



## 1st FAI EUROPEAN PARAMOTOR SLALOM LOCAL REGULATION

Place : COUHE

Date : 21 au 27 Juillet 2014

Organised by : FFPLUM 96 bis rue Marc Sangnier 94 470 maisons Alfort cedex

### AUTHORITY

The Paramotor Slalom set of rules combine the General Section and Section 10 of the FAI Sporting Code with regulations and requirements specific to this championship. The FAI Sporting Code shall take precedence over this current set of rules 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, paramotor inspection, registration: 21 July

Opening Ceremony: 22 July

First Competition briefing: 22 July

Contest Flying Days : 23 to 26

Closing Ceremony, Prize-giving : 26 evening

## 3. OFFICIALS

Director : Amiable Joel

Deputy Director : Antoine Demelier

Competition Director : Jose Ortega

### **FAI/CIMA Officials**

#### • JURY

President : René VERSCHUEREN (BEL)

Member : Ramon LOPEZ (SPA)

Member : Natalia PASKA (POL)

Steward : Oscar MINISTRY (ITA)

## 4. ENTRY

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

For Paramotor Slalom Championship

: 8 pilots in class PF1

: 3 pilots in class PL1

: 2 racing teams\* per country

\* a racing team is composed by exactly 4 PF1 pilots

- Entries must be made on the official Entry Form.

- If applications, with fees paid, are not received 01/07/2014 entry may be refused.

- The entry fee is:

o 250 € for pilot in each class except

o 300 € for entry payed after 31 of JUNE

o 50 € for each Team Leader and assitant team leader

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

Code BIC : BREDFRPPXXX

BRED CRETEIL EGLISE / IBAN : FR76 1010 7002 3300 4203 3211 618

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

- Opening and closing ceremony

- CIMA/FAI sanction fee

## 5. INSURANCE

Each pilot must hold valid third party insurance of at least 750 000 SDR. It may be possible to take out the required insurance if proposed by the organiser.

Organiser strongly recommend to find an insurance coverage at home.

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

Documentary proof of 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).

Racing 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 round, and must start a minimum of 3 rounds. (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 rounds.

## 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.
- Paramotor Certificate of Airworthiness or Permit to Fly.
- 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 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.

**NACS are fully responsible to check the skills pilots to enter a Slalom paramotor**

## **compétition.**

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

Pilots must be (15) years old on the first day of the competition

### 11.3. PARAMOTOR AND ASSOCIATED EQUIPMENT

- paramotor and equipment provided by the competitor must be of a performance and standard suitable for the event.
- Each paramotor must possess a valid Certificate of Airworthiness or Permit to Fly not excluding competition flying. This document must be issued in or accepted by the country of origin of the paramotor or the country entering it or the country of the organisers. The paramotor must comply with the FAI definition of a Microlight or Paramotor at all times (S10 1.3).
- Two complete equipments, including canopies are allowed for the entire competition. A valid mark will be sealed within the canopies.
- 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 21/22 of July. Slaloms configurations 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 1 hour after the respective Provisional Score sheet has been published, not counting the time between 22:00 and 07:00,

except for the rounds 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 round 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 decision of the Championship Director.

No protest may be made nor shall one be accepted by the Jury that deals with the composition of a round or a time/score given by the Competition Director.

A protest must be presented not later than 1 hour after the respective Official score sheet has been published, except for the rounds of the last competition day, or for Official Score sheets published on or after the last competition day, when the time limit is half an 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 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 paramotor 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 paramotor 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. Any manoeuvre considered as dangerous for the general public, buildings and competition set-up, another paramotor 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 PARAMOTOR

Any damage shall be reported to the organisers without delay and the paramotor may then be repaired. Any replacement parts may be replaced by any part.

Only one engine change is authorised, under provision of 11.3.

Replacement may be made whatever performance and eligible to fly in the same class. (11.3)

Canopy replacement is authorised, Under 11.3

### 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](http://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. A competitor involved in collision in the air must not continue the flight if the structural integrity of the paramotor is in doubt. (S10 4.24.5)

#### 12.10. CLOUD FLYING

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

#### 12.11. ELECTRONIC EQUIPMENT

Unless particular requirements in national regulations, individual communication systems are not allowed

#### 12.12. EXTERNAL AID TO COMPETITORS

Take-off will be without any assistance other than from one or more team members 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 ROUNDS

#### 13.1. GENERAL

To count as a valid championship round 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 ( s ) which compose the round.

