FR | EN | DE

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SUPAIR
LIFE IS IN THE AIR

User's Manual
STEP X

EN-B+

SUPAIR SAS
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Parc Altaïs
74650 Annecy - Chavanod
FRANCE

45°54.024'N / 06°04.725'E

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

SUPAIR has been designing producing and selling accessories for free flying activities since 1984. By choosing a SUPAIR 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 SUPAIR team remains at your disposal at info supair.com

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

Team SUPAIR

Contents

Introduction

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

The STEP X 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 X 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 SUPAIR 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.

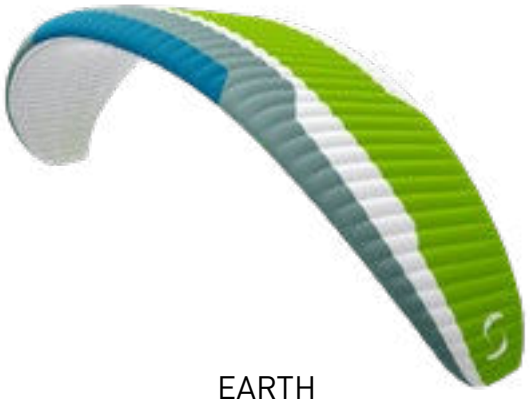
 Advice

 Caution !

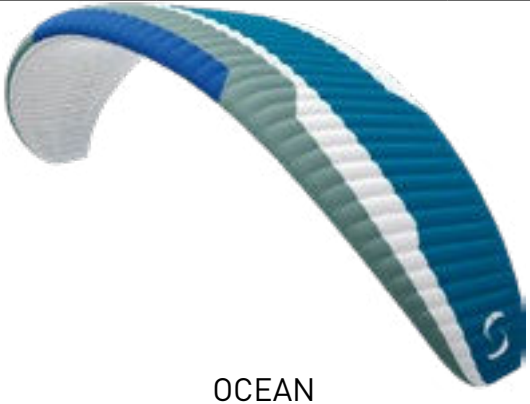
 Danger !!

Technical data

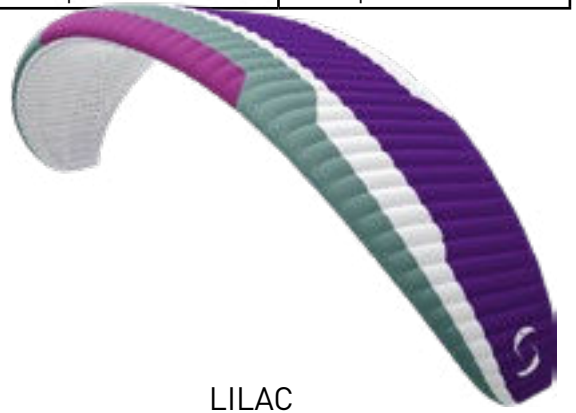
Glider STEP X	XS	S	M	ML	L
Flat surface area (m²)	**21**	**24**	**26**	**28**	**30**
Cell number	61	61	61	61	61
Span (m)	10,85	11,60	12,07	12,53	12,97
Chord (m)	2,39	2,56	2,66	2,76	2,86
Flat Aspect Ratio	5,65	5,65	5,65	5,65	5,65
Projected surface area (m²)	17,54	20,04	21,71	23,38	25,05
Projected span (m)	8,41	8,99	9,36	9,71	10,06
Projected aspect ratio	4,04	4,04	4,04	4,04	4,04
Glider weight (kg)	3,8	4,0	4,3	4,6	4,8
In-flight weight range (kg)	55-75	70-90	80-100	90-110	105-125
Certification	EN / LTF B				
Riser number.	3/4/3				
Trimmer	no				
Acrobatic flying	no				
Harness dimensions used for certification	* Length between main suspension points: 40 ±2 cm * Height of main suspension points: 40 ±1 cm"	* Length between main suspension points: 44 ±2 cm * Height of main suspension points: 42 ±1 cm"	* Length between main suspension points: 44 ±2 cm * Height of main suspension points: 42 ±1 cm"	* Length between main suspension points: 48 ±2 cm * Height of main suspension points: 44 ±1 cm"	* Length between main suspension points:48 ±2 cm * Height of main suspension points: 44 ±1 cm"



