

## **3rd FAI world PARAMOTOR SLALOM CHAMPIONSHIPS LOCAL REGULATIONS**

**Place:** Strachotín – Water reservoir Nové Mlýny, accessibility from Brno airport (40km), Vienna airport (60km), Ostrava Mošnov airport (230km), Prague airport (270km)

**Date:** 26<sup>th</sup> October – 5<sup>th</sup> November

[http:// www.wpsc2020.cz](http://www.wpsc2020.cz)

[http:// www.laacr.cz](http://www.laacr.cz)

### **Organised by:**

AUTHORITY

These Local Regulations combine the General Section and Section 10 of the FAI Sporting Code with regulations and requirements specific to these championships. The FAI Sporting Code shall take precedence over this current set of rules if there is omission or ambiguity.

### **1. GENERAL**

The purpose of the Slalom championships is to provide a good and satisfying contest to determine the WORLD Champion in PARAMOTOR SLALOM CLASS and to reinforce friendship amongst pilots and nations.

### **2. SCHEDULE**

Time Schedule

2.-4.9.	Registration and training day
5.9. 12:00	Opening ceremony
6.-11.9.	Contest flying days
12.9. 12:00	Closing ceremony, Price giving, End.

### **3. OFFICIALS**

Organization Director	Jaroslav Sura – Chief Marshal of WPC 2009, Organization Director of EPC 2016, 3 x Organization Director of Czech Paramotor Slaloms Championships
Competition Director	Jaroslav Kubišta – Competition Director of EPC 2016, long time Competition Director of the Czech Paramotor Championships, Team Leader of the Czech representation
Assistant	Jana Bobková – CIMA Alternate Delegate, Jury, Organizer of WPC 2009 and EPC 2016
Chief Marshal	Ondřej Kukol – Chief Marshal of CZ paramotor league competitions, assistant of Czech representation

### **FAI/CIMA Officials**

Jury President:

Jury Member:

Jury member (remote):

Steward:

Monitor:

#### 4. CHAMPIONSHIP CLASSES

The Championships may be held in the following classes:

PF1 m, PF1 f, PL1.

Each class is a championship in its own right and as far as possible interference of one class by another shall be avoided.

The PF1 m and PF1 f classes are mixed and scored together as one, with medals being awarded to the 3 top pilots of each class.

However, for the Nation's scoring, the top PF1 f pilot will get 1 point for her nation, the second PF1 f pilot will get 2 points... and nations without female pilots will get the maximum score + 1 point. Nation's scoring will be made during the qualification phase before the CUT.

#### 5. ENTRY

The FAI World Paramotor Slalom Championships is open to all Active Member and Associate Member countries of FAI who may enter:

**5** pilots in class PF1 m (foot launch, male)

**2** pilots in class PF1 f (foot launch, female)

**3** pilots in class PL1 (trike)

A national team is composed of a max of 10 pilots (+ 1 TL)

The entry fee is:

- Entries must be made on the official Entry Form.
- **500 €** for pilot in each class, entry fee paid before **30.7.2020**.
- **From 1.8.2020 = 550 €**
- Team leader: 300 EUR.
- Assistant, Mechanic, Guest: 150 EUR.

The entry fees are to be paid by bank transfer to the following account:

Bank: FIO Banka Praha 5  
Account number: 2500645656/2010  
IBAN: CZ4220100000002500645656  
Swift: FIOBCZPPXXX  
Address of the bank: Štefánikova 75/48, 150 00 Praha 5, Czech Republic

The entry fee includes:

- Security guard in the central tent on the airfield
- Free use of the airfield and free entry to all official events
- Access to the Opening and closing ceremonies

#### 6. INSURANCE.

Each pilot must hold a valid third party insurance of at least 750 000 SDR.

Organisers strongly recommend to find an insurance coverage at home. Personal accident insurance for team members and insurance against damage to paramotor are highly recommended. Documentary proof of third party insurance as specified on the Entry Form must be presented to the Organisers at Registration.

#### 7. LANGUAGE

The official language of the Championships is English.

#### 8. MEDALS AND PRIZES

FAI medals will be awarded to:

Pilots placed first, second and third in each class.

