ARROW P 2

P SERIES

User *manual*

AIRIUK BEYOND THE GLIDE

More advanced, *just as comfortable and lightweight*

WELCOME

We welcome you to our team and thank you for the trust you have placed in our ARROW P 2 harness.

We would like to share with you the excitement and passion that went into the process of creating this harness.

The new ARROW P 2 harness improves on its iconic predecessor without sacrificing the great comfort it is known for. This streamlined, ultralight harness with an aerodynamic fairing, is now more robust and practical.

Key improvements in safety, design, and durability take you even further. Designed to deliver top performance on every flight.

From 1.76 kg.

We are sure you will enjoy flying with this harness and you will soon discover the meaning of our philosophy:

“Give importance to the small details to make big things happen”.

This is the user manual and we recommend you read it carefully.

USER MANUAL

This manual provides the necessary information on the main characteristics of your new harness.

Whilst it provides information, it cannot be viewed as an instructional handbook and does not offer the training required to fly this type of harness. Training can only be undertaken at a certified paragliding school and each country has its own system of licensing. Only the aeronautical authorities of respective countries can determine pilot competence. You can get more information from our website.

The information in this manual is provided in order to warn you against adverse flying situations and potential dangers. Equally, we would like to remind you that it is important to carefully read all the contents of your new ARROW P 2 manual.

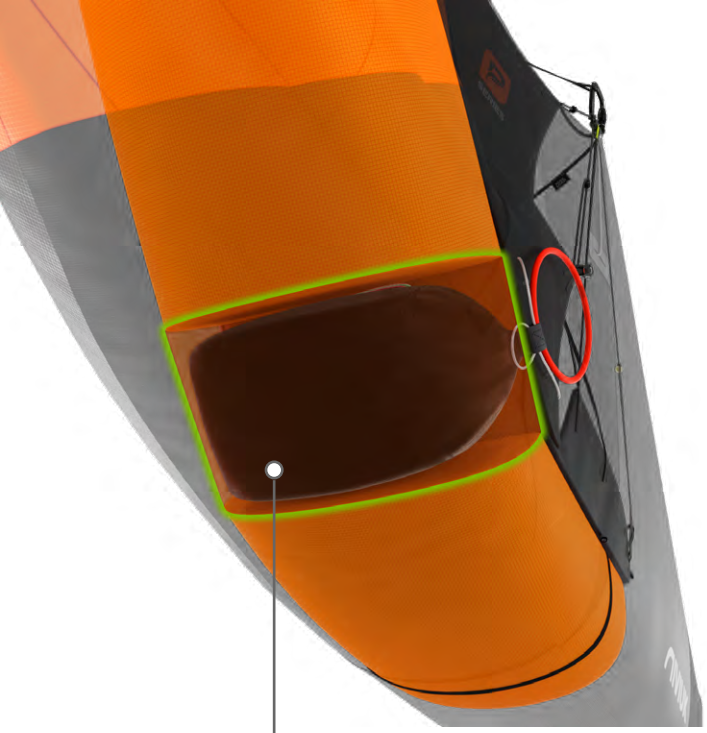
Misuse of this equipment could lead to severe or irreversible injuries to the pilot, even death. The manufacturers and dealers cannot be held responsible for misuse of the equipment. It is the responsibility of the pilot to ensure the equipment is used correctly.

CONTENTS

1. GENERAL CHARACTERISTICS

1.1 OVERVIEW OF THE HARNESS

New double
safety closer



Redesigned parachute compartment

Infbag: an inflation and compression bag

Foam protection (14 cm, 340 g)

Apair inflatable protector (280 g)


Back, lumbar, and chest straps
Side pockets
Pod removable
SERIES
ARROW P 2

1.2 VIDEO TUTORIAL

Check out the video tutorial with the explanation of all the features and functionalities of the harness on our YouTube channel.

Video tutorial

1.3 TECHNICAL DATA

			S	M	L
Weight*	Inflatable protection (optional)**	kg	1,76	1,80	1,93
	Foam protection	kg	1,82	1,86	1,99
Pilot height		cm	160-172	170-182	178-195
Back length		cm	60	60	64
Seat base	Width	cm	33	33	35
	Length	cm	49	50	55
Cockpit top pocket		L	0,05	0,05	0,05
Cockpit bottom pocket		L	0,025	0,025	0,025
Under seat pocket		L	4	4	5
Back pocket volume		L	17	17	20
Nose pocket volume		L	6	6	7
Rescue compartment volume		L	1,8-5,5	1,8-5,5	1,8-5,5
Carabiner distance		cm	41-43	41-43	43-45
Maximum load		kg	120	120	120
Harness certification			EN	EN	EN
Protection certification			EN/NfL	EN/NfL	EN/NfL

* Carabiners and speedbar included in weight.
** Please order your APAIR inflatable protector from your local dealer.
The total weight of the harness may differ ±5% due to variations in the weight of the fabric supplied by the manufacturers.

Important notice: the sizes of this model are different from any other Niviuk harness. Please follow the specifications provided.

Weight and height range table

To be tried on!
It depends on the back and leg length.

1.4 TARGET GROUP

Hike & fly and Cross-country

The ARROW P 2 is designed for the most demanding hike and fly pilots. Compact and lightweight, it is ideal for both distance flights and vol-biv adventures. Walk, fly, and explore with an ergonomic, stable, and surprisingly comfortable harness.

1.5 CHARACTERISTICS

- **Lightweight and more durable**

  For internal components of the ARROW P 2, we used lighter and more sturdy fabrics to improve strength without increasing weight. Externally, the same materials are used: the pod is made from D70, which is lightweight yet durable; other parts use Lycra light for greater elasticity. The inflatable fairing is made with Skytex 27 g on the inside and Dokdo 36 g on the outside.

- **100% comfort and stability**

  The ARROW P 2 maintains its exceptional comfort thanks to the ergonomically designed 3D-shaped seat that moulds to your body. The triangulation system ensures in-flight stability by absorbing excess movements transmitted to the pilot. This translates into greater comfort and efficiency, especially during accelerated flight.

- **Optimised fairing**

  The aerodynamic shape of the fairing reduces drag. This improves yaw stability, resulting in a more precise, stable, and high-performing harness. Inspired by the Rocket P, the design has also been updated, featuring a more colourful and modern look.

1.6 DESIGN PROCESS

The Niviuk team has carried out thorough and meticulous work. Throughout the development process, multiple adjustments were made following flight tests with various prototypes, assessing their performance in all kinds of conditions. This intense effort has made it possible to create an innovative and modern harness, the result of our team's extensive experience. As a result, every Niviuk product undergoes a rigorous final inspection before reaching your hands.

2. UNPACKING AND ASSEMBLY

2.1 ASSEMBLING THE HARNESS

Before your first flight we recommend making the initial adjustments of the harness using a hang frame.

Position the harness and hang it from the carabiners. Sit in the harness and close it. Using the straps, adjust it to your individual preference.

To ensure a perfect fit for every pilot, several easy-to-use adjustment straps have been incorporated. In the ARROW P 2, the shoulder straps can be adjusted to your preference using a simple loop on the carabiner. The back and lumbar straps are also adjustable, allowing you to adapt the harness angle and shape to your body. The chest strap lets you fine-tune the harness width.

2.2 CONNECTING THE HARNESS TO THE WING

The ARROW P 2 has two carabiners to connect the harness to the paraglider. The right carabiner is connected to the right riser of the wing, both of which are green. The left carabiner is therefore connected to the left riser, both of which are red.

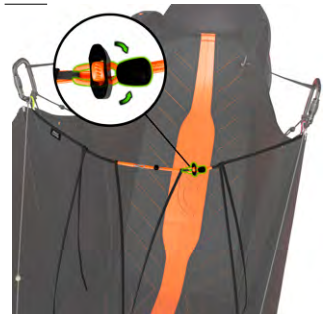
2.3 ADJUSTING THE HARNESS

- **Step into the harness**

1

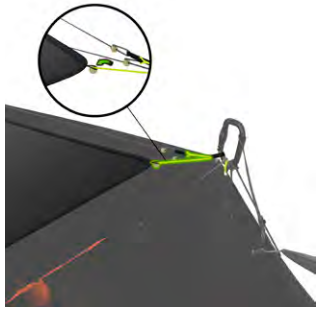
Pass your right leg through the closed side of the harness.

2



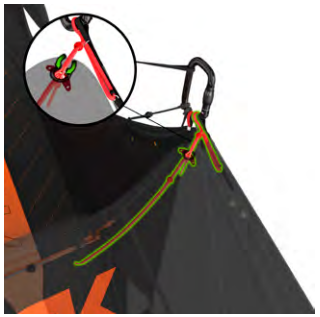
Close the ventral buckle and place it perpendicularly, making sure to pass the elastic loop around the webbing after fastening the toggle.

3



Close the pod to the right side.

4



Close the pod on the left side using the new double-safety closing system integrated into the pod.

5

Clip the cockpit buckle.

- **Pilot position**

The ARROW P 2 can be adjusted to regulate the angle of the pilot.

This angle can be adjusted using different straps: the back straps, which control the inclination of the backrest, and all the looped straps located inside the pod, which allow the pilot to modify its position.

- **Chest straps**

The chest strap, which controls the distance between the two carabiners, can be adjusted from 41 cm to 43 cm in size M. That's two positions, either with the sphere closed or open. For the first flight with the ARROW P 2, we suggest that the strap is set to the open position, and then ensure the option that best suits your needs. The optimal adjustment will depend on the type of wing you are flying with the ARROW P 2. When the chest strap is tighter, the wing feels more stable. However, over-tightening the strap may enhance the twist effect. A wide distance between carabiners increases the turning capacity.

- **Shoulder straps**

The adjustment of the shoulder straps depends on the height of the pilot. To get the optimal adjustment, sit up straight with chest strap and legs loops closed and adjust the shoulder straps symmetrically. The shoulder straps can be adjusted to your preference with a simple loop on the maillon. There is a second pair of shoulder straps with a different length in the cockpit pocket, if necessary, the loops can also be doubled to achieve the shortest possible setting.

- **Leg loops**

With the ARROW P 2 the leg loops cannot be adjusted.

- **Pod**

The pod can be adjusted to fit the size of the pilot's legs thanks to the cords situated at the side of the inside of the pod. It is essential that the pod is correctly adjusted so that the pilot is comfortable during flight. Adjust it in a hang frame before your first flight.

Niviuk R+D pilots provide the following tip for getting into the pod without getting stuck: put your left leg in first, and then put your right leg in. A good tip that works for any type of pod, just reverse the order of the legs as the diagonal closes.

At the end of the harness pod, right where the footboard is located, you will find a loose elastic cord. This elastic is designed to be hooked onto the pilot's foot or shoe, ensuring that the pod always remains within reach, alongside the leg. It is especially useful during take-off, as the pilot's posture or technique can make it difficult to keep the pod in the correct position to enter and close it properly. The use of this elastic is not mandatory, as it is generally easy to step into the pod after take-off.

(!) This is a lightweight pod harness, so apply only moderate pressure with your feet on the footplate when entering the pod. Excessive force may damage this part.

- **New double safety closer**

We have further improved in-flight safety with the introduction of a new double safety closing system, integrated directly into the pod.

The design of this new system requires it to be connected first in order to close the pod before take-off, ensuring a simple, intuitive, and safer process.

To understand how it works correctly, see the "Step into the harness" section.

- **Replacing the pod**

The ARROW P 2 pod can be removed with a zip for easy replacement. You will need to adjust the new pod before your first flight.

- **Speed-bar**

The ARROW P 2 comes equipped with an ultra-light three-step speed bar. It is important to adjust the harness before adjusting the speed-bar, as the length of the speed-bar depends on the positioning of the legs.

Use a hang frame to adjust the speed-bar before your initial flight.
Sit the harness and adopt your flying position to adjust the cords symmetrically on both sides.

(!) If the cords are set too short, they can cause constant tension on the speed system, which could be dangerous. Please remember that it is always preferable for the speed-bar to be set longer than shorter.

2.4 INSTALLING THE PROTECTORS

The ARROW P 2 offers two protection options: foam, which comes as standard with the harness, and an inflatable protection system, available as an optional extra. Both provide an excellent balance between impact absorption and lightness.

We have worked to develop a very compact foam protection that offers the best compromise between lightness and impacts absorption. At 14 cm thick and weighing 340 g, it is made of a combination of three different layers of foam. This protection helps to provide a very comfortable seat without the need for a seat plate on the harness.

In the other hand, the Apair inflatable protector, designed specifically for the ARROW P 2 harnesses, is ideal for pilots looking for small volume, safety and lightness on their hike & fly adventures. EN and LTF certified, this ultralight protector weighs only 280 g and distinguishes itself by its efficiency and practicality. It is delivered with the Infbag cover, which facilitates inflation and also serves as a compression bag for packing and transporting the harness. Its design allows for total compression, optimising storage space to the maximum. Once the protector is deflated, the harness takes up minimal space. In addition, the Infbag (included) allows the ARROW P 2 to be stowed inside, making it easy to store and transport the harness.

Infbag: How do you inflate the Apair?

To inflate the Apair protector, the method recommended by our engineers is to use the Infbag inflatable cover. To do this, start by filling the Infbag with air, close it and connect it to the protector tube. Make sure that the air inlet/outlet valve is open. As the Infbag is compressed, the protector will fill. A single inflation with the Infbag is sufficient. Close the valve to keep the air in.

If you prefer, you can also inflate it with an electric pump or blow it up manually, using the same air tube inlet.

Adjusting the quantity of air in flight using the air inlet/ outlet valve

The air inlet/outlet valve on the Apair tube is accessible in flight and therefore allows the pressure to be adjusted if necessary. Open or close the valve to retain or release the air. This functionality makes it possible to adapt the protector to pressure changes due to altitude, ensuring a safer and more comfortable flight.

Inflation: apply medium pressure

When inflating Apair protector, it is crucial to use medium to moderate pressure. Too much air will make the protector stiff and raise the pilot to an uncomfortable flying position. On the other hand, under-inflating the protector can compromise its effectiveness and safety.

Medium pressure ensures a similar flying experience with both the Apair and the foam protector, as both have the same shape.

(!) TAKE CARE: it is important to be aware that any impact can damage the inflatable protector. After an impact, it is essential to check the condition of both the material and the protector. A thorough check by an authorised professional is recommended to ensure that everything is still in good working order and to ensure safety for future flights.