EARTH

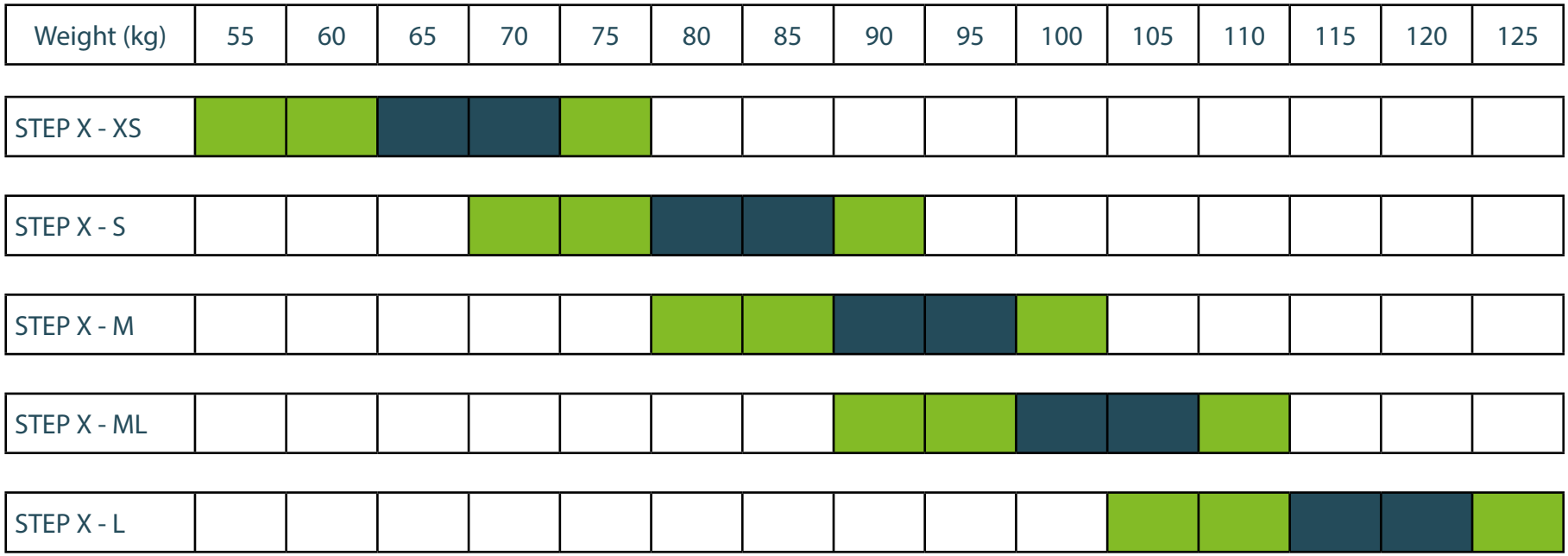


OCEAN



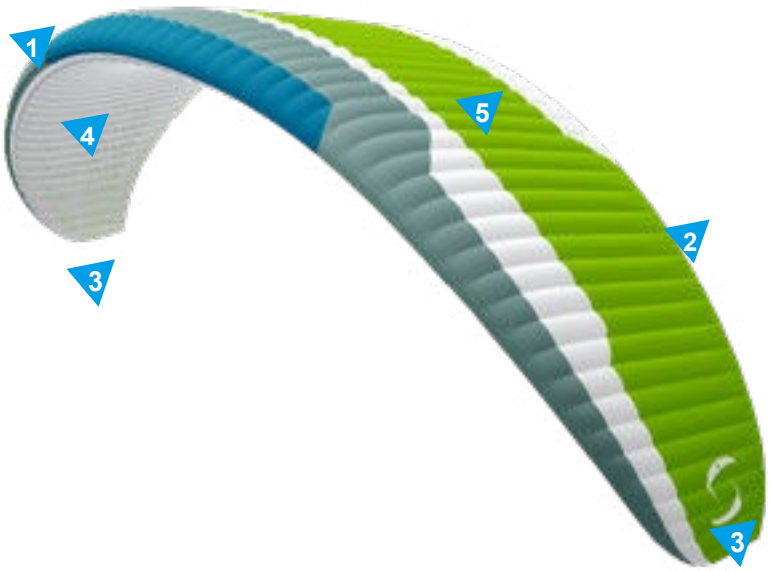
LILAC

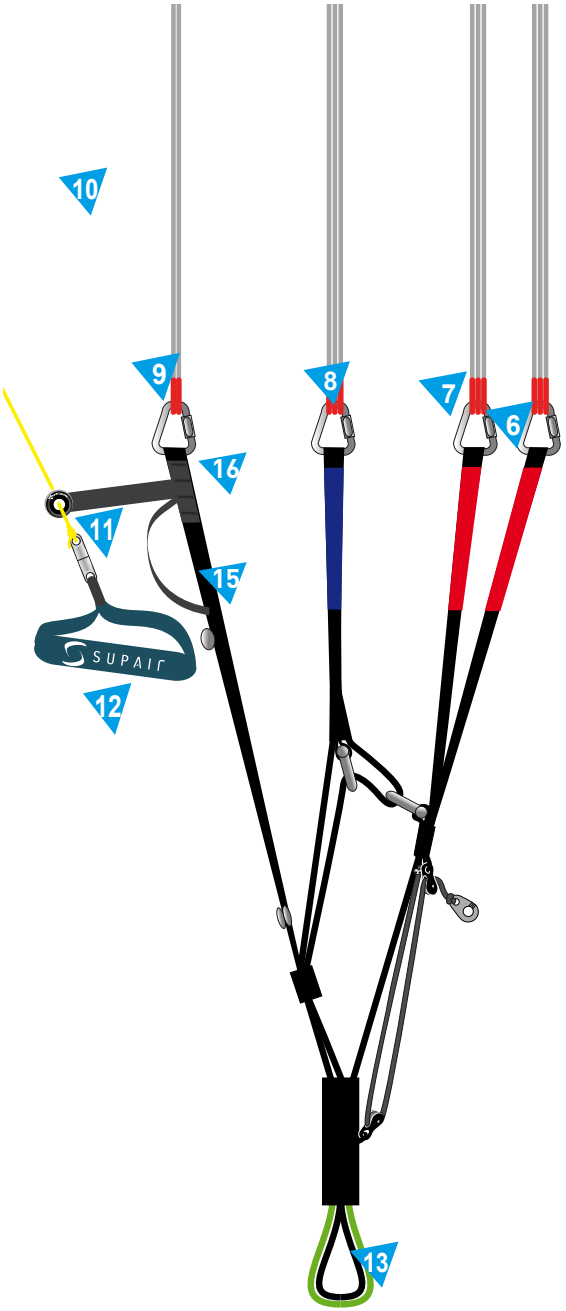
In-flight weight range



In-flight weight range (kg)

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





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 X 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.

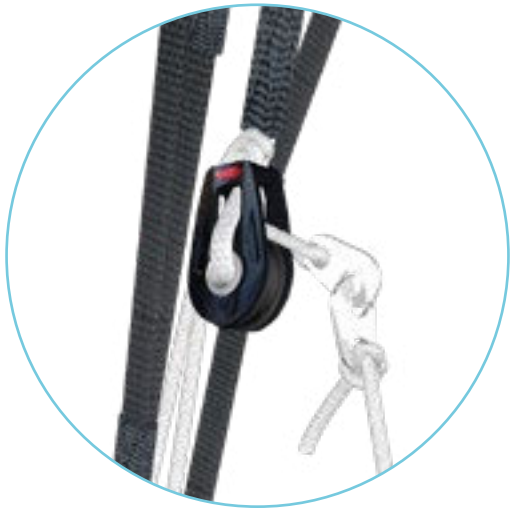
Without twisting the risers, connect them to the harness connection loops using the self-locking carabiners.
Check for the risers to be properly positioned and untwisted. The "A" risers must be located at the front and facing the flight direction(see schematic).
Lastly, check for the main self-locking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

