LOCAL

REGULATIONS

FOR THE 6th

EUROPEAN

PARAMOTOR

CHAMPIONSHIPS

Ghimbav airfield
Romania
2 – 12 September 2015

ORGANISED BY: **FEDERATIA AERONAUTICA ROMANA**

ON BEHALF OF THE FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

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Official Web Site: www.wpc2015.ro under construction

AUTHORITY

These Local Regulations 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 the Local Regulation wording if there is omission or ambiguity.

CLARIFICATION

Classes PF1, PF2, PL1 and PL2 are “Paramotors”

CONTENTS

ENTRY FORM

1. Applies to all classes

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).

1.2 PROGRAMME DATES

Training, aircraft inspection, registration:	2th to 4th of September 2015
Opening Ceremony:	5th of September 2015
First Competition briefing:	5th of September 2015
Contest Flying Days:	5th to 11th of September 2015
Closing Ceremony, Prize-giving:	12th of September 2015

1.3 OFFICIALS

Event Director:	Adrian BUZAN (ROM)
Competition Director:	José ORTEGA (FRA)
Deputy Competition Director:	Stelian COJOCARU (ROM)
International Jury:	to be nominated
Stewards:	to be nominated
Monitor:	to be nominated

1.4 ENTRY

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

For Paramotor championship 6 pilots plus one all-female crew in the PF & PL classes, plus one wheelchair bound pilot in class PL1.

- Entries must be made on the official Entry Form.
- If applications, with fees paid, are not received by 5th of September 2015, the entry may be refused.
- The entry fee is:
  - 450 EUR for pilot in each class
  - 450 for each co-pilot (navigator)
  - 150 for each Team Leader and Team Leader Assistant

10% discount will be given for entry fee paid before 15th of June 2015.

For accompaniment will be fee 50 €, children below 10 years will be free. Fee for accompaniment will be paid in cash at the place.

The entry fee includes:

- Competition operations (setting, controlling and evaluating the tasks)
- All competition materials (maps, task descriptions, control point atlases, etc.)
- Free use of the airport and free entry to all official events.
- Electricity and wireless internet
- Preferential prices to eat

The entry fee is to be transferred before 2th of September 2015 to Account nr:

Account number will be communicated later.

1.5 INSURANCE

Third party insurance of minimum 750.000 US $ is obligatory. 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)

1.6 LANGUAGE

The official language of the Championships is English.

1.7 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).
- National teams placed first, second and third.
- FAI Diplomas will be awarded for those placed first to tenth.

1.8 CHAMPIONSHIP CLASSES

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

PF1m + PF1f, PF2, PL1 and PL2

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

1.8.1 CLASS VIABILITY

For a championship to be valid there must be competitors from no less than 4 countries in a class, ready to fly the first task, and must start a minimum of one task. (S10 4.3.2)

1.8.2 CHAMPIONSHIP VALIDITY

The title of Champion in any class shall be awarded only if there have been at least 6 separate tasks and at least one task of each type (navigation, economy, precision) has been valid.

1.9 GENERAL COMPETITION RULES

1.9.1 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 identity.
- Valid FAI Sporting License for pilot and navigator.
- Aircraft Certificate of Airworthiness or Permit to Fly.
- 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.

1.9.2 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. Both pilot and navigator must hold an FAI Sporting License issued by his own NAC. The navigator must have reached the age of 14 years.

1.9.3 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 (where appropriate) 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).

The aircraft shall fly throughout the championships as a single structural entity using the same set of components as used on the first day except that propellers may be changed provided that the weight limit is not exceeded and the Certificate of Airworthiness or Permit to Fly is not invalidated. (S10 4.17.4)

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

All aircraft must be equipped with a simple method of sealing the fuel tank.

1.9.4 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.

1.9.5 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 nor change their aircraft, except under the provisions of 1.10.5.

1.9.6 PRACTICE & REST DAYS

An official practice period of not less than 2 and not more than 5 days immediately preceding the opening of the Championships shall be made available to all competitors. All the infrastructure for the competition (camping, maps, offices, scoring...) shall be ready for the first day of the official practice period. If practicable, on at least one practice day a task should be flown under competition conditions to test the integrity of the organisation. The scores thus generated shall not be counted. (S10 4.7.3)

Rest days will only be held on account of bad weather or unforeseen emergency.

