

DRAFT

Section 10 – Paramotors

**LOCAL REGULATIONS AND TASKS FOR
World Paramotor Racing Series Championships**

To Take Effect on.....

FEDERATION AERONAUTIQUE INTERNATIONALE
Avenue Mon-Repos 24, 1005 LAUSANNE, Switzerland

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MASTER LOCAL REGULATIONS

FOR THE

...th

PARAMOTOR RACING SERIES

Place Country..... Date.....

ORGANISED BY:

ON BEHALF OF THE FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

Organizer Address:

Tel:

FAX:

E-mail

Official Web Site

AUTHORITY

These Local Regulations are to be used in conjunction with the General Section and Section 10 of the FAI Sporting Code.

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AUTHORITY
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Part 1. Applies to all classes

1 PART FOR ALL CLASSES

1.1 GENERAL

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

The championship director will decide, taking into account the task catalogue, which task is the more suitable for the venue.

All pilots should fly at least one round in order to make the selection for the final.

The championship will last for a minimum of four days.

The final will be held during the last two days and not more than 24 pilots will participate. The selection procedure will be made with elimination rounds; after the first round 12 pilots will be selected, then 6, and then, 2 pilots for the great final.

1.2 FINAL COMPETITION VENUE

Locations, dates, contacts & website of the final competition [*are / will be published on x website*].

The venues for this world championship should be preferably in beaches with great spaces, laminated wind not exceeding 20 km/h for all tasks. The tasks will not be carried out in case of gusty winds, thermals or turbulences.

1.3 OFFICIALS

International Jury: (President),,

[Include nationality of Jury]

Organizer, Directors and other officials of the final competition are published on (*give website*).

1.4 COMPETITION ENTRY

The competition entry will be open to all Active and Associate Members of the FAI in the PF class! (single-seater foot launched paramotor). Each country will be allowed to enter 5 pilots.

The organizer shall collect as a minimum from each competitor:

- Name
- Nationality
- Date of birth
- Competition class in which entered
- **In the case of two-seater aircraft classes, whom is paired with whom**

The organizer shall publish on a website:

- The entry fee, not exceeding
- The entry fee deadline
- What the entry fee includes: [*but as a minimum*]:
 - . Competition operations (setting, controlling and evaluating the tasks)
 - . All competition materials (task descriptions etc.)
 - . Free use of the championship airport and free entry to all official events

1.5 ENTRIES

The organizer shall publish on a website all information relevant to the competition.

1.6 LANGUAGE

The official language of the competition is English.

1.7 MEDALS AND PRIZES

At the final competition:

- FAI medals will be awarded to pilots placed first, second and third in each class.
- FAI diplomas will be awarded for those placed first to tenth in each class.
- Other trophies will be also awarded for [*describe, if any*]

1.8 COMPETITION CLASSES

The competition will be held in the following classes (S10 1.5):

- PF1
- In the Paramotor Racing Series, there will be an additional class of Freestyle

1.9 CLASS VIABILITY

For a competition to be valid there must be at least 5 competitors from different countries who have started the first task in a class.

1.10 GENERAL COMPETITION RULES

1.10.1 TEAMS

Pilots in syncro class will be considered a team of two or three persons during the competition.

Pilots must be of the same nationality.

In individual tasks, qualifying times can only be set in a competitive one-on-one basis complete with all penalties.

1.10.2 REGISTRATION

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

- Pilot License or equivalent certificate.
- Aircraft 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.
- Third party insurance of minimum..... or the minimum as may be required by the National laws of the Nation where the competition is taking place (whichever is greater).
- Valid FAI Sporting License for every competitor.
- Evidence of conformity to class rules and minimum speed declaration.

Note: Personal accident insurance for competitors and insurance against damage to aircraft are highly recommended.

1.10.3 PILOT EXPERIENCE

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

1.10.4 PROTECTIVE EQUIPMENT

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

1.10.5 AIRCRAFT AND ASSOCIATED EQUIPMENT

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

Each aircraft must comply with the FAI definition of a Paramotor (S10 1.3). Pilots will be able to use an electric paramotor if they wish.

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

All aircraft shall fly throughout each competition as a single structural entity using the same set of components as used in the first task, except that propellers may be changed provided that the weight limit is not exceeded and the Certificate of Airworthiness of Permit to Fly is not invalidated.

