

LOCAL REGULATIONS FOR THE FIRST PARAMOTOR SLALOM WORLD CHAMPIONSHIPS 2013

Place : ASPRES SUR BUECH Country : France

Date : From 9 to 15th of September

ORGANISED BY : FFPLUM 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 réglementations and requirements specific to this championship. The FAI Sporting Code shall take precedence over the Local Regulation wording if there is omission or ambiguity.

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1. GENERAL

The purpose of the Slalom 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).

2. PROGRAMME DATES

Training, aircraft inspection, registration: 9/10 of September

Opening Ceremony: Evening 10 of September

First Competition briefing: 10 of September

Contest Flying Days 11 to 15 th (10 AM) of September

Closing Ceremony, Prize-giving 15th (13 AM) of September

3. OFFICIALS

Director Joel Amiable

Deputy Director : Patrice Girardin

Competition Director : Jose Ortega

International Jury :TBA President :TBA, Stewards : TBA

4. ENTRY

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

For Paramotor Slalom championship : 7 pilots in class PF1

: 3 pilots in class PL1

: 2 teams* per country

* a team is composed by 3 pilots

- Entries must be made on the official Entry Form.
- If applications, with fees paid, are not received by September 1st the entry may be refused.
- The entry fee is:
 - o 300 € for pilot in each class except
 - o 250 € for entry fee payed before 1st of April
 - o 350 € for entry payed after 30 of june
 - o 200 € for each Team Leaders and accompanying person

The entry fee is to be transferred before according to the rates at

The entry fee includes:

- Competition operations (setting, controlling and evaluating the tasks)
- All competition materials (task descriptions)
- Free use of the airport and free entry to all official events.
- One tent per country
- Preferential prices to eat
- Opening and closing ceremony

- 29€ CIMA/FAI sanction fee

5. INSURANCE

Each pilot must hold valid third party insurance of at least **750 000 SDR**. It is possible to take out the required insurance at the competition site (see offer on the Competition Web site)

Personal accident insurance for team members and insurance against damage to aircraft are highly recommended.

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

6. LANGUAGE

The official language of the Championships is English.

7. MEDALS AND PRIZES

FAI medals will be awarded to:

Pilots placed first, second and third in each class (including PF1f if in compliance with S10 4.3.2).

Teams placed first, second and third.

Nations placed first, second and third

FAI Diplomas will be awarded for those placed first to tenth.

8. CHAMPIONSHIP CLASSES

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

PF1m + PF1f, PL1

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

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

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 License and qualifications.
- Evidence of competitor's nationality.
- Valid FAI Sporting License for pilot and navigator.
- Aircraft Certificate of Airworthiness or Permit to Fly.
- Minimum speed declaration (not required for Paramotors or foot-launched

Microlights).

- Evidence of conformity to class rules.
- Certificate of Insurance.
- Receipt for payment of entry fees.

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.

11.2. PILOT AND NAVIGATOR QUALIFICATIONS

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

This is a NAC responsibility to check the skills pilots to enter a Slalom paramotor competition.

Pilot must hold an FAI Sporting License issued by his own NAC.

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

11.3. AIRCRAFT AND ASSOCIATED EQUIPMENT

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

Each aircraft 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 aircraft or the country entering it or the country of the organisers. The aircraft must comply with the FAI definition of a Microlight or Paramotor at all times (S10 1.3).

Depending on the type of task and the aerological conditions, equipment may be changed under the following conditions and only after receiving the approval of the Competition Director:

One engine change during the whole competition

Canopies: no restriction

Each pilot is responsible for his own equipment.

The Competition Director may ground equipment if, in his view, the Certificate of Airworthiness or Permit to Fly is invalidated. (S10 4.17.4), or dangerous.

11.4. TEAM LEADER RESPONSIBILITIES

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.

11.5. 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. (S10 4.9.4).

Competitors may not be substituted, change to another class.

11.6. PRACTICE DAYS

Official practice days will be 9 and 10th of SEPTEMBER

Slaloms configuration will be available during the practice days

The scores generated shall not be counted. (S10 4.7.3)

11.7. COMPLAINTS

A competitor who is dissatisfied on any matter may, through his team leader, make a complaint in writing to the Director.