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 1 to 3 take-off for each round and the round may be flown once only, except if the Competition Director allow to re-run the round concerned .

A competitor may return to the landing area after take-off for safety reasons , except if he has started the round ( 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)

#### 13.2. ROUND 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. ROUND 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 round shall be cancelled. Once all competitors in a class have taken off or had the opportunity to do so, the round will not be cancelled except for reasons of force majeure. (S10 4.30)

#### 13.4. ROUNDS TYPE : SLALOM

Slalom definition : a timed race through a winding course past a series of gates , around pylons.

Round définition : one or more tasks

The principle of task, a catalogue of tasks (and their scoring systems) to be implemented during the championship is described and attached to the Paramotor Slalom set of rules

#### 13.5. FLYING THE TASKS AND ROUNDS

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

Round order of take off may be

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

#### 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 ROUNDS FLIGHTS.

#### 14.1. TIMING

Timing shall be made by a CIMA approved electronic timing system. All times are given, taken and calculated in local time or simple elapsed time, rounded to an accuracy of 1/100th of a second with the approved electronic timing system used.

#### 14.2. CONTEST NUMBERS

Paramotor shall carry the number on the front and the back side of the bag

#### 14.3. EMERGENCY EQUIPMENT

An emergency parachute is not to be considered as a part of the structural entity of an paramotor. For paramotors an emergency parachute is mandatory ( S10 4.24.1)

#### 14.4. PROTECTIVE EQUIPMENT

A protective helmet must be worn. Body protection is recommended

### 15. PROGRAM OF SLALOM EVENTS

#### 15.1. GENERAL

The events of the World Championship are slalom rounds

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

The individual events comprise slaloms scored by the time taken to complete the course .

Racing Team events comprise a relay that is scored by the time taken to complete the course .

A round is composed by task or tasks defined by a Slalom described in the task catalogue and chosen by a draw.

#### 15.2. SPECIFIC

The World Championships is comprised of up to 15 rounds considered as **Selection rounds**, and **Final rounds**, consisting of 1/16 , 1/8 , 1/4, semi final and final round, using the following

scale :

1/16 : with more than 32 pilots registered

1/8 : between 16 to 32 pilots registered

¼ : between 8 to 16 pilots

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

The 1/16 final round will consist of the pilots or racing teams with the 32 highest placing after the selection rounds

The 1/8 final round consist of the pilots or racing teams with the 16 highest placing after the 1/16 round or the selection rounds

The quarter final round will consist of the pilots or teams with the 8 highest placings after the 1/8 round or the selection rounds

The semi final round will consist of the pilots or teams with the 4 highest placings after the quarter final.

The final round will consist of the pilots or team with the 2 highest placings after the semi final.

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 .

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. RACING TEAMS

Racing Team events comprise a relay that is ranked by the time taken to complete the course by 3 pilots chosen amongst the 4 registered.

All rounds can be 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.

The composition of the team may change from one round to an other

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 round (team or individual) will be scored by timing .

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

**Score :** the time will be traduce in a ranking, the ranking in points with, if relevant, penalties added.

A pilot who did not fly scores maximun score +5 points and will be marked DNF or "Did Not Fly" on the score sheet.



A pilot who is disqualified scores maximum score +15 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)

Scoring will be supervised by the chief scorer.

#### 15.5. RANKING

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

Winner of a task =1 points  
Second of a task :=2 points  
Etc....

The winner of the World Championship or the winning team will be the winner of the final rounds or in case of bad weather, whoever achieves the smallest number of points at the end of selection rounds.

A national team score is the sum of its best three PF1 individual score, its best single PL1 individual score and its best team score taken at the end of selection rounds.

Tie-break: in the case of a tie for the podium the Competition Director will hold a tie break round . (13.4 definition of a round )

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

#### 15.6. PENALTIES

##### 15.6.1. 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,.)

##### 15.6.2. Specific

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

To miss the starting gate : maximum score or time resulting in the lowest placed increased by 5 points

To miss the exit gate : maximum score or time

##### 15.6.3. Racing 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.

#### 15.7. TASKS

**Based on a fixed set up described as the “5 Dice” the set of Slalom approved by CIMA will be chosen by a draw. ( 15.9)**

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

Each round may be the object of the run of the same task in a mirror image .If it is necessary, the Competition Director may stop a task and or a round at any time for safety reasons.

