

**LOCAL REGULATIONS**  
FOR THE  
**6<sup>th</sup> FAI EUROPEAN PARAMOTOR CHAMPIONSHIPS**  
Otepää, Estonia, 16 May - 02 June 2013

**ORGANISED BY:**  
**Estonian Paragliding and Paramotoring Association (EPPA)**

**ON BEHALF OF THE**  
**FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE**

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**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 the Local Regulation wording if there is omission or ambiguity.

1. GENERAL

1.1 MISSION STATEMENT

1.2 PROGRAMME DATES

1.3 OFFICIALS

1.4 ENTRY

1.5 ACCOMMODATION & CATERING FEES

1.6 INSURANCE

1.7 LANGUAGE

1.8 MEDALS AND PRIZES

1.9 CHAMPIONSHIP CLASSES

1.9.1 CLASS VIABILITY

1.10 CHAMPIONSHIP VALIDITY

2. GENERAL COMPETITION RULES

2.1 REGISTRATION

2.2 TEAM LEADERS AND ASSISTANTS

2.3 PILOT AND NAVIGATOR QUALIFICATIONS

2.4 AIRCRAFT AND ASSOCIATED EQUIPMENT

2.5 FLIGHT RANGE

2.6 CONTEST NUMBERS

2.7 FLIGHT LIMITATIONS

2.8 DAMAGE TO A COMPETING AIRCRAFT

2.9 MANDATORY EQUIPMENT

2.10 PROHIBITED EQUIPMENT

3. FLYING AND SAFETY REGULATIONS

3.1 COMPLIANCE WITH THE LAW

- [3.2 OFFICIAL NOTICE BOARD AND OFFICIAL TIME](#)
- [3.3 COMPLAINTS & PROTESTS](#)
- [3.4 GNSS FLIGHT RECORDERS](#)
- [3.5 ELECTRONIC EQUIPMENT](#)
- [3.6 EXTERNAL AID TO COMPETITORS](#)
- [4. CHAMPIONSHIP TASKS](#)
  - [4.1 GENERAL](#)
  - [4.2 TASK PERIOD](#)
  - [4.3 TASK SUSPENSION OR CANCELLATION](#)
  - [4.4 TYPES OF TASKS](#)
  - [4.5 OUTLANDINGS](#)
  - [4.6 QUARANTINE AREA](#)
- [5. FLYING THE TASKS](#)
  - [5.1 ASSISTANCE](#)
    - [5.1.1 GENERAL](#)
    - [5.1.2 PL1 WHEEL-CHAISED DISABLED PILOT](#)
  - [5.2 TAKE-OFF](#)
  - [5.3 LANDING](#)
    - [5.3.1 PRECISION LANDING](#)
- [6. CONTROL OF TASK FLIGHTS.](#)
  - [6.1 TIMING](#)
  - [6.2 FUELLING PROCEDURE](#)
  - [6.3 BODYWEIGHT INDEX](#)
  - [6.4 WEIGHING OF PILOT\(S\) + MACHINE BEFORE LAUNCH](#)
  - [6.5 WEIGHING OF PILOT\(S\) + MACHINE AFTER LANDING](#)
  - [6.6 GATES](#)
  - [6.7 TURNPOINTS](#)
  - [6.8 SLALOM POLES](#)
  - [6.9 INFLATABLE PYLONS](#)
  - [6.10 INFRARED GATES](#)
  - [6.11 THE LANDING DECK](#)
- [7. SCORING](#)
  - [7.1 GENERAL](#)
  - [7.2 SCORING ALL TASKS](#)
  - [7.3 TEAM SCORING](#)
  - [7.4 DISQUALIFICATION AND PENALTIES.](#)

## **1. GENERAL**

### **1.1 MISSION STATEMENT**

The Estonian Paragliding & Paramotoring Association (EPPA) is honoured to be hosting the 2013 FAI Europeans. Although this is the first time we are running a Category 1 event, we have some experience in organising paramotoring competitions in Estonia and boosting FAI standards in neighbouring countries.