1.9.7 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 6 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 2 hours.

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)

1.9.8 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 EUR. 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.

A protest must be presented not later than 6 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 2 hours. The night time between 22:00 and 07:00 is never included. (S10 4.36).

1.9.9 OFFICIAL NOTICE BOARD AND OFFICIAL TIME

The official notice board will have the form of a website. Competitors will be able to connect to the championship’s intranet and teams are expected to bring their own computers with a wi-fi network interface.

Official time will be GPS local time.

1.10 FLYING AND SAFETY REGULATIONS

1.10.1 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, meterological 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, 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)

1.10.2 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)

1.10.3 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)

1.10.4 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)

Each pilot must assess the weather conditions with reference to his/her capabilities as a pilot and the performance of his/her equipment before making a decision to fly.

1.10.5 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 must be replaced by an identical part, except that major parts such as a wing for a paraglider controlled aircraft may be replaced by a similar model or one of lesser performance. Note. Change of major parts may incur a penalty. (S10 4.23.4)

An aircraft may be replaced by permission of the Director if damage has resulted through no fault of the pilot. Replacement may be only by an identical make or model or by an aircraft of similar or lower performance and eligible to fly in the same class.(S10 4.23.5)

1.10.6 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)

Once a task has been declared, reconnaissance of the route in any aircraft or vehicle is forbidden.

1.10.7 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

1.10.8 AIRFIELD DISCIPLINE

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

1.10.9 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.

Air Law must be observed and a proper look-up must be kept at all times. It is every pilot’s responsibility to avoid a collision with another.

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)

1.10.10 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)

1.10.11 ELECTRONIC EQUIPMENT

CIMA approved GNSS flight recorders and ELTs without voice transmission capability are permitted and may be carried. Sealed mobile phones, switched off, may be carried for use after landing or in an emergency, the director must be immediately informed if the seal is broken.

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

All other electronic devices with real or potential communication or navigation capabilities must be declared and approved for carriage by the Championship Director.

A document describing the device will be signed by the competitor when it is being sealed, and the document will be retained by the organization. After the task, provided the seal is not broken, documents will be returned to each competitor when he comes to unseal the device. If a document is still in the possession of the organization at the time of issuing the scores, the competitor will get a 100% task penalty.

Before each task the Director will ask marshals to check for infringements. The penalty is disqualification from the competition.

1.10.12 EXTERNAL AID TO COMPETITORS

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

Help from assistants is positively encouraged until a competitor enters the take-off / landing deck or pilot weighing area to start a task. From that moment onwards, all external assistance is forbidden except from marshals or those people expressly appointed by the Competition Director, until the moment the competitor leaves the deck having finished a task, or otherwise lands according to the outlanding rules. Assistance from fellow competitors is not permitted unless authorised by a marshal.

1.11 CHAMPIONSHIP TASKS

1.11.1 GENERAL

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

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

A competitor will generally be allowed only one take-off for each task and the task may be flown once only. A competitor may return to the airfield within 5 minutes of take-off for safety reasons or in the event of a GNSS flight recorder failure. In this case a further start may in principle be made without penalty but equally the competitor must not benefit in any way from restarting. Exceptions and penalties will be specified in the Task Description. (S10 4.30)

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

1.11.2 TASK PERIOD

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

1.11.3 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)

1.11.4 TYPES OF TASKS

Only tasks approved by CIMA or listed in S10 A4 will be used:

A Flight planning, navigation estimated time and speed. No fuel limitation.

B Fuel economy, speed range, duration, with limited or, if approved, measured fuel.

C Precision

A catalogue of tasks (and their scoring systems) to be implemented during the championship is attached to these local regulations.

1.11.5 FLIGHT PLANNING

The Director may decide that flight planning has to be done individually. Then, certain task details like turn-points or ground features will not be given during the briefing. Instead, pilots will receive such *last-minute task details* just before they are allowed to start planning their flight.

Individual planning shall be done in quarantine. No communication devices or electronic devices capable of performing calculations will be allowed (1.10.11). The only exceptions are non-programmable electronic calculators.

The director may designate a planning time for each pilot. In this case, marshals will hand last minute task details at the designated time to each pilot.

