

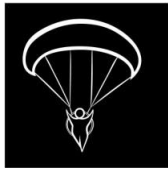
Local regulations & Task catalogue

Powered Paragliding



Prepared by the Fédération Aéronautique
Internationale (FAI) on behalf of the Olympic
Council of Asia (OCA) and the organizing committee
of the 3rd Asian Beach Games (HABGOC)





LOCAL REGULATIONS

For the 3rd Asian Beach Games, Powered Paragliders Haiyang, China 16 - 22 June 2012

AUTHORITY

These Local Regulations¹ are to be used in conjunction with the General Section (GS) and Section 10 of the FAI Sporting Code (S10), the Rules of the OCA Games (OCAR) and the Technical Handbook for the Powered Paraglider competition (TH) of the 3rd Asian Beach Games.

- GS & S10 See www.fai.org
- OCAR: See the *downloads* section at www.ocasiasport.org/Council/index.aspx
- TH: see www.haiyang2012.cn/zh_cn/en/gg/11090136/20110919/16773973.html

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1.1 GENERAL

The purpose of the championships is to provide good and satisfying contest to determine the champion in each class and to reinforce friendship amongst pilots and nations (S10 4.2).

The championship takes the form of many individual tasks as described in the task catalogue which may be flown at any time in the five days available as briefed by the competition director. Each athlete competes in each task and the score contributes to his or her overall championship scores. It is

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impossible to predict in advance which tasks will be flown when because they are all dependent on the prevailing weather, especially the wind. The schedule for forthcoming tasks will be published as early as is reasonably possible, however it seems probable there will be a precision task each morning and evening and an economy task in the middle of each day.

1.2 OFFICIALS

FAI Technical delegate: Richard Meredith-Hardy (GBR)

International Jury :

Robert HUGHES (GBR) President

Steven SHRESTHA (NEP)

Rohaizi MD HUSSIN (MAS)

All other officials of the competition are published at www.haiyang2012.com

1.3 COMPETITION ENTRY

OCAR defines competitor entry requirements, in particular, but not restricted to Articles 49 (Eligibility Code), 50 (Necessary Conditions for representing a Country) & 54 (Entries).

The National Olympic Committee (NOC) of each OCA member nation (TC III) may enter a maximum of 5 athletes.

Athletes may be male or female, the minimum age is 18 years on the first day of competition.

1.4 ENTRY DEADLINES

Are published by HABGOC on the official website.

For procedure, see OCAR Article 54 (Entries)

1.5 INSURANCE

Third party insurance of minimum RMB 50,000 is obligatory. Personal accident insurance for team members and insurance against damage to aircraft are highly recommended. Documentary proof of insurance must be presented to the Organizers at Registration. (GS. 3.9.6)

1.6 LANGUAGE

The official language of the competition is English.

1.7 COMPETITION CLASSES

The Competition will be held in FAI class RPF1 only.

1.8 CLASS VIABILITY

Athletes from a minimum of 4 nations should be physically present before the start of the competition. (OCAR Article 55; Number of Entries)

1.9 MEDALS AND PRIZES

ABG medals will be awarded to:

- Pilots placed first, second and third in the precision tasks.
- Pilots placed first, second and third in the economy tasks.
- Pilots placed first, second and third in the combined precision and economy tasks.
- National teams placed first, second and third in the combined precision and economy tasks.

1.10 GENERAL COMPETITION RULES

1.10.1 REGISTRATION

Before the first flight from the competition venue each pilot shall have their documents checked. The following documents are required:

- Appropriate ABG Accreditation.
- Valid FAI Sporting License.



- Evidence of third party insurance to the required minimum.

The latest possible moment of registration is the start of the first competition task.

1.10.2 PILOT EXPERIENCE

Every competing pilot shall be of sufficient experience and standard to meet the demands of an international competition.

1.10.3 PROTECTIVE EQUIPMENT

A protective helmet must be worn on all flights. An emergency parachute system is highly recommended.

1.10.4 AIRCRAFT AND ASSOCIATED EQUIPMENT

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

Each aircraft must comply with the FAI definition of a Powered Paraglider (Paramotor) at all times (S10 1.3).

Each aircraft must be made available during the registration period for an acceptance check in the configuration in which it will be flown.

All aircraft shall fly throughout the competition as a single structural entity using the same set of components as used in the first task, except:

- Propellers may be changed provided that the weight limit is not exceeded and it does not invalidate any Airworthiness requirement.
- An emergency parachute is not considered a part of the structural entity of an aircraft.

The organisers have the right to inspect for class conformity and airworthiness and, if necessary, ground any aircraft for safety reasons at any time during a competition.

1.10.5 CONTEST NUMBERS

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

1.10.6 RADIOS

Two-way radios in the UHF 400.00 - 470.00 amateur band are permitted to be used in all tasks unless briefed otherwise. The primary purpose of these is for the organizer to transmit information which should be useful to pilots and help the smooth running of tasks.

Radio communications between pilot and other pilots or their team are prohibited unless it is specifically for emergency or safety reasons.

1.10.6.1 Radio protocol.

- The channel in use by the organization will be briefed.
- The primary purpose is for the organizer to transmit information to pilots.
- The ability for pilots to be able to transmit is optional.
- Generally, pilots should not transmit on the briefed channel unless asked.
- No other person shall transmit on the briefed channel except in the case of emergency.