Over the last few years we have sought advice from experienced organisers from various European countries with a view to adopt some of their best ideas, tasks and procedures. We are also consulting with various Competition Directors, Team Leaders and top competitors to receive the best advice regarding task philosophy, scoring and pilots' needs.

Task philosophy is one of the most important aspects of a successful event. Not only should tasks be enjoyed by all participants, as well as being meaningful in the sporting sense, they should hopefully steer the design of our flying machines in the right direction.

We are therefore determined to run an event for pilots, optimising time in the air, with fun and simple, yet challenging tasks. Airborne decisions are to prevail over traditional ground task planning. Tasks are to be set specifically with paramotors in mind.

In these Local Regulations, we are introducing quite a few changes and additions to Section 10. All these new features have been tested in successful National Opens in various countries.

Here are some of those features:

- More flying, more tasks
- More female pilots
- Larger decks with open launching, whenever possible
- No zero score, whenever possible
- Fewer penalties
- Airborne task cancellation procedure
- New fuelling procedure
- Level playing field in economy tasks
- Minimum altitude in some navigation tasks
- Infrared gates in precision tasks
- Dedicated Team tasks

We are hoping to attract participation from as many European countries as possible.

A successful competition is one when all the members of the organisation are pleased to get involved and are wishing they were competing themselves. It is also a competition when all pilots and Teams regardless of their final positions, can return home with fond memories and with many more friends, and this is precisely our ultimate aim.

## **1.2 PROGRAMME DATES**

Registration, training, aircraft inspection:	16-24 May 2013
Warm-up competition (WPLC):	17-19 May 2013
Test tasks:	22-23 May 2013
First competition briefing:	24 May 2013
Opening ceremony and welcome dinner:	25 May 2013
Contest flying days:	26 May – 1 June 2013
Closing party:	1 June 2013 evening
Closing ceremony, prize-giving:	2 June 2013 12:00-15:00

## **1.3 OFFICIALS**

Event Director:	Ott Maaten (EST)
Competition Director:	Paap Kolar (EST)
Deputy Competition Director:	Renatas Samulenas (LIT)
Chief Marshal:	Aare Vanari (EST)
FAI monitor:	Wojtek Domanski (POL)
International Jury:	TBA
Stewards :	TBA

## **1.4 ENTRY**

The Championships are open to all Active Member and Associate Member countries of FAI who may enter:

PF1: 6 pilots, plus any number of female pilots  
PL1: 6 pilots, plus any number of female pilots, plus one wheelchair bound pilot  
PF2: 6 crews  
PL2: 6 crews

The entry fees are:

350 EUR for pilot  
350 EUR for co-pilot (navigator)  
150 EUR for each Team Leader  
50 EUR for each Team Leader Assistant

Entry fees don't need to be nominal before May 1st. From this date all entries must be nominal  
Refund may be requested until May 1st.

Pilot or co-pilot entry fees paid before 01 March 2013 will have 50 EUR discount.

Pilot or co-pilot entry fees paid later than 01 May 2013 will have 50 EUR surcharge

If applications, with fees paid, are not received by 01 May 2013, the entry will be accepted unless oversubscribed.

Entry Fees include:

- Competition management (setting, organising, controlling and evaluating the tasks, briefings, prize-giving, media coverage etc.).
- All competition materials (maps, task descriptions, competition numbers etc.)
- Training days arrangements (training task management etc.).
- Free use of the airfield.
- Weatherproof overnight storage for aircraft and equipment.
- Environmental fee (toilets and waste management).
- FAI fees.
- Free participation on local tours
- Free entrance to all official events with parties and dinners.

Entries must be made on the official Entry Form and entry fees must be transferred into the following bank account:

Beneficiary: Eesti Tiibvarjuspordi Liit  
Address: Tähise 7, Saue, 76506 Estonia  
Bank: SEB Bank  
IBAN: EE931010220106677013  
Bank address: Tornimäe 2 Tallinn 15010 Estonia  
SWIFT/BIC: EEUHEE2X

## **1.5 ACCOMMODATION & CATERING FEES**

Participants' Special Package Deal for Accommodation & Catering (full board):

280 EUR/person in twin or triple hotel room from 23 May to 2 June

25 EUR/person per each extra day

Package price is valid only if paid before 1 April 2013.

