



LOCAL REGULATION

WORLD PARAMOTOR CHAMPIONSHIP VERSION 2019 1.1

LINHARES - ES



REVIEW	DESCRIPTION	DATE
∅	INITIAL ISSUE	11/21/2019

COVERAGE

This document defines the rules and the regulations of the World Championship Version 2019 and was prepared by combining the General Section and Section 10 - Microlights and Paramotors - Edition 2019 FAI Sporting Code with the specific regulations and requirements locations. The items discussed in this document supersede the FAI Code Rules, however, in cases of omissions or ambiguities of this Regulation, the FAI Sporting Code in its original version 2019 Edition will be used.

CATEGORIES

<i>RPF1Tm - paraglider Control / Foot-launched / Flown soil / Male</i>	PF1	Paramotor Solo Open
<i>RPF1Tf - paraglider Control / Foot-launched / Flown soil / Female</i>	PF1f	Paramotor Solo Female
<i>RPL1T - paraglider Control / landplane / soil Flown</i>	PL1	Paratrike solo
<i>RPL2T - paraglider Control / landplane / Flown with two persons</i>	PL2	Paratrike double

tests will be held navigation, precision and economy. The catalog of evidence and scoring criteria of this league are selected and published from the standards of Schedule 4 of Section 10 of the FAI Code and annexed document. The evidence in each category will be held when they are inserted at least 3 Competitors. The women's race will take place along with the category "Open", using the scores for the two categories. There will be executed evidence Slalom because it is classic championship, following the latest guidelines of the UP / FAI-2019.

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1. GENERAL

1.1. Introduction

- 1.1.1. Rules and Regulations for the World Championship 2019 version are in this document and in Annex called "Evidence Catalog". These documents were prepared based on the FAI Code, Section 10 - Microlights and Paramotors - Edition 2019 and in Annex Evidence Book 4 of Section 10, Issue 2019. The last and final version of all documents will be those available at the organization's site .
- 1.1.2. Items addressed in this Regulation shall prevail over the FAI Code Rules in its original version. However, in the case of omissions or ambiguities of these regulations, the FAI Sporting Code in its original version Edition 2019 will be used.
- 1.1.3. The objectives of the World Championship Version 2019 - are:
 - Rate pilots for international competitions
 - Encourage participation in competitive events and promote integration between drivers;
 - Encourage equipment suppliers to develop performance improvements.
- 1.1.4. Anyone participating, or in any way related to the World Championship Version 2019 should be bound by the rules of the competition and accept all the consequences of participation in the event.
- 1.1.5. All pilots must be properly registered and days in the system of ABUL and have valid license CAB-FAI in Paramotor mode.
- 1.1.6. If you are an registered pilot on Paramotor Department of ABUL, must provide the updating of the register at the xxxxxxxx must be received in new national registry for the same address, making the whole procedure for issuance of the CPD - Sport Pilot certificate.

1.2. Event's place

- 1.2.1. City of Linhares - Espirito Santo
Coordinates Geographical:
(TBC) Latitude: 19 ° 23'3.21 "S / Longitude: 40 ° 2'25.31" W
Altitude: 75 ft

1.3. Schedule of Activities

Official Registration: June 10 – 09:00 to 17:00
Mandatory Safety Briefing: June 10 – 17:00 to 18:00
First Team leader meeting: June 11 – 09:00 to 11:00
Official training task: June 11 – Ager 15:00 and June 12
Opening ceremony / Parade: June 12 - 19:30
Contest flying days: June 13 to 20
Prize-giving & Closing Ceremony: June 20 - 17:30

The dates and time are subject to change.
Changes will be posted on the website and on the board at headquarters.

- 1.3.1. During the reconnaissance flights and training (02 to 05/11), all the support and local infrastructure will be pilot's account and his team and shall request prior authorization for the organization to use of airspace and shall communicate with the responsibility for air traffic control which will provide information about the limits of use of airspace that day. The organization will define procedures and safety rules for pilots to operate during these days of training, but will not be available sound systems, rescue, support, ambulance, track signs, support with tents, etc. The championship of the infrastructure will start at 8 am the day 06/11 and will be completed at 16 pm the day 10/11. The schedule may change, if it occurs,

1.4. Event Staff

- 1.4.1. The Staff of the competition is formed by a team of professionals appointed by the Board of Paramotor ABUL and as listed below and the organizational structure to be published as an annex.