1.10.7 STATUS OF RULES AND REGULATIONS

Once competition flying on the first day has started no rules or regulations may be changed. Any additional requirements within the rules needed during the event will not be retrospective.

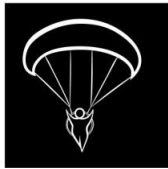
1.10.8 COMPLAINTS AND PROTESTS

A competitor who is dissatisfied on any matter may make a complaint in writing to the Director.

Complaints shall be made, and dealt with, without delay. Complaints concerning provisional scores must be made in writing within the time limit specified on the PROVISIONAL score sheet.

A complaint that could effect a task result must be dealt with and answered in writing before any official score sheet is issued.

If the competitor is dissatisfied with the decision, the pilot may make a protest to the director in writing within the time limit specified on the OFFICIAL score sheet.



Time limits are 12 hours unless time of issue is within 12 hours of the medals ceremony, in this case the time limit is half the remaining time.

The protest fee is 50 EUR

1.11 FLYING AND SAFETY REGULATIONS

1.11.1 BRIEFING

Briefings shall include meteorological information, flight safety requirements, prohibited or restricted flying areas, procedures for takeoff, flying the task, landing, scoring and penalties.

1.11.2 COMPLIANCE WITH THE LAW

Each competitor is required to conform to the laws and to the rules of the air of the Peoples Republic of China.

1.11.3 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 for a paramotor may be replaced by a similar model or one of lesser performance. A Change of major parts may incur a penalty.

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.

1.11.4 TEST AND OTHER FLYING

No competitor may take-off on a competition day without the permission of the Director. Practising prior to a task is not permitted.

1.11.5 FITNESS

A pilot may not fly unless fit. Any injury, drugs or medication taken, which might affect the pilot's performance in the air must be reported to the Director before flying.

Anti doping control may be undertaken on any pilot at any time. The decision to impose anti doping controls may be taken by OCA, FAI, the organiser or the organiser's national authority. All relevant information can be found on the FAI Web site: www.fai.org/medical and ABG website sports.china.com/zh_cn/yashahui/abg.pdf

1.11.6 AIRFIELD DISCIPLINE

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

1.11.7 THE CROWD LINE

Is for safety purposes and is a line or area (not necessarily the fence separating spectators from the flying area) over which no part of a competitor's aircraft shall pass at any height at any time.

The exact location of the crowd-line will be briefed by the competition organizer. The normal penalty for infringement is instant disqualification.

1.11.8 ASSISTANTS

Help from assistants is positively encouraged until a competitor enters the takeoff area 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 landing area having finished a task.

1.12 CHAMPIONSHIP TASKS

1.12.1 GENERAL

It should be expected that several tasks will be flown each competition day; task selection is a matter for the competition director and is dependent on many factors, most notably the weather forecast.

Tasks will be those listed in the Task Catalogue and will be briefed well in advance.



While it is expected the director will select a range of different tasks from the catalogue there is no limit to the number of times a task may be repeated, and there is no requirement that all tasks in the catalogue must be run.

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. 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. (S10 4.30.3)

1.12.2 SIGNAL FLAGS

The specific meaning of flags will be included in the task description, but generally:

- GREEN means 'Start'
- RED means 'Stop'
- WHITE means 'go back to start and wait for green (re-start)'

To maintain momentum, if a pilot incurs a zero score penalty in a task it will be normal for the red flag to be waved, meaning the pilot must immediately abandon the task and leave the task area.

1.12.3 THE SECURE AREA

Is a clearly marked area where aircraft must be placed from time to time as instructed by the director. Once in the Secure Area and without the express permission of the director, no aircraft may be touched for any reason other than to remove it from the Secure Area.

Competitors who do not respect the rules of the Secure Area may be liable to penalty.

1.12.4 TAKE-OFF

All flights must have been foot launched.

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 takeoff area. Failure to comply will 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.

Except in specified tasks, an aborted take-off does not in principle attract any penalty; however the pilot must comply with any instruction from the marshals to expedite a re-launch or the pilot risks being relegated to the end of the queue.

In the case where a particular take-off time is given, the clock will start running at that moment and the pilot may subsequently take-off at any time.

1.12.4.1 A "Clean" take off

Is defined as a take off attempt in which the canopy does not touch the ground between the moment it first leaves the ground and the moment ten seconds after the entire aircraft including the pilot is airborne.

1.12.5 FLIGHT LIMITATIONS

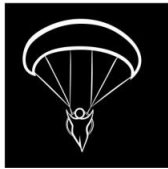
Aerobatics and manoeuvres such as stalls, B-line stalls, deep stalls, spins and SATs are prohibited. 'Big ears' is accepted.

1.12.6 LANDING

The landing deck is a clearly marked area defined at the briefing.

Unless otherwise briefed, penalties will be awarded to Pilots or any part of their aircraft touching the ground anywhere outside the landing deck during a task.

Unless otherwise briefed, all landings must be effected entirely within the landing deck. Failure to comply will result in a penalty. Thereafter, pilots must immediately remove their aircraft from the deck, pilots 'abandoning' their aircraft on the landing deck will be liable to penalty.



1.12.6.1 Falling over

In tasks where pilots are asked to make a precision landing 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.

1.12.6.2 Minimum height

In tasks where the pilot is asked to switch off his engine above specific heights, the heights will be determined by:

- 500 Ft: "The engine must be stopped for a minimum period of 60 seconds before any part of the aircraft or the pilot touches the ground."
- 15 ft: "The engine must be stopped for a minimum period of 2 seconds before any part of the aircraft or the pilot touches the ground."