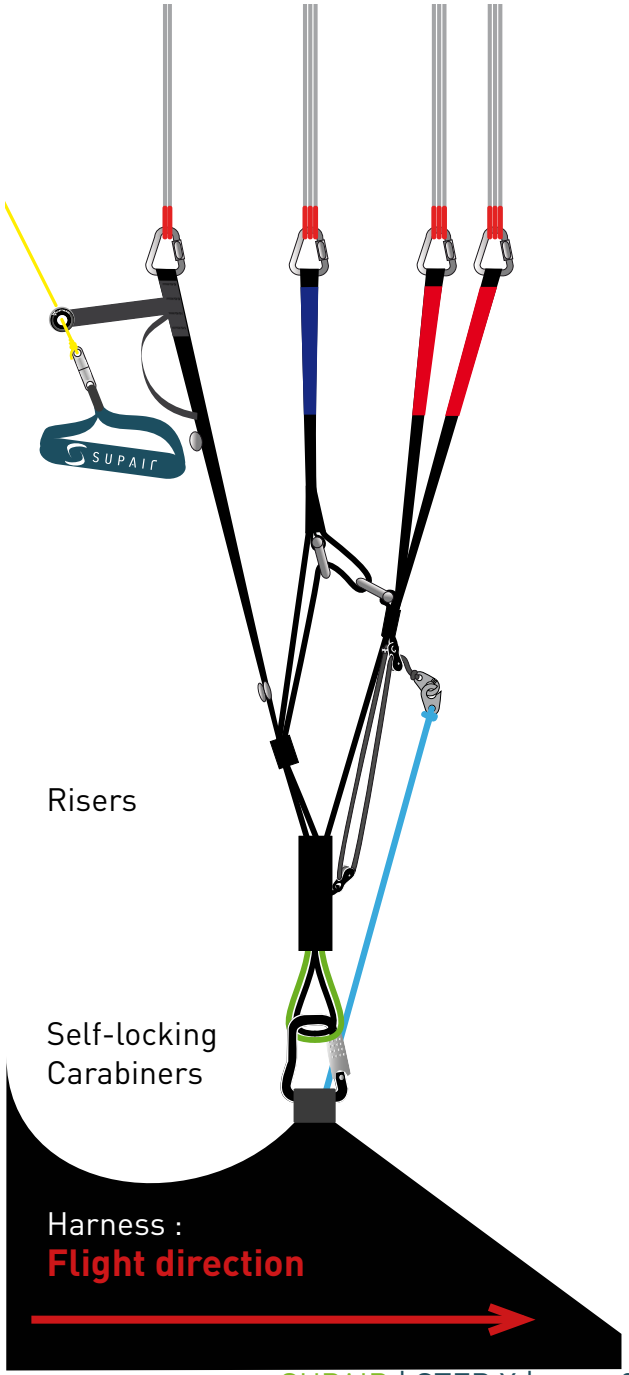
Harness chest strap spacing

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





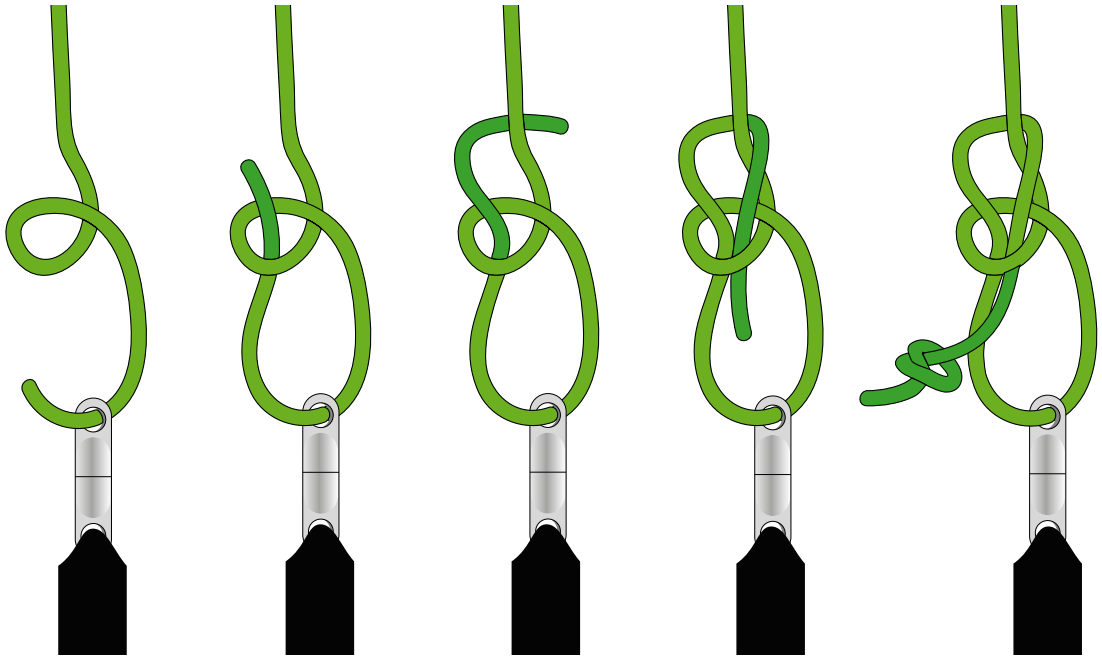
Connecting the glider

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).

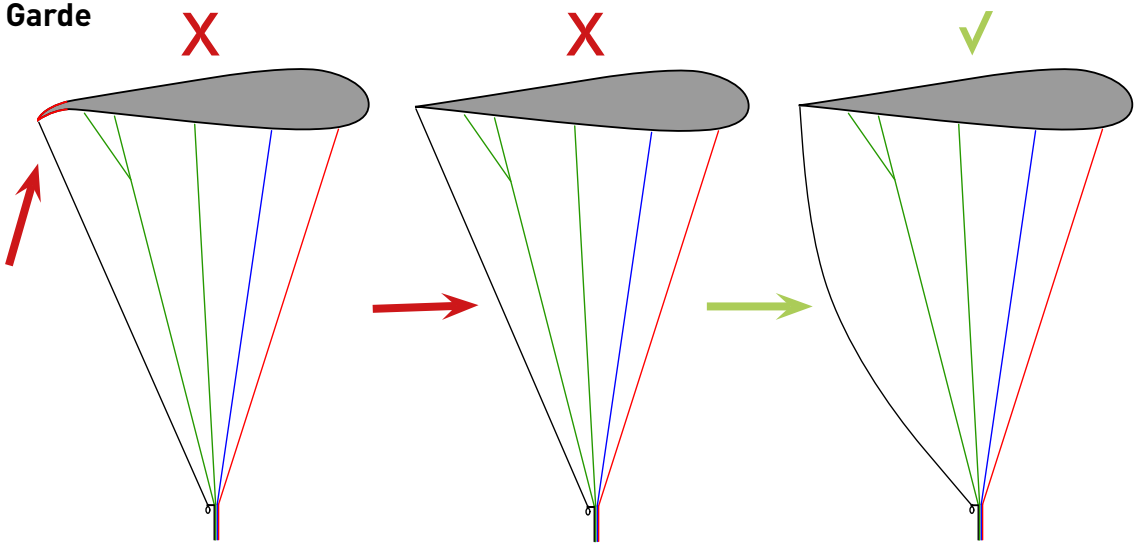
fisherman's knot



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 :
63 cm for an STEP X size XS
63 cm for an STEP X size S
70 cm for an STEP X size M
73 cm for an STEP X size ML
73 cm for an STEP X size L

Garde



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.

PRE-FLIGHT PREPARATION

The STEP X 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 X 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 X 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 X wing's performance in flight:

In flight, the STEP X 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 X 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 X 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 X 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 X wing was not designed to enter aerobatic maneuvers. We highly discourage its use for this type of flying.

Tandem

The STEP X wing was not designed for tandem flying.