Some team tasks require specific conditions: they will be defined in the briefing.

For each task which are a part of a round 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 12 meters and shall not exceed two meters height.

*Entrance in the Slalom must be made in a flat position. A landmark placed 30 m before the entrance will be controlled by a Marshall. Any manoeuvre between this mark and the entry gate is subject to penalty. The competition director shall remind and define it at the briefing.*

#### 15.8. SLALOM EQUIPMENT AND TIMING

Slalom circuits 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 : approved by CIMA
- Chronometer : approved by CIMA
- Gate : 6 to 12 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.

#### 15.9. DRAW

15.9.1. For the first 3 rounds the Competition Director make the choice of any slalom amongst the catalogue approved by CIMA.

15.9.2. For the rounds after the process will be the following : Competition Director proceed in a draw to determinate the number of pylons. Then, he will proceed in a draw amongst the catalogue approved by CIMA including the appropriate number of pylons.

15.9.3. Once chosen, a circuit cannot be ran except in a Mirror image



## SLALOM COMPETITION CATALOGUE OF SLALOMS

### PRINCIPLE OF SLALOMS

General : the design of the Slalom events are the responsibility of the Director of the Competition after having chosen the program by a draw

The Slaloms are built on the base of a five pylon course (dice 5) of which the dimensions and equipment are as per the diagram.

There is three standard circuits that will serve as a base to establish World Record in the future: the figure 8, the triangle and the Y. ( to be approved)

The circuits will be set by the Director of the Competition at least 15 minutes before the start of the round.


All 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 : Approved by CIMA ( name )

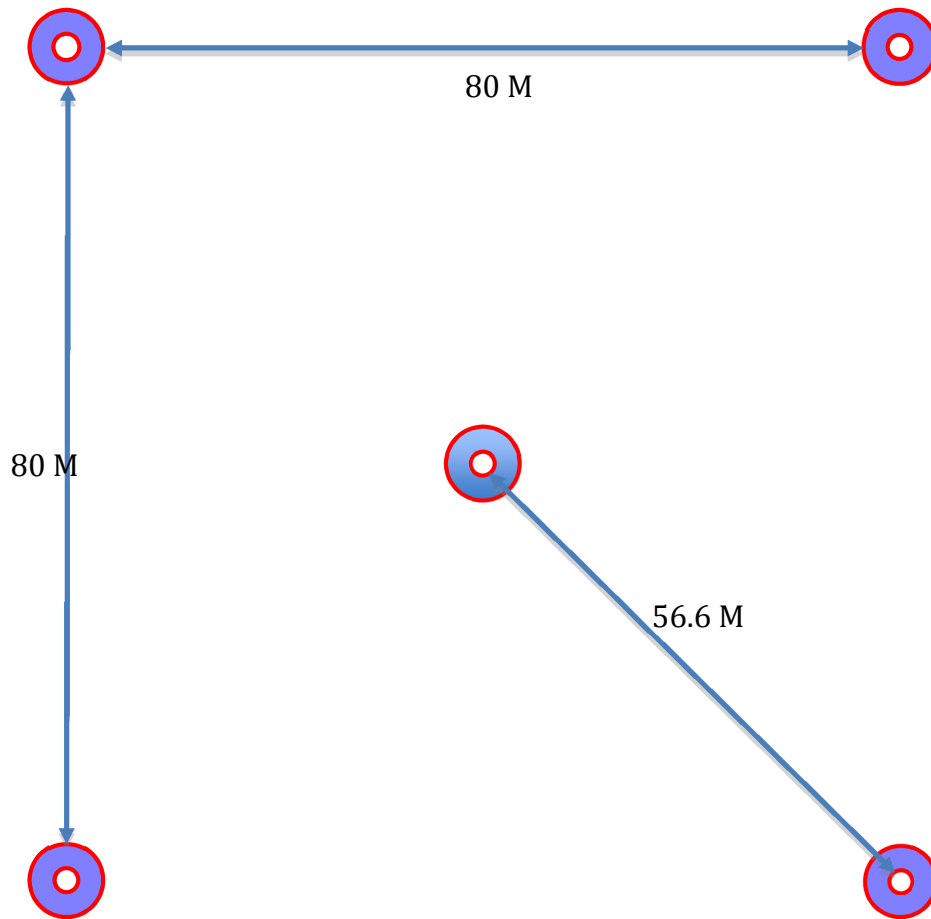
Chronometer : approved by CIMA ( name )