1.12.7 ORDERED START PROCEDURE

If radio is permitted in the task, the organizer will be transmitting useful information.

1.12.7.1 Information which will be provided before the briefing

Pilot start order list.

1.12.7.2 Objective

Maximum 30 second delay between a pilot finishing a task and the next pilot starting the task.

1.12.7.3 Method

Takeoff as briefed.

All pilots circulate in the **general holding area**.

Pilot next in order circulates in the **close holding area**.

Green flag: pilot in close holding area IMMEDIATELY starts the task, the next pilot in the order moves into the close holding area.

White flag: Technical problem with the course, eg a stick falls over. The pilot in the course must return to the close holding area in anticipation of a restart (green flag) as soon as the course is repaired.

Red flag: End of task.

1.12.7.4 Penalties

The task description will include task start penalties such as:

- Incorrectly circulating in the holding area: eg. circulating in the opposite direction to briefing.
- Late start (>30 sec. after green flag)
- Entering the course out of order.

Any reason why the red flag is raised before pilot completes the task: (eg dangerous flying): Zero points score.

1.12.8 TASK SUSPENSION OR CANCELLATION

The 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 task shall be cancelled. Once all competitors in a class have taken off or had the opportunity to do so, the task will not be cancelled except for reasons of force majeure.

1.12.9 EMERGENCIES

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



1.13 SCORING

1.13.1 GENERAL

The decisive element in competition tasks is usually the elapsed time spent by each competitor to complete the task plus any time penalties incurred during the flight. Exceptions are described in the relevant task description.

The results from each task are translated into a points scoring system based on the position of each competitor in each task.

At the end of the event, the competitor or team with the greatest number of points in each medal category is the winner.

1.13.2 TIMING

All times are given, taken and calculated in simple elapsed time, rounded down to:

- 1/10th of a second in the case a manual timing system is in use.
- 1/100th of a second in the case an automatic timing system is in use.

1.13.3 POINTS

1.13.3.1 Points allocation

At the end of each task points are awarded according to the number of competitors who are registered at the start of the first task, and the final position of each competitor in the task - according to the following table:

Pos	Number of registered competitors																		
	22+	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4
1	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12
2	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7
3	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4
4	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
5	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	
6	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2		
7	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2			
8	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2				
9	15	14	13	12	11	10	9	8	7	6	5	4	3	2					
10	14	13	12	11	10	9	8	7	6	5	4	3	2						
11	13	12	11	10	9	8	7	6	5	4	3	2							
12	12	11	10	9	8	7	6	5	4	3	2								
13	11	10	9	8	7	6	5	4	3	2									
14	10	9	8	7	6	5	4	3	2										
15	9	8	7	6	5	4	3	2											
16	8	7	6	5	4	3	2												
17	7	6	5	4	3	2													
18	6	5	4	3	2														
19	5	4	3	2															
20	4	3	2																
21	3	2																	
22	2																		
23	2																		
24	2																		
25	Etc																		

- A pilot who did not fly will be marked DNS or "Did Not Start" on the score sheet and scores no points in the task.
- A pilot who did not finish a task will be marked DNF or "Did Not Finish" on the score sheet but shall score points as normal.
- A pilot who is disqualified will be marked DSQ or "Disqualified" and scores no points in the task.

Examples of points allocation:

- 25 Competitors registered at the start of the first task: The winner of each task receives 30 points, 2nd receives 25 points, 3rd 22 points, 4th 20 points Etc.



- 16 Competitors registered at the start of the first task: The winner of each task receives 24 points, 2nd receives 19 points, 3rd 16 points, 4th 14 points Etc.

1.13.3.2 Individual scores

The winner shall be the pilot who has obtained the greatest total number of points in each individual medal category.

1.13.3.3 Team scores

The team prize shall be computed from the sum of the points of the top three pilots from each country in each task. The task points for which a pilot was disqualified shall not count for team scoring. Other valid tasks flown by this pilot are not affected. (S10 4.34.11)

1.13.3.4 Ties

In the event of a tie on points, the winner shall be the pilot or team who has been placed first in most tasks. If this does not resolve the tie, the winner shall be the pilot or team who has second place in most tasks, and so on until the tie is resolved. This shall also apply to ties for any other place in the competition.

1.13.4 SCORE SHEETS

Score sheets shall be marked Provisional, Official, or if a protest is involved, Final. A Provisional score sheet may only become Official after all complaints have been addressed. Scores may not be altered when the Provisional sheet is made Official. (S10 4.29.1)

If a failure in scoring is discovered before the end of the championship and the failure is due to a technical error which emanates from either the Competition Director, or the scoring staff, or the equipment being used by them, this failure must be corrected regardless of time limits for complaints and protests.

1.13.4.1 Task score sheets

Shall state at a minimum:

- The task number, description and type (precision or economy).
- Scoring status (Provisional, Official or Final).
- Competitors name, nation, competition number, performance, penalties, task score, position in task and points.
- The date and time the score sheet was issued.
- The date and time of applicable deadlines (Complaints or Protests).

1.13.4.2 Championship score sheets (individual)

Shall be produced for each medal category and shall state at a minimum:

- The medal category.
- Competitors name, nation, competition number, points in each task in the category.
- Competitors total points and overall position.
- Scoring status (Provisional, Official or Final).
- The date and time the score sheet was issued.