1.11.6 FLYING THE TASKS

Any part of a competition task may be flown either

a along a set course in the direction specified at the briefing,

b along an in flight decided course in the direction selected by the pilot,

c according to a local pattern specified at the briefing.

The resulting complete task is the combination of the above.

Order of take off may be

- a scheduled take off order, balloted by the Organiser,
- an open window,
- the current championship or reverse championship order.

The actual scheduled take off order is annexed to the relevant Task Description.

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.

1.11.7 OUTLANDINGS

Outlandings shall be scored zero, unless specifically stated at the briefing. If a pilot lands away from the goal field or from base he must inform the organisers by telephone, with the minimum of delay and at the latest by the closing time of the task. He may break the fuel tank seal and fly home or return by road.

Evidence of the landing place must be obtained from GNSS flight recorder evidence. On return to base he must go immediately to Control with his evidence. Failure to follow this procedure without good reason may result in the pilot not being scored for the task, or charged for any rescue services which have been called out, or disqualification. (S10 4.32)

1.11.8 FLIGHT BOUNDARIES

Flights terminating beyond the boundaries of the organiser's country shall score only to the point where a straight line between the start point or last turn point and the landing place last cuts the boundary, unless permission is given at briefing to cross such boundaries. (S10 4.33)

1.11.9 EMERGENCIES

In the event of landing out in an emergency, pilots must fold up their canopies immediately after landing. A canopy, which has not been folded within three minutes, indicates the pilot is in need of help. Any pilot who observes such a situation is obliged to render assistance, while avoiding any risk to themselves and contact the organisation as soon as possible.

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

1.11.10 THE SECURE AREA

This is a clearly marked area where the aircraft must be placed from time to time as instructed by the director. Once in the Secure Area and without the expressed 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.

1.11.11 QUARANTINE

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

1.12 CONTROL OF TASK FLIGHTS.

1.12.1 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)

A task is deemed to have started the moment the window opens and/or the first pilot to take-off is ready to take-off and ends the moment the last pilot has landed and has exited the landing deck or the pre-briefed expiry time has been reached.

1.12.2 FUELLING

Fuel will be measured by weight or volume but will be consistent for any given refuelling session. Measured fuel quantities include oil where it is mixed with petrol. Fuel measured by volume shall be within ± 10°c of the ambient temperature.

Refuelling will be in the order and in accordance with the instructions given at briefing. Failure of the aircraft to be present on time may result in penalty for the pilot.

An official observer, or a team leader or competitor from a rival team must control fuelling.

Official observers will collect documentary evidence that all competitor's fuel systems are sealed immediately after fuelling, and that all competitor's fuel systems seals have been inspected after landing. Sealing of tanks is optional if aircraft are moved under supervision of officials directly to the take off place.

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)

1.12.3 ACCURACY

Landing accuracy will be verified by video cameras.

1.12.4 GATES, TURNPOINTS AND MARKERS

Gates are normally a straight line 250m wide perpendicular to the briefed track.

Gates may be:

- Known gates. Their position and height to be crossed will be briefed.

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

Proof of passing a gate and it's timing will be by Marshals report or GNSS flight recorder evidence, as briefed.

Control points may be: A geographical point, a ground marker, a landing marker or a kicking stick.

Control points may be:

- Known control (turn) points. Their position and description will be briefed.

- Hidden control points. The track along which they will be found and their description will be briefed.

Proof of reaching a control point may be:

- by the competitor recording the symbol and position on the declaration sheet.

- by a Marshal's report.

- by flight recorder evidence.

The precise requirements will be described in the Task Description.

1.13 GNSS FLIGHT RECORDERS

1.13.1 The status of GNSS flight recorder evidence relative to other forms of evidence is as follows:

- All aircraft shall carry a FR which will be used as primary evidence.

- In the event of a failure of the primary FR, a second FR or observer's report may be used as secondary evidence.

1.13.2 Only CIMA approved FRs may be used and they must be operated in strict accordance with their approval documents. (S10 A6)

1.13.3 The FR to be used by a pilot in a championship will be supplied by the pilot. The FR case must be clearly labelled with the pilots name and competition number and (if applicable) this information must be entered into the memory of the FR.

1.13.4 The pilot must make a data transfer cable and a copy of the transfer software available to the organization if required.

