for testing: **None**

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	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	0

MANUEL DE VOL



Volez prudemment, faites-vous plaisir avec votre A1 ! - Fly safely, enjoy your A1! - 安全飞行, 尽情享受您的 A1 ！ - सुरक्षित उड़ान भरें, अपने A1 का आनंद लें! - Vuela con prudencia, disfruta de tu A1. - حلّق بحذر واستمتع بجناحك A1! - সাবধানে উড়ুন, আপনার A1 উপভোগ করুন! - Voe com segurança, aproveite o seu A1! - Летайте безопасно и наслаждайтесь своим A1! - اپنے A1 کو احتیاط سے پرواز کریں، لطف اٹھائیں!