1.13.4.3 Championship score sheets (team)

Shall state at a minimum:

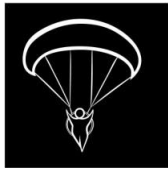
- The medal category.
- Team points in each task.
- Team total points and overall position.
- Scoring status (Provisional, Official or Final).
- The date and time the score sheet was issued.

1.13.5 PENALTIES

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

1.13.5.1 Task penalties

Penalties specific to each task are stated in the task description and generally translate to time being added to the pilot's performance or the pilot being relegated to last place in the task.



1.13.5.2 General task penalties

In addition to the above, a general penalty of zero points in a task may be awarded when a competitor acts contrary to the brief with potentially dangerous consequences, for example:

- Running an engine in a public area.
- Circulating in a holding pattern in a direction contrary to the brief.
- Flying over the spectator area at low level.
- Flying back across a 'line of no return'.

Competition directors should carefully brief the safety aspects precision tasks and must be rigorous in issuing penalties for violations as by definition these actions could have dangerous consequences.

Pilots who realize they have started a task while someone is already in it, or taken the wrong route around a course would be wise to immediately abandon the task by climbing away from the course in a safe manner or there is a very real risk they will be awarded a dangerous flying penalty.

1.13.5.3 Disqualification from the event

Actions which will normally result in immediate disqualification:

- a. Bringing the event, its organisers, the OCA or FAI or the FAI sporting code into disrepute.
- b. The use of banned substances.
- c. Multiple instances of a dangerous flying penalty.

1.13.5.4 Glossary of penalty codes

The scoring system will use a system of unique codes to indicate penalties applied.

Penalty Code	Description in local regulations and/or task catalogue	Reference
1M	Engine off for less than one minute before first touch.	P2,P3
2B	Failure to touch at least two balls.	P9
2S	Failure to achieve at least two other strikes.	P4,P5,P6,P7,P8
DB	Delay of more than 30 sec between green flag and first attempt to touch a ball.	P9
DL	Delay of more than 30 sec between green flag and first attempt to strike first target.	P4,P5,P6,P7,P8
DV	Departure from view of the marshals or egress from the permitted flight area.	E1
EO	Entering the course out of order.	P4,P5,P6,P7,P8,P9
FO	Falling over as a result of the landing.	P2,P3
LO	Land outside the deck.	E1
MP	Failing to pass a pylon.	E2
OA	Overly aggressive overtaking.	E2
OO	Out of takeoff order.	P1
RO	Running out of the takeoff deck.	P1
SF	Failure to strike the first or last target.	P4,P5,P6,P7,P8
TD	Unreasonable takeoff delay.	P1
TG	Touch the ground at any point between strikes first and last target	P4,P5,P6,P7,P8
TH	Flying too high.	E2
TO	First touch outside the landing mat.	P2
TT	Pilot or any part of his Paramotor touches the ground during the task and takes off again.	E2
UT	Unobserved takeoff.	P1,E1
WT	Wing touches the ground during the task.	P9
XC	Circulating in a holding pattern in a direction contrary to the brief.	1.13.5.2
XE	Running an engine in a public area	1.13.5.2
XL	Flying back across a 'line of no return'	1.13.5.2
XS	Flying over the spectator area at low level.	1.13.5.2
ZD	Bringing the event, its organisers, the OCA or FAI or the FAI sporting code into disrepute.	1.13.5.3
ZM	Multiple instances of a dangerous flying penalty.	1.13.5.3
ZS	The use of banned substances.	1.13.5.3



TASK CATALOGUE

P1 PRECISION TAKE-OFF

Task type: Precision ²

Objective

To make a clean take off at the first attempt.

Description

Pilots proceed to their designated takeoff deck and prepare to be ready to take off.

Pilots must NOT take off until they are sure an observer is ready to judge their takeoff performance. (eg a green flag is waved). Unobserved takeoffs will be penalized.

The pilot receives:

- 1st place for a clean take off at the first attempt.
- 2nd place for a clean take off at the second attempt.
- 3rd place for a clean take off at the third attempt.
- 4th place for a successful takeoff after four or more takeoff attempts.

Penalties

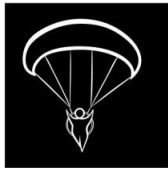
5th place

- Unobserved takeoff.
- Out of takeoff order.
- Unreasonable takeoff delay.
- Running out of the takeoff deck.

Scoring

Is described above.

² This task is scored independently but is usually included before another flying task. To provide a decent level of competition it should only be deployed in nil or very light wind conditions.



P2 PRECISION LANDING

Task type: Precision ³

Objective

To land as near as possible to a target.

Description

The pilot enters the designated circuit pattern at min. 600 ft AGL which is in principle circular with the landing target at its centre.

A **green flag** is waved; pilot immediately flies to the centre of the circle. A **good start** is when the pilot is overhead the target with engine off within 30 seconds of the green flag being first waved.

After at least one minute in the air since turning off his engine, the pilot attempts to make a first touch as near as possible to the centre of the target, which consists of a circular automatic landing mat. ⁴

The point from which the pilot's score will be derived is the first touch of the landing mat by the pilot's foot.

The pilot must vacate the landing area to a safe distance as soon as possible after landing.

If, after a good start, a landing attempt is baulked for some recognizable reason outside the pilot's control or there is a technical problem, then a **white flag** will be waved; the pilot may land in a safe place and will be permitted to re-start the landing task as soon as possible without penalty.