– Event Director	Lula Laghi
– Competition Director	Rogério Martinati
– Score:	Zenilson Rocha
– Flight Safety Chief	<i>Coming soon</i>
– Stuard Cheff	Diego Rendeiro (PT) / (ACVL) / (ACVL)
– Testing equipment	Walmir Lima / <i>Auxiliary</i> (ACVL)
– International Jury: CIMA	

1.5. Event format

- 1.5.1. The World Championship Version 2019 will take place over seven days (from 06 to 10 November 2019) in Linhares - ES.
- 1.5.2. The World Championship 2019 version will be considered valid in its class when the following situations occur:
- Conducting at least three different tests, one characterized (1) Navigation, one (1) accuracy, and one (1) Economy and;
 - Have at least three eligible competitors able to perform each test;
- 1.5.3. It is considered a valid test when all competitors in that class had the opportunity to take off in the flight window;
- 1.5.4. In case of unfavorable weather conditions which prevent the achievement of the required minimum number of tests, the competition will be declared null and void.
- 1.5.5. The Director of Competition should strive to maintain a balance point between the navigation tests, saving evidence and accuracy of evidence, if conditions permit.
- 1.5.6. Started the competition, no rules or regulations may be changed. Any additional requirements within the rules during the event can only be approved at the previous meeting with all the class and pilots must have 100% approval of the competitors, and does not have retroactive effect.

1.6. Registrations

- 1.6.1. Pilots must enroll in the online form by xx / ss / xxxx The link is available on the championship website below: **Coming soon**

- 1.6.2. It allowed the registration of the pilot and copilot in only one class.
- 1.6.3. The minimum age for riders is 18 years at the beginning of the competition. To co-pilot is 14, provided with written permission of the responsible.
- 1.6.4. To enroll in the pilot Championship must have:
- FAI - Sport Pilot Certificate
 - Certificate current Master Aerodesportista (RBAC103-FAA);
 - Aircraft current Registration Certificate (RBAC103-FAA);
 - Pay the registration fee.
 - At least 30h Paramotor flight under his command;
- 1.6.5. Registration Fee:
Pilots: \$50 euros
Team Leade: 150 Euros
- 1.6.6. In the "double" class (paratrike), the pilot must indicate in his file the co-pilot data, and the registration fee paid only once and valid for the double.
- 1.6.7. On arrival at the event the participant must address the secretariat and present their documents for withdrawal of their identification. At this point the pilot and his equipment will be sent to flight security personnel for initial safety briefing and equipment check.
- 1.6.8. If until 29/10/19 is not completed the minimum quorum of three athletes, the class may be canceled by the organization and the athlete registered notified. In case of cancellation of the class, the athlete can choose to join another class or decline the competition and will receive 100% of the registration fee back.
- 1.6.9. The deadline for registration for the competition will be until 24:00 pm the day 29/10. However, the competition organizer reserves the right to accept new registrations of athletes from the day 24/06 if the upper limit of the test has not been reached.
- 1.6.10. Official website of the event to be informed before the competition starts. They will be made available official statements and all information material
- 1.6.11. By making the online application, the athlete will be added on the official whatsapp Championship group. In this channel the general information will be transmitted and specific guidance to competitors, including during the competition. This is not for group discussions, but an official information channel between the organization and the competitors.

1.7. Results and Awards

- 1.7.1. The results of the tests will be published as soon as possible after the completion of the race to allow riders can confirm your records and possibly ask for clarification and enter protests.
- 1.7.2. At the end of each stage of the World Championship 2019 version, trophies and / or medals will be awarded to the first 3 riders of highest score of each class, and Champion, 2nd and 3rd place.
- 1.7.3. The result of the stages of the competition will form the National Ranking of 2019 CBPM-ABUL. First place in the ranking in each category and shall have the right to represent Brazil in international competitions FAI in 2020, especially the WPC 2020, sort order to a total limit of places available.
- 1.7.4. It will be awarded at each stage also the State (UF) to get the most points, considering for scoring each state your athlete who has obtained the highest score in each subclass. It will only be considered an athlete by subclass of each state.
- 1.7.5. The final score of each pilot for ranking purposes and title (Brazilian Champion, Vice-Champion and 3rd place) will be the simple arithmetic sum of the results of the two stages. The absence of a stage will be considered null score for the purpose of obtaining the sum and final results. At each step, the end result will be expressed as a mathematical average to two decimal places after the decimal point. The overall result will be the sum of the averages of each stage, divided by the number of steps, rounded to the 2nd decimal place after the comma.