 **GATE** Gate 6 to 12 meters width

 Inflated Pylon

 Deflated Pylon

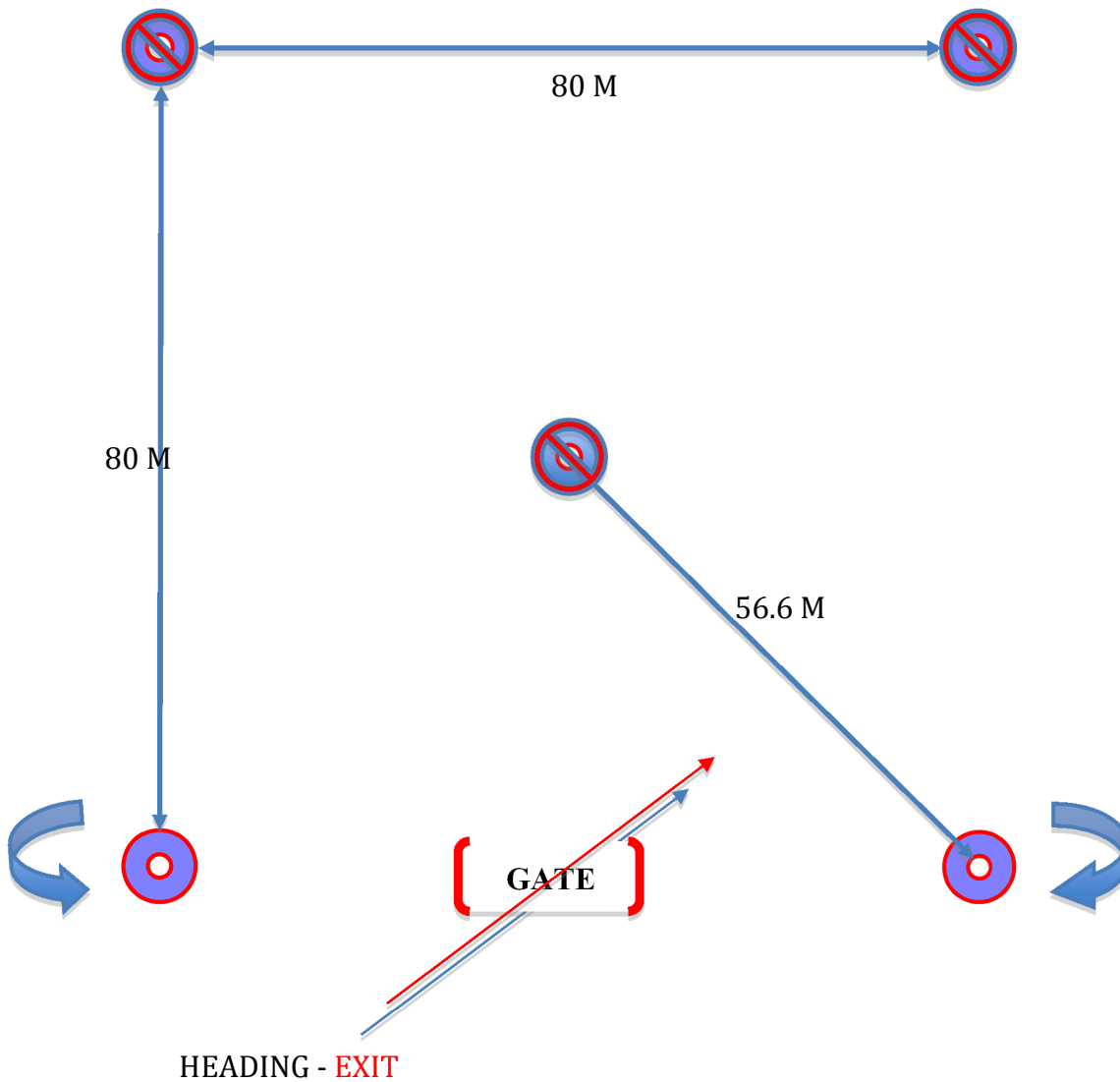
## STANDARD 5 DICE SET UP



SET UP FOR BOTH PL1 – PF1

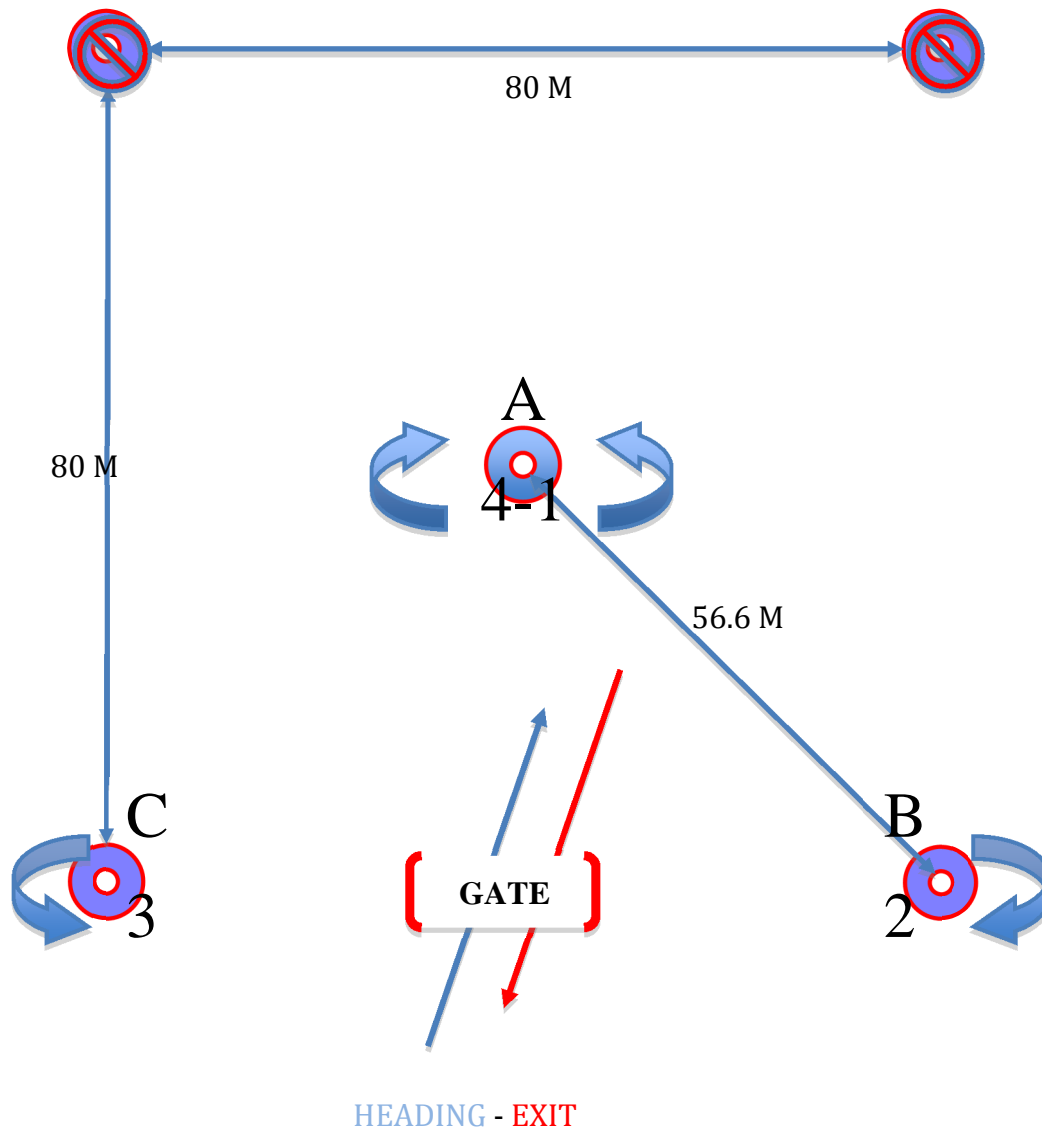
Dimension are taken on the center of the base of the Pylon

**THE 8**



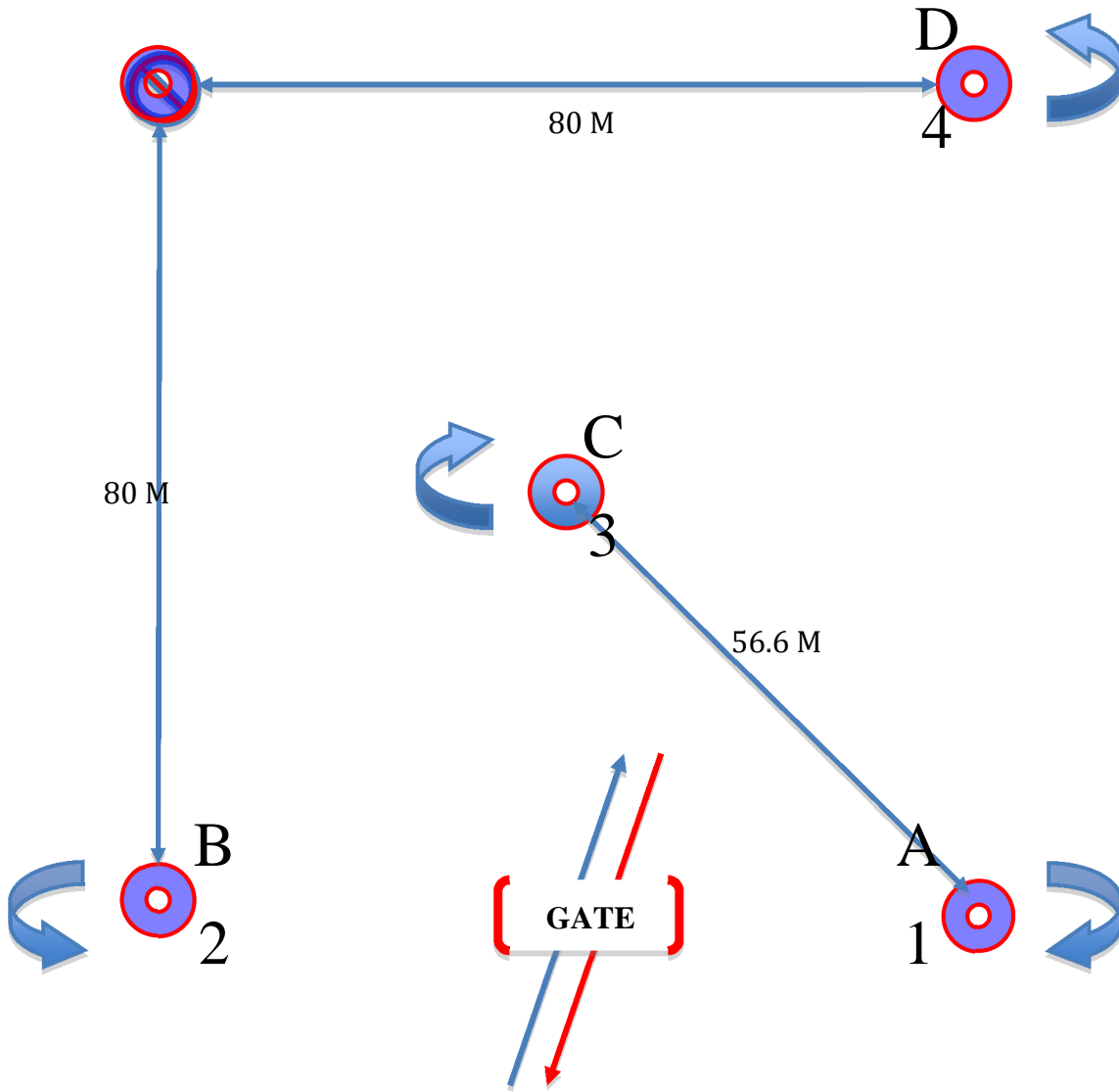
DESCRIPTION : The pilot takes-off at the Marshal's signal. On the green flag (or any other signal determined and briefed by the Competition Director), the pilot enters the course through the entry/exit gate in the direction of the arrow and timing commences at this point. The pilot flies toward the pylon 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 pilots 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



### HEADING - EXIT

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.