Penalties

Last place

- Engine off for less than one minute before first touch.
- First touch outside the landing mat.
- Falling over as a result of the landing.

Scoring

Pilot score = $(r - D_p)$

Where:

r = radius of the landing mat (in cm)

D_p = Distance of pilot's first touch from the centre of the landing mat. (in cm)

³ This task is scored independently but is usually included at the end of another flying task.

⁴ The resolution of the automatic landing mat is as follows: 3cm centre spot, 16 cm thereafter to max 5m



P3 BOWLING LANDING

Task type: Precision ⁵

Objective

Land without engine, hitting as many pins as possible.

Description

5 pins are placed along a line into wind in the landing area at regular intervals between 1 and 2m.

The pins are 50 cm high and they are covered by dense foam. They can simply stand on the ground or be lightly set into the ground, or can be attached to a spring system like that of the kicking sticks. A pin is said to be hit when it is clearly seen by a marshal or electronic sensor to be hit, or when the pin falls down.

The pilot enters the designated circuit pattern at min. 600 ft AGL which is in principle circular with the landing pins at its centre.

A **green flag** is waved; pilot immediately flies to the centre of the circle. A **good start** is when the pilot is overhead the target with engine off within 30 seconds of the green flag being first waved.

They will fly a minimum of 60 seconds and will try to hit as many pins as possible before touching the ground.

The pilot scores 1st place for hitting all 5 pins, 4th for four, 3rd for 3 Etc.

Penalties

6th place

- Engine off for less than one minute before first touch.
- Striking no pins.
- Falling over as a result of the landing.

Scoring

Is described above.



Landing pins

⁵ This task is scored independently but is usually included at the end of another flying task.



P4 CLOVER LEAF SLALOM ⁶

Task type: Precision

Objective

To strike a number of targets laid out in a given order in the shortest possible time.

Description

4 inflatable pylons 12m in height are laid out at the corners of a 70.71m square.

A fifth target is set at the centre of the square.

The pilot flies to the assigned circuit area and waits to start the task as briefed.

A **green flag** will be waved to indicate the pilot must start the task.

A **good start** is when the pilot kicks, or attempts to kick the first stick within his start slot.

The pilot enters the course from a direction of his choice and strikes the target T (strike 1). At this point the clock starts. The pilot flies around pylon 2 and returns to kick the stick T (strike 3), he then flies around pylon 4 and returns to kick the stick T (strike 5). This continues until all four pylons have been rounded. The clock stops when target T is kicked for the last time (strike 9).⁷

A valid strike on the target T is when the electronic 'kick stick' sensor detects it, or if automatic detection is not in use, where the pilot or any part of the Paramotor has been clearly observed to touch it.

To count as a strike, the pilot's body must be clearly seen to round pylons 2 & 8 in an ANTI CLOCKWISE direction and pylons 4 & 6 in a CLOCKWISE direction.

Pilots may have only one attempt at striking each target except for the first and last targets where three attempts at each are permitted.

A technical problem with the course will cause a **white flag** to be waved; the pilot must return to the circuit area and await the green flag for a re-start without penalty.

If the **red flag** is waved, the pilot must return immediately to the landing area.

Penalties

10 seconds added to pilot time:

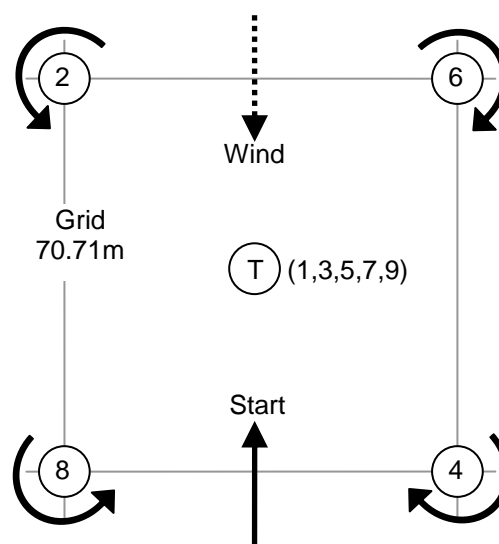
- Delay of more than 30 sec between green flag and first attempt to strike target T.
- Each missed strike.

Last place:

- Entering the course out of order.
- Failure to strike the first or last target.
- Failure to achieve at least two other strikes.
- Touch the ground at any point between strikes 1 & 9

Scoring

Pilot task score = Pilot time + pilot time penalties. (shortest time is best).



⁶ This task is eligible for FAI World records, the current World record is 39.187 Sec. If it is thought there might be a valid claim it is vital the claimant alerts the Jury so they can measure the course for validity before it is dismantled. For further guidance see the [Championship Record Claim Form](#)

⁷ A good time in this task is less than 50 sec.



P5 JAPANESE SLALOM⁸

Task type: Precision

Objective

To strike a number of targets laid out in a given order in the shortest possible time.

Description

4 targets (sticks) 1.8m in height are laid out on a 70,71m x 70,71m grid.

The pilot flies to the assigned circuit area and waits to start the task as briefed.

A **green flag** will be waved to indicate the pilot must start the task.

A **good start** is when the pilot kicks, or attempts to kick the first target within his start slot.

