

Naos



Woody Valley

Manual Edition 1.0 - 11.2024





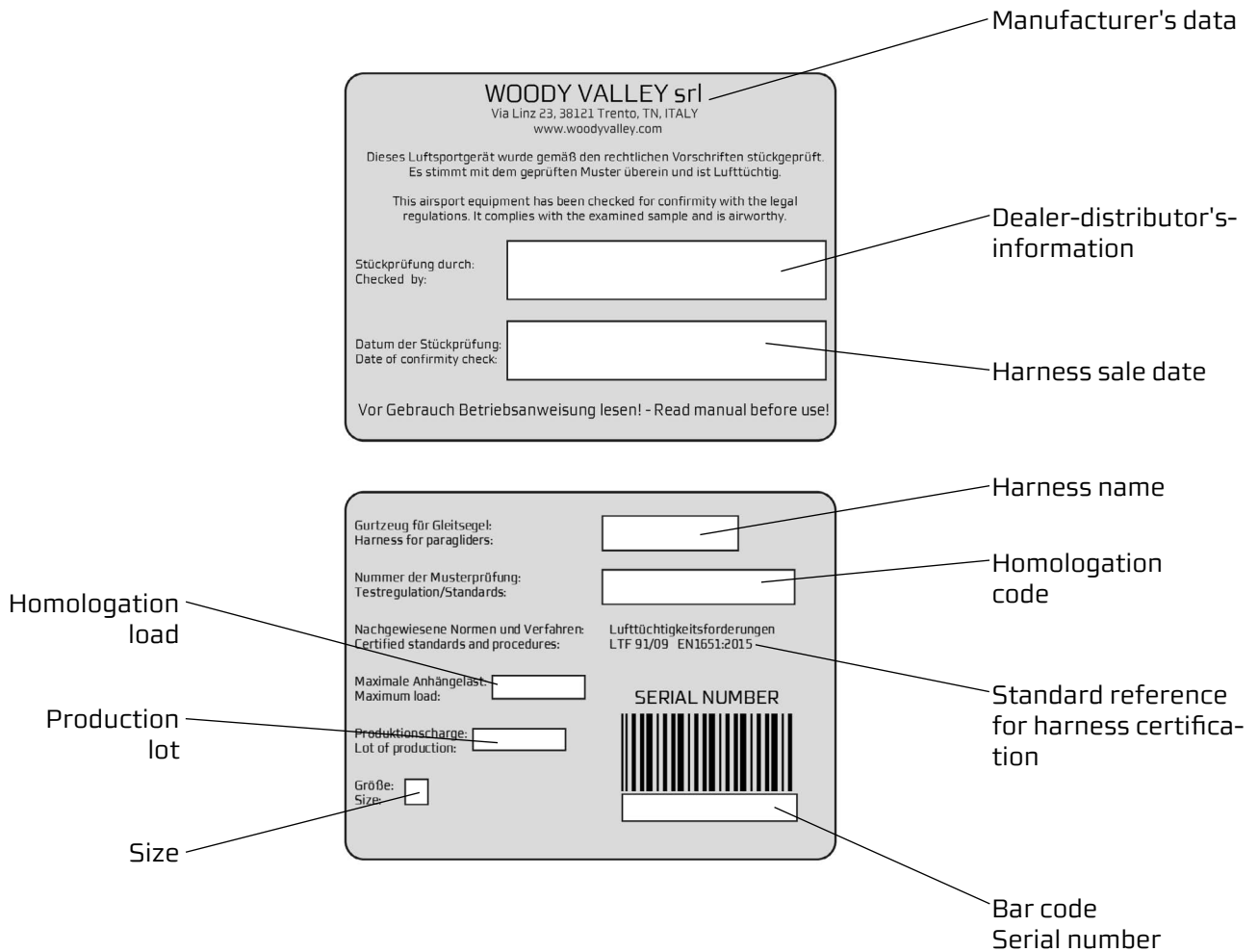
Woody Valley

Congratulations on purchasing a WOODY VALLEY product. All our products are the result of meticulous research in constant collaboration with pilots from all over the world. This is why your feedback is so important. Your experience and collaboration enable us to constantly enhance our harnesses, to always extract the maximum potential from every Woody Valley product.

MANUFACTURER'S INFORMATION:

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via Linz, 23 - 38121 Trento - ITALY
Tel +39 0461 950811
Web: www.woodyvalley.eu
E-mail: info@woodyvalley.com

HARNESS LABELS
INFORMATION



The label is located at the top, inside the zipper, where you will find the bridle sewn into the harness loops.

THANK YOU

Thank you for choosing a Woody Valley product. We invite you to carefully read the harness user manual, paying particular attention to the two most important paragraphs concerning:

INSERTING THE RESERVE PARACHUTE.

The reserve parachute is a life-saving tool, it must be in working condition when needed, whether it is used in two days or two years.

HARNESS ADJUSTMENTS.

The harness connects the pilot and the wing, enabling performance and comfort during flight. A bad, well-fitted harness can make you fly well, but a good, poorly-fitted harness can make you lose the desire to fly.

We trust that this harness will give you maximum comfort, control, performance and enjoyment in flight. We know very well that reading a user manual may not be exciting. In this case, please keep in mind that the product in question is not a juicer or a mobile phone and that the correct use of the harness greatly helps to reduce the risks of flight accidents. This manual contains all the necessary information to assemble, adjust, fly, and store your harness. A thorough understanding of your equipment enhances your personal safety and enables you to maximize your potential.

The Woody Valley Team

SAFETY NOTE

By purchasing Woody Valley equipment, you acknowledge that you are a qualified paraglider pilot and accept all risks associated with paragliding, including injury and death. The improper or incorrect use of this equipment significantly increases the risk. Under no circumstances will Woody Valley or the Woody Valley equipment retailer accept liability for personal injuries caused to yourself or to third parties, or damages of any kind. If you have any questions regarding the use of our equipment, we recommend contacting your local dealer or Woody Valley directly.

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1- GENERAL INFORMATION

This manual is an integral part of the NAOS harness and must be kept carefully for future reference.

If you would like further information, contact your dealer or Woody Valley directly.

It is recommended that the pilot carefully reads this manual before using the harness.

Declaration of conformity

The manufacturer WOODY VALLEY Ltd hereby declares that its products comply with the UNI EN 1651 - LTF 91-09 - CE 2016/425 standards.

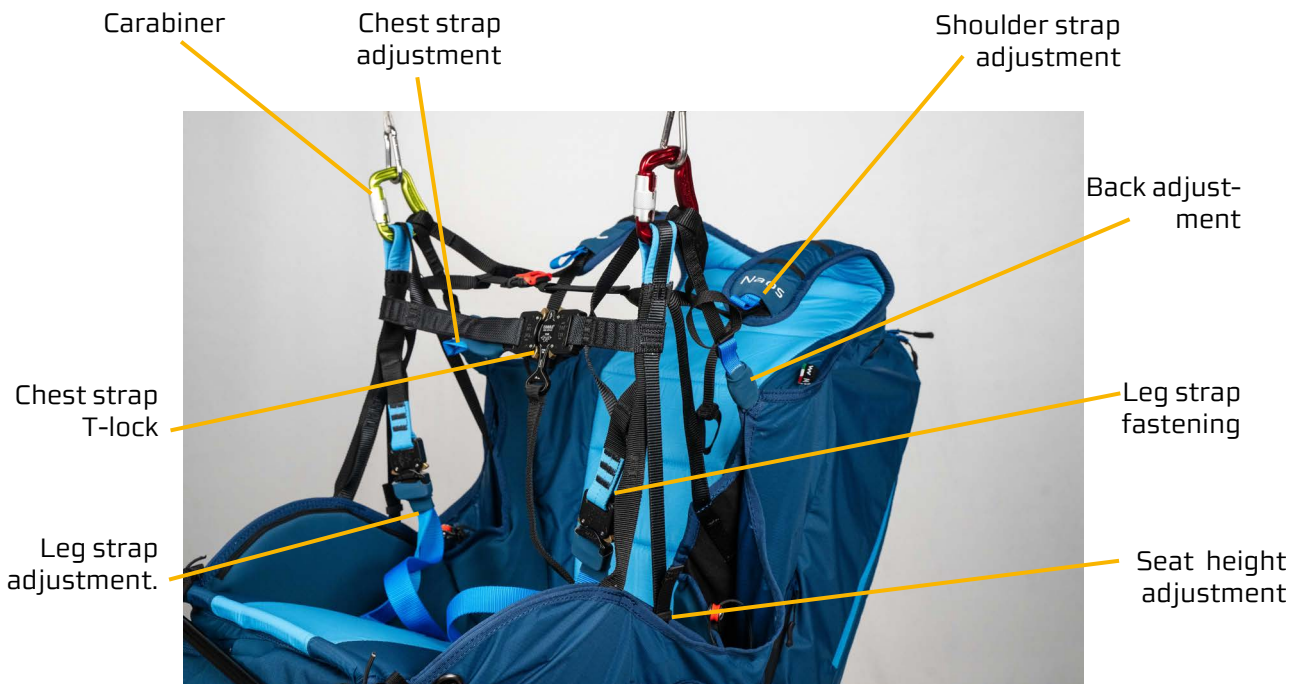
This equipment must contain:

Harness

- Carabiners
- Polypropylene seat with flexible front part
- Rescue handle with integrated deployment bag
- Protection (foam or inflatable)
- Speed bar
- 2 elastic loops for securing the emergency parachute flap
- 2 side shields and one back shield for impact absorption.
- 2 foam elements for added comfort.