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

1.10.6 STATUS OF RULES AND REGULATIONS

The rules for qualifying competitions shall not be changed after competition flying has started at the first event unless it can be shown there will be no disadvantage to pilots who have already been scored.

The rules and tasks for the final competition may be different to the qualifying competitions, but once competition flying on the first day has started no rules or regulations may be changed. Any additional requirements within the rules needed during the event will not be retrospective.

1.10.7 COMPLAINTS AND PROTESTS

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

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

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

If the competitor is dissatisfied with the decision, the pilot may make a protest to the director in writing within 2 hours of an OFFICIAL score sheet being issued, or 1 hour in the case of the last contest task. The protest fee is..... EUR.

1.11 FLYING AND SAFETY REGULATIONS

1.11.1 BRIEFING

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

1.11.2 COMPLIANCE WITH THE LAW

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

1.11.3 DAMAGE TO A COMPETING AIRCRAFT

Any damage shall be reported to the organisers without delay and the aircraft may then be repaired. Any replacement parts must be replaced by an identical part, except that major parts such as a wing for a paramotor may be replaced by a similar model or one of lesser performance. A change of major parts may incur a penalty.

An aircraft may be replaced by permission of the Director. Replacement may be only by an identical make or model or by an aircraft of similar or lower performance and eligible to fly in the same class.

1.11.4 TEST AND OTHER FLYING

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

1.11.5 FITNESS

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

Anti doping control may be undertaken on any pilot at any time. The decision to impose anti doping controls may be taken by 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

1.11.6 AIRFIELD DISCIPLINE

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

1.11.7 THE CROWD LINE

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

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

1.11.8 ASSISTANTS

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

1.12 CHAMPIONSHIP TASKS

1.12.1 GENERAL

A competitor will generally be allowed only one take-off for each task and the task may be flown once only.

1.12.2 START LINE PROCEDURE

Tasks will be started with the starter raising a green start flag from when competitors have a maximum of one minute to acknowledge they are ready to start. When competitors have confirmed they are ready, the starter does a count-down at approximately one second intervals: "three – two – one – GO" at which point the start flag is dropped and pilots may start the task at any time during the takeoff window (one minute, unless specified otherwise in the task description).

Pilots who have not acknowledged they are ready to start within the 1 minute start period will be penalized by adding 1 second to the timing the pilot gets in the task.

If any part of the aircraft crosses the start line before the start flag is dropped, the pilot will be penalized with 1 second for a false start.

Pilots who do not take off within the takeoff window will be penalized with the worse timing made in the task, for not starting the task.

1.12.3 THE RED FLAG

The red flag and /or "STOP TASK" repeated several times over the radio indicates "STOP at once". If a red flag is displayed, all pilots must immediately abandon the task and, if airborne, proceed to the landing area. The reason will be given over the radio.

Pilots who have not acted in such a way as to cause the red flag to be displayed in the first place shall be permitted to fly the task again.

1.12.4 TASK SUSPENSION OR CANCELLATION

The Director may suspend flying after take-offs have started, if to continue is dangerous. If the period of suspension is sufficiently long to give an unfair advantage to any competitor, the task shall be cancelled. Once all competitors in a class have taken off or had the opportunity to do so, the task will not be cancelled except for reasons of force majeure.

1.12.5 EMERGENCIES

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

1.13 SCORING

1.13.1 GENERAL

The decisive element in all competition is time. Every result in a task will be shown as the time spent by the competitor plus time penalties relevant to the task. The competitor with the shortest time to complete all the tasks in the competition is the winner.

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

Each task description will include a default penalty time which is the maximum time considered reasonable to complete the task. No total pilot time can exceed the default penalty time of a task.

Each pilot who fails to start or finish a task will receive the default penalty time.

Each pilot who fails to fly the course correctly will receive the default penalty time.

A pilot who did not fly 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".

Score sheets shall state the Date for the task and the date and the time when the score sheet was issued, the task description, Task number, classes involved, competitors name, Country, the Competitors Number and Score.

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

If a failure in 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 either the Competition Director, or the scoring staff, or the equipment being used for automatic timing or GNSS flight analysis or scoring, this failure must be corrected regardless of time limits for complaints and protests.

1.13.2 PENALTIES

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

It is particularly important that competition directors carefully brief the safety aspects of 'close-quarter' precision or racing tasks and are rigorous in issuing penalties when competitors act contrary to what was briefed as by definition this type of action could have dangerous consequences.