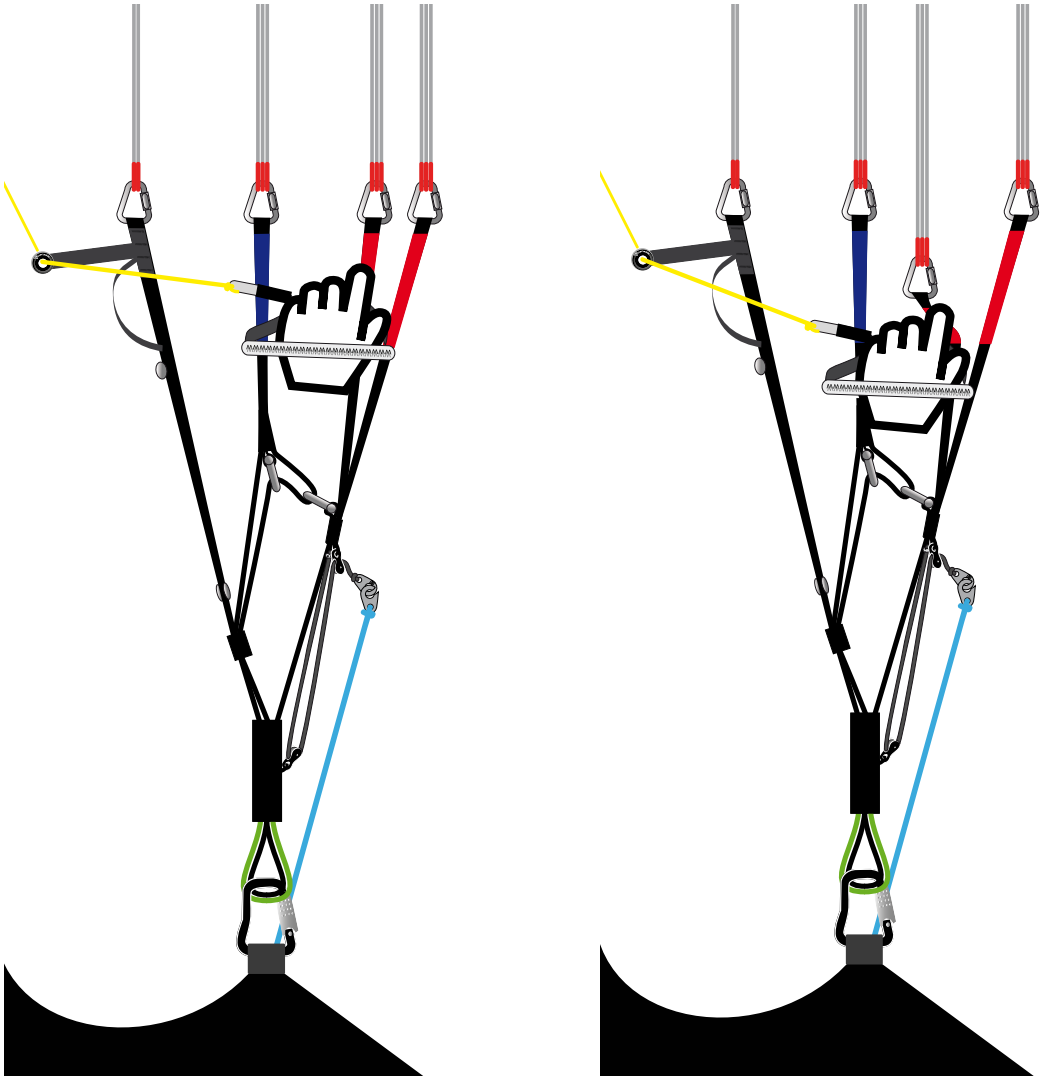
FAST DESCENTS

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 X 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

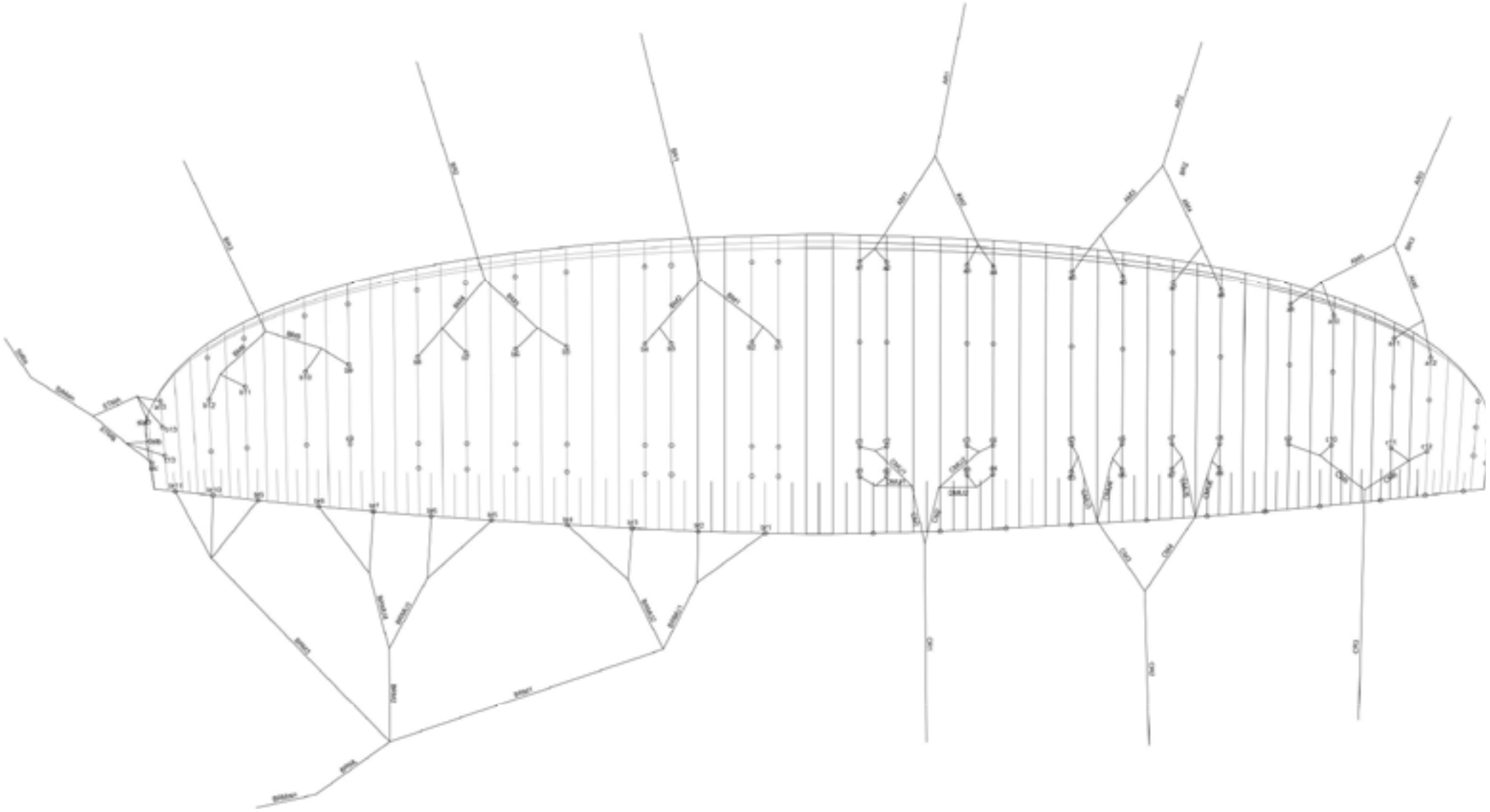
This technique is not recommended as it requires intense physical impute. It is not a safe descent technique.

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

STEP X all sizes lines layout



Materials

Fabrics	Producer	Reference
Outer surface	Dominico	Dominico N20 DMF
Inner Surface	Dominico	Dominico 10D White
Internal structure	MJ Tex / Porcher Sport	MJ32 HF / Skytex 27 hard finish 70000E91
Nose reinforts	MJ Tex	MJ 32HF + 1.8 mm rods

Main lines	Producer	Reference
Top cascade	Edelrid	8000U-90/70/50
Upper middle cascade	Edelrid	8000U-130/90
Lower cascade	Edelrid	8000U-230/190

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

Brake lines	Producer	Reference
Top cascade	Edelrid	8000U-50
Upper middle cascade	Edelrid	8000U-70
Lower middle cascade	Edelrid	8000U-90
Lower cascade	Edelrid	8000U-190 / 7450X-240
Carabiners	Supair	Soft Link Dyneema

Maintenance sheet

STEP X size XS

Line Check Maintenance Sheet

Measurements of the lines from the bottom of the risers to the intrado, with a tension of 5 Kg, risers included.
You can print this page when you make your measurements to annotate the values and calculate the difference.

		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	6744			6656			6784			6838			6944		
	2	6703			6614			6738			6792			6695		
	3	6651			6560			6690			6741			6544		
	4	6676			6585			6713			6760			6458		
	5	6613			6510			6619			6663			6310		
	6	6523			6423			6527			6568			6171		
	7	6482			6385			6482			6522			6106		
	8	6507			6413			6505			6541			6149		
	9	6353			6307			6363						6037		
	10	6252			6215			6268						5975		
	11	6147			6129			6179						5975		
	12	6097			6088			6130								
Stabilizers	13	5846			5824			5872								
Wingtip	14	5766			5781			5836								

Tolerance < 10mm

Risers length, Measured with Standard Soft Link Dyneema: 29 mm.