2. GENERAL RULES COMPETITION

2.1. Paramotor and Associated Equipment

- 2.1.1. All aircraft participating in the competition must comply with the definition of "Paramotor" the FAI Code, Section 10 - Microlights and Paramotor - Edition 2019 (S10- R, 1.3). The expression "Paramotor" in this regulation includes all classes as Paramotor and paratrayk, Solo and Double, and also refers to the chassis assembly with motor and sail.

¹ copilot need Tue register at DPM - ABUL (not need to be pilot, register free), and Tue license FAI in copilot.

- 2.1.2. The paramotor should be equipped with combustion engines. the use of electric motors in the defined classes for this competition is prohibited. electric motor and combustion definition is described in Section 10 of the FAI Code (S10- R, 1.4).
- 2.1.3. Each Paramotor should be made available during the registration period to check equipment that aims to verify their suitability to the championship and configuration that will be used during the tests. Photos can be taken to record the configuration, and the equipment can be identified with seals by the Flight Safety team.
- 2.1.4. It is the pilot's responsibility to ensure that all its flight equipment (Paramotor and paratrayk) are in perfect condition. In addition, the Director of Competition and Flight Safety Manager may at any time during the match inspect the condition of any aircraft and, should it consider the safety, prevent its takeoff and participation in the tests.
- 2.1.5. Each Paramotor must have sufficient autonomy for a flight of at least 100 km in the still air, ie no wind, and battery life of at least 2 hours.
- 2.1.6. A pilot will fly throughout the league with a unique structural equipment including paragliding, and using the same set of components from the first day. However, propellers, spark plugs and settings can be changed in carbs before a race in search of better performance.
- 2.1.7. If a driver wishes to change any component, except as described in item 2.1.6, it must obtain written approval from the Competition Director before participating in a trial under penalty of loss of points or disqualification.

2.2. Complaints and Protests

- 2.2.1. In the case of a pilot being dissatisfied with its outcome he may ask to see and correct your score in writing to the Competition that will forward to the Arbitration Director for evaluation. The complaint must be lodged within 2 hours after the publication of provisional score, not counting the night range from 22:00 to 07:00, except for the evidence of the last day of competition, or published provisional scores on the last day of competition, when the period of claim will be 1 hour. Claims must be made in the appropriate form and will be analyzed as quickly as possible and may result in the score change. (S10 R 4.35)
- 2.2.2. In the event that a pilot is not satisfied with the outcome of your complaint, then he can file an appeal in writing to the competition within 2 hours after the publication of official results, which will forward the arbitration committee to be composed of three members of the organization chosen by the Director of Competition, accompanied by a US \$ 200.00 protest fee (two hundred reais). For events of the last day of competition this time will be 1 hour after official publication. The protest fee will be returned if the protest is accepted by the committee during the competition. Protests can only be made on decisions of the Competition Director, and never on the trial itself. (S10 R 4:36)

3. SAFETY FLIGHT

3.1. briefings

- 3.1.1. The organizing committee will meet to stipulate the evidence, will hold a briefing before the competition covering safety regulations, local regulations, aerodrome circuit patterns, input and output procedures, meteorology, and any additional information deemed necessary.
- 3.1.2. Briefings will normally be carried out before each test. proof of details and all information deemed necessary will be provided by the Director of the Competition and / or the organizing committee.
- 3.1.3. Participation in all briefings is mandatory for all competitors. Stay tuned calls and message boards and via digital communications (whatsapp application type or similar). Do not leave the aerodrome site without authorization or lose a briefing and be unable to perform the test.
- 3.1.4. All requirements and test and safety information issued in briefings have status regulation.
- 3.1.5. The briefings will be filmed and recorded as evidence that the information was given, and may help as evidence in case of application of penalties, complaints and protests.

3.2. Required Safety Equipment

- 3.2.1. A protective helmet should be used whenever the pilot is attached to the harness of a Paramotor with the intention of flight or engine. Flight without a helmet will result in immediate disqualification from the competition.
- 3.2.2. emergency parachute transport is mandatory at all times. (The emergency parachute is not considered Paramotor, and accessory in the definition of this class).
- 3.2.3. sealed cell for emergency communication in navigation evidence and economy. The cell will be turned off, sealed and left in the harness. They must be inspected by inspectors prior to entering the quarantine / takeoff and after landing, considered necessary accessory for emergencies. cell whose

seal has been tampered with between the time of entry to the premises and landing (before showing the tax) will be subject to zero the test and disqualification from the competition.

- 3.2.4. Lifejacket in the body and / or structure when the test involve overflight on net area (ex .: rivers).

3.3. Prohibited equipment

- 3.3.1. Any accessory, article or equipment considered dangerous by the organization.

- 3.3.2. Ballast disposable.

- 3.3.3. Any equipment capable to fly without visual reference to the ground.

- 3.3.4. Using GPS, CELL, PDA, Smartphones, watches with positional capacity or any other device with electronic map or any other electronic aid capable of transmitting useful navigation information to the pilot. Exception to equipment duly authorized by the Competition Director, since sealed and checked by a judge Proof / Tax, which should ensure that the display is not visible to the pilot and the sound turned off. Upon landing, the sealed equipment and sealed shall be submitted to a judge Proof / Tax which must verify that the seal has not been tampered. If a stamp / seal is violated or the Clerk / Tax Judge believes the electronic equipment has been used by the driver, it will be penalized or disqualified.

- 3.3.5. Any other electronic communication equipment not mentioned in section 3.2

- 3.3.6. Binoculars, monocular or telescopes.

3.4. Compliance with Laws

- 3.4.1. Regardless of the requirements and rules of the competition, riders must at all times be aware of the local and Brazilian aeronautical rules while in flight activities at the aerodrome.

3.5. Cheers

- 3.5.1. The use of medicines and drugs without prescription, including alcohol, which may impair the performance of a pilot is strictly prohibited. Any rider who is seen drinking alcohol before the end of the daily activities of flight may be penalized or disqualified from the competition.

- 3.5.2. Any injury, drugs or controlled medication taken by the pilot and which may affect the pilot's performance in the air must be reported to the Director of Competition before flying, accompanied by prescription and / or medical certificate authorizing the driver to perform flight activity.

- 3.5.3. Pilots should be aware of their physical and mental fitness to perform the flights of competition based on the evaluation of health professionals. Pilots must complete the Disclaimer Term confirming his condition before performing any flight in the event.

- 3.5.4. Control "doping" can be done in any competitor at any time of the competition, without notice. banned substances information can be found at [https site: //www.wada- ama.org/en/content/what-is-prohibited](https://www.wada-ama.org/en/content/what-is-prohibited).

3.6. Discipline Airfield

- 3.6.1. Signs of Fiscal track to drive and takeoff, circuit and landing patterns will be informed in the briefings and should be respected by competitors.

- 3.6.2. Areas of spectators and buildings around the test area are prohibited from overflying at any time and will be informed and identified in the briefing.

- 3.6.3. Failure to follow these rules can result in penalties, including the immediate elimination of competition.

3.7. Preparation for Flight

- 3.7.1. Each Paramotor should be checked before the flight by its pilot and may not be used for flight is not in perfect condition. Inspection unannounced inspections and can be made by Track Tax at any time, which can prevent takeoff consider your Paramotor is not navigable or that poses a risk to the rider or others.

- 3.7.2. Each rider takes off, flies and lands ENTIRELY AT YOUR OWN RISK. The competition organizer has no way to assess whether or not the driver has condition to perform such a test, it is up to the pilot to decide to do it or not. However, depending on the skill demonstrated by the pilot during takeoff and performing the test, the slopes of Tax can prevent its takeoff on this or other conditions, or even ask the hang up pilot immediately to not endanger themselves and others.

- 3.7.3. Regardless of the situation defined by the competition organizer for the performance of the race, each competitor is responsible for assessing the climatic conditions, with reference to his own ability as a pilot and the performance of their equipment before taking the decision to take off.