Before the championship starts, each FR must be presented together with its CIMA approval document to the organization for inspection and recording of type and serial number. The pilot must be sure it fully complies with any requirements in the approval document e.g. that manufacturer’s seals are intact and it is equipped with a data-port sealing device if it is required or it will be rejected by the organization.

Once the championship has started the pilot must always use the same FR. In the event of a permanent failure, another FR may be used after it has been presented together with its CIMA approval document to the organization for inspection and recording of type and serial number.

All FR’s must be presented to the organization for inspection immediately before the start of each task. If secondary evidence is presented then both sets must be clearly marked 1 and 2. Only one set of evidence will be used to verify the flight.

1.13.5 It is the pilots responsibility to ensure that he is fully aware of the functions and capabilities of his FR eg. that it has sufficient battery power and that the antenna is correctly positioned etc.

1.13.6 Where FR data is to be used for scoring, the organizer must have visited every location which could affect the scoring and got a GNSS fix of that position. E.g. turnpoints, hidden gates etc. It is not acceptable to extract positions from a map in any circumstances. Points that will not require FR evidence for scoring (eg. because a marshal will be taking times at a hidden gate) must be specifically briefed.

1.13.7 The scoring zone for FR’s is independent of any other zone or sector (eg. one with ground observers). A scoring zone will normally be a cylinder of 200 m radius and of infinite height.

To score, a track fix point must either be within this circle, or the line connecting two sequential track fixes must pass through the circle. Additionally the task may require one of these fixes to be associated with a pilot event mark (PEV).

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

1.13.8 Gate or point time is taken from the fix immediately before it is crossed.

1.14 SCORING

1.14.1 GENERAL

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

A score given to a competitor shall be expressed to the nearest whole number, 0.5 being rounded up. (S10 4.34.13)

All distances not obtained from GNSS shall be calculated from the official map and rounded up to the next 0.5 km. (S10 4.34.14)

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

Deduction of penalty points shall be made after scoring for that task is completed. (S10 4.34.16)

If a pilot's score is for any reason negative including penalties his score for the task shall be taken as zero. Negative scores shall not be carried forward. (S10 4.34.18)

The following standard symbols will be used for scoring:

V = Speed, D = Distance, T = Time, Q = Partial/intermediate score, P = Total score before penalties

The scoring system to be used shall be approved by the FAI Microlight Commission and attached to the Local regulations.

Calculations will be performed using full numerical precision. Rounding will only be done when calculating Q and P values and will be done to the nearest integer value. Q and P variables will always be integers greater than or equal to zero. If a calculation results in a negative number, zero will be assigned as the result.

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)

If a failure in GNSS flight analysis or scoring is discovered before the end of the championship and the failure is due to a technical error which emanates from the equipment being used for the GNSS flight analysis or scoring, this failure must be corrected regardless of time limits for complaints and protests. (S10 4.34.19)

1.14.2 PENALTIES

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

Actions which will normally result in disqualification from the competition:

a. Bringing the event, its organisers, the FAI or the sporting code into disrepute.

b. The use of banned substances.

c. Unauthorised interference with an aircraft in a Secure Area.

d. Flight outside the specified flight envelope of the aircraft or dangerous flying.

e. Flight or attempted flight with prohibited equipment.

f. Unauthorised assistance during a task.

g. Interference with the firmware or software of a CIMA approved GNSS flight recorder

h. Flight without a helmet or emergency parachute

i. Use of ballasting between weighings in an economy task (if weighing method used).

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

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

Actions which will normally result in a 50% of the overall task score:

- Failing to follow marshal's indications.

- Missing start point (SP) or finish point (FP).

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

- Not being ready for weighing at the designated time
- Not being positioned at the deck at the designated take-off time
- Not taking off within the deck limits when a standard deck take-off is required
- Crossing the start point after the designated or calculated crossing time
- Landing out of the designated deck when a standard deck landing is required
- Takeoff out of the designated deck when a standard deck takeoff is required
- Declaration sheet partially or incorrectly filled

KEY TO SYMBOLS USED IN CLASSIC CLASSES TASK CATALOGUE

3. Applies to Paramotors

3.1 GENERAL REMARKS

3.1.1 RANGE

All aircraft will be expected to have a still air range of 100 km.

3.1.2 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.