RISERS	Non accelerated			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	509			374		
A'	509			374		
B	509			419		
C	509			509		

Maintenance sheet

STEP X size XS

Lines individual lenghts (mm)												
A LINES		B LINES		C LINES				D LINES		STABILO LINES		BRAKE LINES	
NAME	F LENGHT**	NAME	F LENGHT**	NAME	F LENGHT**	NAME	F LENGHT**	NAME	F LENGHT**	NAME	F LENGHT**	NAME	F LENGHT**
AR1	4561	BR1	4490	CR1	4600			DMU1	502	STRis	293	BRMain	1172
AR2	4262	BR2	4185	CR2	4268			DMU2	476	STmain	4207	BRML	1217
AR3	3914	BR3	3901	CR3	3947								
										STMA	451	BRM1	2157
										STMB	475	BRM2	2084
AM1	1297	BM1	1283	CM1	804	CMU1	467					BRM3	2745
AM2	1229	BM2	1213	CM2	777	CMU2	444						
AM3	866	BM3	854	CM3	865	CMU3	537						
AM4	829	BM4	820	CM4	823	CMU4	483					BRMU1	1100
AM5	1088	BM5	1071	CM5	1086	CMU5	481					BRMU2	925
AM6	974	BM6	976	CM6	987	CMU6	494					BRMU3	839
												BRMU4	778
a1	327	b1	324	c1	348			d1	369	sta	275	br1	1232
a2	286	b2	282	c2	302			d2	323	stb	266	br2	983
a3	302	b3	298	c3	304			d3	325	stc	321	br3	1007
a4	327	b4	323	c4	327			d4	344			br4	921
a5	930	b5	916	c5	384			d5	428			br5	932
a6	840	b6	829	c6	346			d6	387			br6	793
a7	836	b7	825	c7	345			d7	385			br7	789
a8	861	b8	853	c8	355			d8	391			br8	832
a9	792	b9	776	c9	785							br9	843
a10	691	b10	684	c10	690							br10	781
a11	698	b11	691	c11	700							br11	781
a12	648	b12	650	c12	651								
a13	356	b13	334	c13	358								

*Lines lenghts under 5 kg of tension:
the sewn value is the final length of the line, from one loop end to the other

Maintenance sheet

STEP X size S

Line Check Maintenance Sheet

Measurements of the lines from the bottom of the risers to the intrado, with a tension of 5 Kg, risers included.
You can print this page when you make your measurements to annotate the values and calculate the difference.

		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
Centrer	1	7203			7102			7241			7298			7446		
	2	7160			7057			7192			7250			7184		
	3	7105			6999			7142			7197			7025		
	4	7132			7026			7167			7219			6935		
	5	7049			6943			7062			7109			6779		
	6	6954			6852			6964			7008			6631		
	7	6910			6812			6917			6960			6560		
	8	6937			6842			6942			6980			6603		
	9	6796			6740			6799						6481		
	10	6688			6642			6697						6411		
	11	6577			6550			6603						6407		
	12	6523			6505			6551								
Stabilizers	13	6266			6243			6295								
Wingtip	14	6181			6198			6257								

Tolerance < 10mm

Risers length, Measured with Standard Soft Link Dyneema: 29 mm.

RISERS	Non accelerated			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	526			360		
A'	526			360		
B	526			416		
C	526			526		

Maintenance sheet

STEP X size S

Lines individual lenghts (mm)

A LINES		B LINES		C LINES				D LINES		STABILO LINES		BRAKE LINES	
NAME	F LENGHT**	NAME	F LENGHT**	NAME	F LENGHT**	NAME	F LENGHT**	NAME	F LENGHT**	NAME	F LENGHT**	NAME	F LENGHT**
AR1	4883	BR1	4800	CR1	4921			DMU1	538	STRis	293	BRMain	1192
AR2	4549	BR2	4471	CR2	4562			DMU2	511	STmain	4545	BRML	1326
AR3	4201	BR3	4180	CR3	4227								
										883	486	BRM1	2341
										1165	512	BRM2	2270
AM1	1390	BM1	1375	CM1	861	CMU1	501					BRM3	2985
AM2	1318	BM2	1300	CM2	834	CMU2	476						
AM3	929	BM3	916	CM3	927	CMU3	576						
AM4	889	BM4	880	CM4	883	CMU4	519					BRMU1	1191
AM5	1167	BM5	1149	CM5	1165	CMU5	517					BRMU2	1007
AM6	1046	BM6	1047	CM6	1060	CMU6	531					BRMU3	913
												BRMU4	847
a1	351	b1	348	c1	373			d1	395	sta	297	br1	1330
a2	308	b2	303	c2	324			d2	347	stb	288	br2	1068
a3	325	b3	320	c3	326			d3	348	stc	347	br3	1093
a4	352	b4	347	c4	351			d4	370			br4	1003
a5	996	b5	981	c5	412			d5	459			br5	1012
a6	901	b6	890	c6	371			d6	415			br6	864
a7	897	b7	886	c7	370			d7	413			br7	859
a8	924	b8	916	c8	381			d8	419			br8	902
a9	849	b9	832	c9	842							br9	918
a10	741	b10	734	c10	740							br10	848
a11	749	b11	742	c11	751							br11	844
a12	695	b12	697	c12	699								
a13	383	b13	360	c13	386								

*Lines lenghts under 5 kg of tension:
the sewn value is the final length of the line, from one loop end to the other

Maintenance sheet

STEP X size M

Line Check Maintenance Sheet

Measurements of the lines from the bottom of the risers to the intrado, with a tension of 5 Kg, risers included.
You can print this page when you make your measurements to annotate the values and calculate the difference.

		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
Centrer	1	7513			7400			7551			7610			7748		
	2	7468			7354			7500			7560			7478		
	3	7412			7295			7450			7508			7314		
	4	7441			7323			7477			7530			7220		
	5	7356			7243			7363			7412			7061		
	6	7257			7148			7261			7306			6906		
	7	7212			7105			7211			7257			6833		
	8	7240			7137			7238			7278			6875		
	9	7092			7022			7080						6745		
	10	6980			6920			6975						6671		
	11	6496			6487			6556						6663		
	12	6408			6440			6517								
Stabilizers	13	6496			6487			6556								
Wingtip	14	6408			6440			6517								

Tolerance < 10mm

Risers length, Measured with Standard Soft Link Dyneema: 29 mm.