Directors are encouraged to employ a policy of 'two strikes and you are out' in the case where infringements do not quite merit immediate disqualification but still easily merit a default penalty time for a task. A second similar infringement by the same competitor in the same competition should probably merit disqualification.

Pilots who suddenly realize they have taken the wrong route around a course would be wise to immediately abandon the task by climbing away from the course in a safe manner or there is a very real risk they will be disqualified for dangerous flying.

Actions which will normally result in immediate disqualification:

- a. Bringing the event, its organisers, the FAI or the sporting code into disrepute. The use of hostile 'tactical protests' falls into this category.
- b. The use of banned substances.
- c. Dangerous flying or crossing the crowd-line.

1.14 Notes and advice to nations and competitors

The main purpose for the qualifying competitions is to gather together a cadre of pilots at the World Championships who all have as much experience of each task as possible and have won their place by merit.

One of the main purposes of the World Paramotor Racing Series Championships is to create a showcase to the world for Paramotor competition; this new discipline is both spectacular and close to people, therefore it is one of the few aeronautic sports that can be presented to the public as a competition and an air show at the same time. The organisers intend to introduce a certain amount of 'showmanship' incorporating some novel concepts, including:

Specially designed tasks to be presented as a race between several pilots.

Live instant scoring.

The use of radios.

Live recorded TV broadcasting, possibly including on-board cameras.

Simple, but bright and colourful courses (inflatable pylons).

Part 3. Applies to Paramotors

3.1 GENERAL

3.1.1 CONTEST NUMBERS

Los paramotores deberán llevar el número centrado en la parte inferior del parapente, colocado hacia el borde interior.

3.1.2 RADIO EQUIPMENT

Es obligatorio para todas las aeronaves en los campeonatos llevar una radio con la frecuencia que el director de competición u organización indiquen

3.1.3 EMERGENCY EQUIPMENT

Un paracaídas de emergencia no será considerado como parte de la entidad estructural de un paramotor y podría ser retirado o añadido durante una competición.

3.1.4 START LINES

Las líneas de salida se posicionan de cara al viento. Hay suficiente tiempo para que los pilotos preparen su equipo para el despegue, debe haber por lo menos seis posiciones de salida marcadas en la línea de salida para cada campo. Cada una de estas posiciones de salida estarán a la misma distancia y tendrán la misma orientación en un campo y en otro y los pilotos que compitan unos contra otros deben comenzar siempre en posiciones relativas. Los pilotos deben comenzar el despegue en los 10 minutos siguientes desde la posición de salida asignada.

3.1.5 TAKE-OFF

Ningún piloto deberá despegar sin el permiso del Director o de un Marshal.

Se permitirá que un asistente autorizado ayude al piloto a colocar la vela pero el despegue deberá realizarse sin ningún tipo de ayuda.

El paramotor deberá ser lanzado a pie en todas las pruebas.

Un despegue abortado no supone, en principio, ninguna penalización. Si la prueba ha comenzado, un despegue fallido no significa que el piloto tenga que retirarse tras la línea de salida, pero de todos modos el piloto debe despegar dentro del tiempo de la ventana de despegue. Se permitirá que el asistente autorizado ayude al piloto a colocar la vela, si el piloto se encuentra más allá de la línea de salida, el asistente deberá abandonar la zona inmediatamente a partir de entonces.

3.1.6 FLIGHT LIMITATIONS

Quedan prohibidas en las pruebas de habilidad, las maniobras acrobáticas como *stalls*, *B-line stalls*, *deep stalls*, *spins* y *extreme porpoising*.

3.1.7 LANDING

Al aterrizar, los pilotos deberán retirar el paramotor de la zona de aterrizaje inmediatamente.

Hay pruebas en que se le pide al piloto que apague el motor a más de 500 pies, esto significa que "El motor debe pararse por un periodo mínimo de 60 segundos antes de que cualquier parte de la aeronave o el piloto toquen el suelo".

En aquellas pruebas en que se le requiere al piloto un aterrizaje de precisión, el objetivo es que el piloto realice un buen aterrizaje con los dos pies sin caerse. "La caída como resultado del aterrizaje" será interpretado como:

- BUENA: si cae con UNA rodilla – la puntuación de aterrizaje será la conseguida.
- MALA: si el piloto cae con las DOS rodillas O si alguna parte de la unidad de potencia toca el suelo durante el aterrizaje – la puntuación de aterrizaje será cero.