The pilot enters the course into wind and strikes target 1. At this point the clock starts. The pilot then strikes targets 2 and 3. He then returns to fly clockwise around target 1 (strike 4), anticlockwise around target 2 (strike 5) and clockwise around target 3 (strike 6). He then returns to strike target 1 (strike 7), target 4 (strike 8) and target 3 (strike 9). The clock stops when target 3 (strike 9) is kicked⁹.

Strikes 1,2,3,7,8 and 9 are valid when the electronic 'kick stick' sensor detects it, or if automatic detection is not in use, where the pilot or any part of the Paramotor has been clearly observed to touch it.

Strikes 1 & 3 are valid when the pilot's body is clearly seen to round the target in a CLOCKWISE direction.

Strike 5 is valid when the pilot's body is clearly seen to round the target in an ANTI CLOCKWISE direction.

Pilots may have only one attempt at striking each target except for the first and last targets where three attempts at each are permitted.

A technical problem with the course will cause a **white flag** to be waved; the pilot must return to the circuit area and await the green flag for a re-start without penalty.

If the **red flag** is waved, the pilot must return immediately to the landing area.

Penalties

10 seconds added to pilot time:

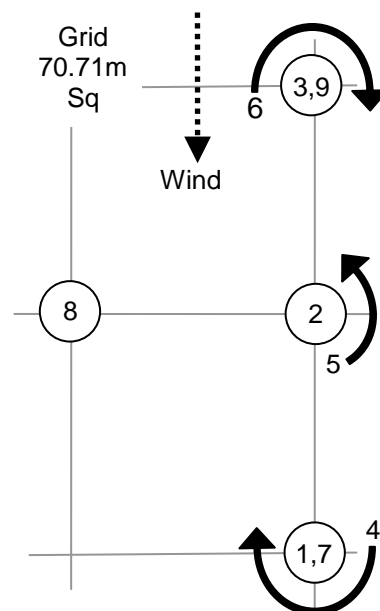
- Delay of more than 30 sec between green flag and first attempt to strike target 1.
- Each missed strike.

Last place:

- Entering the course out of order.
- Failure to strike the first or last target.
- Failure to achieve at least two other strikes.
- Touch the ground at any point between strikes 1 & 9

Scoring

Pilot task score = Pilot time + pilot time penalties. (shortest time is best).



⁸ This task is eligible for FAI World Records. The current World record (EMC 2006) is 56.95 Sec. If it is thought there might be a valid claim it is vital the claimant alerts the Jury so they can measure the course for validity before it is dismantled. For further guidance see the [Championship Record Claim Form](#)

⁹ A good time in this task is less than 1 min 10 sec.



P6 CHINESE SLALOM

Task type: Precision

Objective

To strike a number of targets laid out in a given order in the shortest possible time.

Description

Between 6 and 12 targets (1.8m sticks) are laid out on a course not exceeding 3Km in length. ¹⁰

The pilot flies to the assigned circuit area and waits to start the task as briefed.

A **green flag** will be waved to indicate the pilot must start the task.

A **good start** is when the pilot kicks, or attempts to kick the first stick within his start slot.

The pilot enters the course and strikes target 1. At this point the clock starts. The pilot then flies the course to strike all the other targets in the given order, a strike on the last one stops the clock. ¹¹

Strikes are valid when the electronic 'kick stick' sensor detects it, or if automatic detection is not in use, where the pilot or any part of the Paramotor has been clearly observed to touch it.

Pilots may have only one attempt at striking each target except for the first and last targets where three attempts at each are permitted.

A technical problem with the course will cause a **white flag** to be waved; the pilot must return to the circuit area and await the green flag for a re-start without penalty.

If the **red flag** is waved, the pilot must return immediately to the landing area.

Penalties

10 seconds added to pilot time:

- Delay of more than 30 sec between green flag and first attempt to strike target 1.
- Each missed strike.

Last place:

- Entering the course out of order.
- Failure to strike the first or last target.
- Failure to score at least two other strikes.
- Touch the ground at any point between the first and last target.

Scoring

Pilot task score = Pilot time + pilot time penalties. (shortest time is best).

¹⁰ This task is ideally suited for sites where there are physical features which obscure a direct view from one target to the next.

¹¹ No 'good time' can be stated for this task as the course length is variable.



P7 ROUND THE TRIANGLE

Task type: Precision

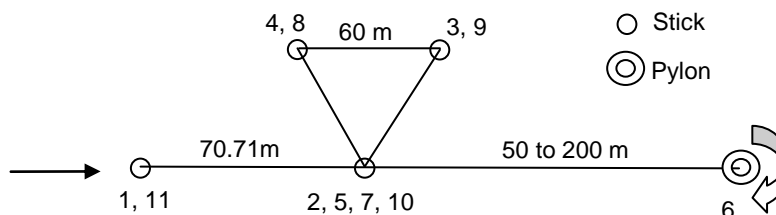
Objective

To strike a number of targets laid out in a given order in the shortest possible time.

Description

The course consists of 4 targets (1.8m sticks) and a 12m inflatable pylon.

The distance from stick 1 to 2 is 70.71 m, the side of the equilateral triangle is 60m, and the distance between stick 2 to pylon 6 is 50 to 200m.



The pilot flies to the assigned circuit area and waits to start the task as briefed.

A **green flag** will be waved to indicate the pilot must start the task.

A **good start** is when the pilot kicks, or attempts to kick the first stick within his start slot.