The main available options are:

- Relax bar
- Radio pocket



1.1 - Concept

The NAOS is a Harness designed for paragliding and certified for a maximum weight of 120 kg.

NAOS was designed with the aim of having a harness where the safety and comfort of the pilot are the priority.

A new passive safety system protects the pilot with shields that absorb impact, providing enhanced protection for the back and pelvis. These shields are positioned on the sides and along the entire back.

The innovative strap geometry, combined with the T-LOCK system, has been designed to simplify harness fastening and ensure precise, smooth maneuverability. Additionally, the T-LOCK acts as an anti-forgetting system so the pilot does not forget to fasten the harness.

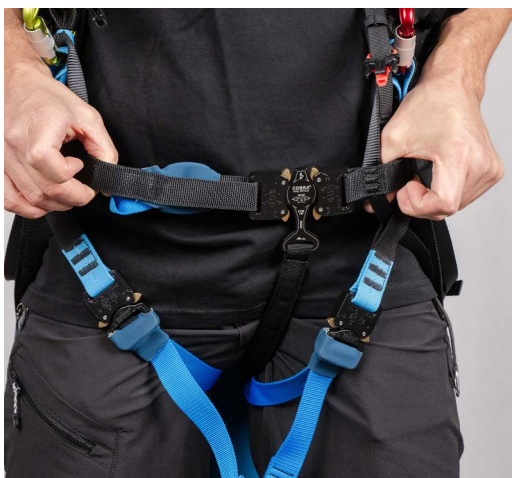
Carefully designed in every detail, NAOS offers excellent in-flight comfort and can be adapted to both novice and experienced pilots who do not compromise on safety.

1.2 - T-Lock security system

The leg strap and chest strap are equipped with the "T-LOCK system," a safety system designed so the pilot does not forget to fasten the leg straps. This system prevents the pilot from slipping out of the harness in case they forget to fasten the leg straps.

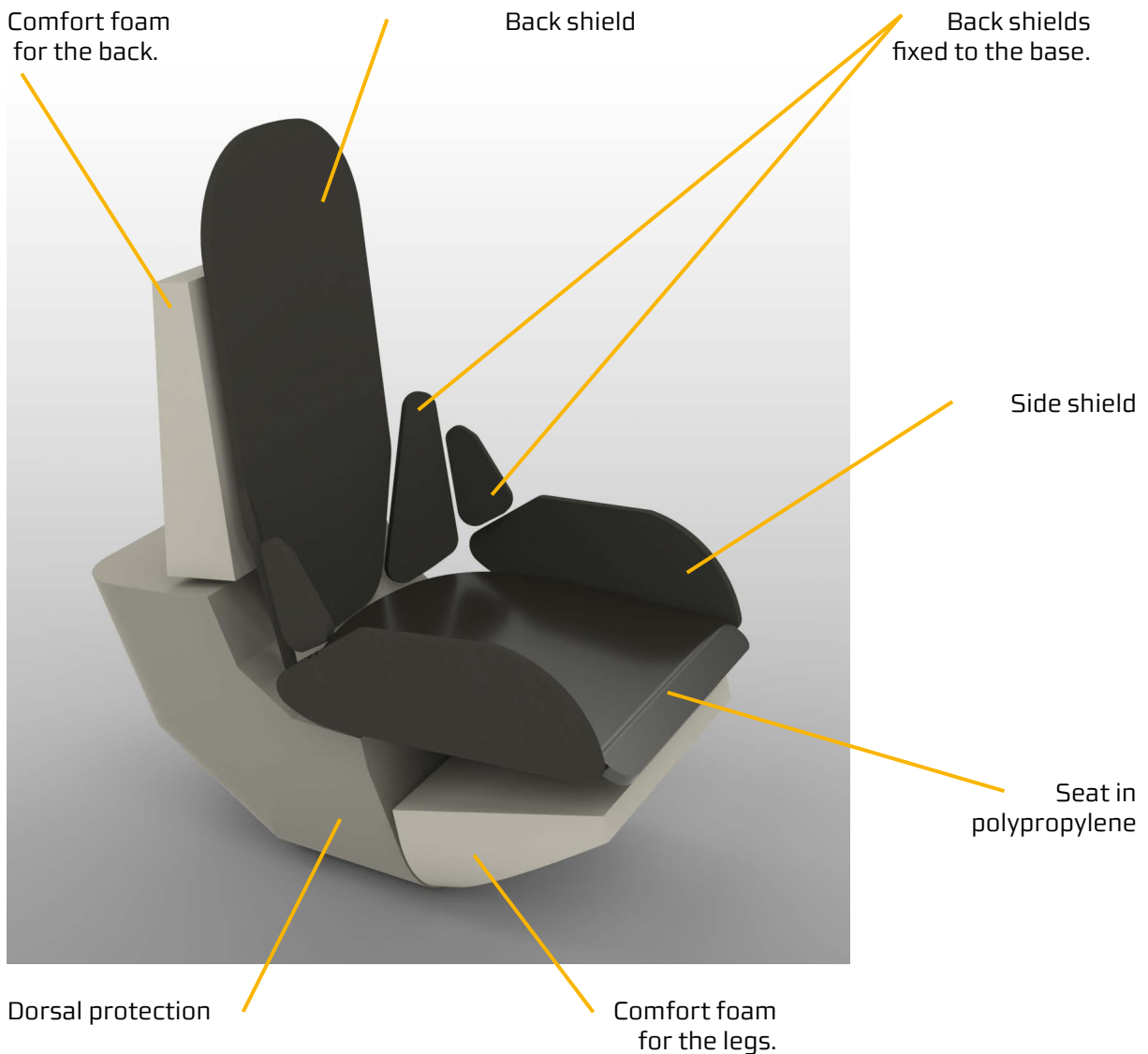
To secure the harness, first fasten the buckles on the leg straps, then attach the central buckle on the chest strap.

This operation, though simple, must be performed and checked carefully to ensure a safe flight.



1.3 - Protection and safety

NAOS is equipped with back protection, approved according to EN-LTF standards, positioned underneath the seat. This protection can be either FOAM-based or INFLATABLE, depending on your choice; both options have certification test results below 30g.



Certificate of homologation for the protection.

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 Test laboratory for paragliders, paraglider harnesses and paraglider reserve parachutes



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Harness Impact Pad Report

Inspection certificate number: **MISC_289.2024**

Inspection certificate number: **MISC_289.2024**

Name impact pad: **NAOS FOAM M**

Test results of impact pad test

Manufacturer data:		Sample data:	
Manufacturer name:	Woody Valley srl	Name impact pad:	NAOS FOAM M
Representative:	Simone Caldana	Impact pad integrated:	No
Street:	Via Linz 23	Impact pad type:	Foam
Post code place:	38121 Trento	Weight of sample (kg):	1
Country:	Italy	Serial number:	00001
Harness model:	NAOS	Date of test:	29.08.2024

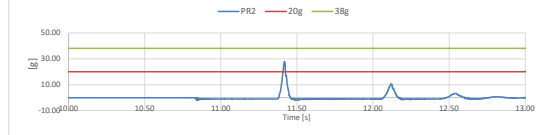
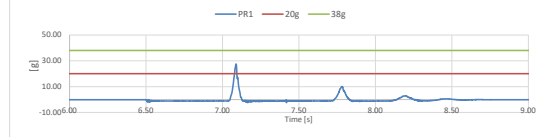
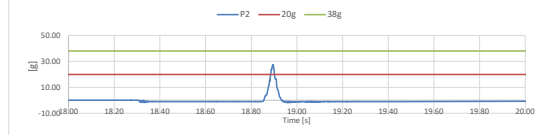
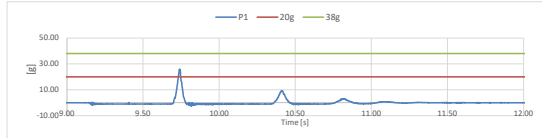
	without emergency parachute		including emergency parachute	
	P1	P2	PR1	PR2
Maximum peak of impact [g]	26.89	26.67	28.76	29.17
Impact duration at +38 [g] in [ms]	0.00	0.00	0.00	0.00
Impact duration at +20 [g] in [ms]	17.50	18.33	17.50	17.50
Uncertainty k=2 [g]	1.13	1.20	1.21	1.22
Diff. between test 1 and 2 [%]	100.00	106.23	100.00	101.45