Differences between protectors:

	Apair (inflatable)	ArfoP (foam)
Width	14 cm inflated 1.5 cm compressed	14 cm (Can be compressed down to 10 cm when stored)
Height	32 cm	32 cm
Length	44 cm	44 cm
Weight	240 g	320 g
Materials	Interior: plastic Exterior: D70	Interior: combination of various foams Exterior: Dokdo 32 g

2.5 INSTALLING THE PARACHUTE

We have focused on comfort by integrating the parachute compartment to make daily use of the ARROW P 2 much more practical and convenient.

The parachute is located on the right-hand side, in a completely redesigned compartment that offers greater safety and functionality. The rescue must be installed in the designated ARROW P 2 rescue container.

It is now more versatile thanks to its new connection system, permitting the use of steerable parachutes (Rogallo type). The compartment's volume has been adjusted to ensure a great fit, while keeping the system easy to use and versatile, ensuring greater safety.

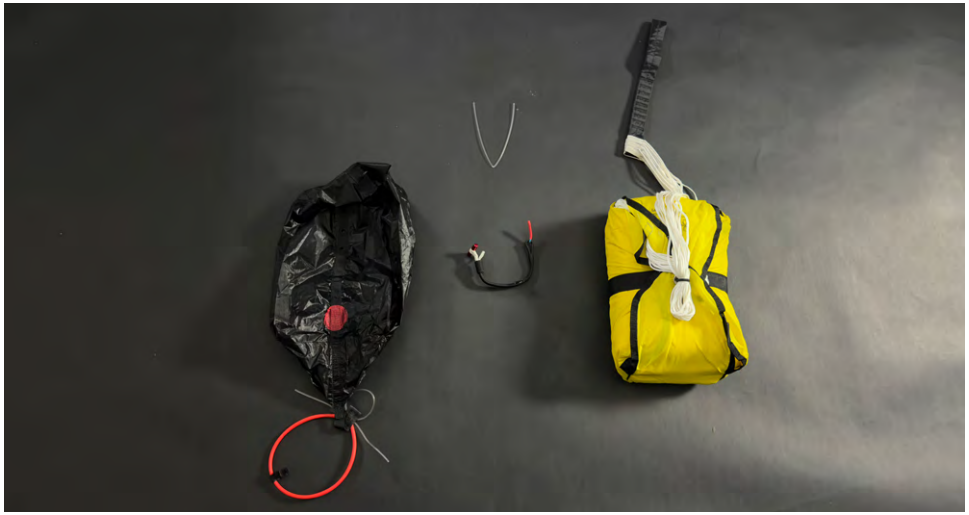
The compartment is ideal for lightweight parachutes (1.8 – 5.5 L), in line with the harness's lightweight concept.

(!) The parachute must be correctly installed inside the container according to the rescue installation instructions. Incorrect mounting or poor maintenance may make it difficult—or even impossible—to deploy the parachute.

Your safety depends on the correct installation of the parachute. This process must be carried out with care and we therefore recommend that it is performed by qualified personnel.

STEP 1

What we need: Parachute / Arrow P 2 rescue pod / Nylon stick / IKS2500 connection



STEP 2

Open the pod and remove the rescue from its original deployment bag.

STEP 3

Place the rescue inside the Arrow P 2 pod.

STEP 4

Close the first two flaps together.

STEP 5

Depending on the volume of your rescue, you can use one hole or the other to adjust the pod volume.

STEP 6

Then secure the elastic using the rescue lines as shown.

STEP 7

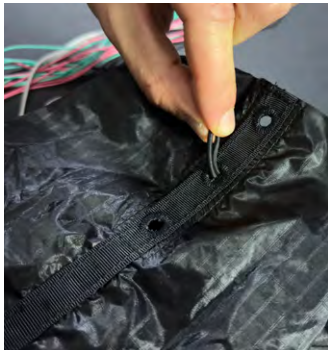
Place the rescue lines inside the pod as shown.

STEP 8

Then close the second section.

STEP 9

As before, you have three holes available to adjust the pod volume.



STEP 10

Keep approximately 80 cm outside the pod between the edge of the rescue riser loop and the pod.

STEP 11

Then connect the rescue to the harness rescue loops. You can either use an IKS2500 or connect it using a lark's head knot between the rescue and harness loops. If you use a lark's head, make sure it is properly tightened.

STEP 12

Open the rescue container and locate the red dot:

- On the pod
- Inside the container, on the black fabric at the back of the harness frame

STEP 13

Insert the rescue as shown, placing the rescue lines inside first.

STEP 14

Close the outer flaps and place the handle in its pocket.

STEP 15

Take the nylon stick located inside the black pocket just above the rescue compartment.

STEP 16

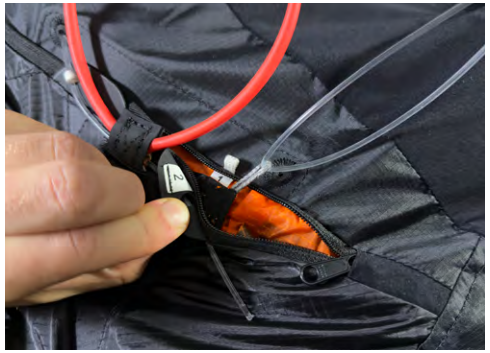
Close the upper zipper until the center, behind the rescue handle, and zip it slightly.

STEP 17

Use the nylon stick to secure the system on the left side of the rescue handle. Pass the loop through the two holes.

STEP 18

Now close the right side, but first take the black line inside and pass it through the hole as shown.



STEP 19

Then close the zipper as shown and use the nylon stick to secure this section.

STEP 20

Pass the white loop through the first hole, then around the grey loop.

STEP 21

Insert the rescue handle pin through the loop to finish the closure, and insert the end of the pin into its dedicated hole.

STEP 22

Return the nylon stick to its pocket and finish closing both zippers completely.

STEP 24

! Never close the system as shown below. It can obstruct extraction.

STEP 23

Practice a full extraction before flying.

! Once the rescue installation is complete, practice and perform a rescue extraction in a simulator.

2.5.1 PARACHUTE EXTRACTION

The ARROW P 2 parachute extraction system is designed to operate efficiently when the pull is applied in the correct direction.

To ensure a fast and smooth extraction, it is recommended to pull the handle in any of the directions shown in the image below.

If you have any doubts regarding your container, please contact your usual distributor.

Very good
Good

2.6 COCKPIT

The ARROW P 2 cockpit has been designed to maintain the harness's lightweight, practical and functional philosophy. Its structure is simple and minimalist, yet provides everything needed for flights of any duration.

It can be easily attached using a quick and intuitive click system on the shoulder straps. It features a top Velcro surface, ideal for securing flight instruments or electronic devices, and a small zipped pocket, perfect for safely storing personal items or essential accessories.

If you need to modify the inclination of the cockpit, we have added a new clip mounted on an elastic at the back of the instrument plate. This clip can be passed around the ventral strap to adjust the angle and improve instrument visibility. The Velcro that connects the cockpit to the pod is now longer, allowing it to be positioned in the ideal place for the pilot.

2.7 STORAGE

The ARROW P 2 offers multiple storage options, perfectly integrated into a light and compact structure. Despite its minimalist design, the harness makes the most of the available space, maintaining lightness without compromising functionality.

It features two internal side pockets, ideal for quick-access items such as gloves, snacks or small instruments; a large rear pocket, perfect for carrying clothing, water or additional gear; a front "nose" pocket for smaller items such as a sleeping bag; and an additional compartment under the seat to make the most of every last centimetre of space.

You can check the exact volume of each pocket in section 1.3 Technical Data.

2.8 RUCKSACK AND PACKING

The ARROW P 2 is highly compact and easy to pack. Its optimised structure and lightweight, durable materials allow it to fit into a 50 L backpack (or even smaller when using the Apair inflatable protector), along with the rest of your flying gear. A solution designed for pilots who prioritise small volume, as well as performance.

Depending on your harness and wing size, as well as the type of protection you use, these are the most suitable rucksacks for carrying your ARROW P 2:

- **Expe Race 50:** Ideal if you use the ARROW P 2 with the inflatable protection, together with small or medium sizes of ultralight P Series wings.
- **Expe Race 60:** Recommended for use with the ARROW P 2 and any type of protection; compatible with all sizes of lightweight wings.
- **Expe 80:** Perfect if you need extra storage space (for example, for bivouac flights) or if you fly with less compact lightweight wings such as the Hook P or Hiko P.
- **Expe 45:** Designed for the most extreme pilots who use the ARROW P 2 with Apair protection and want to optimise compactness and overall packed volume to the maximum.

2.9 OPTIONAL ACCESSORIES

- Ballast
- Camelback
- Drink tube
- Pee tube

3. IN FLIGHT

3.1 PRE-FLIGHT CHECKS

For maximum safety, carefully and thoroughly check your equipment before your first flight, and repeat the same sequence before every flight.

Pay special attention to the following aspects:

- There is no visible damage to the harness or carabiners that could affect the flight.
- All buckles, straps and zips are connected/closed. The buckles should snap into place when you close them (a gentle tug on them verifies this). Be especially careful in snowy or sandy areas.
- The glider is correctly connected to the harness and both carabiners are secured with their locking mechanisms closed.
- All pockets are properly closed and items hanging from the harness are secured/attached.
- Check again that you have secured the chest strap and the pod before launch.
- The parachute container is properly closed.
- The deployment handle is fully inserted into the pockets.