Nations placed first, second and third

#### 9. CLASS VIABILITY

For a championship to be valid there must be competitors from no less than 4 countries in a class, ready to fly the first round, and must start a minimum of 1 task.

#### 10. CHAMPIONSHIP VALIDITY

The title of Champion in any class shall be awarded only if there have been at least 3 tasks.

## **11. GENERAL COMPETITION RULES**

### **11.1. REGISTRATION**

On arrival the Team Leader and members shall report to the Registration Office to have their documents checked and to receive supplementary regulations and information.

The following documents are required:

- Pilot Licence and qualifications.
- Evidence of competitor's nationality or residency.
- Valid FAI Sporting Licence for pilot.
- Paramotor Certificate of Airworthiness or Permit to Fly.
- Evidence of conformity to class rules.
- Certificate of third party Insurance.
- Receipt for payment of entry fees.

The Registration Office will be opened as indicated on the information board.

Registration forms may be inspected by Team Leaders on request prior to the start of competition flying.

### **11.2. PILOT QUALIFICATION**

A competing pilot shall be of sufficient standard to meet the demands of an international competition and hold a valid pilot licence or equivalent certificate.

**NACS are fully responsible to check the proficiency of pilots who enter a Slalom paramotor competition.**

Every pilot must hold an FAI Sporting Licence issued by his own NAC.

Pilots must be at least **16** years old on the first day of the competition.

### **11.3. PARAMOTOR AND ASSOCIATED EQUIPMENT**

- Paramotor and competitors' equipment must be suitable for the event.
- Each paramotor must possess a valid Certificate of Airworthiness or Permit to fly not excluding competition flying. This document must be issued in or accepted by the country of origin of the paramotor or the country entering it or the country of the organisers. The paramotor must comply with the FAI definition of a Microlight or Paramotor at all times.
- Maximum of two complete equipments (2 engines and 2 canopies) are allowed for the entire competition.
- In order to reduce the buoyancy of the fuel tank that may force a pilot's head underwater, it is highly recommended to have a 5 litre tank or to fly with a full tank.
- A buoyancy device is mandatory. It is recommended that the buoyancy device should be fitted to the paramotor rather than worn by the pilot.
- Each pilot is responsible for his own equipment.

### **- PROHIBITED PARAGLIDER MODIFICATION**

Pilot/crew is expected to fly on a paraglider originally designed by the manufacturer.

Any self-modifications to the following paraglider elements:

- Canopy shape, and dimension
- Lines configuration, and dimension
- Riser, and riser accessories configuration, and dimension is prohibited and will be the subject to pilot/crew disqualification

The Competition Director may ground equipment if, in his view, the Certificate of Airworthiness or Permit to Fly is invalidated or dangerous.

### **11.4. TEAM LEADER RESPONSIBILITIES**

The Team Leader is the liaison between the organisers and his team. He/she is responsible for the proper conduct of his team members, for ensuring that they do not fly if ill or suffering from any disability which might endanger the safety of others and that they have read and understand the rules. The Team Leader is responsible to register all members of his team.

### **11.5. STATUS OF RULES AND REGULATIONS**

Once the flying competition starts, no rules or regulations may be changed.

Competitors may not be substituted, nor changed to another class.

## **11.6. COMPLAINTS**

In case of any issues, team leader is obliged to make a written complaint to the Competition Director.

Complaints can be made not later than 6 hours after the respective Provisional Score sheet publishing. Complaint against final results can be made max 2 hours after official results publishing.

A complaint that could affect a round result must be submitted and answered in written way.

All complaints and their responses must be published on the official notice board.

## **11.7. PROTESTS**

If the competitor is dissatisfied with the decision about his/her complaint, the Team Leader may make a written protest to the Competition Director accompanied by the protest fee of 50 €. The fee is returnable if the protest is upheld or withdrawn before the start of the proceedings.

## **12. FLYING AND SAFETY REGULATIONS**

### **12.1. BRIEFING**

Briefings will be held only for Team Leaders on each flying day. The time and place for briefing meetings and any postponements will be prominently displayed on the official board. All briefings will be in English and may be recorded in notes, by tape recorder or video. Procedures for flight preparation, takeoff, flying the slalom tasks, landing and scoring together with any penalties will be specified in each task description.

Flight safety requirements given at briefing carry the status of regulations.

### **12.2. COMPLIANCE WITH THE LAW**

Each competitor is required to conform to the laws and to the rules of the air of the country in which the championships are held.

### **12.3. DAMAGE TO A COMPETING PARAMOTOR**

Any damage shall be reported to the Competition Director without delay and the paramotor may then be repaired. Any part may be replaced only with Competition Director's approval.

### **12.4. TEST AND OTHER FLYING**

No competitor may take-off on a competition day from the contest site without the permission of the Competition Director.

Permission may be given for a test flight but if the task for that class has started the pilot must land and make a competition take-off on the task.

Practicing prior to a task is not permitted.

### **12.5. FITNESS**

A pilot may not fly unless fit.

Every team has the full responsibility to fight against doping. Anti doping control may be undertaken on any competitor at any time.

The decision to impose anti doping controls may be taken by the FAI, the organisers or the organisers' national authority.

All relevant information can be found on the FAI Web site: [www.fai.org/medical](http://www.fai.org/medical)

### **12.6. AIRFIELD DISCIPLINE**

Marshalling signals, circuit and landing patterns will be given at briefing and must be complied with. Non compliance will be penalised.

## **13. CHAMPIONSHIP ROUNDS**

### **13.1. GENERAL**

For the task to be valid all competitors must have chance to fly. In the given task competitor can have max 3 start attempts. This rule could be specified on the briefing before task.

## **13.2. ROUND PERIOD**

Times and order for take-off, as well as the closing time of the take-off window will be displayed on the board. If the start is delayed, given times will be correspondingly delayed unless specifically briefed to the contrary.

## **13.3. ROUND SUSPENSION OR CANCELLATION**

The Competition Director may suspend flying after take-offs have started, if to continue is dangerous. If the period of suspension is sufficiently long to give an unfair advantage to any competitor, the round shall be cancelled.

## **13.4. FLYING THE TASKS AND ROUNDS**

Slalom tasks may be flown according to a local pattern (circuit) described in the task catalogue and completed at the briefing.

The tasks order can differ and tasks can be repeated.

## **13.5. OUT-LANDINGS**

In case a competitor lands for a technical problem, he/she can participate in the task if he/she takes off before the last pilot. If it's not the case, he will be penalized by the worst score (maximum score + 6 points as DNF Did Not Fly).

## **14. CONTROL OF ROUND FLIGHTS**

### **14.1. TIMING**

Timing shall be made by electronic timing system. It is the responsibility of the pilot to ensure that a timing gate is crossed as briefed to activate the timing system, as no other form of evidence of a pilot's elapsed time can be accepted.

### **14.2. CONTEST NUMBERS**

Each paramotor shall carry the pilot's number on the front and the back side of the cage.

The exact position of the contest number will be described at the general briefing.

### **14.3. EMERGENCY EQUIPMENT**

An emergency parachute is not to be considered as a part of the structural entity of a paramotor and may be carried.

Automatic life jacket is mandatory.

### **14.4. PROTECTIVE EQUIPMENT**

A protective helmet must be worn. Body protection is recommended.

The cage must be covered with a safety net.

## **15. PROGRAM OF SLALOM EVENTS**

### **15.1. GENERAL**

The World Championship contains only slalom.

Tasks for individual rounds will be specified by Competition Director at the briefing.

From each 7 tasks there will be one worst score cancelled.

### **15.2. SELECTION ROUNDS**

The World Championships will comprise of selection rounds, with up to 20 tasks.

Time must be reserved before the end of competition to allow for the completion of the final rounds. If the weather conditions do not permit to fly, the competition ranking will be the overall results computed from the sum of the task scores for each competitor, or team, the winner having the lowest total score in the class.

After the selection rounds, through each stage of the final rounds, scores are reset to zero.

### **15.3. NEW TASKS**

A "swoop" and "360 tip'n water" tasks can be added to the standard slalom circuit. Description, rules and specific penalties will be briefed.

The "360 tip'n water" tasks is reserved for the final rounds but a swoop could be added to any task in the selection rounds.