3.2 QUALIFICATION FOR THE FINALS

La tabla clasificadora de los mundiales estará ordenada por la suma de los tiempos de cada piloto en las pruebas realizadas en los previos al menos se realizara una manga en los 2 primeros días, el más rápido será el primero.

Los tiempos deben derivarse de la misma competición clasificatoria y no se pueden “mezclar o juntar” con otras diferentes.

3.3 TASKS

3.3.1 Clover Leaf Slalom

Course description

Two slalom courses are laid out equidistant from each start line, each consisting of 4 giant inflatable pylons laid out at the corners of a 70.71m square and a target at the centre of the square.

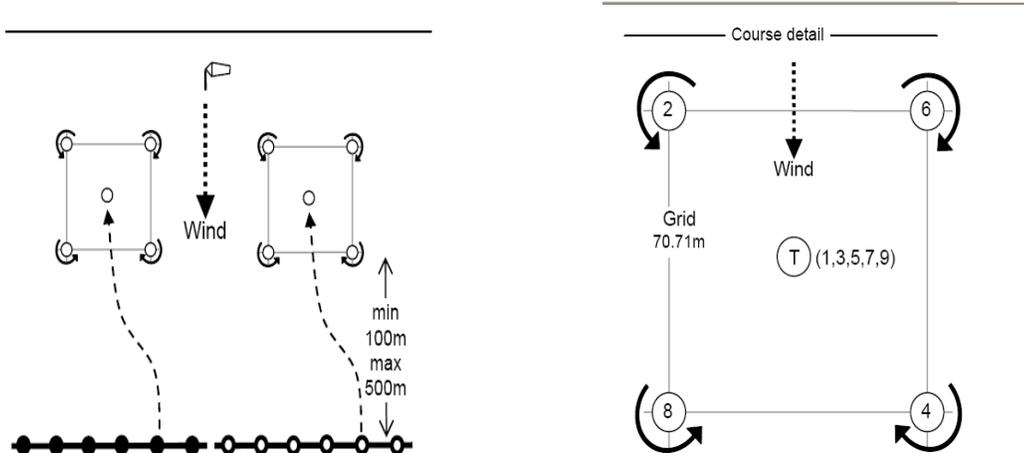
The distance between a start line and a slalom course must be between 100m and 500m but the orientation does not matter so long as both courses are the same and the route each pilot must take is the same.

Flying the course

Standard start procedure is used. When the start flag is dropped, both pilots may take off within the takeoff window, and fly one lap of their designated slalom course.

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

Both aircraft must then exit the task area in an expeditious and safe manner to land in the designated area.



Detail rules

A valid strike on the target T is one where the pilot or any part of the paramotor:

- has been clearly observed to touch it.
- OR (if briefed)
- has struck it firmly enough to trigger the automatic sensing device.

The pilot's body must be clearly seen to round each pylon in the correct direction; pylons 2 & 8 must be rounded in an ANTI CLOCKWISE direction and pylons 4 & 6 must be rounded in a CLOCKWISE direction.

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

Bonus and penalties

Being the first to strike target 9: 1 second bonus which will be taken away from the pilot's timing.

Default penalty time: 60 seconds.

Failure to strike any target or round any pylon: Default penalty time.

Touch the ground at any point between strikes 1 and 9: Default penalty time.

General penalty for infringements of procedures detailed at briefing: 15 seconds for each infraction.

Not ready to start, false start or did not start: Default penalty time.

Any part of the aircraft crosses the crowd line or dangerous flying: DSQ (Disqualification).

Scoring

The time taken by each pilot to complete the course, plus penalties or bonus (if any) is their score.

Qualifying competition minima

The specified grid for each slalom course represents the MINIMUM dimensions.

The start line must be between 100m and 500m from the slalom course.

All dimensions must be checked by the steward.

Required equipment

Green flag and red flag. (Duplicated if the start lines are distant from each other).

Two sets of timing equipment; stopwatches at qualifying competitions, automatic equipment at the finals.

Two FIS approved ski-slalom poles painted white and eight inflatable pylons.

FIS approved ski-slalom poles with a brightly coloured flag or streamer are an acceptable alternative to full-scales inflatable pylons at qualifying competitions.

Overall organization

This task will be run once or possibly twice in the finals. Takeoff order (i.e. who competes against who) will either be in reverse championship order, or if it is the first task, will be in reverse order of the Qualifiers table.

