# 1. COMPETITION DESCRIPTION

Paramotor Slalom is a race made around pylons. A catalog of different slalom circuits is predefined. A gate with infrared sensors takes the start and finish time when the pilot fly through the gate. The winner of the task is the pilot who made the shortest time.

2. EQUIPMENT

2.1. A protective helmet is mandatory. Better if it's an integral helmet (or helmet with a roll-bar).

2.2. If race is above water, life-saving equipment (flotation device) is mandatory.

2.3. Rescue parachute is mandatory. This is to prevent any problem while pilot is in the waiting area before the race.

2.4. The protections of the thorax, shoulders, forearm, elbows and knees are mandatory for tasks flown over the ground. Those legs, column and ankles are strongly recommended.

2.5. The long clothes (pullovers, pants) are mandatory (T-shirts and pairs of shorts are thus forbidden).

2.6. The airworthiness of paramotor equipment used is the responsibility of the competitor and registration will be taken as a declaration by the Delegation and competitor that the paramotor equipment to be used is certified as being airworthy by competent authorities. The Organizer has no responsibility in this regard; the responsibility rests fully with the Delegation and competitor.

2.7. With the exception of any equipment which could be considered as dangerous by the CD (course director), any complementary equipment will be accepted.

3. AIMS

- To determine champions in paramotor slalom.
- To promote safety and develop paramotor training and competition.
- To exchange ideas and strengthen friendly relations between participants of the FAI competition.
- To allow participants to share and exchange experience, knowledge and information.

4. AWARDS

Medals and Trophies will be awarded for the first three placing according to the Competition Rules.

5. GENERAL REGULATIONS

5.1. All paramotors in the competition have to satisfy the requirements of FAI sporting code section 10.
5.2. All take-offs will be made without any assistance (other than the crew) and after authorisation of the course director (CD).
5.3. The change of equipment has to be authorised be CD and according to the following restrictions: 2 engines are allowed, 2 gliders are allowed.
5.4. Each pilot is responsible for the good state of his equipment. CD can forbid a pilot from flying the course at any time if he considers if equipment being not airworthy or dangerous.
5.5. Circuit: all circuits are designed on a grid of 80m with 1 – 2 – 3 – 4 or 5 inflatable pylons 10 or 12m height.
5.6. Start and finish gates are clearly positioned.

6. COMPETITION TASKS AND RULES

6.1 Briefings

6.1.1. Before the beginning of the competition CD will organise a general briefing handling particular conditions implying flights in competition sites, conditions of flights, ways for take off and land as well as any information useful for the pilots.
6.1.2. Free flights during the competition are not allowed except after authorisation of the CD.
6.1.3. The signals of marshals, the authorisations of take-off and the procedures of landings will be reminded during the briefings.
6.1.4. Every pilot makes a commitment to follow and not disturb the briefings.
6.1.5. A briefing will take place every day.

6.2 Limitations of flight

6.2.1. Any situation considered as dangerous for the public, the structures, another aircraft or the pilot himself are forbidden and will pull penalties or disqualification.
6.2.2. The flight over houses and buildings are not authorised.
6.2.3. Every pilot is attentive to the possible collisions and gives himself the ways to avoid them.
6.2.4. During the tasks, flying over the zone of slalom is not authorised.
6.2.5. The quantity of fuel is limited to 5 litres.

6.3 Interruption of a task

The CD can decide to interrupt a task and pursue it subject to acceptable conditions. If not, he can cancel a round or several tasks.

6.4 Use of flags

3 flags are used during the competition.
1. The green flag means that the circuit is free and that the pilot can enter the race.

2. The red flag means that the circuit is not free or that the pilot made an error during the race. He then has to leave the circuit and return towards the zone of landing or go to the following circuit if the race is established by a sequence of circuits.

3. The white flag indicates a technical problem of the organization. The pilot has to leave the circuit, return in the waiting area and wait again for the green flag to return in the circuit.