### **15.4. FINAL ROUNDS**

The Final rounds, consisting of 1/32, 1/16, 1/8, 1/4, semi final and final round, using the following scale:

1/32: with more than 65 pilots registered

1/16: between 33 and 64 pilots registered

1/8: between 17 to 32 pilots registered

1/4: between 8 to 16 pilots registered.

The 1/32 final round will consist of the pilots or racing teams with the 64 highest placing after the selection rounds.

The 1/16: the 32 highest placing after the 1/32 round or the selection rounds + 5 best pilots.

The 1/8: the 16 highest placing after the 1/16 round or the selection rounds + 4 best pilots.

The 1/4: the 8 highest placing after the 1/8 round or the selection rounds + 3 best pilots.

The semi-final 1/2: the 4 highest placing after the quarter final + 2 best pilots.

The final: the 2 highest placing after the semi final + 1 best pilot.

The first final eliminates the 3<sup>rd</sup> pilot.

The final between the 2 last pilots is made in 2 rounds.

If there's tied score, a third and finish round (tie break) decided between the 2 pilots.

1/32

1/16 1/8

1/4 semi

1st

final

2nd

final

3rd

final

Tie

break

Pilots registered 75

Qualified 64 32 16 8 4 2 2 2 2

2<sup>nd</sup> round 11 38 21 12 7 4

Qualified 2<sup>nd</sup> chance 6 5 4 3 2 1

Pilots flying 70 37 20 11 6 3

### 15.5. SCORING

A task (team or individual) will be scored by timing.

**Timing:** the performance will be timed precisely, the resulting time may, if relevant, have penalties added.

**Score:** the times will determine the ranking and be converted into points, when relevant, penalties will be added.

Score sheets shall state the date for the task and the date and the time when the score sheet was issued, the task number, classes involved, competitors' names, countries, competition numbers and scores.

Score sheets shall be marked Provisional, and Official, or if a protest is involved,

Final. A Provisional score sheet shall only become Official after all complaints have been answered by the Competition Director. Scores shall not be altered when the Provisional sheet is made Official.

Scoring will be supervised by the Chief Scorer.

### 15.6. RANKING

The overall ranking (individuals and or teams) will be calculated by adding the scores achieved in each event.

Winner of a task =1 point

Second of a task =2 points etc....

The winner of the World Championships or the winning team will be the winner of the final rounds. In the event of unfavourable weather conditions preventing to fly all (or any) of the final rounds, the championships order issued after the last completed task or stage of the final rounds will determine the final ranking.

A National Team score is calculated during the qualification phase before the CUT by taking the best performance from each task and in every class, as follows:

The 3 best individual scores from each nation in the PF1 m class,

The best individual score from each nation in the 1 PF1 f class,

The best individual score from each nation in the 1 PL1 class,

These National team scores are counted only during the selection rounds.

When a National team is not competing in a given class, it will receive the maximum score in every task + 1 point.

## **16. PENALTIES**

### **16.1. GENERAL**

Any infringement to flight safety, safety rules or task rules will lead to a penalty and disqualification.

Disqualification terms:

Unauthorised flights during the competition.

Use of unauthorised equipment or equipment not in conformity.

Repeated infringements of Competition Director's instructions.

Repeated disturbance during briefing.

The use of illegal substances in contradiction with the anti-doping rules.

Medical reasons (unfitness, neglect of treatment etc).

Any manoeuvre considered as dangerous for the public, buildings and competition setup, another paramotor or the pilot himself.

Flying over housing.

Flying over the slalom course with the exception of media related flights.

### **16.2. SPECIFIC PENALTIES**

In the following cases, a pilot receives maximum score resulting in the lowest place, increased by penalty points:

To miss the exit gate: maximum score; "Cell out" on the scoring sheet.

To miss the starting gate: maximum score + 2 points; "Cell in".

Wrong slalom: maximum score + 4 points; "Error".

A pilot who did not fly: maximum score + 6 points; "DNF".

A pilot who is disqualified: maximum score +15 points; "DSQ". (S10 4.34.15)

Specific penalties are applied:

A pilot does not do the swoop: maximum score + 2 points.

A pilot misses the swoop: his time + 2 seconds.

A pilot does not do the 360 turn: maximum score + 2 points.

A pilot fails to touch the water with his wingtip: his time + 2 seconds.