RISERS	Non accelerated			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	526			355		
A'	526			355		
B	526			412		
C	526			526		

Maintenance sheet

STEP X size M

Lines individual lenghts (mm)

A LINES		B LINES		C LINES				D LINES		STABILO LINES		BRAKE LINES	
NAME	F LENGHT**	NAME	F LENGHT**	NAME	F LENGHT**	NAME	F LENGHT**	NAME	F LENGHT**	NAME	F LENGHT**	NAME	F LENGHT**
AR1	5117	BR1	5023	CR1	5155			DMU1	561	STRis	293	BRMain	1177
AR2	4771	BR2	4686	CR2	4777			DMU2	534	STmain	4763	BRML	1398
AR3	4406	BR3	4373	CR3	4418								
										STMA	510	BRM1	2462
										STMB	537	BRM2	2393
AM1	1450	BM1	1435	CM1	899	CMU1	523					BRM3	3143
AM2	1377	BM2	1358	CM2	872	CMU2	498						
AM3	970	BM3	957	CM3	969	CMU3	602						
AM4	929	BM4	919	CM4	923	CMU4	542					BRMU1	1251
AM5	1220	BM5	1201	CM5	1218	CMU5	540					BRMU2	1061
AM6	1093	BM6	1095	CM6	1107	CMU6	555					BRMU3	962
												BRMU4	893
a1	367	b1	363	c1	389			d1	412	sta	282	br1	1394
a2	322	b2	317	c2	338			d2	362	stb	284	br2	1124
a3	339	b3	335	c3	340			d3	364	stc	364	br3	1150
a4	368	b4	363	c4	367			d4	386			br4	1056
a5	1040	b5	1025	c5	430			d5	479			br5	1065
a6	941	b6	930	c6	388			d6	433			br6	910
a7	937	b7	925	c7	386			d7	432			br7	906
a8	965	b8	957	c8	398			d8	438			br8	948
a9	887	b9	869	c9	879							br9	967
a10	775	b10	767	c10	774							br10	893
a11	782	b11	775	c11	785							br11	885
a12	726	b12	729	c12	730								
a13	371	b13	362	c13	404								

*Lines lenghts under 5 kg of tension:
the sewn value is the final length of the line, from one loop end to the other

Maintenance sheet

STEP X size ML

Line Check Maintenance Sheet

Measurements of the lines from the bottom of the risers to the intrado, with a tension of 5 Kg, risers included.
You can print this page when you make your measurements to annotate the values and calculate the difference.

		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
Centrer	1	7789			7690			7841			7903			8024		
	2	7742			7643			7788			7851			7746		
	3	7685			7582			7737			7796			7577		
	4	7714			7611			7765			7819			7481		
	5	7638			7526			7652			7703			7316		
	6	7537			7428			7547			7594			7156		
	7	7490			7386			7496			7543			7079		
	8	7519			7419			7524			7565			7121		
	9	7359			7303			7361						6986		
	10	7242			7198			7252						6908		
	11	7121			7098			7149						6898		
	12	7064			7050			7093								
Stabilizers	13	6771			6747			6802								
Wingtip	14	6680			6697			6761								

Tolerance < 10mm

Risers length, Measured with Standard Soft Link Dyneema: 29 mm.

RISERS	Non accelerated			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	551			366		
A'	551			366		
B	551			428		
C	551			551		

Maintenance sheet

STEP X size ML

Lines individual lenghts (mm)

A LINES		B LINES		C LINES				D LINES		STABILO LINES		BRAKE LINES	
NAME	F LENGHT**	NAME	F LENGHT**	NAME	F LENGHT**	NAME	F LENGHT**	NAME	F LENGHT**	NAME	F LENGHT**	NAME	F LENGHT**
AR1	5304	BR1	5225	CR1	5356			DMU1	583	STRis	293	BRMain	1166
AR2	4957	BR2	4875	CR2	4970			DMU2	554	STmain	4951	BRML	1463
AR3	4572	BR3	4555	CR3	4599								
										STMA	531	BRM1	2572
										STMB	559	BRM2	2503
AM1	1505	BM1	1489	CM1	933	CMU1	543					BRM3	3286
AM2	1429	BM2	1410	CM2	905	CMU2	518						
AM3	1007	BM3	993	CM3	1006	CMU3	625						
AM4	965	BM4	955	CM4	959	CMU4	563					BRMU1	1305
AM5	1267	BM5	1247	CM5	1264	CMU5	561					BRMU2	1109
AM6	1136	BM6	1137	CM6	1150	CMU6	576					BRMU3	1006
												BRMU4	933
a1	381	b1	377	c1	404			d1	428	sta	325	br1	1452
a2	334	b2	330	c2	351			d2	376	stb	314	br2	1174
a3	353	b3	348	c3	353			d3	378	stc	378	br3	1201
a4	382	b4	377	c4	381			d4	401			br4	1105
a5	1079	b5	1063	c5	446			d5	497			br5	1112
a6	978	b6	965	c6	403			d6	450			br6	952
a7	973	b7	961	c7	401			d7	448			br7	948
a8	1002	b8	994	c8	414			d8	455			br8	990
a9	921	b9	902	c9	913							br9	1011
a10	804	b10	797	c10	804							br10	933
a11	812	b11	805	c11	815							br11	923
a12	755	b12	757	c12	759								
a13	417	b13	393	c13	420								

*Lines lenghts under 5 kg of tension:
the sewn value is the final length of the line, from one loop end to the other

Maintenance sheet

STEP X size L

Line Check Maintenance Sheet

Measurements of the lines from the bottom of the risers to the intrado, with a tension of 5 Kg, risers included.
You can print this page when you make your measurements to annotate the values and calculate the difference.

		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	8051			7936			8093			8158			8343		
	2	8004			7888			8039			8105			8058		
	3	7945			7827			7988			8049			7886		
	4	7976			7857			8016			8073			7787		
	5	7925			7788			7923			7976			7619		
	6	7820			7687			7814			7863			7454		
	7	7772			7643			7762			7811			7373		
	8	7803			7677			7790			7832			7415		
	9	7632			7561			7633						7272		
	10	7511			7453			7521						7189		
	11	7386			7349			7415						7176		
	12	7325			7299			7356								
Stabilizers	13	6969			6955			7024								
Wing tips	14	6875			6911			6988								

Tolerance < 10mm

Risers length, Measured with Standard Soft Link Dyneema: 29 mm.

RISERS	Non accelerated			Accelerated		
	Manual	Tested sample	Diff	Manual	Tested sample	Diff
A	551			393		
A'	551			393		
B	551			448		
C	551			551		

Maintenance sheet

STEP X size L

Lines individual lenghts (mm)

A LINES		B LINES		C LINES				D LINES		STABILO LINES		BRAKE LINES	
NAME	F LENGHT**	NAME	F LENGHT**	NAME	F LENGHT**	NAME	F LENGHT**	NAME	F LENGHT**	NAME	F LENGHT**	NAME	F LENGHT**
AR1	5496	BR1	5402	CR1	5538			DMU1	605	STRis	293	BRMain	1192
AR2	5165	BR2	5059	CR2	5161			DMU2	576	STmain	5133	BRML	1530
AR3	4762	BR3	4731	CR3	4788								
										STMA	552	BRM1	2684
										STMB	582	BRM2	2618
AM1	1561	BM1	1544	CM1	968	CMU1	563					BRM3	3433
AM2	1484	BM2	1464	CM2	940	CMU2	538						
AM3	1047	BM3	1033	CM3	1045	CMU3	649						
AM4	1002	BM4	991	CM4	996	CMU4	585					BRMU1	1360
AM5	1315	BM5	1295	CM5	1313	CMU5	583					BRMU2	1160
AM6	1179	BM6	1181	CM6	1195	CMU6	598					BRMU3	1052
												BRMU4	976
a1	395	b1	391	c1	419			d1	444	sta	317	br1	1511
a2	348	b2	343	c2	365			d2	391	stb	323	br2	1226
a3	366	b3	362	c3	367			d3	392	stc	400	br3	1254
a4	397	b4	392	c4	395			d4	416			br4	1155
a5	1120	b5	1103	c5	463			d5	516			br5	1161
a6	1015	b6	1002	c6	418			d6	467			br6	996
a7	1010	b7	998	c7	417			d7	466			br7	991
a8	1041	b8	1032	c8	430			d8	472			br8	1033
a9	956	b9	936	c9	947							br9	1057
a10	835	b10	828	c10	835							br10	974
a11	844	b11	836	c11	847							br11	961
a12	783	b12	786	c12	788								
a13	412	b13	398	c13	437								