Atmosphere AGL:

Temp. [C°]	24
R.H. [%]	54
Press. [hPa]	1008

Summary of impact pad test (1)

Test id	Test configuration (2)	Max Peak of Impact [g] (3)	Duration at 38 [g] in [ms] (4)	Duration at 20 [g] in [ms] (5)	Diff. of test 1 and 2 [%] (6)	Result
P	Test sample attached to dummy in flying position, without emergency parachute	26.67	0.00	18.33	6.23	POSITIVE
PR	Test sample attached to dummy in flying position, including emergency parachute	29.17	0.00	17.50	1.45	POSITIVE



Manufacturer	Instrument	Type no	S/N	Validity Calibration
Burster/MTS	Accelerometer 100 g	89010-100	1263667	23.08.2028
JDC elec	Gess n°11 Skywatch	Gess n°11	Line11	18.06.2025

The validation of this test report is given by the signature of the test manager on the Inspection Certificate no 94.20a or 94.20b
 Air Turquoise SA has thoroughly tested the sample mentioned above and certified its conformity with the following standards:

NL 2465-20 and EN16618-2019-A1:2020⁽¹⁾

⁽¹⁾ Calculated values in tests reports include the value minus the uncertainty (on safe side) / The uncertainty stated is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor k = 2. The value of the measured lies within the assigned range of values with a probability of 95%.

⁽²⁾ The dummy is lifted minimum up to 1.85 m, and impact pad is mounted on. Where the impact occurs, measure distance from bottom of impact pad to ground
⁽³⁾ Maximum peak of impact should be less or equal to 30 [g] ⁽⁴⁾ If any, the maximum duration is at 38 [g] should be less or equal to 7 [ms] ⁽⁵⁾ If any, the maximum duration is at 20 [g] should be less or equal to 25 [ms] ⁽⁶⁾ The test should be done twice, and the 2nd test the maximum peak should not differ more than 20% from the first test, maximum peak

⁽⁷⁾ This standard is NOT covered by accreditation D-65-19437-01
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Harness Impact Pad Report

Inspection certificate number: **MISC_288.2024**

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Name impact pad: **NAOS INFLATABLE M**

Test results of impact pad test

Manufacturer data:		Sample data:	
Manufacturer name:	Woody Valley srl	Name impact pad:	NAOS INFLATABLE M
Representative:	Simone Caldana	Impact pad integrated:	No
Street:	Via Linz 23	Impact pad type:	Inflatable
Post code place:	38121 Trento	Weight of sample (kg):	0.41
Country:	Italy	Serial number:	00001
Harness model:	NAOS	Date of test:	29.08.2024

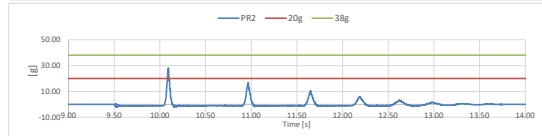
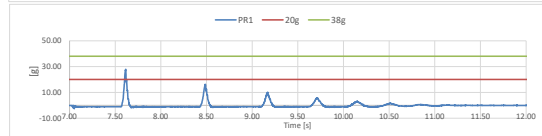
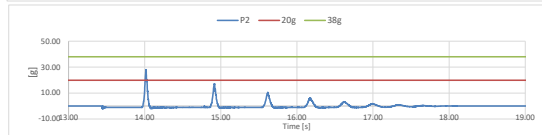
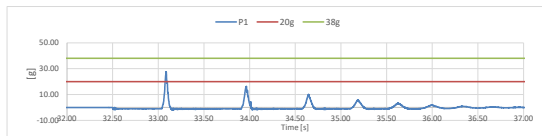
	without emergency parachute		including emergency parachute	
	P1	P2	PR1	PR2
Maximum peak of impact [g]	25.85	29.36	29.14	29.49
Impact duration at +38 [g] in [ms]	0.00	0.00	0.00	0.00
Impact duration at +20 [g] in [ms]	18.33	19.17	18.33	18.33
Uncertainty k=2 [g]	1.21	1.23	1.22	1.24
Diff. between test 1 and 2 [%]	100.00	101.77	100.00	101.18

Atmosphere AGL:

Temp. [C°]	24
R.H. [%]	54
Press. [hPa]	1008

Summary of impact pad test (1)

Test id	Test configuration (2)	Max Peak of Impact [g] (3)	Duration at 38 [g] in [ms] (4)	Duration at 20 [g] in [ms] (5)	Diff. of test 1 and 2 [%] (6)	Result
P	Test sample attached to dummy in flying position, without emergency parachute	29.36	0.00	19.17	1.77	POSITIVE
PR	Test sample attached to dummy in flying position, including emergency parachute	29.49	0.00	18.33	1.18	POSITIVE



Manufacturer	Instrument	Type no	S/N	Validity Calibration
Burster/MTS	Accelerometer 100 g	89010-100	1263667	23.08.2028
JDC elec	Gess n°11 Skywatch	Gess n°11	Line11	18.06.2025

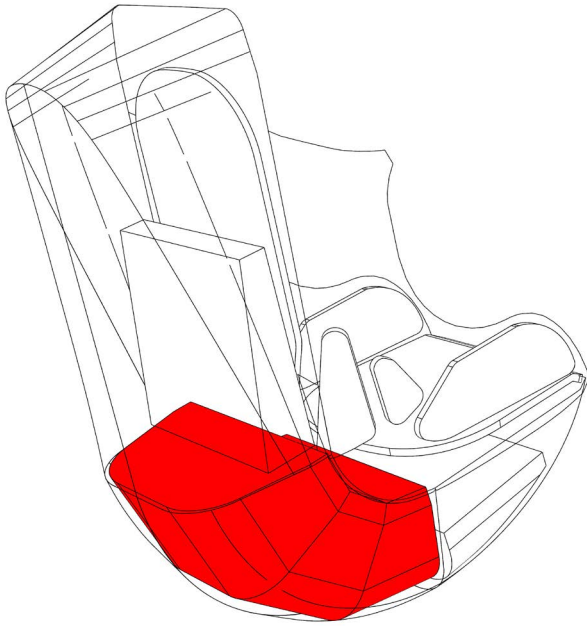
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⁽¹⁾ Calculated values in tests reports include the value minus the uncertainty (on safe side) / The uncertainty stated is the expanded uncertainty obtained by multiplying the standard uncertainty by the coverage factor k = 2. The value of the measured lies within the assigned range of values with a probability of 95%.

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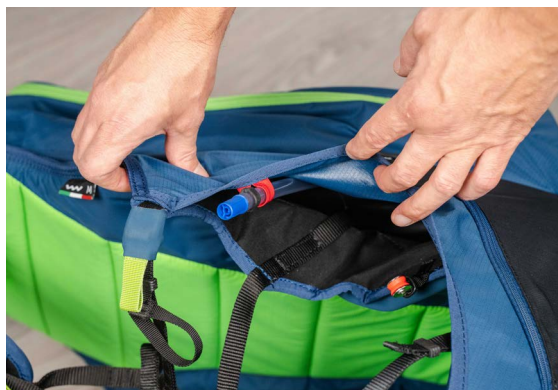


We recommend removing the protection to inspect it after a particularly hard impact or to allow it to dry in case of a water landing. To access the back protection compartment, open the zipper at the rear and remove the protection. To reinstall it, follow the steps in reverse, ensuring the zipper is fully closed.

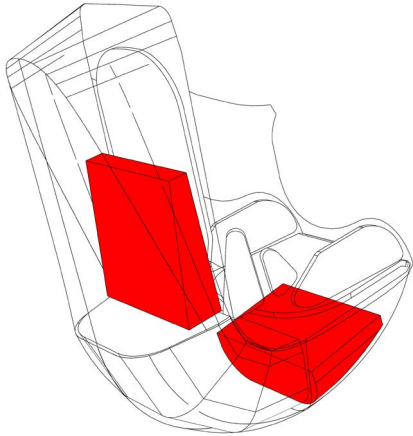


To remove the inflatable protection, follow the same procedure as for the foam protection. When reinstalling, ensure that the inflation tube is inserted into the hole inside the compartment first, with the white nozzle facing the front of the harness, as shown in the images.

Then, make sure to insert the end with the blue cap into the red elastic loop.



Additionally, there are two foam supports to enhance comfort and provide extra protection for the pilot's back and legs. Remove these supports to let them dry in case of a water landing.



The back support is housed in the side zipper inside the main rear compartment.



The foam support for the legs is located in the zipper inside the main protection compartment. To access it, you must first remove the protection.

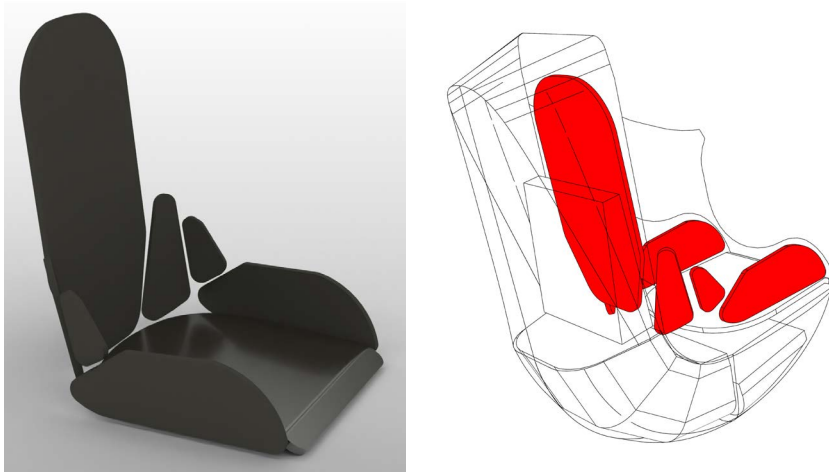


When reinstalling these supports, ensure that the angled side faces outward from the harness, while the flat side faces the pilot.

NAOS also includes an innovative shield system made of high-density foam, specifically designed to absorb impacts and provide additional protection for the pilot.

These elements are positioned to protect the pelvis, thighs, and spine from accidental impacts.

With a density of 180 kg/m³, it's an excellent material for impact absorption. It's also used in protective gear for motorcyclists and meets EN 1621-1 standards for body protection.

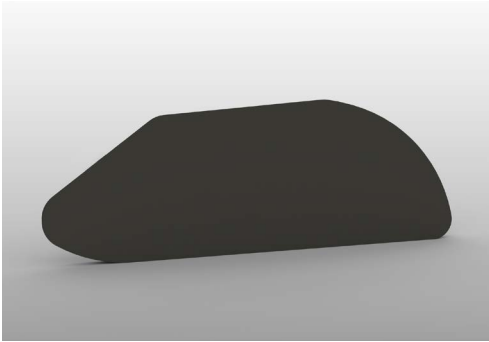


Some of these elements are fixed in the lower back area of the base and cannot be removed. In contrast, the side and back shields, which are integrated into the harness's sides and backrest, can be removed if needed.

To remove the back shield, access it through the reserve bridle passage by opening the Velcro at the top. There, you will find a pocket secured with a zipper, where the shield is stored.

The side shells for protecting the legs are located in the pockets on either side of the seat.





2- PRIOR TO USE

2.1- Reserve parachute

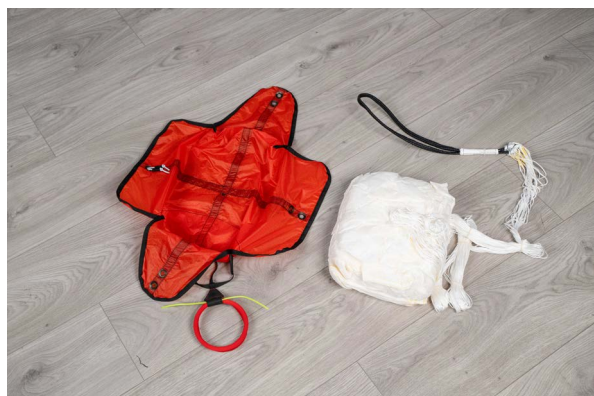
The reserve parachute compartment is designed with a maximum volume of 5.6 liters, suitable for accommodating the most common models available on the market.

The container goes under the seat and it is necessary and mandatory to use specific inner bag with the handle included in the harness at the time of purchase.

No other type of inner bag and/or deployment handle can be used.

2.1.1- Refolding the emergency parachute in the inner bag

NAOS comes with a deployment bag with an attached rescue handle. Fold the reserve parachute to fit the dimensions of the inner bag. Refold the reserve parachute lines on the side opposite the deployment handle. Close the inner bag flaps.



ATTENTION:

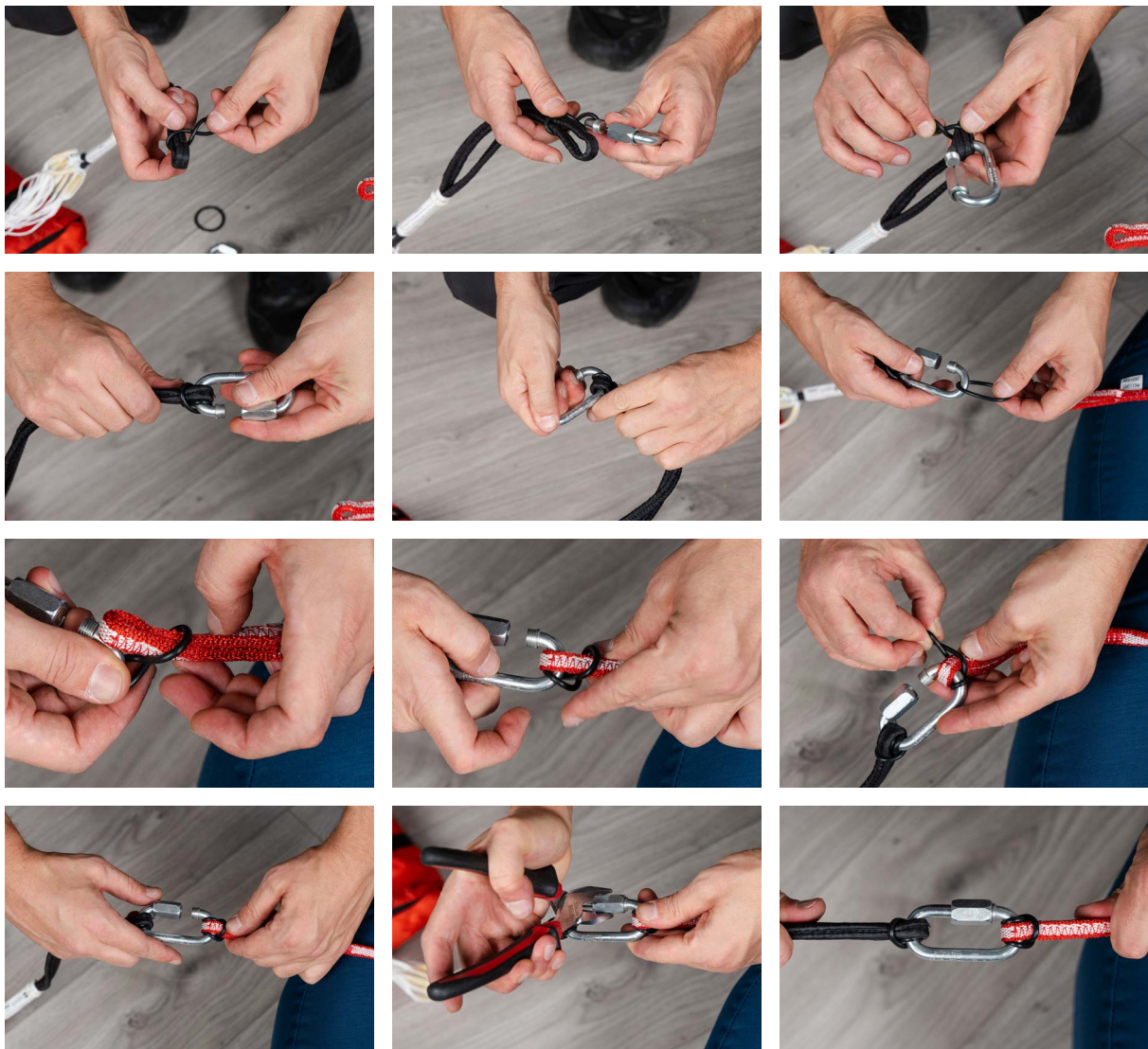
Ask a flight instructor or a qualified person for help refolding the emergency parachute in the inner bag.