3.8. Turning engines

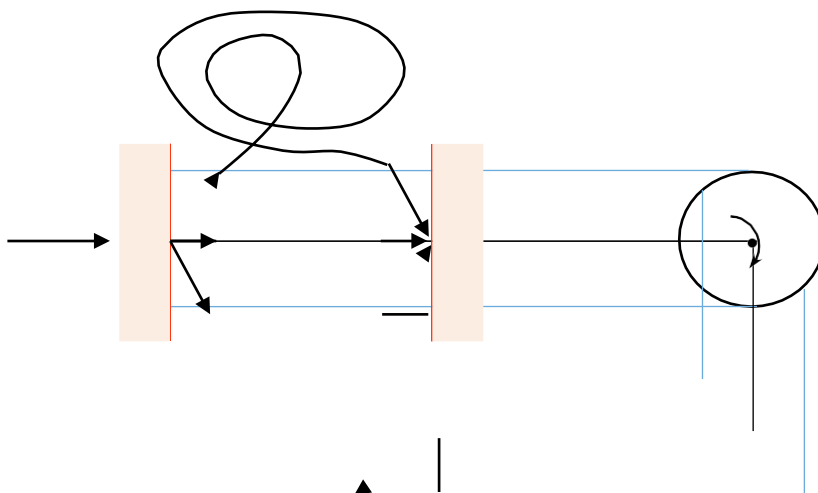
- 3.8.1. In order to minimize the risk of any injury to competitors pilots, all pilots of PF1 and PF1f must start their engines in the back, or ultimately contained by a nacelle to the ground / vestment. Make sure before starting engine to have carried out all the checklist of pre-flight, especially making sure that your throttle to move without any obstruction.
- 3.8.2. The motors may only be connected to heating in the areas designated for such purpose, from the public and competition facilities. The paratrikes should get around to the starting areas / off tests except when released by the direction of the race.
- 3.8.3. Once your equipment is already checked and equipped, and you with your helmet, look around and then declare clearly "STARTING ENGINE" aloud ("Clear Prop"). The Track of Tax and authorized personnel can assist in starting your engine on your back, if necessary. Warnings and penalties may be imposed on drivers who do not perform a pre-flight assessment or trigger their engines in inappropriate area with people around and without warning.

3.9. Flight restrictions

- 3.9.1. Considered dangerous maneuvers that may cause danger to the rider himself, another driver or the public this should be avoided. The pilot will be warned and penalized recurrence or even disqualified from the competition.
- 3.9.2. Unauthorized maneuvers acrobatic are forbidden and liable to penalty, including elimination of competition.
- 3.9.3. Flying in the clouds it is strictly prohibited for the tests.
- 3.9.4. Flying over restricted areas, outside the safety cones, and outside the NOTAM area established in briefings is forbidden and liable to penalty, including elimination of competition.

3.10. Avoiding collisions (*backtracking*)

- 3.10.1. It is the responsibility of each pilot to avoid a collision with another while maintaining a watchful eye throughout the flight time. Canopy on a collision course must immediately provide the right shift.
- 3.10.2. A competitor who was involved in a collision in the air should immediately abort the test if you are in doubt about the structural integrity of your Paramotor, and land.
- 3.10.3. The Paramotor to join other aircraft rotating in or out of a thermal or circuit must follow the direction of competitive rotation that arrived first at that location, regardless of the separation height.
- 3.10.4. When navigating on a flying leg race with direction and set direction, the competitor can not go back (*backtracking*) under any circumstances. If the competitor needs to return, you must do so leaving the line of flight and flying out of the running.
- 3.10.5. It is considered back (*backtracking*) when the pilot makes major moves 90 degrees to the flight direction. This limitation occurs in the corridor formed on the flight line of the same width considered for scoring the "gates" of the test. The only exception to this rule is within a certain radius "gate" / turning point (turnpoint) whose own line of flight makes an angle greater than 90 degrees. In evidence over the possibility of flight line, all must be considered active in terms of back (*backtracking*).



- 3.10.6. Respecting the traffic pattern established in the briefing and the lane judges performing predictable movements in flight with other paramotors in the air, limiting the curves 90 degrees and making overruns in the opposite direction to the direction of traffic (for example, the left traffic overtaking the right - the right traffic, overtaking the left).

3.11. Tests and Other flights

- 3.11.1. No competitor can take off on race day from the contest site without the permission of the Director of Competition or a Tax rink. This permission is given by the flag system in the mast and flags in hand (flags).
- 3.11.2. The authorization may be granted for a test flight, but the evidence for that class has started the pilot must land immediately and make a new takeoff to validate your proof.
- 3.11.3. Practice / Training before a test is not enabled either on the aerodrome site, or any other area, even adjacent to the site of the competition.
- 3.11.4. Once a competition has been declared to be initiated, it is forbidden to recognize the route in any aircraft or vehicle.

