

Building Specification Change **Chubanga Fuselage Kitefoil V4**

1. Introduction

- 1.1 World Sailing has received a request from Chubanga seeking approval for a change to the building specification of their V4 foil glider (fuselage area). Approximately 30% of the gliders have experienced structural failures, with broken components being replaced by new items built to the same specification. The manufacturer has indicated that only replacement parts are currently being produced.
 - 1.2 Policy D11 (*World Sailing Policy For Building Specification Changes Of Olympic Equipment*) governs changes to building specifications of Olympic Equipment.
 - 1.3 Policy D11, 2.1 notes that: *The Office will consider Building Specification Changes of Olympic Equipment following Regulation 11. The only cases that will be considered outside of the processes and timelines defined by Regulation 11 shall be presented with one, or more, of the following reasons:*
 - (a) *Safety related issue*
 - (b) *Structural failure of equipment*
 - (c) *Material no longer available on the market or significant supply issue*
 - 1.4 The requested change from the manufacturer Chubanga seeks to address breakages of the fuselage observed throughout events and confirmed by International Measurers, Class representatives and World Sailing's technical auditors. The Office considers that the request meets the requirement of Policy D11, 2.1 a) 'Safety related issues' and b) 'Structural failure of equipment'.
 - 1.5 Policy D11.2.4 states that: *The Office will make recommendations for the Building Specification Change to the Equipment Committee for final approval.*
 - 1.6 Policy D11.2.2 states that: *The Office will be responsible for collection and review of supporting documentation as required by World Sailing Policy D5.*
 - 1.7 Policy D11.2.3 states that: *The Office and the Class will agree on the timeline required to approve the Building Specification Change requested in consultation with the Chair of the Equipment Rules Sub-Committee.*
 - 1.8 Supporting documentation referenced in Policy D5 has been identified as:
 - (a) A certificate that the changes have been duly approved by the Class Association
 - (b) Written report addressing reasons, assessment of change, effect on performance, assessment on cost and sustainability, distribution plans and technical details.
 - 1.9 Policy D5 notes that for equipment with a confidential building specification, approval to changes shall be handled in consultation with the Chair of the Equipment Rules Sub-committee. And, for Olympic Classes, in consultation with the Chair of the Equipment Rules Sub-committee, requirements for the evaluation of the change may be set and approval may be subject to conditions or for prototypes only.
 - 1.10 This document presents the supporting documentation collected to date and the preliminary recommendation from the Office. Mark I is used to refer to the original design, currently in use. Mark II is used to refer to the updated design with the implementation of the building specification change.
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2. Supporting documentation from Policy D5.

2.1 Class approval:

- (a) Policy D5.1.2a) *Class approval of the changes in accordance with its constitution and its class rules.*
 - (b) The Class has not yet provided “a certificate that the changes have been duly approved by the Class Association.”
 - (c) The Class technical committee shared the following recommendation:
 - (i) *approve Chubanga to build prototypes of the Mark II version for testing.*
 - 1. A minimum of 10 pieces shall be built and tested by sailors of different MNAs
 - 2. Feedback regarding performance and durability shall be received in time for a final decision at the 2026 mid-year meeting
 - 3. Licensing for the Mark II version shall be provisional until final decision by the Equipment Committee
 - (ii) *The Mark I version shall remain eligible for a transition period until 31 December 2026 without licensing or with a temporary license as appropriate.*
 - (iii) *The Mark I version shall not be eligible for LA 2028 (including qualification events) and we agree, if necessary, to class rule changes through the NoR/Sl.*
 - (iv) *If the Mark II version is approved by the WS Equipment Committee, the following conditions shall apply*
 - (v) *Mark I versions are recalled by the Manufacturer and replaced with Mark II versions at no cost to the teams*
 - (vi) *The rollout of Mark II versions shall be coordinated to guarantee all MNAs equal access to the equipment*
 - (vii) *If the Mark II version is not approved by the World Sailing Equipment Committee, no license for the Mark I version shall be granted past 31 December 2026.*
 - (viii) *As there are no issues with the V3 glider [the model registered for the previous Olympic quad], they are recommended for licensing.*
- ➔ The Office noted that the conditional recommendation from the Class Technical Committee is not a certificate that the changes have been approved by the Class Association. The Office noted that it should not be for the Equipment Committee to set or enforce conditions that cannot be monitored or verified, as this would place responsibility on World Sailing for matters outside its control. Instead, the manufacturer and the Class were advised that the Class should provide its formal approval only once it has obtained the necessary commitments and assurances directly from the builder.
- ➔ The Office is aware that the manufacturer does not agree with the Class Technical Committee conditions set out in items (ii), (iii) and (v) of their recommendation.
- ➔ The Class Technical Committee has indicated that, under these circumstances, their recommendation would effectively constitute “no approval from the Class,” acknowledging that this could result in the following outcome: The proposed change not being approved, with the Mark I version becoming ineligible for licensing, requiring sailors to switch to other approved brands or to Chubanga’s V3 model from the previous Olympic quad.
- ➔ The Office has requested the Class Technical Committee provide a certificate from the Class Association confirming the changes have been approved in accordance with its constitution.
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- 2.2 Written report addressing reasons, assessment of change, effect on performance, assessment on cost and sustainability, distribution plans and technical details:
- (a) The report and information provided by the right holder/manufacturer is attached in Appendix1.

3. Preliminary recommendations from the Office

3.1 Policy D11.2.4 states that: *The Office will make recommendations for the Building Specification Change to the Equipment Committee for final approval*

3.2 The Office makes the following pre-liminary recommendations to the Equipment Committee:

- (a) To arrange a meeting before the end of 2025 to determine if the building specification change is approved or rejected.
- (b) To allow the Office to further consult with the Class, the Chair of the Equipment Rules Sub-Committee and the manufacturer to present its recommendation in accordance with Policy D11.2.4.
- (c) The current draft recommendation from the Office is as follows:
- (i) To recommend to the Equipment Committee to issue an approval for prototypes, noting the following:
- (i) The following must be confirmed ahead of the Equipment Committee meeting:
- (ii) From Chubanga: confirmation that:
1. Mark I will no longer be produced,
 2. if any Mark I break, and they are under warranty, they will only be replaced with Mark II foils
 3. if they repair any Mark I, the S/N will be removed so they are no longer legal for IKA Formula Kite events
- (iii) From the Class:
1. to define the requirements for approval of the prototypes
 2. agreed timeline for testing and implementation of changes
 3. Mark I will not be eligible for the Olympic event and Olympic qualifiers
- (iv) Mark II will only be approved upon successful prototype evaluation by the class and WS. With the Equipment Committee deciding no later than at their Mid-Year meeting in 2026.
- (v) Chubanga's V3 model (from the previous quad) remains eligible for licensing.
- (ii) To recommend to the Equipment Committee to Not Approve, if the above conditions are not met, acknowledging that:
- (i) Mark I will not be recommended by the Class for licensing by World Sailing, which will make Mark 1 no longer eligible at IKA formula Kite events from 2026 onwards.

3.3 The Office notes the following implications

- (a) If the building specification change is not approved for prototype testing;
- (i) Chubanga foil V4 will presumably not receive the endorsement from the class for licensing and therefore following the class rules (see below item 4) World Sailing will presumably not license Chubanga's V4. This will result in Chubanga's V4 foil not being eligible from January 2026.
- (ii) Competitors will have to rely on the remaining options in the market, estimated 85% to 90% of the fleet will have to change to another brand or the older v3 model from Chubanga.
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4. Class rules background

- 4.1 Class rule B.1.3.2 defines the Timelines affecting Equipment Eligibility.
- 4.2 The rules include Registration, Evaluation and Licensed periods for the 2028 quadrennium.
- 4.3 We are currently at the Evaluation period ending in December 2025.
- 4.4 From January 2026 onwards, during the “Licensed period” only equipment models selected and licensed through World Sailing as per the “class equipment licensing policy” shall be eligible for racing.
- 4.5 The Class policy states:
 - (a) *At the end of the evaluation period (Class Rule B.1.3.2(b)), World Sailing may offer Olympic Licensing to some or all approved builders in accordance with the Olympic Licensing Policy (see this link) and subject to a commercial undertakings agreement between World Sailing and a builder. This will include the requirement to comply with World Sailing's Certification System (for details please contact World Sailing).*
 - (b) The above link reads:
 - (i) *The purpose of the evaluation period in Class Rules B.1.3 and B.1.4 is to ensure that all builders that have registered equipment for use in the Formula Kite class comply with the requirements of CR B.1.1.b), especially with regard to production tolerances, quality management and world wide availability.*
 - (ii) *Criteria leading to the decision not to recommend a builder to World Sailing for licensing include:*
 - 1. Equipment is not available to purchase world wide within the timeframes guaranteed by the builder.
 - 2. Non-compliance with building specifications recorded by class measurers during major Formula Kite events.
 - 3. Proven history of breakages / equipment replacement above acceptable standards recorded by class measurers during major Formula Kite events.
 - 4. Retail price in excess of the average retail price +50% of all equipment of the same type registered during the applicable application period.