2.1.2- Connecting the reserve parachute to the harness

There are three methods for connecting the emergency parachute bridle to the harness risers.

First system:

Use a maillon with a screw lock and a breaking strength of at least 2400 kg. In this case, the bridle lines must be secured inside the maillon using elastic bands to prevent its rotation, which could result in a dangerous lateral load. The screw lock must be tightened firmly to prevent accidental opening. This type of connection can absorb a higher opening shock than the second system, and for this reason it is the recommended system.



Second system:

The harness bridle should pass through the emergency parachute bridle loop. The reserve parachute itself is then passed through its own webbing loop. This connects the two bridles.

The connection should be tightened as much as possible, in order to avoid dangerous friction between the two lines during the opening shock of the emergency.



Third system:

If you are using a reserve parachute with directional control and dual bridle, or if your reserve parachute has a double -riser bridle, it can be connected to the harness using the two loops positioned at the base of the harness bridle, near the padded shoulder straps. In this case, the harness's reserve parachute bridle will not be used, and so it should be folded, fastened using two elastic bands, and positioned under the cover behind the pilot's neck.



The two connections should be made using maillons with a breaking strength of at least 1,400 kg. In all cases, it is important to check that the length of the bridle line is sufficient to position the reserve parachute inside the harness's built-in container with enough slack to allow for the extraction of the reserve parachute without causing the deployment of the launch bag during extraction.

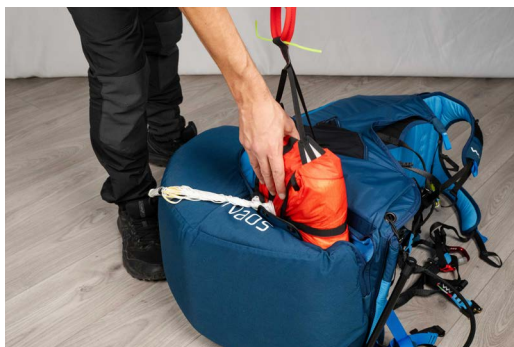
WARNING:

To prevent abnormal side loads, the bridles must be hooked to both loops on their respective shoulder-straps. Not only to one of the two. Do not put any objects inside the bridle container.



2.1.3- Inserting the reserve parachute

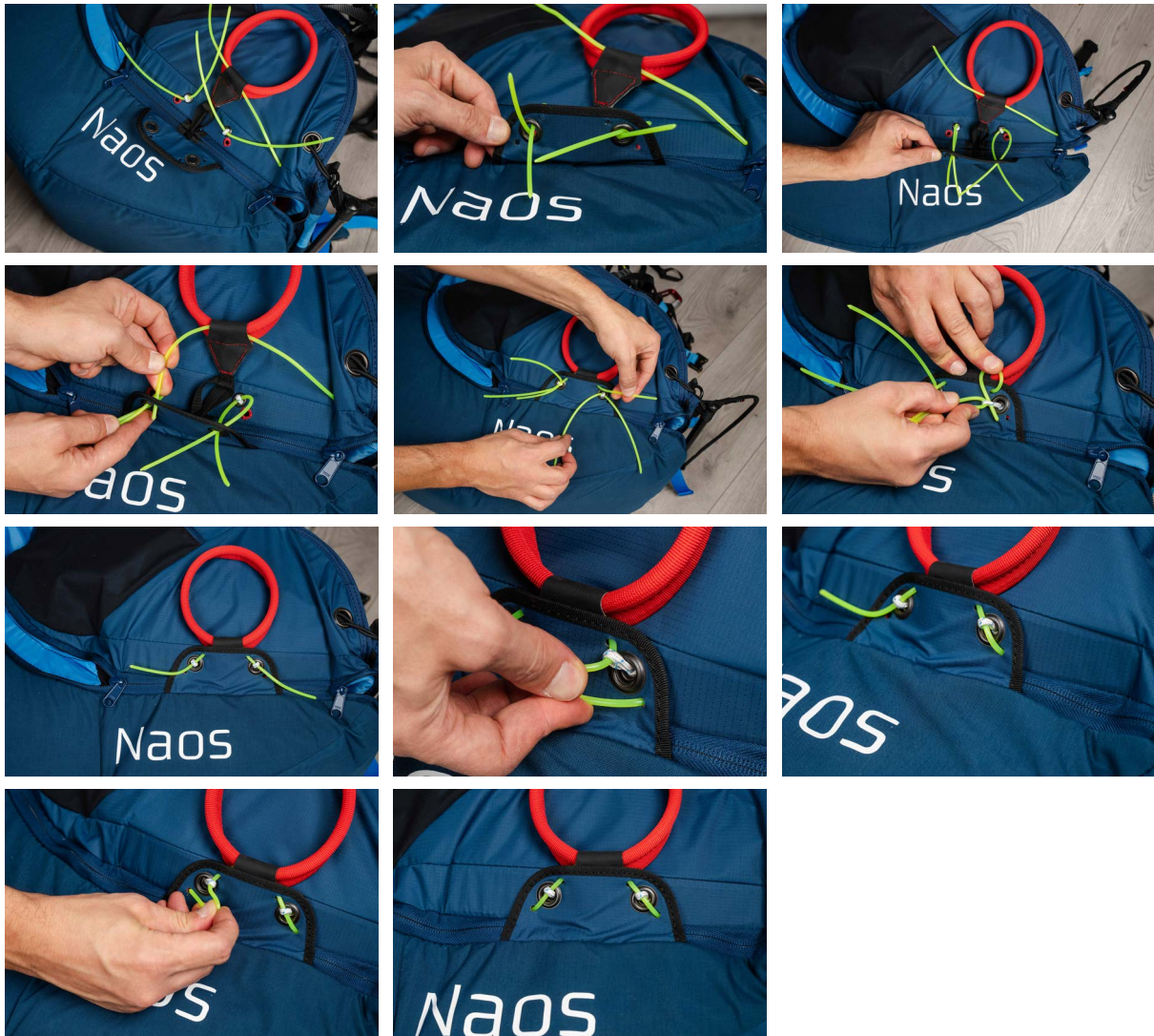
Insert the parachute in the harness container with the handle visible toward the outside and with the lines facing downward. Introduce a thin cord (paragliding line or plastic strimmer cord type) into each elastic loop which you will use to help close the container.



Move the slider of the riser cover and the second zipper, which closes the front end, all the way to the edging located beneath the flap. Close the zipper on both sides for approximately 10 cm.

Insert the two yellow plastic pins of the handle into the upper holes of the flap, and then into the elastic loops threaded through the eyelets.

Secure the pins by inserting them into the holes on the flap and the red-stitched holes on the harness at the corresponding points. Ensure that the pins are properly inserted into their designated holders and aligned with the zipper.



After securing all parts of the container, it is recommended to check that the two zippers located beneath the opening system are properly closed.

It is essential that the cord is removed at the end of this step. It must be extracted slowly in order to avoid damaging the elastic loops due to excessive friction between the parts.

At the end the two zips should be completely closed and the zips stowed under the cover at the opposite end.



WARNING:

Any new combination of reserve parachute and harness being used together for the first time must be checked by an official harness or reserve dealer or a flight instructor, to check its effective extractability. The verification must be carried out hanging from a flight simulator, the reserve parachute extraction must be perfectly possible in the normal flight position.

The paragliding harness and reserve parachute deployment system is not suitable for use in free fall or with strong shocks.

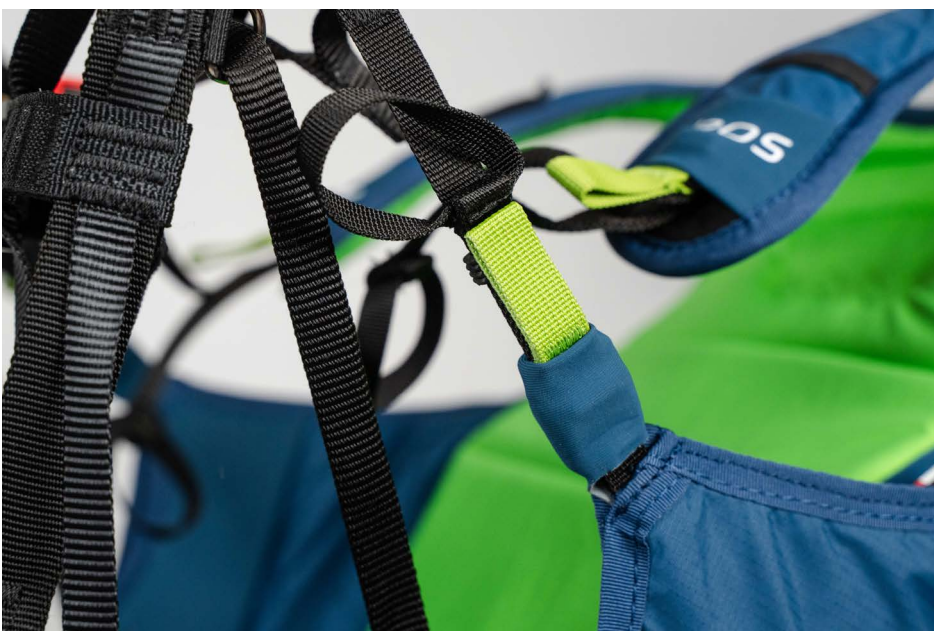
Its bearing structure is designed, tested, and approved to withstand the opening shock of the reserve parachute, according to the standards required for paragliding flight.

This does not mean that other parts of the harness may not suffer damage due to the opening shock of the reserve parachute.

Whether this happens in the event of an actual accident or voluntarily, such as during a safety course.

2.1.4 - Compatible reserve parachutes

The volume of the emergency parachute must be less than 5.6 liters.



2.1.5- Deploying the reserve parachute

It is important to periodically locate the position of the reserve handle during normal flights to ensure instinctive reaction in emergency situations. In the event of an emergency situation, the deployment procedure is as follows:

- Search for the extraction handle and grip it firmly with one hand.
 - Pull the handle outwards to extract the reserve parachute from the harness pocket.
 - Find an open space, and in one smooth motion, throw the reserve parachute away from you and the wing.
 - After opening, to prevent the paraglider from interfering with the reserve parachute:
 - if the leading edge is facing upwards, grab the "D" risers or the brakes to collapse your paraglider;
 - If the wing has the leading edge facing down, pull a riser or a brake to rotate the wing so that the leading edge faces up. Then, subsequently, pull both brakes or risers to more easily collapse your paraglider.
- When landing, assume an upright position with your body and use a "parachute landing technique" to reduce the risk of injury.

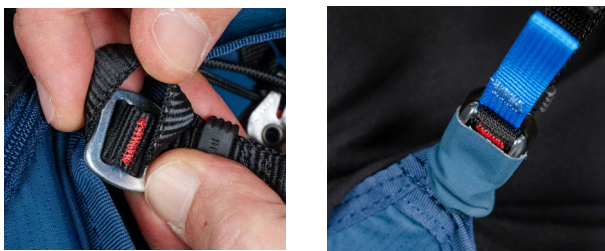
After each parachute deployment, the harness must be inspected by a qualified person.



2.2 - Harness adjustments

NAOS offers the possibility of adjusting the back inclination, the chest width and the shoulder height in order to guarantee optimum position for the pilot. Finding this optimum position may take some time, but the resulting exceptional flying comfort is well worth the effort.

The NAOS is delivered adjusted to an ergonomic standard, except for the adjustments that are influenced by the height of the pilot. For the first flight, we recommend only adjusting these last settings, leaving the other adjustments unchanged, which have proved satisfactory for the majority of pilots. If you wish to change the other settings, remember that you can always return to the factory settings by making reference to the red marks on all adjustment straps.



Before making any adjustments, the emergency parachute must be inserted. To find the optimal position, we recommend hanging in the harness, simulating the flying position and conditions. Therefore, it is better to insert all the material that you normally take with you on a flight into the rear pocket.



Back adjustment
Paragraph 2.2.1 ①

Shoulder strap adjustment
Paragraph 2.2.2 ②

Chest strap adjustment
Paragraph 2.2.3 ③

Seat height adjustment
Paragraph 2.2.4 ④

2.2.1 - Adjustment of the back

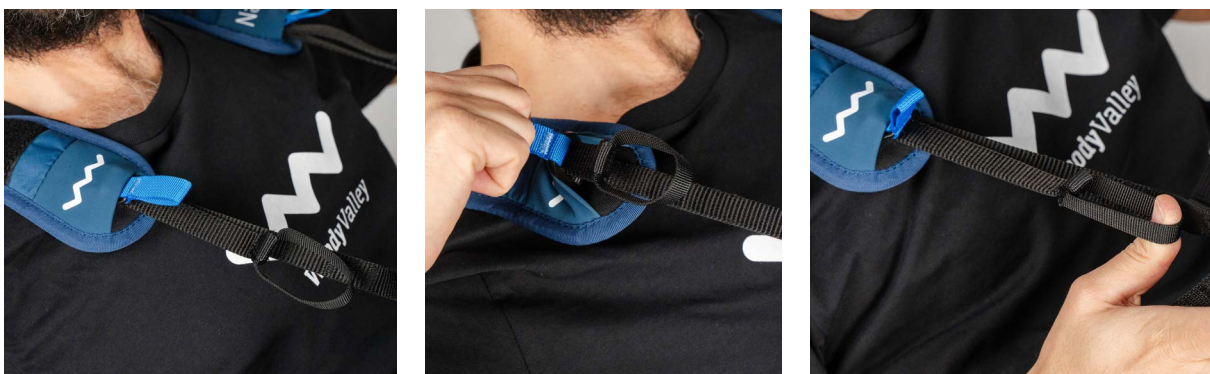
This adjustment allows you to select the inclination of the torso with respect to the vertical flight axis.



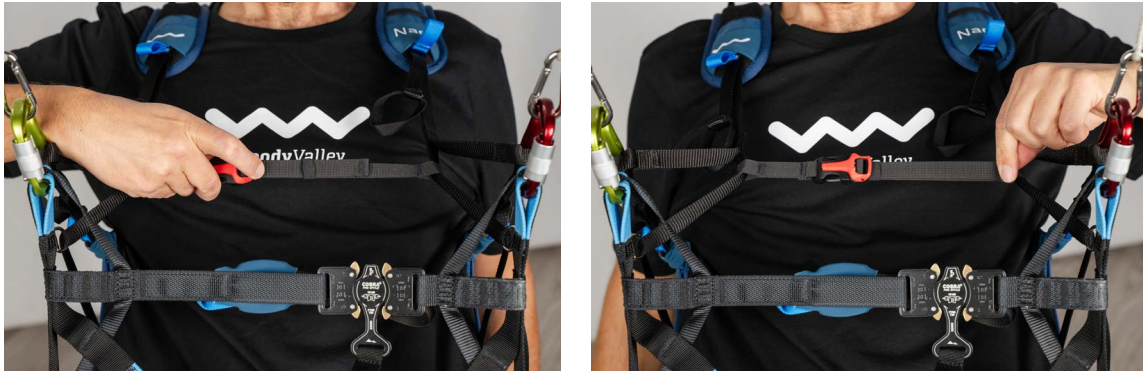
2.2.2 - Shoulder strap adjustment

The adjustment of the shoulder straps compensates for the pilot's height variation and the adjustment buckle is located at the apex of the shoulder straps. The shoulder straps also support some of the weight of the torso for improved comfort.

Adjust the shoulder straps so they are in contact with your shoulders without being too loose or too tight.



At shoulder strap height, there is a clip that acts as a shoulder strap fastener and prevents the shoulder straps from sliding off the shoulders during take-off. The plastic clip is also a whistle which can be useful in the event of an emergency.



2.2.3- Chest strap adjustment

The chest strap controls the distance between the two carabiners, which can vary from 37 to 49 centimetres. For the first flight, we suggest setting the chest strap to around 40 cm and then locating the preferred length in flight by means of gradual adjustment.

Remember that a tighter chest strap provides greater stability. An excessive opening does not improve the performance of the wing, and an excessive closure can accentuate the effect of a possible “twist”; following an asymmetric closure of the wing.



2.2.4 - Seat Height Adjustment

This adjustment changes the angle between the thighs and the back (seat depth), distributing the load between the seat and the lumbar support, thereby enhancing the pilot's comfort.



WARNING:
Each adjustment must be performed symmetrically on both sides.

3- FLYING WITH NAOS

3.1- Pre-flight checks

For maximum safety, utilize a reliable and comprehensive pre-flight check procedure, and consistently repeat the same mental sequences prior to each flight.

Check that:

- The reserve parachute handle is correctly locked in position and the pins are firmly engaged.
- Pockets and zips are closed
- All buckles are properly closed.
- Make sure that the paraglider is properly attached to the harness using the main carabiners, which must be securely closed using their respective locking mechanisms.
- The speed-bar is correctly mounted on the glider.

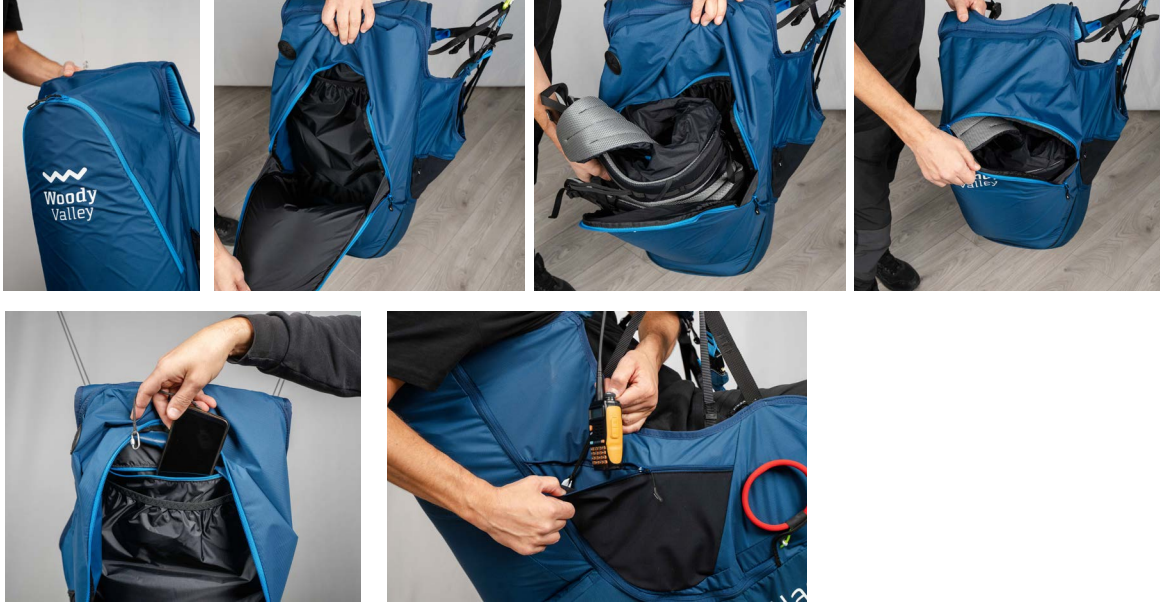
After careful assessment that the weather conditions are favorable for flying, put on the harness.

As shown in the photos below, to secure the harness, start by sliding your arms through the shoulder straps. Then, take the leg straps and fasten the buckles on both the right and left sides. Finally, attach the central buckle of the chest strap.



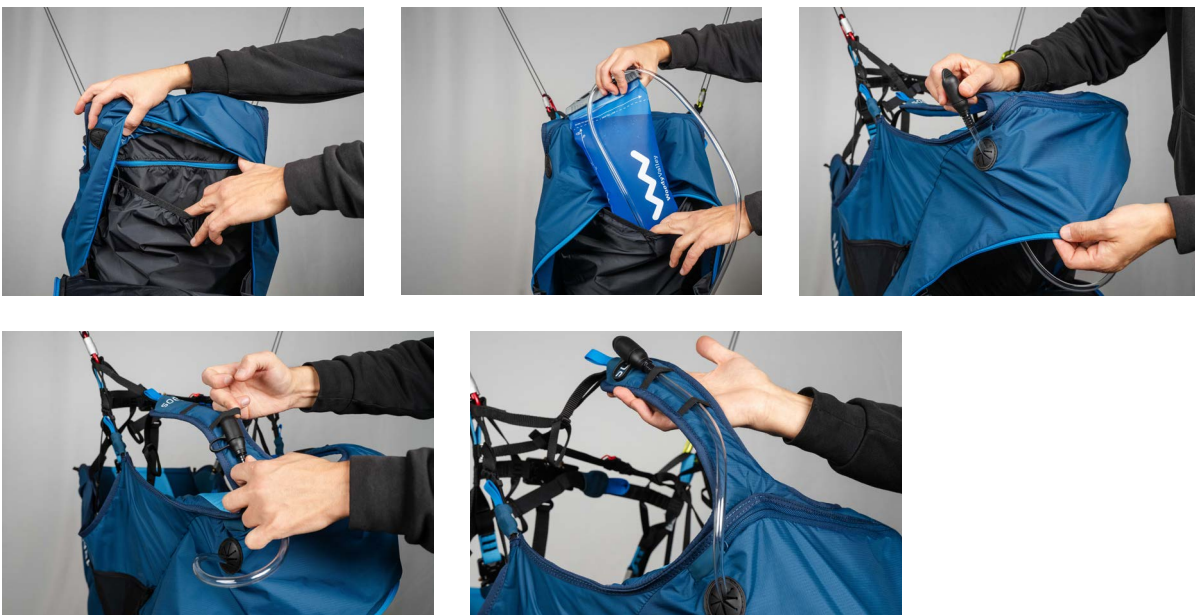
3.2- Pockets

NAOS has a spacious rear pocket that can be used to store the backpack, concertina bag, or clothing. It also includes a pocket for storing a CamelBak and a small pocket for a wallet or keys. On the sides of the harness, there are two elastic mesh pockets with security loops and zippers to securely store your belongings.



3.3- CamelBak

NAOS is designed to accommodate the use of a CamelBak or similar hydration systems. Before takeoff, place the CamelBak inside the rear pocket, threading the tube through the plastic oval at the top of the pocket. Then, pass the tube under the two elastic straps on the left shoulder strap, as shown in the photo.



3.4- Flying in tandem

NAOS is not suitable for tandem flights.

3.5- Flying over water

NAOS is not recommended for flights over water. In the event of a forced water landing, there is a risk that the air-filled protection could keep the pilot submerged.

Woody Valley recommends using a suitable life jacket when flying over water.

3.6- Towing hook

NAOS is suitable for tow-launching. The tow bridle release should be hooked directly to the main carabiners, ensuring that the carabiners are positioned with the opening gate facing the rear. For further details, refer to the documentation provided with your tow release or consult a qualified towing instructor at your flying site.

3.7 - Landing with NAOS

Before landing, slide your legs out of the harness so that you adopt an upright position. Never land in the seated position; it is very dangerous for your back even if you have foam dorsal protection, which provides exclusively passive protection. Standing up before landing is an active safety precaution, and it is much more effective than passive forms of protection.

3.8- Disposal of the harness

Proper disposal is required for the materials used in paragliding equipment. It is recommended to return the equipment to us at the end of its life. We will then properly dispose of the harnesses.

3.9- Rules of behavior in natural environments

It is recommended to respect nature and the landscapes that surround us when we practice our sport. Do not leave the marked trails, do not litter, avoid making excessive noise, and respect the delicate balance that exists among the mountains.

3.10 - Wing Attachment

To open the carabiners, rotate the aluminium bar approximately 90°. This carabiner model is self-locking and automatically closes as soon as the lever is released.

Properly attach the wing risers to the carabiners and ensure the carabiners are securely closed.



4- FOLDING THE HARNESS

NAOS has been designed to be easily folded onto itself, despite the foam protections and impact-absorbing shells.



5 - MOUNTING AND ADJUSTING THE SPEED-BAR

NAOS is equipped with a two-step speed bar but is compatible with all common types of speed systems. After finding the optimal adjustment of the harness based on the pilot's physical characteristics, the speed bar length should be adjusted.

The speed bar cords should be passed first through the rings fixed to the elastic in front of the board, then in the harness through the eyelets near the front corners of the seat, then through the pulleys located near the rear corners of the seat. Next, take the elastic cord and tie it with a knot in the speed bar loop. Pass it through the eyelet, then through the red loop behind the back, threading it through the eyelet on the other side. Finally, tie the elastic cord to the loop on the speed bar.

For proper adjustment, one must hang from a simulator, also hang from the paraglider's shoulder straps, and with the help of a friend holding the shoulder straps, adjust the length of the speed-system's cords. When released, the speed bar must be at a distance no greater than 10 cm below the front part of the harness. Adjusting the line too short could lead to having the speed-system constantly pulled and unintentionally engaged during flight. For safety, lengthen the speed-bar slightly and progressively shorten it during subsequent flights. Please remember to make all adjustments symmetrically on both sides.



5.1- Relax Bar

All our harnesses can be equipped with a dedicated relax bar, except for those models where it is already integrated. The Relax Bar is used to keep the legs extended and the feet supported. This flying position is considered by some pilots to be more comfortable than the classic sitting position with dangling feet.

For assembly on the harness, follow the instructions in the manual enclosed with the relax-bar.



6- MAINTENANCE AND REPAIR

Check the harness after each impact, rough landing or take-off, or if there is any sign of damage or excessive wear.

We recommend having your harness checked by your dealer every two years and replacing the main carabiners every five years.

To prevent premature aging of the harness, avoid dragging it on the ground, rocks, or abrasive surfaces. Avoid any unnecessary exposure to UV rays (sun) which is not required for regular flying activities. Avoid exposure to moisture and heat whenever possible.

Store all flight equipment in a dry and cool place; do not store when damp or wet.

Regularly brush off dirt from your harness using a plastic bristle brush and/or a damp cloth to keep it clean. If the harness is exceptionally dirty, clean it with mild soap and water.

Allow the harness to dry naturally in a well-ventilated area, away from direct sunlight.

If your reserve parachute becomes wet (e.g., landing in water), you must detach it from the harness, allow it to dry, and fold it before storing it back in its designated container.

Only the manufacturer or authorized individuals can perform repairs and replacements of harness parts using materials and techniques that guarantee the product's functionality and compliance with certification.

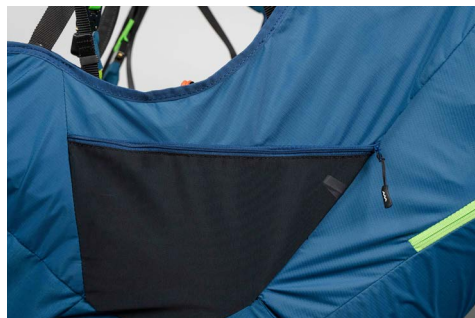
Keep the quick releases and zippers clean and lubricated with silicone spray. For any maintenance requests, whether through an authorized dealer or Woody Valley, please provide the complete identification number found on the silver label located in the storage pocket behind the shoulder straps.

Proper use will extend the life of the harness.

In case of damage to the harness, repairs can only be carried out by the manufacturer or by workshops certified by the manufacturer.

We strongly recommend paying the utmost attention to the way of use and storage. Correct use will prolong the life of the harness.

We wish you great flights and happy landings with NAOS!



7- WARRANTY

The 2-year warranty period required by law obliges us to correct any construction defects in our products that can be attributed to manufacturing defects.

We recommend validating your warranty by completing the form available on our website in the "Support" section within 10 days of purchase. Make sure to enter the harness identification code found on the silver label located in the storage pocket behind the shoulder straps.

To initiate a warranty claim, immediately inform WOODY VALLEY of the alleged manufacturing defect by sending the harness identification code and a detailed description of the problem encountered.

To repair the faulty product, you will need to send it to WOODY VALLEY or authorized individuals.

WOODY VALLEY reserves the right to decide the best method for restoring the harness (repair, replacement of parts, or the entire product).

The warranty does not cover damages resulting from careless or improper use of the product (such as inadequate maintenance, improper storage, overloading, exposure to extreme temperatures, etc.). The same applies to damages caused by accidents, opening shock of the reserve parachute, and normal wear and tear.



8 - HOMOLOGATION CERTIFICATES

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Route du Pré-au-Comte B • CH-1804 Villeneuve • +41 (0)21 965 65 65
Test laboratory for paragiders, paraglider harnesses and paraglider reserve parachutes.



Harness inspection certificate - EN

Inspection certificate number: PH_454.2024 Impact pad number: MISC_289.2024

Manufacturer data		
Manufacturer name:	Woody Valley srl	
Representative:	Simone Caldana	
Street:	Via Linz 23	
Post code / place:	38121 Trento	
Country:	Italy	

Sample data:	Harness	Impact pad
Name:	NAOS	Name Impact pad: (1) NAOS FOAM M
Type:	ABS	Impact pad integrated: (1) No
Size:	M	Impact pad type: Foam
Weight of Sample [kg]:	4.54	Weight of Sample [kg]: (1) 1
Serial number:	118 0115 001P	Serial number: (1) 00001
Clip-in weight [kg]:	120	Date of reception: 29.08.2024
Integrated container for rescue system:	Yes	
Volume container [cm ³]:	5600 max 1500 min	
Date of reception:	29.08.2024	

Test report summary	Structural test	Impact pad test
Result:	POSITIVE	POSITIVE
Place:	Villeneuve	Villeneuve
Date:	10.09.2024	29.08.2024

Issue data	
Place of declaration:	Villeneuve
Date of issue:	07.10.2024
Managing Director:	Alain Zoller
Signature:	

This signature approve the validity of the test reports 94.21b and 94.22 (only if test reports are applicable)
Air Turquoise SA, has thoroughly tested the sample mentioned above and certifies its conformity with the following standards:
EN1861:2018+A1:2020⁽¹⁾ and EN12491:2015+A1:2021⁽²⁾

(1) If impact pad is NOT integrated in the harness, it will have independently inspection number, and serial number. Definition of integrated impact pad is impact pad which can not be dismounted from the harness, e.g. airbag.
(2) These standards are NOT covered by accreditation D-18-15457-01
The certificate of inspection is compiled with test reports, if available, number: 94.21b and 94.22
The declaration must not be reproduced in part without the written permission of Air Turquoise SA

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Harness inspection certificate - nFl

Inspection certificate number: PH_454.2024 Impact pad number: MISC_289.2024

Manufacturer data		
Manufacturer name:	Woody Valley srl	
Representative:	Simone Caldana	
Street:	Via Linz 23	
Post code / place:	38121 Trento	
Country:	Italy	

Sample data:	Harness	Impact pad
Name:	NAOS	Name Impact pad: (1) NAOS FOAM M
Type:	ABS	Impact pad integrated: (1) No
Size:	M	Impact pad type: Foam
Weight of Sample [kg]:	120	Weight of Sample [kg]: (1) 1
Serial number:	118 0115 001P	Serial number: (1) 00001
Clip-in weight [kg]:	120	Date of reception: 29.08.2024
Integrated container for rescue system:	Yes	
Volume container [cm ³]:	5600 max 1500 min	
Date of reception:	29.08.2024	

Test report summary	Structural test	Impact pad test
Result:	POSITIVE	POSITIVE
Place:	Villeneuve	Villeneuve
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Issue data	
Place of declaration:	Villeneuve
Date of issue:	07.10.2024
Managing Director:	Alain Zoller
Signature:	

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Air Turquoise SA, has thoroughly tested the sample mentioned above and certifies its conformity with the following standards:
NF, 2.665-20, EN12491:2015 and EN1861:1999

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(2) If harness has an integrated inner container for emergency parachute, extra deployment tests are done.
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Harness inspection certificate - EN

Inspection certificate number: PH_454.2024 Impact pad number: MISC_288.2024

Manufacturer data		
Manufacturer name:	Woody Valley srl	
Representative:	Simone Caldana	
Street:	Via Linz 23	
Post code / place:	38121 Trento	
Country:	Italy	

Sample data:	Harness	Impact pad
Name:	NAOS	Name Impact pad: (1) NAOS INFLATABLE M
Type:	ABS	Impact pad integrated: (1) No
Size:	M	Impact pad type: Inflatable
Weight of Sample [kg]:	4.54	Weight of Sample [kg]: (1) 0.41
Serial number:	118 0115 001P	Serial number: (1) 00001
Clip-in weight [kg]:	120	Date of reception: 29.08.2024
Integrated container for rescue system:	Yes	
Volume container [cm ³]:	5600 max 1500 min	
Date of reception:	29.08.2024	

Test report summary	Structural test	Impact pad test
Result:	POSITIVE	POSITIVE
Place:	Villeneuve	Villeneuve
Date:	10.09.2024	29.08.2024

Issue data	
Place of declaration:	Villeneuve
Date of issue:	07.10.2024
Managing Director:	Alain Zoller
Signature:	

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Harness inspection certificate - nFl

Inspection certificate number: PH_454.2024 Impact pad number: MISC_288.2024

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Representative:	Simone Caldana	
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NF, 2.665-20, EN12491:2015 and EN1861:1999

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9- TECHNICAL DATA

Carabiner height	S = 42 cm M = 44 cm L = 46 cm XL = 47,5 cm
Distance between carabiners (min. max.)	S = 37-43,5 cm M = 37-44,5 cm L = 37-47 cm XL = 37- 49 cm
Total weight of NAOS size M	4,35 kg FOAM 3,80 kg INFLATABLE
Dorsal protection type	FOAM - INFLATABLE
Harness Type	T-LOCK
Reserve parachute container emergency	Under-leg container with side handle
Storage volume of reserve parachute	1500 – 5600 cm ³
Usage limit	120 daN
Homologation number	PH_454.2024

Every effort has been made to ensure that the information provided in this manual is accurate, but please note that it is intended solely as a guide. This user's manual is subject to change without prior notice. Please check at www.woodyvalley.com for the latest information regarding the NAOS harness.

Last updated: NOVEMBER 2024