Accommodation & Catering fees include:

- Accommodation with late checkout option
- TV, showers and toilets in the room
- Wireless internet
- Use of hotel briefing rooms, meeting rooms, task planning spaces, dining hall & workshop
- Free parking
- Use of saunas every evening according to the program
- Breakfast, lunch and dinner every day, according to the championship's program, starting

from the dinner on 23 May evening until the breakfast on 2 June morning

Note:

Participants' Special Package Deal is the best possible in the area, negotiated especially for EPC 2013 and valid also for Team Leaders, Assistants and family members upon availability. All other deals MUST be negotiated well in advance: [info@eppa.ee](mailto:info@eppa.ee)

Note: Camping is not advisable because of mosquitoes and possible cold nights. Camping on the airfield is not allowed.

## **1.6 INSURANCE**

Third party insurance of minimum at least 750 000 SDR and a passenger insurance of at least 100 000 SDR (applicable to co-pilots) is required by Regulation (EC) No 785/2004 of the European Parliament and the Council of 21 April 2004 (1 SDR = ~1.2 euros)

Documentary proof of insurance as specified on the Entry Form must be presented to the organisers at registration. (GS. 3.9.6)

Personal accident insurance is highly recommended.

## **1.7 LANGUAGE**

The official language of the Championships is English.

## **1.8 MEDALS AND PRIZES**

FAI medals will be awarded to:

- Pilots placed first, second and third in each valid class (including PF1f if in compliance with S10 4.3.2).
- National teams placed first, second and third, in each valid class
- FAI Diplomas will be awarded for those placed first to tenth in each valid class.

## **1.9 CHAMPIONSHIP CLASSES**

The Championships may be held in the following classes (S10 1.5):

PF1m + PF1f, PF2, PL1 and PL2

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

### **1.9.1 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 task, and must start a minimum of one task. (S10 4.3.2)

### **1.10 CHAMPIONSHIP VALIDITY**

The title of Champion in any class shall be awarded only if there have been at least 6 separate tasks. (S10 4.3.3)

## **2. GENERAL COMPETITION RULES**

### **2.1 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:

- Valid FAI Sporting Licence for pilot and navigator
- Evidence of competitor's nationality or residence.
- Certificate of Insurance.
- Receipt for payment of entry fees.
- Documentary evidence for each competing aircraft that confirms it is legal to fly in its country of origin or in the country entering it or in Estonia.

- Liability waiver (signed on registration).

Without all required documents, registrations won't be accepted and the entry fee won't be returned. The Registration Office will be open as indicated on the information board. Registration forms may be inspected by Team Leaders on request prior to the start of competition flying.

## **2.2 TEAM LEADERS AND ASSISTANTS**

Each nation must designate a Team Leader, who may be a competitor.

Only the Team Leader and one assistant may attend Team Leaders' briefings.

The Team Leader is the liaison between the organisers and his team. He 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.

Briefings will be held for Team Leaders and/or competitors on each flying day. The time and place for briefing meetings and any postponements will be prominently displayed.

All briefings will be in English and be recorded in notes, by tape recorder or video.

## **2.3 PILOT AND NAVIGATOR QUALIFICATIONS**

A competing pilot shall be of sufficient standard to meet the demands of an international competition. Both pilot and navigator must hold an FAI Sporting Licence issued by their own NAC. The navigator must have reached the age of 14 years. (S10 4.16.2)

## **2.4 AIRCRAFT AND ASSOCIATED EQUIPMENT**

Aircraft and equipment provided by the competitor must be of a performance and standard suitable for the event.

The aircraft must comply with the FAI definition of a Paramotor at all times (S10 1.3 & 1.4).

The aircraft shall fly throughout the championships as a single structural entity using the same set of components as used on the first task except that propellers may be changed.

All aircraft must be made available during the Registration period for an acceptance check in the configuration in which they will be flown. The organisers have the right to inspect for class conformity and if necessary, ground any aircraft for safety reasons at any time during the event.

## **2.5 FLIGHT RANGE**

All aircraft will be expected to have a still air range of 100 km (S10 4.17.7)

## **2.6 CONTEST NUMBERS**

Aircraft shall carry the number centrally on the underside of the paraglider, top towards the leading edge.

## **2.7 FLIGHT LIMITATIONS**

Each aircraft shall be flown within the limitations of its design, Certificate of Airworthiness or Permit to Fly. Any manoeuvre hazardous to other competitors or the public shall be avoided. Unauthorised aerobatics are prohibited. (S10 4.23.2)

Each aircraft shall be given a pre-flight check by its pilot and may not be flown unless it is serviceable. (S10 4.23.3)

## **2.8 DAMAGE TO A COMPETING AIRCRAFT**

Any damage shall be reported to the organisers without delay and the aircraft may then be repaired. Any replacement parts must be replaced by an identical part, except that major parts such as a wing may be replaced by a similar model or one of lesser performance.

Note: Change of major parts may incur a penalty. (S10 4.23.4)

An aircraft may be replaced by permission of the Director if damage has resulted through no fault of the pilot.

Replacement may be only by an identical make or model or by an aircraft of similar or lower performance and eligible to fly in the same class.(S10 4.23.5)

## **2.9 MANDATORY EQUIPMENT**

A protective helmet must be worn whenever the pilot is strapped into the harness of an aircraft. An emergency parachute system is mandatory.

## **2.10 PROHIBITED EQUIPMENT**

Disposable ballast, binoculars and gyroscopic instruments or other equipment permitting flight without visual reference to the ground.

# **3. FLYING AND SAFETY REGULATIONS**

## **3.1 COMPLIANCE WITH THE LAW**

Each competitor is required to conform to the laws and the rules of the air of Estonia. (S10 4.23.1)

## **3.2 OFFICIAL NOTICE BOARD AND OFFICIAL TIME**

The official notice board will have the form of a website. Competitors will be able to connect to the organisers' intranet/internet and teams are expected to bring their own computers provided with a WiFi network interface.

Official time is local Estonian time (GMT+3)

## **3.3 COMPLAINTS & PROTESTS**

The complaint and protest procedures are as described in Section 10 4.35 and 4.36.

The protest fee is 50 euros.

## **3.4 GNSS FLIGHT RECORDERS**

A CIMA approved GNSS Flight Recorder must be used as primary evidence in most tasks, when GPS evidence is required.

In the event of a failure of the primary FR, a second FR may be used as secondary evidence.

Pilots must supply their own FRs.

AMODs are the preferred FRs and will be available to buy or to rent from the organisers.

Each FR must be presented to the organisation for inspection and recording of type, serial number and labelling as briefed at opening briefing.

Once the championship has started the pilot must always use the same FR. In the event of a permanent failure, another CIMA approved FR may be used with the permission of the organisers.

It is the pilot's responsibility to ensure that he is fully aware of the functions and capabilities of his FR, that it has sufficient battery power and that the antenna is correctly positioned.

## **3.5 ELECTRONIC EQUIPMENT**

Other than CIMA approved GNSS Flight Recorders and the supplied basic mobile phone, all other electronic devices with real or potential communication or navigation capabilities must be declared and approved by the Championship Director, and may be carried **switched off and sealed**.

A document describing each device will be signed by the competitor when it is being sealed, and the document will be retained by the organisation. After the task, provided the seal is not broken, documents will be returned to each competitor when he comes to unseal the device. The director must be immediately informed if the seal is broken. If a document is still in the possession of the

organisation at the time of issuing the scores, the competitor will get a 100% task penalty. Before each task the Director will ask marshals to check for infringements. The penalty is disqualification from the competition.

Unless otherwise briefed, then in the period between entering quarantine before flying a task and leaving quarantine after flying a task, only materials issued by the organiser, mathematical calculators without any capability for any data transfer, and clocks/stopwatches may be used for pre-flight preparation and flight control. No other electronic devices with real or potential communication and/or navigation capabilities shall be available to, or accessed by the pilot or crew. (S10 4.27)

### **3.6 EXTERNAL AID TO COMPETITORS**

Any help in navigation or thermal location by non-competing aircraft, including a competing aircraft not carrying out the task of their own class is prohibited. This is to ensure as far as possible that the competition is between individual competitors neither helped nor controlled by external aids. (S10 4.26)

The basic phone supplied by the organisers to all pilots for task cancellation cannot be used for communication between pilots and/or ground crew.

## **4. CHAMPIONSHIP TASKS**

### **4.1 GENERAL**

To count as a valid championship task all competitors in the class concerned will be given the opportunity to have at least one contest flight with time to carry out the task.

A task for each class may be different and a task may be set for all classes. (S10 4.29.5)

A competitor will generally be allowed only one take-off for each task and the task may be flown once only. A competitor may return to the airfield within 5 minutes of take-off for safety reasons or in the event of a GNSS flight recorder failure. In this case a further start may in principle be made without penalty but equally the competitor must not benefit in any way from restarting. Exceptions and penalties will be specified in the Task Description. (S10 4.30.3)

Precision tasks may be combined with other tasks or set separately.

### **4.2 TASK PERIOD**

Times for take-off, closing of take-off windows, turn points and last landing will be displayed in writing. If the start is delayed, given times will be correspondingly delayed unless specifically briefed to the contrary.

### **4.3 TASK SUSPENSION OR CANCELLATION**

The Director may suspend flying after take-offs have started. If the period of suspension is sufficiently long to give an unfair advantage to any competitor, the task may be cancelled. At any time, the Director may decide to cancel the task, for sporting or safety reasons.

A clear ground marker on the airfield will be used, as briefed, to indicate that a task has been cancelled.

The organisers may supply pilots with a basic mobile phone to be used as pagers. A SMS text with the word "CANCEL" will be broadcast to all competitors in the event of task cancellation. Some tasks or parts of the tasks may still be scored in the event of a cancellation, depending on the task description and briefing, based on the performance at the official time of cancellation.

### **4.4 TYPES OF TASKS**

Tasks shall, as far as practicable, conform to the following guidelines:

A Navigation: 33% of the total value of the tasks flown

B Economy: 33% of the total value of the tasks flown



C Precision: 33% of the total value of the tasks flown

#### **4.5 OUTLANDINGS**

Depending on the task description and the briefing, an outlanding may be scored zero for part of the task or the whole task.

If a pilot lands away from the airfield or the goal field, he must fold up his wing immediately upon landing. A canopy that has not been folded within three minutes indicates the pilot is in need of help. Any pilot who observes such a situation is obliged to render assistance and contact the organisation as soon as possible.

A competitor landing to help an injured pilot shall not, at the discretion of the Director, be disadvantaged by this action.

He must then inform the organisers by telephone, with the minimum of delay and at the latest by the closing time of the task. He may fly home or return by road. On return to base he must go immediately to Control with his evidence. Failure to follow this procedure without good reason may result in the pilot not being scored for the task, or being charged for any rescue services which have been called out, or getting disqualified. (S10 4.32)

#### **4.6 QUARANTINE AREA**

This is a clearly marked area to which aircraft and crew must go from time to time as instructed by the director, usually for the purposes of task planning, scoring or fuel measurement. Once in the Quarantine and without the expressed permission of the Quarantine Marshal, the crew may not communicate with anyone else and may not modify or otherwise change the configuration of their aircraft and items carried. Competitors who do not respect the rules of the Quarantine area may be liable to penalty.

### **5. FLYING THE TASKS**

#### **5.1 ASSISTANCE**

##### **5.1.1 GENERAL**

Help from assistants is positively encouraged until a competitor enters the launch deck to start a task. From that moment onwards, all external assistance is forbidden except from marshals or those people expressly appointed by the Director, until the moment the competitor leaves the deck having finished a task, or otherwise lands according to the outlanding rules.

##### **5.1.2 PL1 WHEEL-CHAired DISABLED PILOT**

A disabled pilot flying in PL1 class may be assisted in pre-launch preparation by one authorised person. Once the pilot is ready to launch, the assistant shall report that fact to the marshal, and will not help any more in the launch procedure.

#### **5.2 TAKE-OFF**

In all tasks, PF1s and PF2s must be foot launched.

PL1s and PL2s must take off on their wheels, although the wings may be inflated without the wheels touching the ground.

No pilot may take-off without permission from the Director or a Marshal.

Open window or given order of take off may be applied to tasks.

All take-offs, unless otherwise briefed, must be effected entirely within the launch deck, except for emergency or other provisions given at briefing. Failure to comply may result in a penalty of 20% of the pilot's score.

Before departure, a pilot and/or his aircraft may be inspected at any time for contravention of any regulations. It is the duty of competitors to assist marshals as much as possible in expediting an

inspection.

### **5.3 LANDING**

All landings, unless otherwise briefed, must be effected entirely within the landing deck, except for emergency or other provisions given at briefing. Failure to comply will result in a penalty of 20% of the pilot's score. The pilot may be liable to penalty if he or any part of his aircraft touches the ground outside the deck before he has removed his harness.

- Upon landing, pilots must immediately remove their aircraft from the deck.
- Landings outside the landing deck but within the airfield boundary will attract a 20% penalty
- Pilots 'abandoning' their aircraft on the landing deck will be liable to penalty.

#### **5.3.1 PRECISION LANDING**

In tasks where pilots are asked to make a precision landing or to land on a marker:

**In PF:** The objective is for the pilot to make a good landing on his own two feet without falling over. "Falling over as a result of the landing" will be interpreted as:

- GOOD: If the pilot falls to ONE knee - landing score as achieved.
- BAD: If the pilot falls to TWO knees OR if any part of the power unit touches the ground during the landing process - zero landing score.

**In PL:** The objective is for the pilot to make a good landing after which the aircraft must come to rest the right way up on all its wheels, and without any structural damage.

Obstruction at landing markers: If a pilot or any part of his aircraft obstructs the attempted landing or the takeoff of another competitor at a landing marker then a 20% penalty will apply. However, any pilot who scores more than zero for his landing at a landing marker has exclusive use of the area immediately surrounding the marker for a maximum period of one minute in which to clear his aircraft from the area.

## **6. CONTROL OF TASK FLIGHTS.**

### **6.1 TIMING**

All times are given, taken and calculated in local Estonian time (GMT+3) or simple elapsed time, rounded down to the most accurate permitted precision. (S10 5.2.6 and 5.2.7)

### **6.2 FUELLING PROCEDURE**

The organisers of the 2013 Europeans have decided to adopt a fuelling procedure for economy tasks, which, although new to CIMA, has already been used successfully in more than 10 National Opens in the last 7 years and in at least 3 countries.

Pilots and machines are weighed before and after economy flights in order to measure the weight of fuel used. Pilots are therefore allowed to fly with unlimited fuel in economy tasks thus allowing everyone to participate fully regardless of the engine's economy performance.

There is no more need for modified fuel systems or dangerous "competition bottles". Traditional CIMA economy tasks have been adapted to take into account this method of weighing.

This fuelling procedure totally removes the need for the traditional tedious time-consuming de-fuelling sessions and allows the Director to set economy tasks at short notice.

### **6.3 BODYWEIGHT INDEX**

An aircraft's fuel consumption is proportional to its total mass. A pilot can always choose to fly lighter equipment, but cannot, to some extent, reduce his own bodyweight. With a view to levelling the playing field, a pilot's fuel consumption is scored, taking into account his bodyweight.

At the time of registration, pilots and co-pilots are weighed for the purpose of handicapping, allowing heavier pilots a greater quantity of fuel than lighter pilots.

The pilot is then given a Bodyweight Index to be used in economy scoring formulae, defined as

follows:

PF1: (Pilot bodyweight + 40kg)/100

PL1: (Pilot bodyweight + 50kg)/100

PF2: (Crew bodyweights + 50kg)/100

PL2: (Crew bodyweights + 60kg)/100

For instance a 60kg PF1 pilot will have a Bodyweight Index of 1 and a 90kg PF1 pilot will have a Bodyweight Index of 1.3; In this example, the 40kg amount represents the typical lightest weight of a paramotor, wing, emergency parachute, clothing and accessories.

#### **6.4 WEIGHING OF PILOT(S) + MACHINE BEFORE LAUNCH**

a. The weighing scale(s) should be located in the quarantine area next to the launch deck. The pilot(s) should only get weighed when he is intending to launch. It is the combined pilot(s) + paramotor + all accessories that get weighed, in fact everything that is carried on board, with the exception of the wing. The wing must be detached from the paramotor unit and can be already prepared in the launch deck. Karabiners must be attached to the motor and not to the wing. Wing bags, if used, must either be carried by pilots when weighed or not be taken on the flight. The pilot should carry the paramotor on his back, as well as all equipment and accessories when stepping up onto the scale. Trikes use a combined set of three scales, as used for microlight weighing. Once weighed, pilots should proceed from the quarantine area to their wing on the deck with a view to launch as soon as possible.

Marshals should ensure that pilots spend as little time as possible between the weighing and the launching, and may demand for a pilot to be re-weighed if necessary. Marshals should ensure that pilots are not "ballasting" themselves by grabbing soil or stones as they get ready to launch.

Food and drink weigh the same whether in the pilot's pockets or consumed. Once weighed, it is not in the pilot's interest to urinate. However, pilots finding that they need to, should ask permission and will have to be weighed again.

#### **6.5 WEIGHING OF PILOT(S) + MACHINE AFTER LANDING**

As soon as a pilot lands back on the deck, a Marshal will direct him to the scale(s) in the quarantine area, to be weighed immediately. The wing is detached and as before, everything else gets weighed. Again, karabiners must be attached to the motor and not to the wing.

Once more, Marshals will be vigilant with pilots not "ballasting" themselves with stones etc. The weight of fuel used shall be the difference between the recorded weight prior to take-off and the recorded weight on landing

If the pilot appears to be suspiciously wet then the Marshal may ask for the flying suit and boots to be weighed separately as well, and take a note of it.

#### **6.6 GATES**

Gates are normally a straight line 400m wide perpendicular to the briefed track or to the pilot's chosen track.

Gates may be:

- Known gates. Their position and height to be crossed will be briefed.
- Hidden gates. The height to be kept along the sections of the course where they are situated will be briefed.

Proof of passing a gate and its timing will be by GNSS flight recorder evidence, with the gate time being taken from the fix immediately before it is crossed.

#### **6.7 TURNPOINTS**

Turnpoints are geographical points and their location and description are briefed.

The scoring zone for a turnpoint is a cylinder with a radius of 200m of infinite height.

Proof of reaching a turnpoint is by GNSS flight recorder evidence.

To score, a track fix point must either be within the cylinder, or the line connecting two sequential

track fixes must pass through the circle.

Complaints about the physical mis-positioning of a scoring zone relative to a turnpoint will not be accepted unless it can be shown that the physical position of the location is outside a circle of radius  $R = R_p/2$  where  $R_p =$  Radius or size of the scoring zone defined by the organizers (*ie the physical location must lie inside an inner circle half the width of a gate or radius of a scoring zone*).

## 6.8 SLALOM POLES

Some precision tasks may involve the use of slalom poles or sticks, to be rounded or to be struck. A valid strike on a stick is one where the pilot or any part of the aircraft has been clearly observed to touch it or when electronic 'kick stick' sensors which have been shown to meet the standard tests are used, a valid strike is one which is recorded by the device.

A valid rounding of a slalom pole is one where the pilot's body is clearly seen to round it.

## 6.9 INFLATABLE PYLONS

Inflatable pylons of various sizes may be used in precision tasks, to be rounded.

A valid rounding of an inflatable pylon is one where the pilot's body is clearly seen to round it.

Coming into contact with an inflatable pylon with any part of the aircraft or the pilot would usually occur a penalty, as briefed.

## 6.10 INFRARED GATES

Infrared gates may be used in precision tasks. They are typically 6 to 10 metres wide and a height between 1 and 2 metres. Infra red gates are ideal for accurate timing, without the need to strike a pole.

## 6.11 THE LANDING DECK

- A landing deck is a clearly marked area defined at the briefing. A minimum of 100m x 100m is required, for every 30 competitors per hour.

- A landing deck will have a windsock within 100m of its boundary.

- In certain tasks and as briefed, penalties may be awarded to Pilots or any part of their aircraft touching the ground anywhere outside the landing deck during a task.

# 7. SCORING

## 7.1 GENERAL

The overall results will be computed from the sum of the task scores for each competitor, the winner having the highest total score in the class. (S10 4.34.10)

The following standard symbols will be used for scoring:

V = Speed, D = Distance, T = Time

## 7.2 SCORING ALL TASKS

The maximum score may be up to 1000 points per task and is generally calculated as follows:

$$P = Q/Q_{\max} \times 1000$$

Where: Q = pilot's score, Q max = best score for the task, P = Total score

But, depending on the task, absolute scores for pilots' performance may also be awarded either in combination with the above or exclusively. Where a combination is used the total available absolute score shall not be more than 50% of the total available score e.g.:

$$P = Q/Q_{\max} \times 750 + y \text{ (absolute score with a maximum value of 250)}$$

or

$$P = y \text{ (where the maximum value of } y \text{ could be 1000)}$$

In all cases:

P = Total score

Q = pilot score

Q max = best score for an element of the task

y = an absolute score

The winner of the class shall be the pilot gaining the highest total points in the class

A pilot who did not fly scores zero and will be marked DNF or "Did Not Fly" on the score sheet. A

pilot who is disqualified scores zero and will be marked DSQ or "Disqualified"

### **7.3 TEAM SCORING**

Within each valid class, the Team prize is computed from the sum of the scores of the top three pilots of each country, plus the scores of any dedicated Team tasks.

With no limit on the number of female pilots in PF1 and PL1, the scores of extra female pilots (over the one as specified in S10 4.14.5) will not count towards the Team prize, but will count towards the Female scoring (PF1f).

The task score for which a pilot was disqualified shall not count for team scoring. Other valid tasks flown by this pilot are not affected (S10 4.34.12)

### **7.4 DISQUALIFICATION AND PENALTIES.**

In general, any infringement of any flying, safety or task regulation will result in penalty.

Actions which will normally result in disqualification:

- Bringing the event, its organisers, the FAI or the sporting code into disrepute.
- The use of banned substances.
- Unauthorised interference with an aircraft in a Quarantine Area.
- Flight outside the specified flight envelope of the aircraft or dangerous flying.
- Flight or attempted flight with prohibited equipment.
- Unauthorised assistance during a task.
- Interference with the firmware or software of a CIMA approved GNSS flight recorder

Actions which will normally result in a 100% of the overall task score:

- Unauthorised assistance during a task.
- Breaking the quarantine
- Flying into a no-fly zone
- Flying before the task when no free flight or a specific test flight has been allowed
- Landing out of the briefed airfield boundaries
- Not following the sealed device procedure

Actions which will normally result in a 20% of the overall task score:

- Not being positioned at the deck at the designated take-off time
- Not taking off within the deck limits when a standard deck take-off is required
- Crossing the start point after the designated or calculated crossing time
- Landing out of the designated deck when a standard deck landing is required
- Declaration sheet partially or incorrectly filled
- Failing to follow marshal's indications