The simultaneous green and red flags mean that the task is cancelled. All the pilots have to return towards the zone of landing.
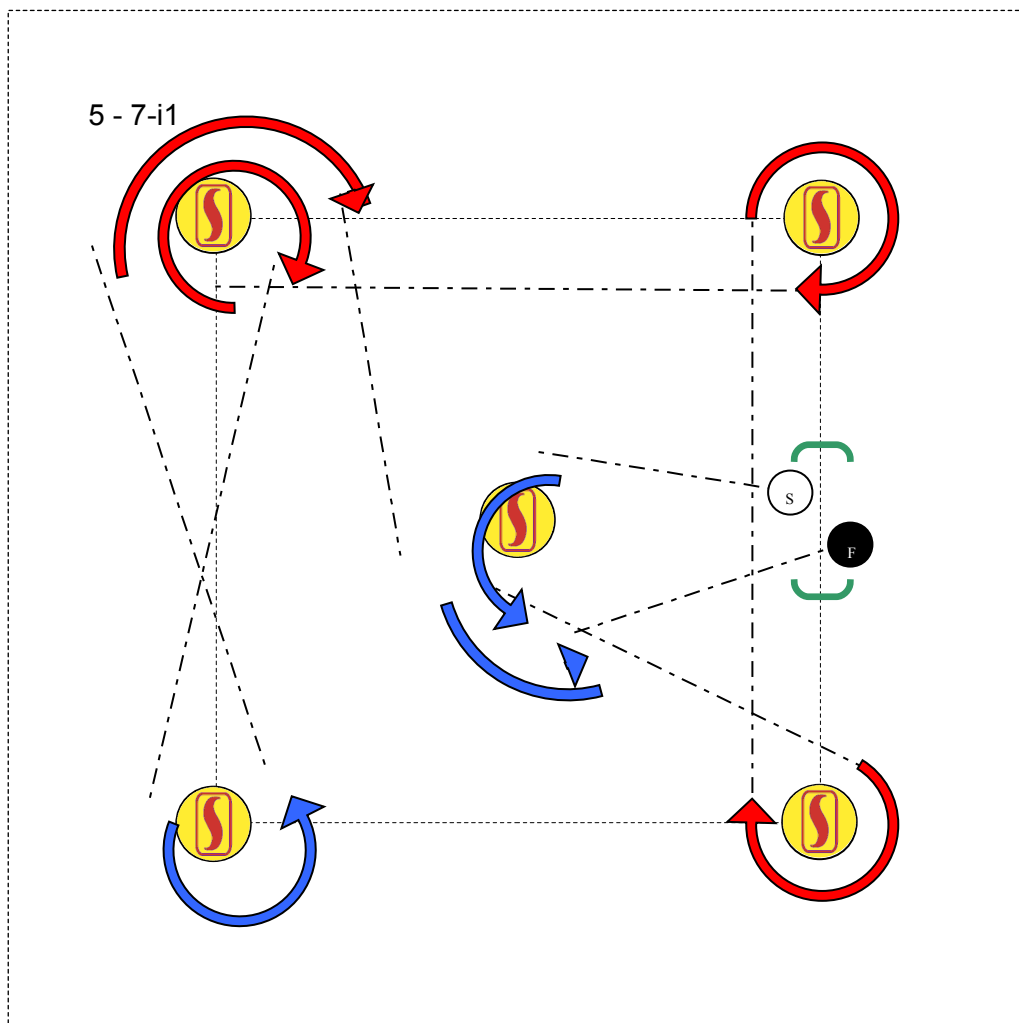
6.5 Format of the tasks

The real time performance of the competitor (with possible seconds penalties added) establishes the ranking:

    1st = 1 point,
    2nd = points,
    3rd = 3 points,
    etc.

During the selection rounds tasks are competed one by one or two by two in different circuits.

6.5.1   Example of tasks, (5 pylons, 7 turns)

5 - 7-i1

6.5.2 Circuit

30 meters before the start gate and 30 meters after the finish gate the pilot is considered **IN** the task. Penalties will be applied (see : 6.8)

6.6   Operations of the tasks

The pilots take-off one by one after marshal green flag.
He joins the waiting area and waits the green flag to start the circuit.
The clock starts when the pilot passes through the gate (only 1 attempt).
The clock stops when the pilot passes through the gate (only 1 attempt).

6.7   Judging equipment

Time:	Infrared sensors
Collapse, touch of the ground, touch of a pylon:	Judged by marshals

6.8   Scoring and penalties

The winner of the task obtains 1 point, the second 2 points, the third 3 points, etc.
Main notes:

- Cell out – The pilot who misses the finish gate is scored with the maximum of points.
- Cell in – The pilot who misses the entry gate gets the maximum of points +2.
- Error – The pilot who makes an error during the circuit gets the maximum of points +5.
- The pilot touches a pylon with the leading edge of the lines gets maximum of points +5.
- The pilot or the machine touches the ground or a pylon (with tip, feet, frame) gets maximum of points +5.
- Any situation is considered "limit" and entails an imbalance in the flight (collapse, departure in twist, departure in spin or stall) gets maximum of points + 5.
- DNF – The pilot who does not fly sees attributing the maximum of points + 6.

Collapse : any deformation of the profile will be considered as a collapse

Judgments are made by the CD, one or one of several official marshals.

6.9. Selection rounds

6.9.1. All pilots compete in selection rounds.
6.9.2. Number of selection rounds may vary depending on organisational possibilities.
6.9.3. The order of pilots after selection rounds is calculated as a sum of points of his all tasks.
6.9.4. If the minimum of 4 tasks has been flown during selection rounds, one worst result is removed from the sum.

6.9.5. Best 16 pilots of qualification rounds are selected to the final rounds.

If there are one or more equalities, the pilots will be selected according to rank obtained during the selection rounds.
Eg: the pilot A and the pilot B finish the selection rounds with 23 points.

➢ The best ranking of the pilot A is 3rd, 6th and 9th.

➢ The best ranking of the pilot B is 3rd, 5th and 6th.

➢ The pilot B is qualified.

6.10. Final rounds

- 8th final: 16 pilots
- 4th final: 8 pilots
- Semi-final: 4 pilots
- Final: 2 pilots

During the final rounds each pilot flies consecutively either two the same circuits set up on two neighbouring stadiums, or twice one circuit. The best time of both flights is scored as pilots result in the round.

If there's equality between two pilots, a third and final round decides about the winner between the two pilots.

Same penalties are assumed as in selection rounds.