3.2 LAUNCH

Make sure the weather conditions are suitable for your skill and experience level. If you make the decision to fly, put on the harness and make sure all buckles are closed correctly and your legs are through the leg loops. Your life depends on it.

For your safety, before launching always repeat the same sequence of your pre-flight check.

(!) Stay away from mountain relief if you have to use your hands to get into the harness. You should always have your hands on the brakes when near terrain.

If you need to use your hands to get into the harness, try adjusting the harness using a hang frame.

3.3 LANDING

Before landing, slide your legs forward in the harness to assume a standing position. Never land whilst still in the seated position as this may cause a back injury. Standing up before landing is an active safety decision and is much more effective than relying on the passive system of the back protector. It is not necessary to adjust the harness before landing. Simply straighten your legs and get into a standing position and prepare to land.

3.4 FLYING ABOVE WATER OR LANDING IN WATER

(!) Flying over water exposes the pilot to the risk of landing in it. This situation can be extremely dangerous, which is why wearing a life jacket during an SIV course is essential. We recommend avoiding such situations whenever possible.

Immediately after a water landing, the foam or inflatable protection of the harness may float, creating a risk of the pilot becoming trapped underwater. Before impact, it is advisable to loosen the buckles—without compromising safety—to allow enough time to exit the harness quickly and avoid possible drowning.

If the harness gets wet due to falling into the water, both the harness and all its components, such as the protection, must be completely dried before being used again.

The parachute must also be removed to dry completely. Once dry, it has to be packed correctly and installed in the harness again. See the section on “Installing the parachute”.

(!) Do not store your equipment if it is still wet or damp – wait for it to dry completely.

4. TYPES OF FLYING

4.1 WINCH FLYING

- The ARROW P 2 is suitable for winch launching.
- The winch release is attached by means of the main carabiners on the risers, where the wing is attached.

4.2 TANDEM

The ARROW P 2 is not recommended for tandem operation.

4.3 OTHER

- The ARROW P 2 is not designed or recommended for aerobatic or acro flying.
- We consider extreme or acrobatic flights to be any form of piloting different than standard flights. Learning aerobatic/ acrobatic manoeuvres should be conducted under the supervision of qualified instructors within a school environment and over water with all safety/rescue elements in place.

5. CARE AND MAINTENANCE

5.1 MAINTENANCE

The materials used in the ARROW P 2 have been carefully selected to ensure maximum lightness.

(!) The ARROW P 2 is part of our lightweight P Series range, products that are more sensitive due to the fabrics used. In all the light and ultralight materials we use, there is a careful balance between performance and durability. These materials achieve minimal weight by reducing the quantity and type of thread and by altering the surface coating, which affects resistance. For this reason, it is important to handle them with care and avoid accelerating the natural wear of the material. We strongly recommend treating and maintaining these products with the utmost care.

To prevent wear or damage to the harness, it is important to avoid dragging the harness on the ground, over stones or abrasive surfaces.

Keep your harness as clean as possible by regularly wiping off dirt with a plastic brush and/or a damp cloth. If the harness is very dirty, clean it with water and mild soap. Do not use detergents. Allow it to dry naturally in a well-ventilated area without direct sun light.

5.2 STORAGE

Keep your equipment in a cool, dry place away from solvents, fuels or oils.

Whenever possible, avoid exposing the harness to humidity and heat. Do not expose it unnecessarily to UV radiation (sun light), other than in normal flight.

Do not leave the gear inside a car boot, as cars left in the sun can become very hot. The inside of a rucksack can reach temperatures up to 60°C.

Weight should not be laid on top of the equipment.

When storing the harness in a rucksack, make sure to avoid any deformation.

Never store it when it is still damp or wet. Dry the harness in a well-ventilated area. If your parachute gets wet (e.g. if you fall into water) it must be removed from the harness, dried and repacked before being put back into the container.

5.3 CHECKS AND INSPECTIONS

It is recommended that any inspection and/or replacement of harness components be carried out only by the manufacturer or authorised personnel. Only the manufacturer and professional repairers will use materials and techniques that ensure the correct functionality of the harness in accordance with its certification.

In addition to the preventive checks before each flight, the ARROW P 2 should be carefully and thoroughly inspected every time the parachute is repacked, usually once a year.

Additional inspections should be carried out after any impact, hard landing or take-off, as well as if there are any signs of wear or possible damage.

We recommend that the harness be inspected by an authorised workshop every 2 years or after 100 hours of flight.

If in doubt, contact a professional. These are the required inspections: Check webbing and buckles for damage, especially in areas that are not easily visible, such as the inside of attachment point webbing, where the carabiner rests.

All seams must be intact and any damage must be repaired immediately. The main aluminium carabiners must be replaced every 2 years or 500 flying hours or if they have any signs of damage. Impacts can create undetectable damage that can result in structural failure under continuous loading.