3.1.3 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.

3.1.4 THE LAUNCH AND LANDING DECKS

- The launch and landing decks are clearly marked areas defined at the briefing.

- Occasionally, the same area may be used for both launch and landing depending on the requirements of the task.

- Both launch and landing decks will normally be allocated as large an area as is available given the size of the airfield and any other space requirements imposed by the specific task being flown.

- A minimum of 100m x 100m is required per 30 competitors and should be scaled and/or reshaped, at minimum, proportionally according to competitor numbers.

- All delineating borders of a landing deck shall be clearly visible from the air.

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

- There will be no significant obstacles within 200m of the boundary of a landing deck.

- 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.

3.1.5 CONTEST NUMBERS

Aircraft shall carry the number centrally on the underside of the paraglider, top towards the leading edge. Additionally, if briefed, pilots will be required to display numbers on the cage of their paramotors.

3.1.6 EMERGENCY EQUIPMENT

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

3.1.7 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.

3.1.8 PROHIBITED EQUIPMENT

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

3.2 FLIGHT CONTROL

3.2.1 TIMINGS

Normally, take-off times are taken at the moment a pilot's feet leave the ground.

Normally, landing times are taken at the moment a pilot's feet or any other part of the pilot or aircraft touch the ground.

Timings may also be taken when the pilot kicks a stick or flies overhead an observer as briefed for the task in question.

A task is deemed to have started the moment the first pilot to take-off is ready to take-off and ends the moment the last pilot has landed and has exited the landing deck.

In the case of a take-off time window, the precise time of take-off is entirely at the discretion of the pilot but shall be within the overall time window. 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.

3.2.2 DISTANCE MEASUREMENT

All distance not obtained from FR's shall be calculated from the same official map, of a scale not smaller than 1:100,000. and rounded up to the next 0.5 km.

3.2.3 FUEL MEASUREMENT

Fuel will be measured by weight or volume but will be consistent for any given refuelling session. Refuelling will be in the order and in accordance with the instructions given at briefing. Failure of the aircraft to be present on time may result in penalty for the pilot.

Competitors must be able to demonstrate that their entire fuel system is empty.

3.2.4 ALTERNATIVE FUEL WEIGHING SYSTEM

Subject to approval by CIMA, the following procedure may be employed to reduce the time taken for the traditional emptying, filling and quaranting of machines prior to an economy task, in order to measure the amount of fuel used. This procedure is particularly useful when conditions are changeable and there is a risk of being unable to fly an economy task after preparation is complete.Alternative versions of traditional CIMA economy tasks have been created to take into account this method of fuel measurement.

In outline, pilots may carry as much fuel as they wish and the machines will be weighed immediately before launch and immediately after landing. In order to ensure exactly the same items are weighed before and after, there is a strict procedure to which all pilots must comply. Rigorous marshalling on the deck and at the weighing station (adjacent to the deck) is essential to the integrity of the process.

In addition to the provisions described below, the Competition Director may dictate that pilots are also weighed at the same time as their machines as an additional control.

3.2.4.a. For the purpose of scoring: one litre of fuel = 0.74kg = 740 grams

3.2.4.b The weighing scale(s) should be located next to the launch deck.

3.2.4.c Pilots are to lay out their wings on the deck prior to going through the weigh station.

3.2.4.d The machine should be weighed immediately before entering the launch deck.

3.2.4.e The machine is only to be weighed with allowed items attached. It is each pilot's responsibility to ensure that all other non-allowed items are removed prior to weighing. See lists below.

3.2.4.f The machine will be photographed and/or videoed from all sides at the point of weighing.

3.2.4.g After weighing, the machine is then moved onto the deck with a view to launching as soon as possible.

3.2.4.h Marshals should ensure that pilots spend as little time as possible between the weighing and the launching, and may require a machine to be re-weighed if necessary. If a pilot or machine leaves the deck after being weighed in, he must repeat the weighing procedure before commencing the task.

3.2.4.i As soon as a pilot lands back on the deck, a marshal will direct the pilot to the scale for the machine to be weighed immediately.

3.2.4.j The machine is only to be weighed with allowed items attached. It is each pilot's responsibility to ensure that all other non-allowed items are removed prior to weighing.