How it is done in qualifying competitions is the decision of the local organiser as it is highly dependent on the location and number of competitors, but it is in the interests of everyone that pilots get as much experience of flying the course as possible.

Notes and advice to organisers and competitors

If the procedure has been briefed, the winner may be advised by radio that he is permitted a fly-past.

3.3.2 The Eight

Course description

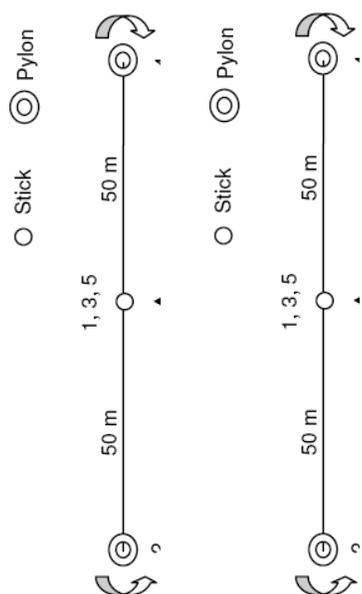
The task is about flying a stick and pylons course as fast as possible without penalizing. Two or more courses will be laid out equidistant from each start line. Two pylons will be placed in a straight line with 100m distance and, between the pylons, a stick equidistant from the two pylons, that is at 50m distance from each pylon.

The distance between a start line and a slalom course must be between 100m and 500m, but the orientation does not matter as long as both courses are the same and the route each pilot must take is the same.

Flying the course

- The pilot approaches the central stick in the indicated side. The clock starts at the moment the first strike is done (step 1).
- The pilot flies around pylon 2 in the correct direction.
- The pilot flies back to the central stick (step 3), touching it.
- The pilot flies around pylon 4 in the correct direction.

- The pilot flies back to the central stick (step 5), touching it.
- The pilot flies around pylon 2 again (step 6) in the correct direction.
- The pilot flies back to the central stick (step 7), touching it.
- The pilot flies around pylon 4 (step 8) in the correct direction.
- The pilot flies back to the central stick (step 9) touching it and making the clock stop. At this moment, both aircraft must exit task area in an expeditious and safe manner to land in the designated area.



Detail rules

A valid strike on the stick 1 is one where the pilot or any part of the paramotor:

- has been clearly observed to touch it.
- OR (if briefed)
- has struck it firmly enough to trigger the automatic sensing device.

The pilot's body must be clearly seen to round each pylon in the correct direction

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

Bonus and penalties

Being the first to strike target 9: 2 seconds bonus which will be taken away from the pilot's timing.

Default penalty time: 60 seconds.

Failure to strike any target or round any pylon: Default penalty time.

Touch the ground at any point between strikes 1 and 9: Default penalty time.

General penalty for infringements of procedures detailed at briefing: 15 seconds for each infraction.

Not ready to start, false start or did not start: Default penalty time.

Any part of the aircraft crosses the crowd line or dangerous flying: DSQ (Disqualification).

Scoring

The time taken by each pilot to complete the course, plus penalties or bonus (if any) is their score.

Qualifying competition minima

The specified grid for each slalom course represents the MINIMUM dimensions.

The start line must be between 100m and 500m from the slalom course.

All dimensions must be checked by the steward.

Required equipment

Green flag and red flag. (Duplicated if the start lines are distant from each other).

Two sets of timing equipment; stopwatches at qualifying competitions, automatic equipment at the finals.

Four pylons and two FIS approved ski-slalom poles painted white.

Overall organization

This task will be run once or possibly twice in the finals. Takeoff order (i.e. who competes against who) will either be in reverse championship order, or if it is the first task, will be in reverse order of the Qualifiers table.

How it is done in qualifying competitions is the decision of the local organiser as it is highly dependent on the location and number of competitors, but it is in the interests of everyone that pilots get as much experience of flying the course as possible.

Notes and advice to organisers and competitors

If the procedure has been briefed, the winner may be advised by radio that he is permitted a fly-past.

3.3.3 Round Triangle

The task is about flying a stick course as fast as possible without penalizing. Two or more courses will be laid out equidistant from each start line. Two sticks and one pylon will be placed in a straight line with 80m distance between them, and two more parallel sticks, forming with the central stick an equilateral triangle with a side of 60m.

The distance between a start line and a slalom course must be between 100m and 500m, but the orientation does not matter as long as both courses are the same and the route each pilot must take is the same.

Flying the course

- The pilot approaches stick 1 in the indicated direction. The clock starts at the moment the strike is touched.
- The pilot will fly towards sticks 2, 3, 4 & 5, touching them in that order.
- The pilot will fly towards stick 6, rounding it in the correct direction.
- The pilot will fly towards stick 7,8,9 & 10, touching them in that order.
- The pilot will fly back to stick 11, touching it and making the clock stop. At this moment, both aircraft must exit task area in an expeditious and safe manner to land in the designated area.

Overall organization

This task will be run once or possibly twice in the finals. Takeoff order (i.e. who competes against who) will either be in reverse championship order, or if it is the first task, will be in reverse order of the Qualifiers table.

How it is done in qualifying competitions is the decision of the local organiser as it is highly dependent on the location and number of competitors, but it is in the interests of everyone that pilots get as much experience of flying the course as possible.

Notes and advice to organisers and competitors

If the procedure has been briefed, the winner may be advised by radio that he is permitted a fly-past.

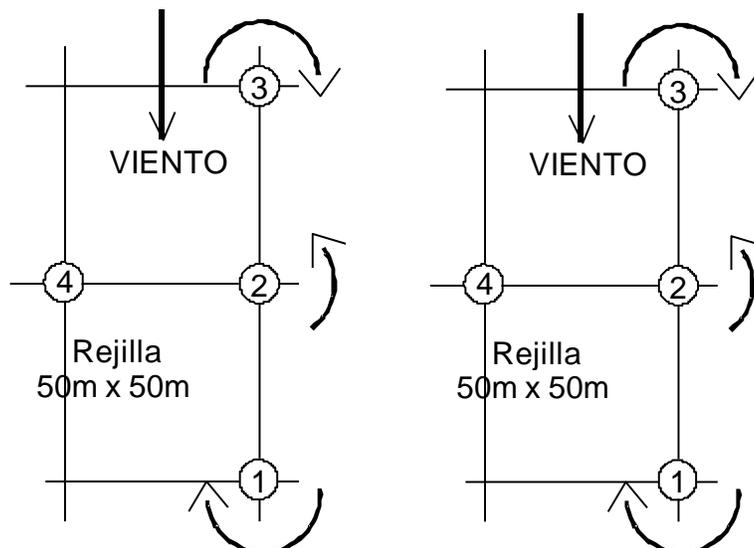
3.3.4 Japanese Slalom

The task is about flying a stick course as fast as possible without penalizing. Two or more courses will be laid out equidistant from each start line. Three sticks will be placed in a straight line with 50m distance between them. A fourth stick will be placed in horizontal position regarding the stick in the centre at 50m distance.

The distance between a start line and a slalom course must be between 100m and 500m, but the orientation does not matter as long as both courses are the same and the route each pilot must take is the same.

Flying the course

- The pilot approaches the course against the wind and the clock starts when stick 1 is touched.
- The pilot must touch sticks 1, 2 & 3.
- The pilot turns right and heads for stick 1 (step 4) and rounds it in a clockwise direction.
- The pilot rounds stick 2 in an anti clockwise direction (step 5).
- The pilot rounds stick 3 in a clockwise direction (step 6).
- The pilot heads for stick 1 in order to touch it (step 7), touches stick 4 (step 8) and touches stick 3 (step 9). The clock stops in step 9. At this moment, both aircraft must exit task area in an expeditious and safe manner to land in the designated area.



Detail rules

A valid strike on the stick 1 is one where the pilot or any part of the paramotor:

- has been clearly observed to touch it.
- OR (if briefed)
- has struck it firmly enough to trigger the automatic sensing device.

The pilot's body must be clearly seen to round each pylon or stick in the correct direction

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

Bonus and penalties

Being the first to strike target 9: 2 seconds bonus which will be taken away from the pilot's timing.

Default penalty time: 60 seconds.

Failure to strike any target or round any pylon: Default penalty time.

Touch the ground at any point between strikes 1 and 11: Default penalty time.

General penalty for infringements of procedures detailed at briefing: 15 seconds for each infraction.

Not ready to start, false start or did not start: Default penalty time.

Any part of the aircraft crosses the crowd line or dangerous flying: DSQ (Disqualification).

Scoring

The time taken by each pilot to complete the course, plus penalties or bonus (if any) is their score.

Qualifying competition minima

The specified grid for each slalom course represents the MINIMUM dimensions.

The start line must be between 100m and 500m from the slalom course.

All dimensions must be checked by the steward.

Required equipment

Green flag and red flag. (Duplicated if the start lines are distant from each other).

Two sets of timing equipment; stopwatches at qualifying competitions, automatic equipment at the finals.

Eight FIS approved ski-slalom poles painted white.

Overall organization

This task will be run once or possibly twice in the finals. Takeoff order (i.e. who competes against who) will either be in reverse championship order, or if it is the first task, will be in reverse order of the Qualifiers table.

How it is done in qualifying competitions is the decision of the local organiser as it is highly dependent on the location and number of competitors, but it is in the interests of everyone that pilots get as much experience of flying the course as possible.

Notes and advice to organisers and competitors

If the procedure has been briefed, the winner may be advised by radio that he is permitted a fly-past.

3.3.5 Skittles

This task is about doing a precision landing with the engine off, knocking the highest number of skittles as possible.

This may be a complementary task and might be flown following the rest of the task, without the need for the pilot to land.

Flying the task

The pilot must reach enough altitude in order to be able to soar with the engine off during a minute, before touching the ground.

On the ground, there will be 5 skittles placed in a straight line with 5m distance between them.

The pilot must knock down as many skittles as possible with the engine off and before touching the ground.

Penalties

The fall as a result of the landing will be considered as:

- GOOD: if pilot falls on ONE knee – the landing score will be the one achieved by the pilot.
- BAD: if pilot falls on BOTH knees OR if any part of the power unit touches the ground – the landing score will be zero.

Scoring

For each skittle knocked down the pilot will have one second taken away from the total timing, - 5 seconds being the maximum scoring.

Required equipment

Two teams of judges and stopwatch

Six white and red skittles

Overall organization

This task will be run once or possibly twice in the finals. Takeoff order (i.e. who competes against who) will either be in reverse championship order, or if it is the first task, will be in reverse order of the Qualifiers table.

How it is done in qualifying competitions is the decision of the local organiser as it is highly dependent on the location and number of competitors, but it is in the interests of everyone that pilots get as much experience of flying the course as possible.

The purpose of this precision task is that, besides being entertaining, it could be good to diversify the ability tasks and also as an interval between the slaloms.

It is recommended to have several precision tasks going on at the same time as well as several pilots flying.

Notes and advice to organisers and competitors

If the procedure has been briefed, the winner may be advised by radio that he is permitted a fly-past.

3.4 FREESTYLE TASKS

3.4.1 3 minutes and synchro

The pilot must take off and reach the necessary altitude. Once ready, the pilot must inform the judge through the radio. Then, he starts a freestyle exhibition for a maximum of three minutes.

If the pilot decides to do aerobatics, the figures must begin at 200m of altitude.

It will be allowed to take and spread streamers, use smoke and any other thing the pilot wants without putting the judges or the public in danger; nevertheless, the pilot must inform the Competition Director about the manoeuvres he is going to make.

This task can be carried out by an individual pilot or by a team (with a maximum of three pilots in synchro).

Pilots must explain the Competition Director their programme evolution; the Director will decide if a performance is dangerous and therefore such manoeuvre would be deleted from the pilot's programme.

The pilot with the highest score will be the Freestyle World Champion.

The synchro team with the highest score will be the Freestyle World Champion.

Penalties

Exceeding by more of 20 seconds the maximum time (3 minutes): 50% of the total number of votes

General penalty for infringements of procedures detailed at briefing: 10% of the total number of votes

Not being ready to start: 10% of the total number of votes

Any part of the aircraft crosses the crowd line or dangerous flying: DSQ (Disqualification).

Scoring

The score will be calculated taking into account the votes of 4 judges and the votes of the audience

Judges will give 1 to 10 scores taking into account the style, the choreography and the combination of manoeuvres. The maximum scoring will be 30 points per task.

Notes and advice to organisers and competitors

Freestyle is very entertaining for the public as we make people participate in the voting of the best exhibition. It is also a task that can be done when the meteorological conditions are not good for the rest of the tasks.

In order to make the task go faster, it is recommended that those teams or individual pilots, whose exhibition start in the air, are flying while waiting to enter the area of manoeuvres.

It is important, both for Freestyle and for slaloms, that the event has a PA system so that a speaker can commentate on the exhibition and also for pilots who have their own music programmed with their choreography.