*Lines lenghts under 5 kg of tension:
the sewn value is the final length of the line, from one loop end to the other

CERTIFICATES

STEP X size XS

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Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes

paragliding by air turquoise

Flight test report: EN 926-2:2013+A1:2021* & NfL 2-565-20

Manufacturer	**Supair s.a.s.**	Certification number	PG_2091.2022
Address	Parc Altais / 34 rue Adrastée 74650 Chavanod France	Flight test	10.01.2023
Glider model	**STEP X XS**	**Classification**	**B**
Serial number	SA-ST2-XS-2204-P3	Representative	None
Trimmer	no	Place of test	Villeneuve
Folding lines used	no		
Test pilot		Light pilot under Air Turquoise supervision	Claude Thurnheer
Harness		Flugsau - XX-Lite	Supair - Altiplume M
Harness to risers distance (cm)		40	43
Distance between risers (cm)		40	40
Total weight in flight (kg)		55	75

1. Inflation/Take-off	**A**			
Rising behaviour	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required	No	A	No	A
2. Landing	**A**			
Special landing technique required	No	A	No	A
3. Speed in straight flight	**A**			
Trim speed more than 30 km/h	Yes	A	Yes	A
Speed range using the controls larger than 10 km/h	Yes	A	Yes	A
Minimum speed	Less than 25 km/h	A	Less than 25 km/h	A
4. Control movement	**A**			
Max. weight in flight up to 80 kg				
Symmetric control pressure / travel	Increasing / greater than 55 cm	A	Increasing / greater than 55 cm	A
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure / travel	not available	0	not available	0
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	not available	0	not available	0
5. Pitch stability exiting accelerated flight	**A**			
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	No	A	No	A
6. Pitch stability operating controls during accelerated flight	**A**			
Collapse occurs	No	A	No	A
7. Roll stability and damping	**A**			
Oscillations	Reducing	A	Reducing	A
8. Stability in gentle spirals	**A**			
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
9. Behaviour exiting a fully developed spiral dive	**B**			
Initial response of glider (first 180°)	Immediate reduction of rate of turn	A	Immediate reduction of rate of turn	A
Tendency to return to straight flight	Spontaneous exit (g force decreasing, rate of turn decreasing)	A	Spontaneous exit (g force decreasing, rate of turn decreasing)	A
Turn angle to recover normal flight	720° to 1 080°, spontaneous recovery	B	Less than 720°, spontaneous recovery	A
10. Symmetric front collapse	**B**			
Approximately 30 % chord				

*This standard is NOT covered by accreditation D-IS-19457-01
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CERTIFICATES
STEP X size S

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paragliding by air turquoise

Flight test report: EN 926-2:2013+A1:2021* & NfL 2-565-20

Manufacturer	**Supair s.a.s.**	Certification number	PG_2002.2022
Address	Parc Altais / 34 rue Adrastée 74650 Chavanod France	Flight test	05.07.2022
Glider model	**STEP X S**	**Classification**	**B**
Serial number	SA-ST2-S-2109-P2	Representative	None
Trimmer	no	Place of test	Villeneuve
Folding lines used	no		

Test pilot	Victor Chinen Cirilli	Claude Thurnheer
Harness	Woody Valley - Wani Light 2 M	Supair - Evo XC 3 M
Harness to risers distance (cm)	43	43
Distance between risers (cm)	40	44
Total weight in flight (kg)	70	90

1. Inflation/Take-off	**A**			
Rising behaviour	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required	No	A	No	A
2. Landing	**A**			
Special landing technique required	No	A	No	A
3. Speed in straight flight	**B**			
Trim speed more than 30 km/h	Yes	A	Yes	A
Speed range using the controls larger than 10 km/h	Yes	A	Yes	A
Minimum speed	Less than 25 km/h	A	25 km/h to 30 km/h	B
4. Control movement	**A**			
Max. weight in flight up to 80 kg				
Symmetric control pressure / travel	Increasing / greater than 55 cm	A	not available	0
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure / travel	not available	0	Increasing / greater than 60 cm	A
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	not available	0	not available	0
5. Pitch stability exiting accelerated flight	**A**			
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	No	A	No	A
6. Pitch stability operating controls during accelerated flight	**A**			
Collapse occurs	No	A	No	A
7. Roll stability and damping	**A**			
Oscillations	Reducing	A	Reducing	A
8. Stability in gentle spirals	**A**			
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
9. Behaviour exiting a fully developed spiral dive	**B**			
Initial response of glider (first 180°)	No immediate reaction	B	No immediate reaction	B
Tendency to return to straight flight	Spontaneous exit (g force decreasing, rate of turn decreasing)	A	Spontaneous exit (g force decreasing, rate of turn decreasing)	A
Turn angle to recover normal flight	720° to 1 080°, spontaneous recovery	B	720° to 1 080°, spontaneous recovery	B
10. Symmetric front collapse	**B**			
Approximately 30 % chord				

*This standard is NOT covered by accreditation D-IS-19457-01

CERTIFICATES
STEP X size M

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paragliding by air turquoise

Flight test report: EN 926-2:2013+A1:2021* & NfL 2-565-20

Manufacturer	**Supair s.a.s.**	Certification number	PG_2086.2022
Address	Parc Altais / 34 rue Adrastée 74650 Chavanod France	Flight test	15.12.2022
Glider model	**STEP X M**	**Classification**	**B**
Serial number	SA-ST2-M-2204-P4	Representative	Gregoire Lombardie
Trimmer	no	Place of test	Villeneuve
Folding lines used	no		

Test pilot	Claude Thurnheer	Alexandre Jofresa
Harness	Supair - Evo XC 3 M	Dudek - Zero Gravity M
Harness to risers distance (cm)	43	43
Distance between risers (cm)	44	47
Total weight in flight (kg)	80	100

1. Inflation/Take-off	**A**			
Rising behaviour	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required	No	A	No	A
2. Landing	**A**			
Special landing technique required	No	A	No	A
3. Speed in straight flight	**A**			
Trim speed more than 30 km/h	Yes	A	Yes	A
Speed range using the controls larger than 10 km/h	Yes	A	Yes	A
Minimum speed	Less than 25 km/h	A	Less than 25 km/h	A
4. Control movement	**A**			
Max. weight in flight up to 80 kg				
Symmetric control pressure / travel	not available	0	not available	0
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure / travel	Increasing / greater than 60 cm	A	not available	0
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	not available	0	Increasing / greater than 65 cm	A
5. Pitch stability exiting accelerated flight	**A**			
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	No	A	No	A
6. Pitch stability operating controls during accelerated flight	**A**			
Collapse occurs	No	A	No	A
7. Roll stability and damping	**A**			
Oscillations	Reducing	A	Reducing	A
8. Stability in gentle spirals	**A**			
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
9. Behaviour exiting a fully developed spiral dive	**B**			
Initial response of glider (first 180°)	Immediate reduction of rate of turn	A	Immediate reduction of rate of turn	A
Tendency to return to straight flight	Spontaneous exit (g force decreasing, rate of turn decreasing)	A	Spontaneous exit (g force decreasing, rate of turn decreasing)	A
Turn angle to recover normal flight	Less than 720°, spontaneous recovery	A	720° to 1 080°, spontaneous recovery	B
10. Symmetric front collapse	**B**			
Approximately 30 % chord				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A