The pilot enters the course as indicated by the arrow and strikes the first target (strike 1). At this point the clock starts. The pilot flies kicking the sticks in the triangle (strikes 2, 3, 4 and 5), then clockwise around pylon 6 (strike 6), returns to kick the sticks in the triangle (strikes 7, 8, 9 and 10) and then back to the initial stick (strike 11). The clock stops on strike 11.¹²

Strikes on sticks are valid when the electronic 'kick stick' sensor detects it, or if automatic detection is not in use, where the pilot or any part of the Paramotor has been clearly observed to touch it.

Strike 6 is valid when the pilot's body is clearly seen to round the pylon in a CLOCKWISE direction.

Pilots may have only one attempt at striking each target except for the first and last targets where three attempts at each are permitted.

A technical problem with the course will cause a **white flag** to be waved; the pilot must return to the circuit area and await the green flag for a re-start without penalty.

If the **red flag** is waved, the pilot must return immediately to the landing area.

Penalties

10 seconds added to pilot time:

- Delay of more than 30 sec between green flag and first attempt to strike target 1.
- Each missed strike.

Last place:

- Entering the course out of order.
- Failure to strike the first or last target.
- Failure to achieve at least two other strikes.
- Touch the ground at any point between the first and last target.

Scoring

Pilot task score = Pilot time + pilot time penalties. (shortest time is best).

¹² With the pylon at 100m from stick 2, a good time in this task is less than 1 min 10 sec.



P8 THE EIGHT

Task type: Precision

Objective

To strike a number of targets laid out in a given order in the shortest possible time.

Description

The course consists of one central target (1.8m stick) and two 12m inflatable pylons 50m away on both sides.

The pilot flies to the assigned circuit area and waits to start the task as briefed.

A **green flag** will be waved to indicate the pilot must start the task.

A **good start** is when the pilot kicks, or attempts to kick the first stick within his start slot.

The pilot enters the course as indicated by the arrow and kicks the stick (strike 1). At this point the clock starts. The pilot flies around the pylon ahead of him clockwise (strike 2), then kicks the stick (strike 3), then the other pylon counter clockwise (strike 4) and kicks the stick (strike 5). The course is repeated twice, the clock stops on strike 9.¹³

The course may be flown in a mirror image pattern consistent with the description above, thus the pilot has a choice of four different starting directions.

Strikes on sticks are valid when the electronic 'kick stick' sensor detects it, or if automatic detection is not in use, where the pilot or any part of the Paramotor has been clearly observed to touch it.

Strikes 2,4,6 & 8 are valid when the pilot's body is clearly seen to round the pylon in a direction consistent with the pattern.

Pilots may have only one attempt at striking each target except for the first and last targets where three attempts at each are permitted.

A technical problem with the course will cause a **white flag** to be waved; the pilot must return to the circuit area and await the green flag for a re-start without penalty.

If the **red flag** is waved, the pilot must return immediately to the landing area.

Penalties

10 seconds added to pilot time:

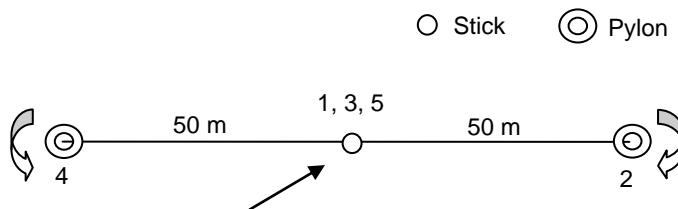
- Delay of more than 30 sec between green flag and first attempt to strike target 1.
- Each missed strike.

Last place:

- Entering the course out of order.
- Failure to strike the first or last target.
- Failure to achieve at least two other strikes.
- Touch the ground at any point between the first and last target.

Scoring

Pilot task score = Pilot time + pilot time penalties. (shortest time is best).



¹³ A good time in this task is less than 55 seconds.



P9 PARABALL

Task type: Precision

Objective

Deliver balls to a target in the shortest possible time.

Description

The target is a 'basket' 2m in diameter and 1m deep.¹⁴

A circle of 5m radius is marked on the ground around the target.

3 balls¹⁵ are placed in a line 30-50m downwind from the target on marked start positions 3m apart from each other.

The pilot flies to the assigned circuit area and waits to start the task as briefed.

A **green flag** will be waved to indicate the pilot must start the task.

A **good start** is when the when the line the balls are on is crossed within 30 seconds of the green flag first being waved.

Timing starts when the line the balls are on is crossed (whether a ball is touched or not). The pilot approaches a ball, collects it with his feet and carries it to the target, or kicks the ball towards the target. This is repeated until all the balls are in the target or the time limit of 2 minutes is reached.

Timing ends when the last ball enters the target¹⁶ or when the maximum time limit is reached.

Balls must stay in the target. Balls that bounce out will be scored according to the distance from the target.

There are no limitations to the number, angle, speed or height of approaches to the balls, the number of times a ball may be touched, or the technique for hitting or carrying the balls. The pilot may touch and move on the ground, but the wing must not touch the ground during the task.

If a pilot is carrying a ball in the air when the time limit is reached, he is allowed extra time¹⁷ to complete delivery of the ball to the target. This extra time finishes when the ball next touches the ground or after 30 seconds, whichever comes first.

A **red flag** is waved when the task has ended. Results are then measured at this state.

Penalties

5 seconds added to pilot time:

- For each ball which finishes inside the 5m zone but not in the basket.

10 seconds added to pilot time:

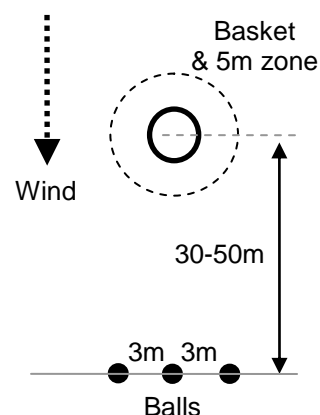
- Delay of more than 30 sec between green flag and first attempt to touch a ball.
- For each ball which finishes outside the 5m zone.

Last place:

- Entering the course out of order.
- Failure to touch at least two balls.
- Wing touches the ground during the task.

Scoring

Pilot task score = Pilot time + pilot time penalties. (shortest time is best).



¹⁴ The optimum is a hybrid of hole and basket; a hole with edges between 20-50cm above ground. Construction should be light for safety reasons but strong enough to hold the force of a flying ball and to keep balls inside.

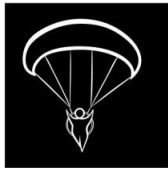
¹⁵ Footballs are OK, but larger balls of 50-60 Cm dia. are better, eg 'pilates balls'. In all cases they should be rather softly inflated so the pilot can get a good purchase on the ball and it doesn't bounce too well when dropped.

¹⁶ With the basket at 30m, a good time in this task is less than 60 sec.

¹⁷ If 2 minutes is reached and all balls are on the ground, no extra time, red flag is waved.

- If 2 minutes is reached and a ball is being carried by pilot in the air, red flag operator waits until either ball touches ground, or extra time is finished. If the ball is still not on the ground, pilot scores as if the ball is outside the 5m zone.

Extra time is NOT included in the measured elapsed time, which is always max. 2 minutes. Thus, if a pilot manages to drop a 3rd ball into the basket during extra time he will score 2 minutes.



E1 PURE ECONOMY ¹⁸

Task type: Economy

Objective

Take-off with a measured quantity of fuel and stay airborne for as long as possible and return to the deck.

Description

All pilots will carry no more than 2 litres of fuel - fuelling arrangements will be briefed.

Free take-off within the time window. ¹⁹ Pilots must NOT take off until they are sure an observer is ready to record their takeoff time. (eg a green flag is waved). Unobserved takeoffs will attract a penalty.

Timing ends the moment of first touch in the landing deck.

Penalties

Last place:

- Unobserved takeoff
- Departure from view of the marshals or egress from the permitted flight area.
- Land outside the deck.

Scoring

Pilot task score = Pilot time + pilot time penalties. (longest time is best).

¹⁸ If max 1.5 kg of fuel is specified, this task is eligible for FAI World Records. There is NO CURRENT RECORD. For further guidance see the [Championship Record Claim Form](#)

¹⁹ If the '5 minute rule' is invoked; LR 1.12.1, the pilot may not refuel and the clock restarts at zero at repeat takeoff.



E2 ECONOMY & DISTANCE

Task type: Economy

Objective

To take off from the deck with a given quantity of fuel²⁰, fly as many sections as possible around a course of one or more sections and land in a landing deck.

Description

Each section must be approximately 1Km in length and must contain a landing deck. Lines of no return are arranged to prevent aircraft flying in the reverse direction to the general flow of traffic.

All pilots will carry no more than 2 litres of fuel - fuelling arrangements will be briefed.

The pilot waits to start the task in the takeoff area as briefed.

A **green flag** will be waved to indicate the pilot must start the task.

Pilot enters the course and tries to fly as many sections as possible before landing in one of the landing areas.

Pilots must not exceed 200ft height at any time.

Pilots should overtake on the outside of the course, they may overtake on the inside but will not score that section if the manoeuvre is considered to be overly aggressive.

Penalties

No section score

- Overly aggressive overtaking.
- Flying too high.
- Failing to pass a pylon.

5 sections

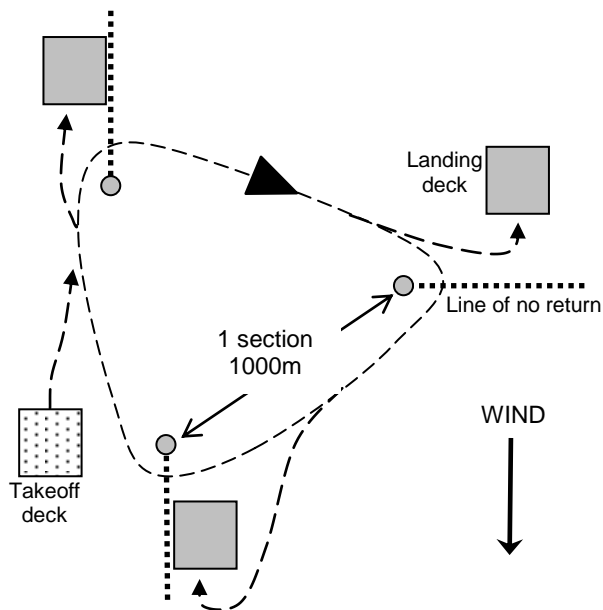
- Failure to land in a landing deck.

Last place:

- Pilot or any part of his Paramotor touches the ground during the task and takes off again.

Scoring

Pilot task score = Pilot number of sections completed - pilot penalties. (most sections is best).



²⁰ If the '5 minute rule' is invoked; LR 1.12.1, the pilot may not refuel and the section count restarts at zero at repeat takeoff.