5.4 REPAIRS: NIVIUK SERVICE

Repairs to your ARROW P 2 may only be carried out by the manufacturer or qualified and authorised personnel. This ensures that the most appropriate materials and correct repair techniques are applied.

If you are not qualified to do so, do not attempt to repair the harness yourself.

Niviuk Service is our official workshop offering a quality service, based on the care and maintenance of flight equipment. Thanks to the knowledge, technologies and procedures we have acquired over the years, we can repair any flying equipment.

We want to guarantee the safety and durability of your new product, so our official workshop is the perfect place to have it serviced and/or repaired.

Any modification of the harness carried out in a workshop other than the Niviuk Service will invalidate the product warranty. Niviuk cannot be held responsible for any issues or damage resulting from modifications or repairs performed by unqualified professionals or those not approved by the manufacturer.

5.5 PRODUCT REGISTRATION

You can register your ARROW P 2 on the Niviuk website in the MyNiviuk section and enjoy many benefits.

6. SAFETY AND RESPONSIBILITY

- It is well known that free-flying with a paraglider is considered a high-risk sport, where safety depends on the person who is practicing it.
- Incorrect use of this equipment may cause severe, life-changing injuries to the pilot, or even death. Manufacturers and dealers cannot be held responsible for your decisions, actions or accidents that may result from participating in this sport.
- You must not use this equipment if you have not been properly trained to use it.
- Do not take advice or accept any informal training from anyone who is not properly qualified as a flight instructor.

7. GUARANTEE

- The equipment and components are covered by a 2-year warranty against any manufacturing defect.
- The warranty does not cover misuse of the equipment.
- Any modification of the paraglider or its components invalidates the guarantee and its certification.
- If you notice any defects in your harness, please contact Niviuk immediately for a more thorough inspection.

8. SPECIFICATIONS

8.1 HARNESS MATERIALS & COMPONENTS

MATERIALS

Tail	Skytex 27 g / Dokdo 36 g
Coverleg	D70
Coverleg elastic front part	Light lycra
Body	D70
Main webbings	Liros dyneema 4 mm

COMPONENTS

Carabiner	Aura

8.2 COMPATIBILITY

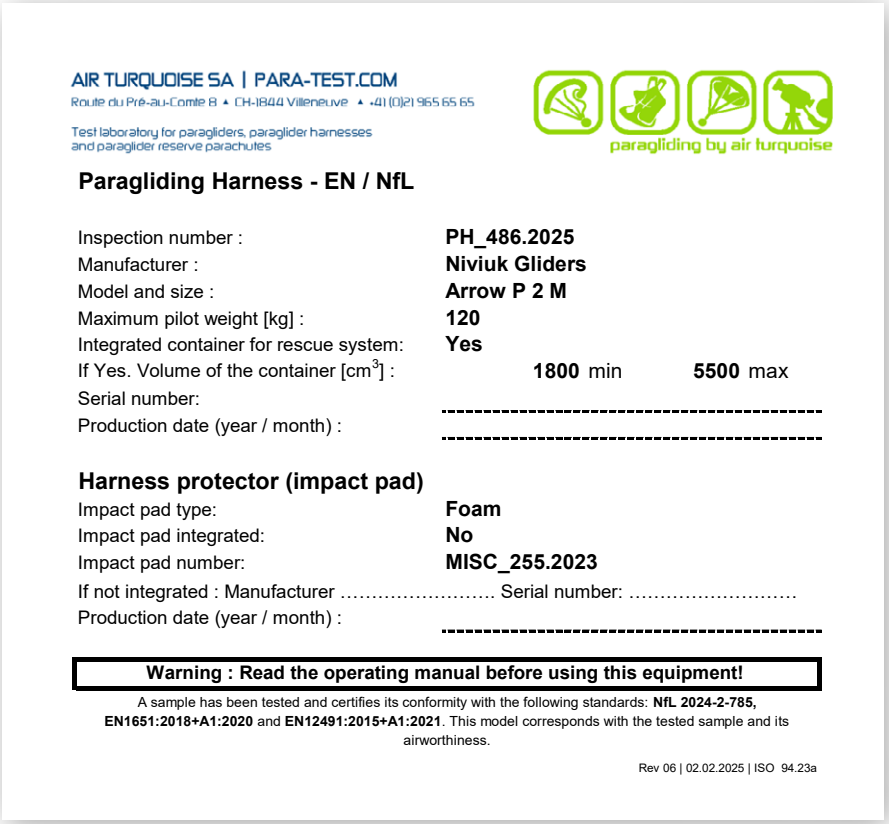
	ARROW P 2
HIKO P EN/LTF B	●
IKUMA P EN/LTF B+	●
ARTIK P EN/LTF C	●
KLIMBER P EN/LTF D	●
HOOK EN/LTF B	✻
HIKO EN/LTF B	✻
IKUMA EN/LTF B+	✻
HIKO EN/LTF B	✻
ARTIK R EN/LTF C	✻
HOOK P EN/LTF A+	✻

● **Recommended:** ideal for your wing

✻ **Compatible:** suitable for your wing, depending on your preferences

8.3 CERTIFICATION

You will find the certification certificates [on the product page.]