3.2.4.k After weighing, pilots may move items between themselves and their machines, but before weighing in after theh task, everything MUST be returned to its position during the

3.2.4.k The machine is then weighed and photographed and, or videoed once again from all sides.

3.2.4.l Marshals should be vigilant, and check for non-allowed items that may be hidden or concealed on the machine. (Bulges in reserve containers, harness pockets etc)

3.2.4.m If a machine is presented to be weighed with a non-allowed item at the final weigh-in, then that pilot may score zero for that entire task.

3.2.4.n List of allowed and non-allowed Items

Allowed Items:

- *Reserve parachute*

- *Permanently fitted "Competition fuel bottle"*

- *Permanently fitted lighting*

- *Permanently-fitted gauges (such as fuel gauges, EGT, CHT, tachometer). Anything requiring tools to be removed will be considered 'permanent'.*

- *Electric start equipment and batteries if an electric start system is fitted to the machine*

Non-allowed items:

- *Anything not in "Allowed items" including;*

- *GPS loggers*

- *Pilots own instruments (vario, compass etc)*

- *Propeller covers*

- *Helmets*

• *Ear defenders*

• *Goggles/sunglasses*

• *Map boards/cases.*

3.2.4.o The weight of fuel used shall be the difference between the recorded weight prior to take-off and the recorded weight on landing.

3.2.5 FLIGHT ACCURACY MEASUREMENT

Ground markers

- Certain ground markers may be designated as "Landing markers", where a bonus score may be available in the task for landing on the marker. Landing markers are min. 4m x 4m.

Kick sticks

- Some tasks may involve the use of "Kicking sticks". A valid strike on a stick is one where the pilot or any part of the aircraft has been clearly observed to touch it OR when electronic ‘kick stick’ sensors which have been shown to meet the standard tests are used, a valid strike is one which is recorded by the device.

- The stick should be approx. 2m in height, visible from a range of at least 250 meters, and of a construction such that it is unlikely to enter a propeller once struck.

- One or more sticks may be used in a task for the purposes of separating elements of that task (e.g. to take a time) and a bonus score may be available for successfully kicking a sequence of sticks in a given order and/or time.

3.3 FLYING THE TASKS

3.3.1 PROPORTIONS

The proportion of the tasks accumulated during the championship is approximately A: B : C = 1/3 : 1/3 : 1/3

3.3.2 ASSISTANTS

3.3.2.1 GENERAL

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

3.3.2.2 PL1 WHEEL-CHAIRED DISABLED PILOT

A disabled pilot flying in PL1 class may be assisted in pre-launch preparation by one authorized person. Once the pilot is ready to launch, the assistant shall report that fact to the marshal, and will not help any more in the launch procedure. Either holding any part of Paramotor or wing canopy, or giving information about canopy inflation is considered as a help.

3.3.3 TAKE-OFF

In all tasks A PF must be foot launched and a PL must take off on its wheels.

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 landing deck, except for emergency provisions given at briefing. 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 the take-off order is given:

- No more than six pilots are permitted on a take off deck at any one time, unless briefed otherwise.

- The first 6 pilots must be ready to takeoff at the start of the task.

- Every pilot must take off before the sixth pilot in order after him has taken off or a 20% penalty will apply.

- If a marshal considers a pilot to be causing unreasonable delay (has been on the deck more than 20 minutes with the opportunity to take off), a 20% penalty will apply.

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.

3.3.4 FLIGHT LIMITATIONS

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

3.3.5 LANDING

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

- Upon landing, pilots must immediately remove their aircraft from the deck.

- Landings outside the landing deck but within the airfield boundary will attract a 20% penalty.

- Pilots 'abandoning' their aircraft on the landing deck will be liable to penalty.

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

In PF: The objective is for the pilot to make a good landing on his own two feet without falling over

The definition of a GOOD landing is that apart from the pilot's two feet, only one of his knees may touch the ground - landing score as achieved.

The definition of a BAD landing is if the pilot falls to TWO knees and/or his hand(s) and/or any part* of the power unit touches the ground during the landing process - zero landing score. *Note: if a dangling throttle or speed-bar touches the ground, this will NOT count against the pilot.

In PL: The objective is for the pilot to make a good landing after which the aircraft comes to rest the right way up and without any damage. Zero landing score if the aircraft comes to rest off all its wheels or is structurally damaged in any way, although failure to restart the engine will not incur a penalty.