Complaints shall be made, and dealt with, without delay but in any case must be presented not later than 2 hours after the respective Provisional Score sheet has been published, not counting the time between 22:00 and 07:00, except for the tasks of the last competition day, or for Provisional Score sheets published on or after the last competition day, when the time limit is 1 hour.

A complaint that could affect a task result must be dealt with and answered in writing before any official score sheet is issued. All complaints and their responses must be published on the official notice board. (S10 4.36)

11.8. PROTESTS

If the competitor is dissatisfied with the decision about its Complaint, the Team Leader may make a protest to the Director in writing and accompanied by the protest fee of 50€ . The fee is returnable if the protest is upheld or withdrawn before the start of the proceedings. A protest may be made only against a décision of the Championship Director.

A protest must be presented not later than 2 hours after the respective Official score sheet has been published, except for the tasks of the last competition day, or for Official Score sheets published on or after the last competition day, when the time limit is 1 hour. The night time between 22:00 and 07:00 is never included. (S10 4.36)

12.FLYING AND SAFETY REGULATIONS

12.1. BRIEFING

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. A Full task description (slalom) , meteorological information, flight safety requirements, penalties and details of any prohibited or restricted flying areas will be given in writing, as a minimum, to team leaders, Jury members and Stewards. (S10 4.21)

Procedures for flight preparation, takeoff, flying the task slalom, landing and scoring together with any penalties will be specified in each task description. (S10 4.21)

Flight safety requirements given at briefing carry the status of regulations. (S10 4.21)

Team Leaders' meetings, in addition to briefings, may be called by the Director, but shall be held within 18 hours if requested by five or more team

leaders. (S10 4.22)

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. (S10 4.23.1)

12.3. PREPARATION FOR FLIGHT

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)

12.4. FLIGHT LIMITATIONS

Each aircraft shall be flown within the limitations of its 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) Slalom manoeuvre are authorized under conditions reminded by the CD at briefings.

Any manoeuvre considered as dangerous for the general public, buildings and competition set-up, another aircraft or the pilot himself are forbidden and will result in a penalty or disqualification.

It is forbidden to fly over housing.

Every pilot must take care to avoid any risk of collision.

During all events, it is forbidden to fly over the Slalom course with the exception of media related flights.

12.5. 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 may be replaced by any part.

Only one engine change is authorised by permission of the Director .

Replacement may be made whatever performance and eligible to fly in the same class

Canopy replacement is authorised.

12.6. TEST AND OTHER FLYING

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

Practising prior to a task is not permitted. (S10 4.25)

12.7. 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.

Every nation 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

organiser or the organiser's national authority.

- All relevant information can be found on the FAI Web site:

www.fai.org/medical

12.8. AIRFIELD DISCIPLINE

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

12.9. COLLISION AVOIDANCE

A proper look-out must be kept at all times. An aircraft joining another in a thermal shall circle in the same direction as that established by the first regardless of height separation.

A competitor involved in collision in the air must not continue the flight if the structural integrity of the aircraft is in doubt. (S10 4.24.5)

12.10. CLOUD FLYING

Cloud flying is prohibited and aircraft shall not carry gyro instruments or other equipment permitting flight without visual reference to the ground. (S10 4.24.6)

12.11. ELECTRONIC EQUIPMENT

Individual radios are not allowed

12.12. EXTERNAL AID TO COMPETITORS

Take-off will be without any assistance other than from a team member and only after permission by the Competition Director.

Any help in Slalom Flight by others competitors, or non competitors 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)

13. CHAMPIONSHIP TASKS

13.1. 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, except if the Competition Director allow to re-run the task .

A competitor may return to the landing area after take-off for safety reasons , except if he has started the task (starting the timing of the slalom)

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)

Each task may be combined with other tasks or set separately.

13.2. TASK PERIOD

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

13.3. 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. (S10 4.30)

13.4. TYPES OF TASKS

TYPE : SLALOM

The principle of task, a catalogue of tasks (and their scoring systems) to be implemented during the championship is attached to these local regulations.

13.5. FLYING THE TASKS

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

Order of take off may be

- a scheduled take off order, balloted by the Organiser,
- current championship or reverse championship order

If a touch and go is required in order to separate parts of a task, details will be given in the Task Description and at the briefing.

13.6. OUTLANDINGS

Outlandings shall be scored zero, unless specifically stated at the briefing.

13.7. EMERGENCIES

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

14. CONTROL OF TASK FLIGHTS.

14.1. TIMING

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

Timed Slalom tasks shall be rounded down to an accuracy of 1/10th of a second if

manual timing is used, or rounded down to an accuracy of 1/100th of a second with the approved electronic timing system used.

14.2. FUELLING

Approxymative fuel quantities include oil where it is mixed with petrol, will be determined by the Competition Director prior to the task

Sealing of tanks is not needed .

If there is no separate class for aircraft with electric engines there shall be no fuel limit for them in any task. (S10 4.17.9)

14.3. CONTEST NUMBERS

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

14.4. EMERGENCY EQUIPMENT

An emergency parachute is not to be considered as a part of the structural entity of an aircraft.

14.5. PROTECTIVE EQUIPMENT

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

14.6. PROHIBITED EQUIPMENT

In addition to those items detailed in Part 1 of the local regulations: Disposable ballast & binoculars.

15. PROGRAM OF SLALOM EVENTS

15.1. GENERAL

The events of the World Championship are slalom rounds

A round include 1 to 3 tasks as defined in the briefing by the Competition Director.

The individual events comprise a slalom that is scored by the time taken to complete the course and/or match racing and or parallel slaloms, by placing.

Team events comprise a relay that is scored by the time taken to complete the course and/or for parallel relays, by placing.

A task is defined by a Slalom described in the task catalogue or an unknown Slalom briefed by the Competition Director

15.2. SPECIFIC

The World Championships is comprised of up to 15 rounds considered as **Selection rounds**, and **Final rounds**, consisting of quarter , semi final and final round. (Match racing)

Time must be reserved before the end of competition to allow for the completion of the final rounds.

The quarter final round will consist of the pilots or teams with the 8 highest placings after the selection rounds.

The semi final round will consist of the 4 pilots or teams winners of the quarter final match racing.

The final round will consist of the 2 pilots or team winners of the semi final match racing . Placing 3 and 4 are determined as well by a final round match racing.

If all the selection rounds are not completed at the starting time of the quarter-final, the round in progress will become the quarter final .

In case the matchs racing are not permitted for weather conditions final rounds consist of 1 rounds with the 8 highest pilots or teams and 1 round with the 4 highest pilots or teams.

At the end of the selection rounds if the weather conditions donnot permit to flight, 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 lower total score in the class.

15.3. TEAMS

Team events comprise a relay that is ranked by the time taken to complete the course and/or for parallel relays, and scored by placing.

All rounds can been done as a team:

The three pilots take-off at the same time, the first enters the run, the two others wait for their turn to enter the circuit in a relay format. The second pilot enters the entry gate once the first pilot has passed through the exit gate. The same applies for the third pilot who enters the course once the second pilot has passed through the exit gate. If this does not happen, a penalty will be applied.

Note: The team score is not the sum of the individual scores (time or placing) but the result of the overall performance of the relay by the team in the task selected by the Course Director

15.4. SCORING

A task (team or individual)will be scored by timing or by match racing for the final rounds

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

Score : the time will be traduce in a ranking.

Match / Racing . (for final rounds only): in the form of a match table either a direct match or the best of three rounds. Each pilot or team eliminated will retain their time, which will determine their ranking. The four last remaining pilots or teams will be ranked following a final match or best of three rounds

1/4 FINAL	½ FINAL	3rd & 4th Place	Semi FINAL	FINAL	WINNER
PILOT A			PILOT A		
PILOT B	PILOT A				
		PILOT F		PILOT D	PILOT D
PILOT C	PILOT D				
PILOT D					
PILOT E	PILOT F				
PILOT F				PILOT H	
			PILOT F		
PILOT G	PILOT H				
PILOT H					

In this example: B (67s) C (72s) E (no time) G (65s)

1st: D

2nd H

3rd F

4th A

5th G

6th B

7th C

8th E

temps 65 s

temps 67 s

temps 72 s

no time: eliminated

A pilot who did not fly scores maximum score +5 points and will be marked DNF or "Did Not Fly" on the score sheet. A pilot who is disqualified scores maximum score +5 points and will be marked DSQ or "Disqualified". (S10 4.34.15)

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 name, country, competition number and score.

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 Director. Scores shall not be altered when the Provisional sheet is made Official. (S10 4.34.3)

15.5. RANKING

The ranking -individuals and or teams - will be calculated by adding the placing achieved in each event, squared.

Winner of a task : $1 \times 1 = 1$ points

Second of a task : $2 \times 2 = 4$ points

Etc....

The winner of the World Championship or the winning team will be whoever achieves the smallest number of points.

The winning country will be calculated by adding the points achieved by the best, added to those of the top three individuals the top team and the top trike all from the relevant country

Tie-break: in the case of a tie for the podium the Competition Director will hold a tie break round . (1.14.1 definition of a round)

The competition will be valid if a minimum of three tasks are completed.

15.6. PENALTIES

15.8.1. General

Any infringement to flight safety, safety rules or task rules will lead to a penalty of 15 points or disqualification.

Disqualification terms:

Unauthorised flights during the competition.

Use of unauthorised equipment or equipment not in conformity.

False declaration

Repeated infringements of Competition Director instructions

Repeated disturbance during Briefing

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

Medical reasons (unfitness, neglect of treatment,..)

15.8.2. Specific

Wrong slalom : maximum score or time resulting in the lowest placed increased by 5 points

To miss a gate : maximum score or time .

Wrong slalom : maximum score or time resulting in the lowest placed increased by 5 points

Touching a pylon* : 5 seconds

- A pylon will be considered as touched if the canopy strike it with the lines, the leading edge or , the body or the trike

15.8.3. Team Penalties

First early entry before the relay: time difference X 3

Any mistake in the course (miss a gate, wrong direction, miss a pylon) will cause the elimination of the team for that round: the score will be that of the lowest placed team increased by 5 points.

15.9. TASKS

AIM : there is no traditional “Task Catalogue” . Based on a fixed set up described as the “5 Dice” the Competition Director will develop slalom set up taking the best advantage of the meteorological conditions.

There also will be three standard circuits that will serve as a base and will be identical to the plans filed with CIMA in 2011 : the figure 8, the triangle and the Y.

A map of the “ Slalom area” with distances for individual, team and trikes will be available to the Competition Director.

Each task may be the object of several rounds (i.e. the figure eight task could be for two rounds).

Some tasks will be timed; others will be ranked after a match (i.e. the triangle task two rounds, outwards and return). Details are available in the task catalogue.

If it is necessary, the Competition Director may stop a task at any time for safety reasons

Some team tasks require specific conditions as defined in the catalogue.

For each task the Competition Director determine an entry gate and an exit gate which could be the same. The Slalom may set up with intermediate gates. The width of the gate will be comprised between 6 to 10 meters.

15.10. SLALOM EQUIPMENT AND TIMING

Slalom tasks involve the use of inflatable pylons. The height will be comprised between 8 to 12 meters. Blowers may be thermal and or electrical.

Infrared sensors : Microgate manufactured or equivalent

Chronometer : microgate or equivalent

Gate : 6 to 10 meters width materialised by infrared

sensors on tripod

One or more gates may be used in a task for the purposes of separating elements of that task (e.g. to take a time) and a penalty score may be available if missing these gates.



2013 SLALOM WORLD CHAMPIONSHIP

TASK CATALOGUE

General : the design of the Slalom events are the responsibility of the Director of the Competition.

The Director of the Competition will build up Slaloms unknown to the competitors on the base of a five pylon course (dice 5) of which the dimensions and equipment are as per the diagram.

There also will be three standard circuits that will serve as a base and will be identical to the plans filed with CIMA in 2011 : the figure 8, the triangle and the Y.

The other circuits will be set by the Director of the Competition at least 15 minutes before the start of the round. All these circuits can be run in a mirror image.

The entry and exit gates can be placed within the square represented by the dice 5 or outside. In this the Director must specify the dimensions.

Inflated Pylons : 8 to 12 meters high

Infrared sensors : Microgate manufactured or équivalent

Chronometer : microgate or équivalent

[GATE] Gate 6 to 10 meters width

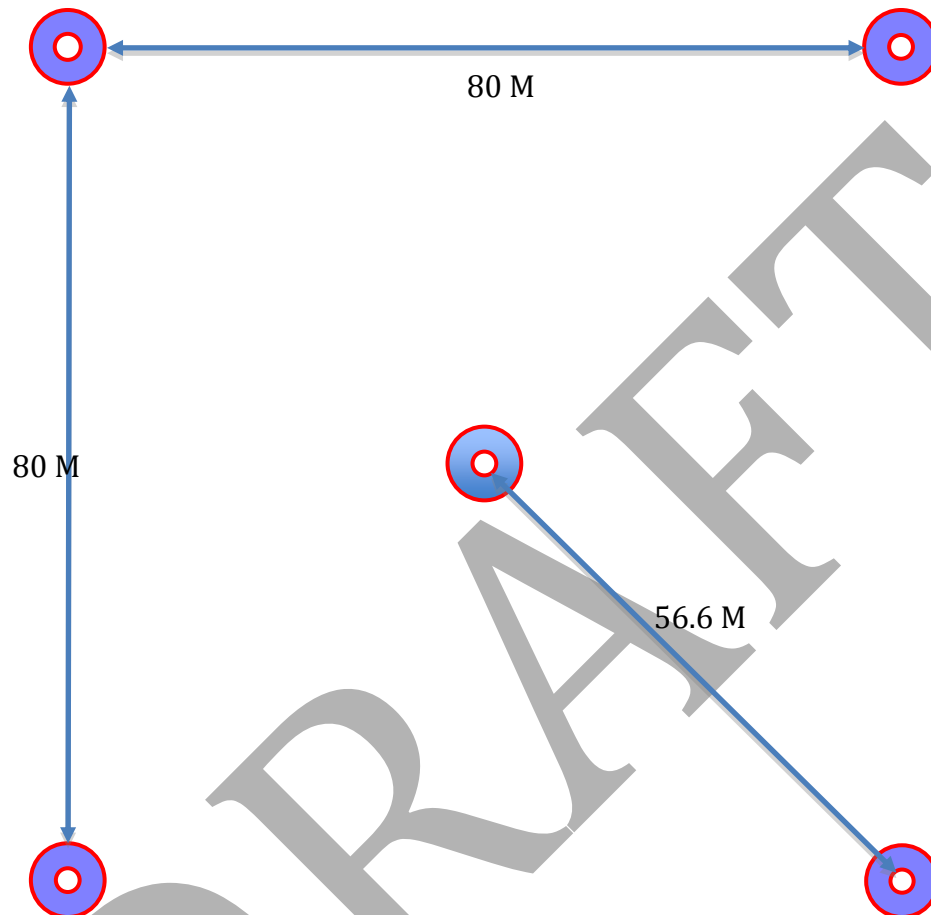


Inflated Pylon



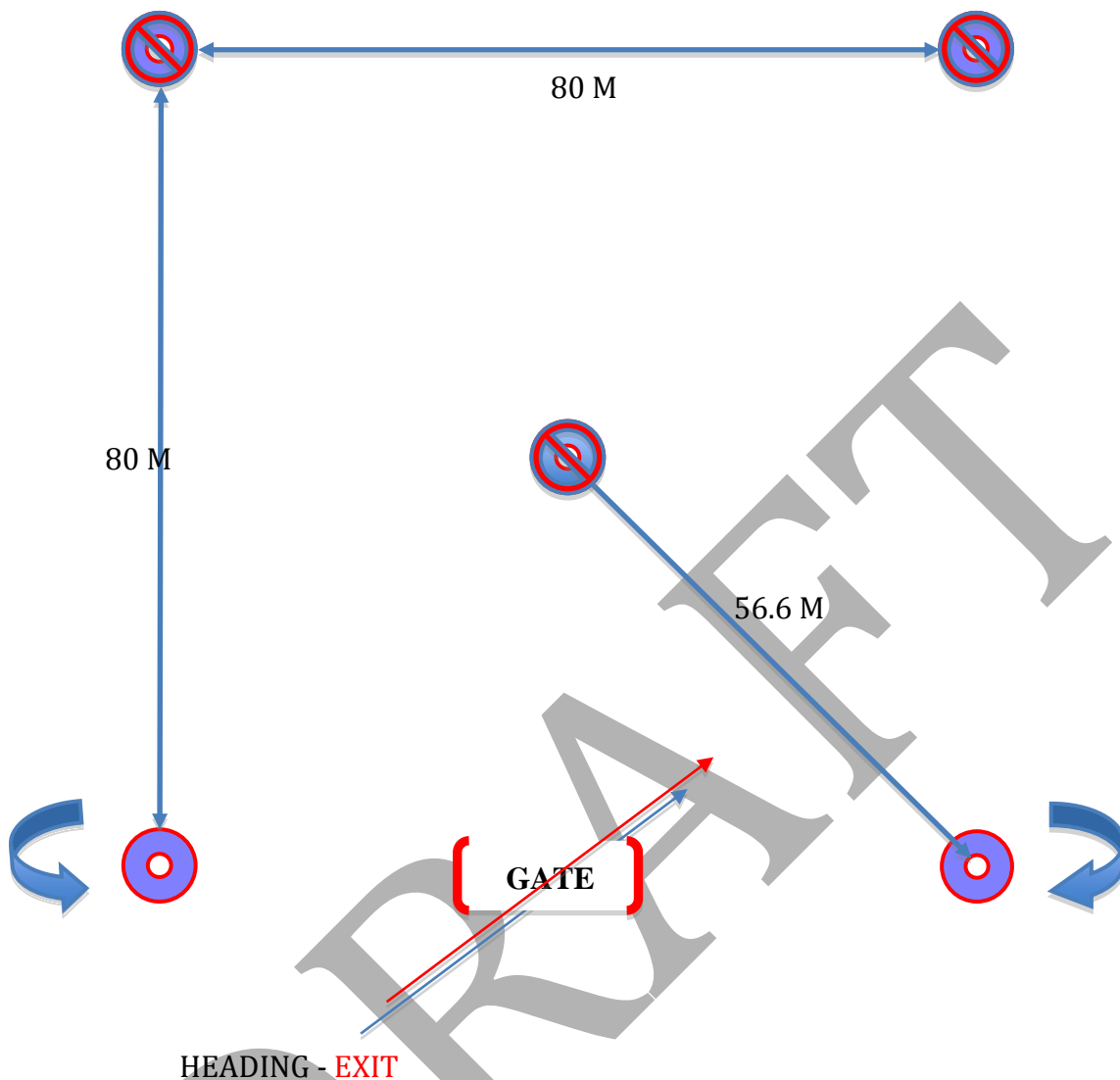
Deflated Pylon

STANDARD 5 DICE SET UP



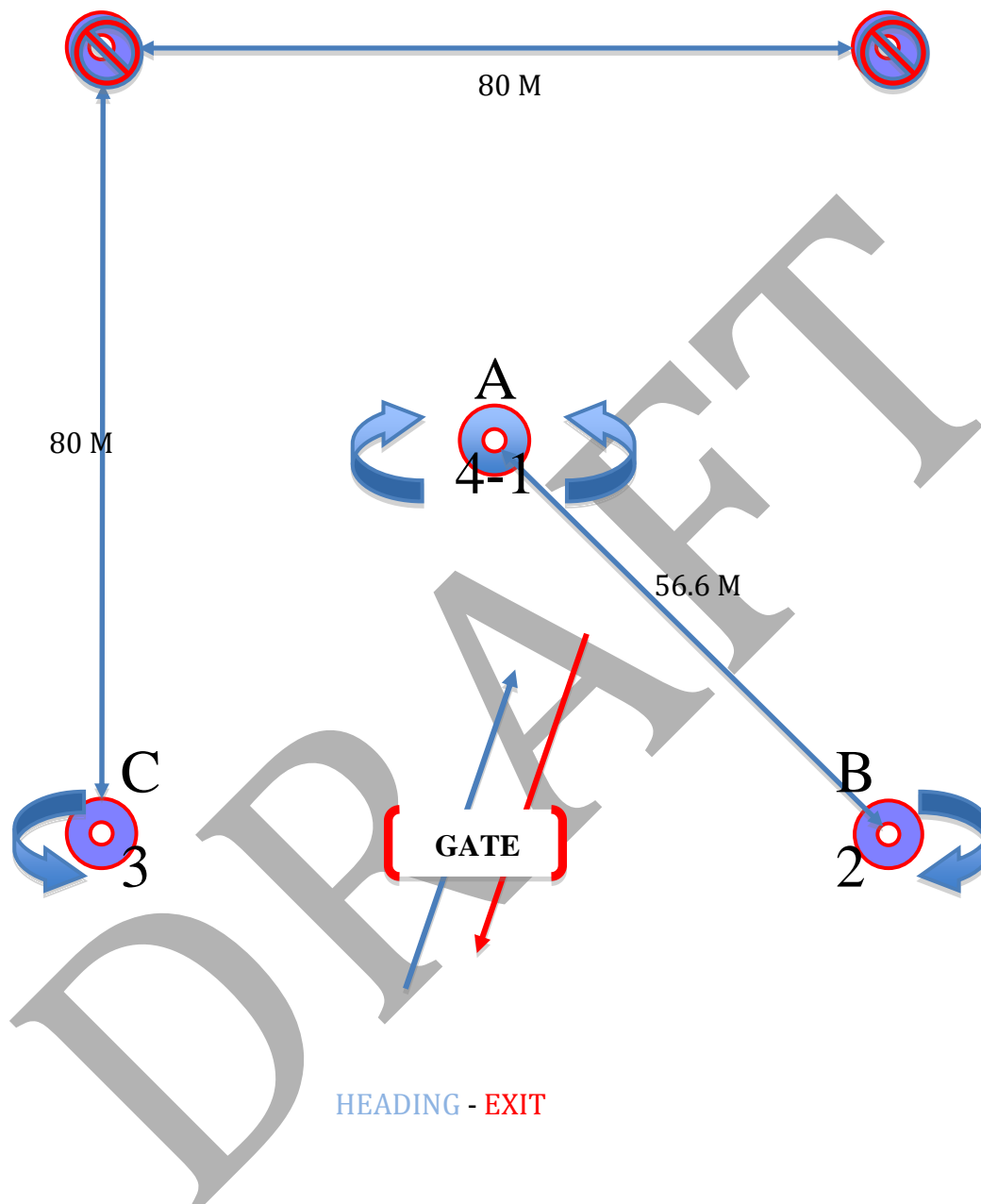
DIMENSION FOR THE TRIKES : SAME SET UP WITH WIDE OF 100 METERS

THE 8



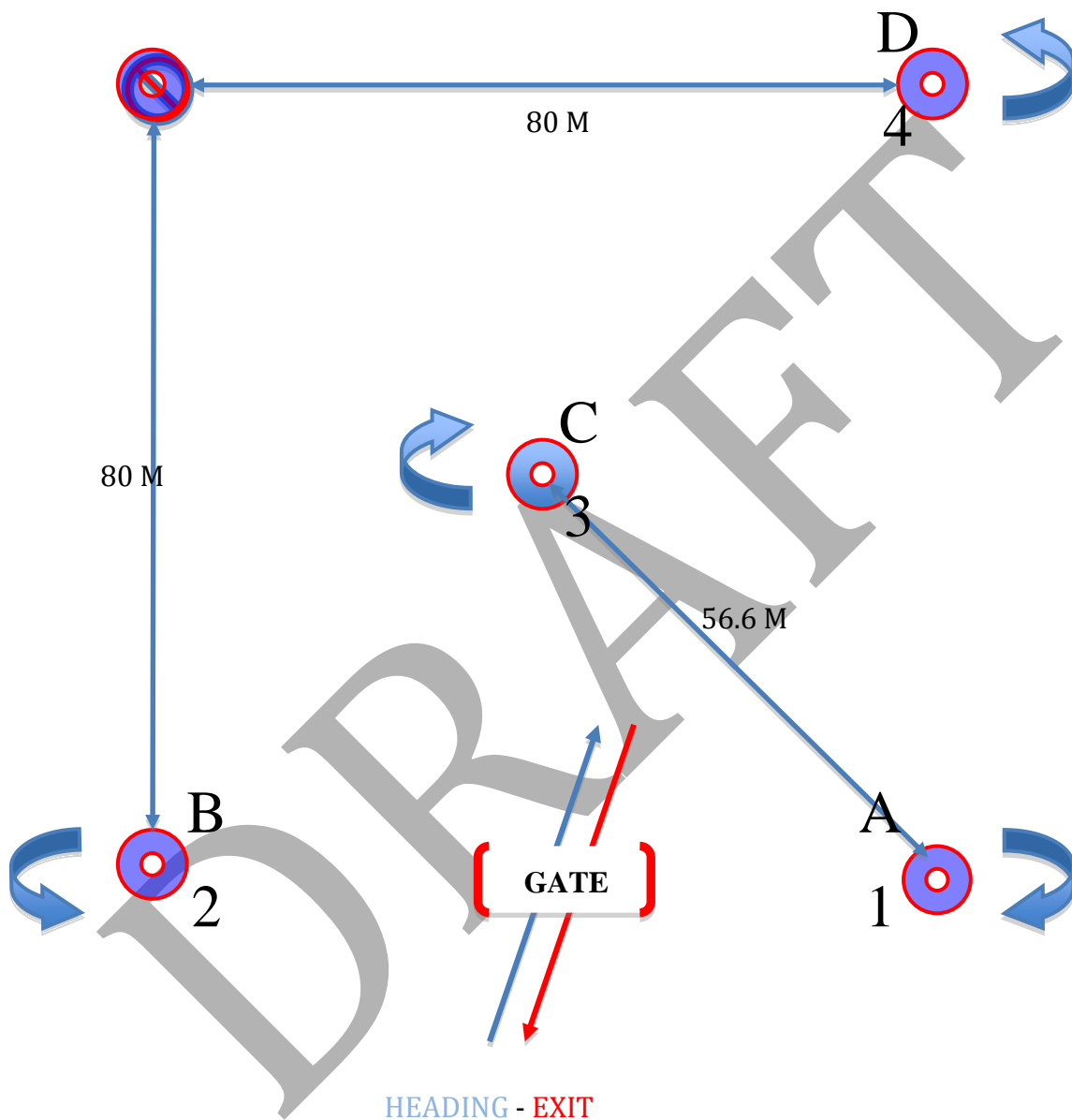
DESCRIPTION : The pilot takes-off at the Marshal's signal. On the green flag (or any other signal determined and briefed by the Competition Director), the pilot enters the course through the entry/exit gate in the direction of the arrow and timing commences at this point. The pilot flies toward the pylon facing him, goes round it clockwise and back to the centre through the gate as indicated in the diagram below. He continues towards the second pylon and goes round it anti-clockwise and returns to the centre through the entry/exit gate. The circuit must be run twice and timing will cease by crossing the exit gates after each pylon has been gone round twice.

THE TRIANGLE



DESCRIPTION : The pilot takes-off at the Marshal's signal. On the green flag (or any other signal determined and briefed by the Competition Director), the pilot enters the course through the entry/exit gate in the direction of the arrow and timing commences at this point. The pilot flies towards the pylon A, facing him, and goes round it anti-clockwise, he then flies to pylon B, which he goes round clockwise, as indicated in the diagram. He continues to the third pylon C which he goes round anticlockwise, he then flies back to pylon A which he goes round clockwise and finally flies to the exit gate. Timing will stop on the second pass of the pilot through the red entry/exit gate

THE Y



The pilot takes-off at the Marshal's signal. On the green flag (or any other signal determined by the Competition Director), the pilot enters the course through the entry/exit gate in the direction of the arrow and timing commences at this point. The pilot flies towards pylon **A** on his right, goes round it clockwise and flies to pylon **B** which he goes round anti-clockwise, as indicated in the diagram. He then flies to pylon **C** which he goes round clockwise and on to pylon **D** which he goes round anti-clockwise and then goes through the « red » entry/exit gate. Timing will stop on the second pass of the pilot through the red entry/exit gate.