AIR TURQUOISE SA | PARA-TEST.COM
Route du Pré-au-Comte 8 ▲ CH-1844 Villeneuve ▲ +41 (0)21 965 65 65

Test laboratory for paragliders, paraglider harnesses
and paraglider reserve parachutes

paragliding by air turquoise

Paragliding Harness - EN / NfL

Inspection number :	**PH_486.2025**
Manufacturer :	**Niviuk Gliders**
Model and size :	**Arrow P 2 M**
Maximum pilot weight [kg] :	**120**
Integrated container for rescue system:	**Yes**
If Yes. Volume of the container [cm^3] :	**1800** min **5500** max
Serial number:	----------
Production date (year / month) :	----------

Harness protector (impact pad)

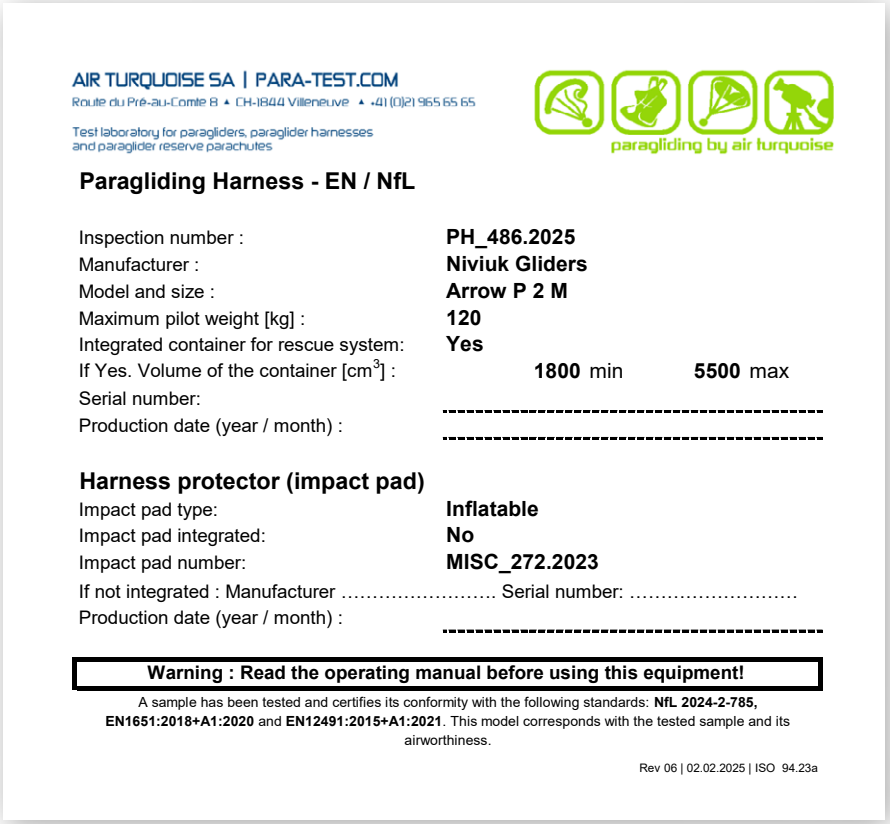
Impact pad type:	**Foam**
Impact pad integrated:	**No**
Impact pad number:	**MISC_255.2023**

If not integrated : Manufacturer ..... Serial number: .....
Production date (year / month) : ----------

Warning : Read the operating manual before using this equipment!

A sample has been tested and certifies its conformity with the following standards: **NfL 2024-2-785, EN1651:2018+A1:2020** and **EN12491:2015+A1:2021**. This model corresponds with the tested sample and its airworthiness.

Rev 06 | 02.02.2025 | ISO 94.23a



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paragliding by air turquoise

Paragliding Harness - EN / NfL

Inspection number :	**PH_486.2025**
Manufacturer :	**Niviuk Gliders**
Model and size :	**Arrow P 2 M**
Maximum pilot weight [kg] :	**120**
Integrated container for rescue system:	**Yes**
If Yes. Volume of the container [cm^3] :	**1800** min **5500** max
Serial number:	----------
Production date (year / month) :	----------

Harness protector (impact pad)

Impact pad type:	**Inflatable**
Impact pad integrated:	**No**
Impact pad number:	**MISC_272.2023**

If not integrated : Manufacturer ..... Serial number: .....
Production date (year / month) : ----------

Warning : Read the operating manual before using this equipment!

A sample has been tested and certifies its conformity with the following standards: **NfL 2024-2-785, EN1651:2018+A1:2020** and **EN12491:2015+A1:2021**. This model corresponds with the tested sample and its airworthiness.

Rev 06 | 02.02.2025 | ISO 94.23a

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