*This standard is NOT covered by accreditation D-IS-19457-01
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CERTIFICATES

STEP X size ML

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Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes

paragliding by air turquoise

Flight test report: EN 926-2:2013+A1:2021* & NfL 2-565-20

Manufacturer	**Supair s.a.s.**	Certification number	PG_2133.2023
Address	Parc Altais / 34 rue Adrastée 74650 Chavanod France	Flight test	17.02.2023
Glider model	**STEP X ML**	**Classification**	**B**
Serial number	SA-ST2-ML	Representative	None
Trimmer	no	Place of test	Villeneuve
Folding lines used	no		

Test pilot	Claude Thurnheer	Alexandre Jofresa
Harness	Supair - Evo XC 3 M	Dudek - Zero Gravity M
Harness to risers distance (cm)	43	43
Distance between risers (cm)	44	48
Total weight in flight (kg)	90	110

1. Inflation/Take-off	**A**			
Rising behaviour	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required	No	A	No	A
2. Landing	**A**			
Special landing technique required	No	A	No	A
3. Speed in straight flight	**A**			
Trim speed more than 30 km/h	Yes	A	Yes	A
Speed range using the controls larger than 10 km/h	Yes	A	Yes	A
Minimum speed	Less than 25 km/h	A	Less than 25 km/h	A
4. Control movement	**A**			
Max. weight in flight up to 80 kg				
Symmetric control pressure / travel	not available	0	not available	0
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure / travel	Increasing / greater than 60 cm	A	not available	0
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	not available	0	Increasing / greater than 65 cm	A
5. Pitch stability exiting accelerated flight	**A**			
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	No	A	No	A
6. Pitch stability operating controls during accelerated flight	**A**			
Collapse occurs	No	A	No	A
7. Roll stability and damping	**A**			
Oscillations	Reducing	A	Reducing	A
8. Stability in gentle spirals	**A**			
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
9. Behaviour exiting a fully developed spiral dive	**B**			
Initial response of glider (first 180°)	No immediate reaction	B	Immediate reduction of rate of turn	A
Tendency to return to straight flight	Spontaneous exit (g force decreasing, rate of turn decreasing)	A	Spontaneous exit (g force decreasing, rate of turn decreasing)	A
Turn angle to recover normal flight	720° to 1 080°, spontaneous recovery	B	Less than 720°, spontaneous recovery	A
10. Symmetric front collapse	**B**			
Approximately 30 % chord				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A

*This standard is NOT covered by accreditation D-IS-19457-01
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CERTIFICATES

STEP X size L

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Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes

paragliding by air turquoise

Flight test report: EN 926-2:2013+A1:2021* & NfL 2-565-20

Manufacturer	**Supair s.a.s.**	Certification number	PG_2134.2023
Address	Parc Altais / 34 rue Adrastée 74650 Chavanod France	Flight test	28.03.2023
Glider model	**STEP X L**	**Classification**	**B**
Serial number	SA-ST2-L	Representative	None
Trimmer	no	Place of test	Villeneuve
Folding lines used	no		

Test pilot	Alexandre Jofresa	Anselm Rauh
Harness	Dudek - Zero Gravity M	Supair - Evo XC 3 L
Harness to risers distance (cm)	43	44
Distance between risers (cm)	48	48
Total weight in flight (kg)	105	125

1. Inflation/Take-off	**A**			
Rising behaviour	Smooth, easy and constant rising	A	Smooth, easy and constant rising	A
Special take off technique required	No	A	No	A
2. Landing	**A**			
Special landing technique required	No	A	No	A
3. Speed in straight flight	**B**			
Trim speed more than 30 km/h	Yes	A	Yes	A
Speed range using the controls larger than 10 km/h	Yes	A	Yes	A
Minimum speed	Less than 25 km/h	A	25 km/h to 30 km/h	B
4. Control movement	**A**			
Max. weight in flight up to 80 kg				
Symmetric control pressure / travel	not available	0	not available	0
Max. weight in flight 80 kg to 100 kg				
Symmetric control pressure / travel	not available	0	not available	0
Max. weight in flight greater than 100 kg				
Symmetric control pressure / travel	Increasing / greater than 65 cm	A	Increasing / greater than 65 cm	A
5. Pitch stability exiting accelerated flight	**A**			
Dive forward angle on exit	Dive forward less than 30°	A	Dive forward less than 30°	A
Collapse occurs	No	A	No	A
6. Pitch stability operating controls during accelerated flight	**A**			
Collapse occurs	No	A	No	A
7. Roll stability and damping	**A**			
Oscillations	Reducing	A	Reducing	A
8. Stability in gentle spirals	**A**			
Tendency to return to straight flight	Spontaneous exit	A	Spontaneous exit	A
9. Behaviour exiting a fully developed spiral dive	**B**			
Initial response of glider (first 180°)	No immediate reaction	B	No immediate reaction	B
Tendency to return to straight flight	Spontaneous exit (g force decreasing, rate of turn decreasing)	A	Spontaneous exit (g force decreasing, rate of turn decreasing)	A
Turn angle to recover normal flight	720° to 1 080°, spontaneous recovery	B	720° to 1 080°, spontaneous recovery	B
10. Symmetric front collapse	**B**			
Approximately 30 % chord				
Entry	Rocking back less than 45°	A	Rocking back less than 45°	A

*This standard is NOT covered by accreditation D-IS-19457-01

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.

In addition to the pre-flight checks, you should regularly check and maintain your glider. We recommend that you have a specialist workshop carrying out:

- A geometrical inspection every 50 hours of flight or every year, according to which comes first.
- A periodic check-up every 100 hours of flight or every 2 years according to whoch comes first.

The points requiring particular attention are the following:

- The lines (no excessive wear, no breakage, no folds), risers, links and carabiners.
- The fibers that make up the lines and the fabrics of the STEP X canopy have been selected and woven to ensure the best possible compromise between lightness and durability. However, under certain conditions, such as prolonged exposure to UV light and/or severe abrasion or exposure to chemicals, it is imperative that your glider be inspected in an approved workshop. Your safety is at stake.
- SUPAIR recommends replacing the carabiners every 5 years or as soon as they have difficulty closing or show signs of wear.

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.
SUPAIR 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 X'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..

Checks and periodicity

You must have these checks done by a qualified workshop:

- A geometric inspection of your glider every 50 hours of flight or every year according to which comes first.
- A periodic check every 100 hours of flight or every 2 years according to which comes first.

Tip: refold your reserve parachute at the same time you have your glider checked.

Warranty

SUPAIR 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. SUPAIR cannot be held responsible for your paragliding decisions or activities.

This SUPAIR 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 SUPAIR harness, accessory and reserve parachute selection (except for tandem gear), is compatible with the STEP X glider.
For additional information, please access our internet site : www.supair.com

SUPAIR
LIFE IS IN THE AIR

STEP X

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