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 & propeller stationary 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 & propeller stationary for a minimum period of 2 seconds before any part of the aircraft or the pilot touches the ground."

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

3.3.6 EMERGENCIES

All pilots must fold up their canopies immediately upon landing out or outside of the deck. A canopy that has not been folded within three minutes indicates the pilot is in need of help. Any pilot who observes such a situation is obliged to render assistance and contact the organization as soon as possible.

3.4 SCORING

3.4.1 ALL TASKS

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

$P = Q/Qmax \times 1000$

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

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

e.g.: P = Q/Qmax x 750 + y (where the maximum value of y would be 250)

OR P = y (where the maximum value of y could be 1000)

In all cases: P = Total score, Q = pilot score, Q max = best score for an element of the task, y = an absolute score

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

The Paramotor team prize is computed from the sum of the scores of the top three pilots of each country in each task in each valid class which has minimum of 8 pilots.

The task score for which a pilot was disqualified shall not count for team scoring. Other valid tasks flown by this pilot are not affected (S10 4.34.12) [This means that a pilot disqualified for any one of a number of serious offences could stand on the podium with a medal around his neck, which seems unacceptable. I propose that if a pilot is disqualified, all of his scores be excluded from any team score calculations.]

In the PF and PL classes, if less than 50% of pilots in class start a task then after all penalties have been applied each pilot score for the task will be reduced on a pro-rata basis according to the following formula:

Pilot final task score = Ps*(MIN(1,(Ts/Tc)*2))

Where

Ps = Pilot task score after all penalties Etc are applied.

Ts = Total started; Total number of pilots in class who started the task (ie properly, beyond 5 minute rule).

Tc = Total class; Total number of pilots in class.

ENTRY FORM

ENTRY FORM FOR FAI

European Paramotor Championships 2015

Brasov, Romania, 2–26 Septembrie 2015

Name of National Aero Club ....
Address ....

Tel ..... fax .....

E-mail ....

We wish to enter the following competitors who qualify under the FAI Nationality or Residence Rules (GS 3.7):

Name	Age	Gender	Comp. class	P1 NAV ASS TTL	Sporting Licence Nº	Pilot Licence Nº

Note : The maximum number of aircraft which may be entered is ……. with not more than ……. in any class.

Name of Team Leader .....

Names/number of Assistants if known .....

.....

.....

Names/number of accompanying technical officials if known .....

.....

.....

.....

ENTRY FEES

	Fee	Number	Total Entry fee
Pilot / Nav			
Assistant			
Team Leader			
Technical Official			

This amount is enclosed/will be paid by _____ *(date)* in the form of _____ *(currency)*

Note : The closing date for the receipt of entry fees is 28 days before the start of the event. Late entries may not be accepted.

We declare that the above information is true.

Signed: ..... Position in NAC.....

Print Name ..... Date .....

INSURANCE:

Each competing aircraft shall be covered for public liability risk to the value of _____ *(value & currency)*. Proof of cover must be provided at Registration and before the aircraft is flown. Competitors are strongly advised to take out personal accident cover.

PUBLICITY:

A passport type photograph and a short biographical note for each pilot and the team leader should be provided either with this Entry Form or at latest at Registration.

SEALED DEVICE SHEET

Instructions

Pilots will fill in one of this sheet for every sealed container carrying one or more devices they need to carry sealed during a task. It's the pilot's responsibility to have the necessary sheets at the moment of sealing.

Each competitor may use his own wrapping method, or the marshals may provide it. In any case, a marshal will decide if the method is valid, verify that the device is disconnected and proceed to seal the device and verify that it can't be connected. The marshals will keep this sheet while the device is sealed.

Marshals may inspect the competitors' integrity of seals at any time during a task. After the task, pilots will request their seals to be inspected and checked against the sealing records. This sheet will be given back to the pilot if the seal is not broken.

At the end of the scoring process of each task, the scoring team will review the pending sheets. Pilots who haven't got their sheets back will get a 100% penalty in the task.

Pilot _____

Device _____

Comp. No. _____ Team _____ Class _____

Task No. _____ Date _____ Time _____

Pilot's Signature

Marshal _____

Marshal's Signature: