

**4th FAI world PARAMOTOR SLALOM CHAMPIONSHIPS  
LOCAL REGULATIONS**

**Place:** Awamiyyah island — Luxor — EGYPT

**Date:** 21 October –31st October 2019

[http:// www.aeroclubofegypt.net](http://www.aeroclubofegypt.net)

**Organized by:** AERO CLUB OF EGYPT & SKY SPORTS CO

**AUTHORITY**

These Local Regulations combine the General Section and Section 10 of the FAI Sporting Code with regulations and requirements specific to these championships. The FAI Sporting Code shall take precedence over this current set of rules if there is omission or ambiguity.

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## 1. GENERAL

The purpose of the Slalom championships is to provide a good and satisfying contest to determine the WORLD Champion in PARAMOTOR SLALOM CLASS and to reinforce friendship amongst pilots and nations.

## 2. SCHEDULE

Training day, paramotor inspection, registration:22,23 October

Training day and Opening Ceremony:24 October

First Competition briefing and training tasks:24 October

First competition task ; 24 October

Contest Flying Days:30 October

Closing Ceremony, Prize-giving:30 October

## 3. OFFICIALS

NAC members :	Kazem Mohamed Habib
NAC members :	AHMED FARGHAL
Competition organizer :	Hany Shaker
Event Organizer:	Tamer NESSEM
Event Organizer:	Osama FOUAD
Event Organizer:	Emilia Plak
IT Support:	Mustafa ELSEFWEEFY
Competition Director:	José ORTEGA
Scoring director:	Joël AMIABLE

## **FAI/CIMA Officials**

Jury President:

Jury Member:

## **4. CHAMPIONSHIP CLASSES**

The Championships may be held in the following classes:

PF1 m, PF1 f, PL1.

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

The PF1 m and PF1 f classes are mixed and scored together as one, with medals being awarded to the 3 top pilots of each class.

Nation's scoring will be made during the qualification phase before the CUT by taking the best performance from each task and in every class, as follows:

The 3 best individual scores from each nation in the PF1 m class,

The best individual score from each nation in the 1 PF1 f class,

The best individual score from each nation in the 1 PL1 class,

These National team scores are counted only during the selection rounds.

When a National team is not competing in a given class, it will receive the maximum score in every task + 1 point

## **5. ENTRY**

The FAI World Paramotor Slalom Championships is open to all Active Member and Associate Member countries of FAI who may enter:

**6** pilots in class PF1 m (foot launch, male)

**2** pilots in class PF1 f (foot launch, female)

**2** pilots in class PL1 (trike)

A national team is composed of a max of 10 pilots (+ 1 TL)

The entry fee is:

- Entries must be made on the official Entry Form.
- **400 €** for pilot in each class, entry fee paid before **1st of September 2019**.
- From 1st September up to 22 September Entries = 450 €
- If applications, with fees paid, are not received by 30th September, the entry may be refused

The entry fees are to be paid by bank transfer or online :

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The entry fee includes:

- Transfer from LUXOR airport to THE Hotel (and return)
- Free use of the airfield and free entry to all official events
- Access to the Opening and closing ceremonies

## **6. INSURANCE**

Each pilot must hold a valid third party insurance of at least 750 000 SDR. It may be possible to take out the required insurance if proposed by the organizers. Organizers strongly recommend to find an insurance coverage at home. Personal accident insurance for team members and insurance against damage to paramotor are highly recommended. Documentary proof of third party insurance as specified on the Entry Form must be presented to the Organizers at Registration.

## **7. LANGUAGE**

The official language of the Championships is English.

## **8. MEDALS AND PRIZES**

FAI medals will be awarded to:

Pilots placed first, second and third in each class.

Nations placed first, second and third

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

## **9. CLASS VIABILITY**

For a championship to be valid there must be competitors from no less than 4 countries in a class, ready to fly the first round, and must start a minimum of 1 task.

## **10. CHAMPIONSHIP VALIDITY**

The title of Champion in any class shall be awarded only if there have been at least 3 tasks.

## **11. GENERAL COMPETITION RULES**

### **11.1. REGISTRATION**

On arrival the Team Leader and members shall report to the Registration Office to have their documents checked and to receive supplementary regulations and information.

The following documents are required:

- Pilot Licence and qualifications.
- Evidence of competitor's nationality or residency.
- Valid FAI Sporting Licence for pilot.
- Paramotor Certificate of Airworthiness or Permit to Fly.
- Evidence of conformity to class rules.
- Certificate of third party Insurance. Including participation in a competition in Egypt
- Receipt for payment of entry fees.

The Registration Office will be open as indicated on the information board.

Registration forms may be inspected by Team Leaders on request prior to the start of competition flying.

### **11.2. PILOT QUALIFICATION**

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

**NACS are fully responsible to check the proficiency of pilots who enter a Slalom paramotor competition.**

Every pilot must hold an FAI Sporting Licence issued by his own NAC.

Pilots must be **15** years old on the first day of the competition.

### **11.3. PARAMOTOR AND ASSOCIATED EQUIPMENT**

- Paramotor and equipment provided by the competitor must be of a performance and standard suitable for the event.
- Each paramotor must possess a valid Certificate of Airworthiness or Permit to fly not excluding competition flying. This document must be issued in or accepted by the country of origin of the paramotor or the country entering it or the country of the organizers. The paramotor must comply with the FAI definition of a Microlight or Paramotor at all times.
- Two complete equipments (2 engines and 2 canopies) are allowed for the entire competition.
- In order to reduce the buoyancy of the fuel tank that may force a pilot's head underwater, it is highly recommended to have a 5 litre tank or to fly with a full tank.
- A buoyancy device is mandatory. It is recommended that the buoyancy device should be fitted to the paramotor rather than worn by the pilot.
- Each pilot is responsible for his own equipment.

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

### **11.4. TEAM LEADER RESPONSIBILITIES**

The Team Leader is the liaison between the organisers and his team. He is responsible for the proper conduct of his team members, for ensuring that they do not fly if ill or suffering from any disability which might endanger the safety of others and that they have read and understand the rules. The Team Leader is responsible to register all members of his team (including assistants and guests of his country) and to enforce the rules of life in the hotel.

### **11.5. STATUS OF RULES AND REGULATIONS**

Once competition flying on the first day has started, no rules or regulations may be changed.

Any additional requirements within the rules needed during the event will not be retrospective.

Competitors may not be substituted, nor change to another class.

## **11.6. PRACTICE DAYS**

Slaloms configurations will be available during the practice days.

The scores generated shall not be counted.

## **11.7. COMPLAINTS**

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

Complaints shall be made, and dealt with, without delay but in any case must be presented not later than 1 hour after the respective Provisional Score sheet has been published, not counting the time between 22:00 and 07:00, except for the rounds of the last competition day, or for Provisional Score sheets published on or after the last competition day, when the time limit is 15 min.

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

## **11.8. PROTESTS**

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

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

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

## **12. FLYING AND SAFETY REGULATIONS**

### **12.1. BRIEFING**

Briefings will be held for Team Leaders on each flying day, the Competition Director may require that only Team Leader are allowed to be present at the briefing. The time and place for briefing meetings and any postponements will be prominently displayed on the official board.



All briefings will be in English and may be recorded in notes, by tape recorder or video. Procedures for flight preparation, takeoff, flying the slalom tasks, landing and scoring together with any penalties will be specified in each task description.

Flight safety requirements given at briefing carry the status of regulations.

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.

## **12.2. COMPLIANCE WITH THE LAW**

Each competitor is required to conform to the laws and to the rules of the air of the country in which the championships are held.

## **12.3. PREPARATION FOR FLIGHT**

Each paramotor shall be given a pre-flight check by its pilot and may not be flown unless it is serviceable.

## **12.4. FLIGHT LIMITATIONS**

Each paramotor shall be flown within the limitations of its Certificate of Airworthiness or Permit to Fly.

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

## **12.5. DAMAGE TO A COMPETING PARAMOTOR**

Any damage shall be reported to the Competition Director without delay and the paramotor may then be repaired. Any part may be replaced.

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

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

Canopy replacement is authorized (11.3).

## **12.6. TEST AND OTHER FLYING**

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

Permission may be given for a test flight but if the task for that class has started the pilot must land and make a competition take-off on the task.

Practicing prior to a task is not permitted.

## **12.7. FITNESS**

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

Every nation has the full responsibility to fight against doping. Anti doping control may be undertaken on any competitor at any time.

The decision to impose anti doping controls may be taken by the FAI, the organizers or the organisers' national authority.

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

[www.fai.org/medical](http://www.fai.org/medical)

## **12.8. AIRFIELD DISCIPLINE**

Marshaling signals, circuit and landing patterns will be given at briefing and must be complied with. Non compliance will be penalized.

## **12.9. COLLISION AVOIDANCE**

A proper look-out must be kept at all times. A competitor involved in collision in the air must not continue the flight if the structural integrity of the paramotor is in doubt.

## **12.10. EXTERNAL AID TO COMPETITORS**

Take-off will be without any assistance other than from one or more team members and only after permission by the Competition Director.

Any help in Slalom flight by other competitors, or non competitors is prohibited. This is to ensure as far as possible that the competition is between individual competitors neither helped nor controlled by external aids.

## **13. CHAMPIONSHIP ROUNDS**

### **13.1. GENERAL**

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

A task for each class may be different and a task may be set for one class only.

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

A competitor may return to the landing area after take-off for safety reasons, except if he has started the round (starting the timing of the slalom). In this case a further start may in principle be made without penalty but equally the competitor must not benefit in any way from restarting. Exceptions and penalties will be specified in the task description.

### **13.2. ROUND PERIOD**

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

### **13.3. ROUND SUSPENSION OR CANCELLATION**

The Director may suspend flying after take-offs have started, if to continue is dangerous. If the period of suspension is sufficiently long to give an unfair advantage to any competitor, the round shall be cancelled.

### **13.4. ROUND TYPE: SLALOM**

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

Round definition: one or more tasks.

A catalogue of tasks to be implemented during the championship is described and attached to the Local Regulation.

### **13.5. FLYING THE TASKS AND ROUNDS**

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

Round order of take off may be

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

### **13.6. OUT-LANDINGS**

In case a competitor lands for a technical problem, he can participate in the task if he takes off before the last pilot. If it's not the case, he will be

penalized by the worst score (maximum score + 6 points as DNF Do Not Fly).

### **13.7. EMERGENCIES**

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

## **14. CONTROL OF ROUND FLIGHTS**

### **14.1. TIMING**

Timing shall be made by a CIMA approved electronic timing system, rounded to an accuracy of 1/1.00th of a second. It is the responsibility of the pilot to ensure that a timing gate is crossed as briefed to activate the timing system, as no other form of evidence of a pilot's elapsed time can be accepted.

### **14.2. CONTEST NUMBERS**

Each paramotor shall carry the pilot's number on the front and the back side of the cage.

The exact position of the contest number will be described at the general briefing.

### **14.3. EMERGENCY EQUIPMENT**

An emergency parachute is not to be considered as a part of the structural entity of a paramotor and may be carried. A buoyancy device (life jacket) is mandatory.

### **14.4. PROTECTIVE EQUIPMENT**

A protective helmet must be worn. Body protection is recommended.

The cage must be covered with a safety net.

## **15. PROGRAM OF SLALOM EVENTS**

### **15.1. GENERAL**

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

A round is composed by one or more tasks defined by a Slalom described in the task catalogue.

When 7 tasks are validated, the worst score for each competitor is cancelled. This rule applies only for the selection rounds.

## **15.2. SELECTION ROUNDS**

The World Championships will comprise of selection rounds, with up to 21 tasks.

Time must be reserved before the end of competition to allow for the completion of the final rounds. If the weather conditions do not permit to fly, the competition ranking will be the overall results computed from the sum of the task scores for each competitor, or team, the winner having the lowest total score in the class.

After the selection rounds, through each stage of the final rounds, scores are reset to zero.

## **15.3. NEW TASKS**

A "swoop" a "360 tip'n water" and "bowling landing" tasks can be added to the standard slalom circuit. Description, rules and specific penalties will be briefed.

The "360 tip'n water" tasks is reserved for the final rounds but a swoop could be added to any task in the selection rounds.

The swoop and the bowling landing are proposed before or after the circuit, so out of the time taken by the pilot to do the task.

## **15.4. FINAL ROUNDS**

The Final rounds, consisting of 1/16, 1/8, 1/4, semi-final and final round, using the following scale:

1/16: with more than 51 pilots registered

1/8: less than 50 pilots registered.

If there are one or more equalities, the pilots will be decided according to rank obtained during the selection rounds.

Eg: the pilot A and the pilot B finish the selection rounds with 24 points.

The best ranking of the pilot A is 3<sup>rd</sup>, 3<sup>rd</sup>, 8<sup>th</sup> and 10<sup>th</sup>.

The best ranking of the pilot B is 3<sup>rd</sup>, 5<sup>th</sup>, 5<sup>th</sup> and 11<sup>th</sup>.

The pilot A is qualified because he finishes twice 3<sup>rd</sup> and the best ranking of the pilot B is 3<sup>rd</sup> and 5<sup>th</sup>.

The 1/16: the 20 highest placing after the selection rounds.

The 1/8: the 15 highest placing after the 1/16 round or the selection rounds.

The 1/4: the 10 highest placing after the 1/8 round.

The semi-final 1/2: the 5 highest placing after the quarter final.

The final: the 3 highest placing after the semi-final.

All the final rounds are made in 2 tasks. The time of each task is added to provide the ranking.

The big final with the 3 last pilots is made in 3 tasks. The time of each task is added to provide the ranking.

### **15.5. SCORING**

A task (team or individual) will be scored by timing.

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

**Score:** the times will determine the ranking and be converted into points, when relevant, penalties will be added.

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' names, countries, competition numbers and scores.

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.

Scoring will be supervised by the chief scorer.

### **15.6. RANKING**

The overall ranking (individuals and or teams) will be calculated by adding the scores achieved in each event.

Winner of a task =1 point

Second of a task =2 points etc...

The winner of the World Championships or the winning team will be the winner of the final rounds. In the event of unfavorable weather conditions preventing to fly all (or any) of the final rounds, the championships order issued after the last completed task or stage of the final rounds will determine the final ranking.

## **15.7. PENALTIES**

### **15.7.1. GENERAL**

Any infringement to flight safety, safety rules or task rules will lead to a penalty and disqualification.

Disqualification terms:

Unauthorized flights during the competition.

Use of unauthorized equipment or equipment not in conformity.

False declaration.

Repeated infringements of Competition Director's instructions.

Repeated disturbance during briefing.

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

Medical reasons (unfitness, neglect of treatment etc).

Any maneuver considered as dangerous for the public, buildings and competition setup, another paramotor or the pilot himself.

Flying over housing.

Flying over the slalom course with the exception of media related flights.

### **15.7.2. SPECIFIC PENALTIES**

In the following cases, a pilot receives maximum score resulting in the lowest place, increased by penalty points:

To miss the exit gate: maximum score; "Cell out" on the scoring sheet.

To miss the starting gate: maximum score + 2 points; "Cell in".

Wrong slalom: maximum score + 4 points; "Error".

Any part of the paramotor (frame, foot...) touches the water: maximum score + 4 points; "Error".

A pilot who did not fly: maximum score + 6 points; "DNF".

A pilot who is disqualified: maximum score +15 points; "DSQ". (S10 4.34.15)

Specific penalties are applied (during selection rounds):

A pilot does not do the sloop or the pilot never touches the water: maximum score + 2 points.

A pilot misses the sloop: his time + 2 seconds.

Specific penalties are applied (during final rounds):

A pilot does not do the swoop or the pilot never touches the water:  
maximum time + 4 seconds.

A pilot misses the swoop: his time + 2 seconds.

A pilot does not do the 360 turn: his time + 8 seconds.

A pilot does the 360 turn without ever approaching the water: his time + 4 seconds.

A pilot fails to touch the water with his wingtip: his time + 2 seconds.

## **15.8. TASKS**

Based on a fixed set up described in the Task Catalogue approved by CIMA, tasks will be chosen by the Competition Director.

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

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

## **15.9. SLALOM EQUIPMENT AND TIMING**

Slalom circuits involve the use of:

Inflatable pylons (the height will be comprised between (8 to 12 meters)).

Blowers may be thermal and or electrical.

Infrared sensors or camera timer.

Chronometers.

Gate: 8 to 15 meters width. One or more gates may be used in a task for the purpose of separating elements of that task (e.g. to take a time) and a penalty score may be available if missing these gates.

Because pylons are fixed to the water, the distances can vary according to the wind and currents. The organizers will do their utmost to fix the pylons correctly but movements of platforms are always possible. No complaint on distances between pylons will be accepted.



## 15.11. CONTACT

To contact:

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