3.12. Damage Paramotor / paratrayk Competition

- 3.12.1. The Director of Competition should be informed of any damage to a Paramotor without delay and before any work is performed. Any repairs must be done by identical parts except basic parts like the wing and engine to be exchanged for the same model or lower performance. (S10 4.23.4)
- 3.12.2. Changing any part of the paramotor without notifying the Director of Competition may incur maximum penalty or disqualification. Change fundamental parts (sailing and motor) may, at the discretion of the race direction and even communicated incur some kind of penalty. (S10 4.23.4)
- 3.12.3. A complete change of a paramotor (temporarily or permanently) the other can only be performed if the irreparable damage was not caused by the pilot. If replacing the paramotor was authorized by the Director of Competition can only be made by brand and model identical or lower performance equipment. (S10 4.23.5)

3.13. Signaling Track and Proof

- 3.13.1. Flag on Main Mast show:

No flag on display	The championship window is closed.
Green flag	open flight window. Authorized entering quarantine and flight to attend the race.
Red flag	Window closed temporarily. Pilots can not take off. However, those who are in the air should continue the race.
Green and Red Flag	Window closed flight. Pilots must land immediately and can not take off. Applies to all riders.

- 3.13.2. Flags in hand (flags). Fiscal Track and adjudicators have flags (flags) in hands that will be used to authorize the take off or stop, depending on the traffic of aircraft or poor weather conditions. In some evidence of accuracy and slalom flags (flags) may be used to signal for opening the gate or landing site, in addition to indicating the validity or penalty to the pilot shortly after his execution.

picket	DECK	TEST SITE
Green flag	authorized takeoff	Signals that the Gate, landing site, and the relaunch is authorized and the pilot should continue in the race. Started the race by the competitor, the green flag raised by the adjudicator indicates that the competitor meets the test and is being properly judged.
Red flag	Unauthorized takeoff, and the pilot must wait.	Signals that the Gate, landing site, or relaunch is prevented / closed and the driver must wait in flight (or authorization to relaunch). Started the race by the competitor, the red flag raised by the adjudicator indicates that the competitor committed any offense / penalty, time has run out, or a problem in the circuit was detected. The pilot must leave the race course.

Pennant Green / Red	The window was closed. The pilot should abandon the launch area.	Signals that the gate or landing site is closed and the pilot must land immediately.
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3.14. Obstructions in Pouso and Test Area

- 3.14.1. In the event of an incident or an obstruction in the test area, and takeoff and landing, an Audit Track should raise a red flag indicating that landings, takeoffs and landing should not be held at that location.
- 3.14.2. The pilots returning from a test should land on designated alternate landing area (which will be given depending on the wind condition), or if not available, apart from the area where it is observed an incident.
- 3.14.3. Pilots must observe and comply with all signs of Track Tax, and release as soon as possible the location after landing because other drivers will use this location.
- 3.14.4. If circumstances prevent that pilots do a test because of an incident that blocks the site, the Director of Competition will decide whether to void part or all of proof, or even allow impaired drivers can take the test at another time. This decision will be affected by weather conditions, at sunrise and sunset, the event time, and the number of affected drivers.

4. EVIDENCES

4.1. General

- 4.1.1. The official notice board is where all the necessary information to competitors appears: briefing schedules, supply schedule, window openings, the day after programming, etc. Whatever is the current official information will be on the bulletin board. It is important that the competitors regularly check this notice board.
- 4.1.2. The bulletin board can be fixed at the contest site, and / or electronically available on the event website and / or through message group in type mobile app whatsapp, telegram, line or the like. The event score will also be available physically and / or electronically on the website and / or application. Overall briefing will be determined by the Contest Director what the bulletin board considered official.
- 4.1.3. The Arbitration Director will note the time of publication of each note to keep track of complaints and protests. It will not be considered no excuse for the lack of information and the score that was posted on this bulletin board.
- 4.1.4. To count as valid proof of the championship, all riders of a given class should have the opportunity to have completed at least one competition flight in time to take the exam. (S10 4.7.4)
- 4.1.5. It will be allowed only one take-off and pilot on each test, and the test should only be flown once, unless otherwise noted in the description of evidence.
- 4.1.6. **The 5 Min:** However, a driver can return to the landing site within 5 minutes after its takeoff for safety reasons or problems with your Flight Recorder (FR). In this case the driver will be allowed to restart the race without penalty, but the driver can not benefit from this procedure, and any scores related to takeoff and precision are valid the first attempt, and the proof involve time this value will be added to total time of the test. Refueling is not allowed. (S10 4.30.3)
- 4.1.7. If by reason of the start time and end of the pilot tests that landed in Rule 5 min fail to complete the race, he had received the equivalent points to its first flight, even if incomplete.
- 4.1.8. The evidence between classes may be identical or different, at the discretion of the Competition Director. (S10 4.29.5)
- 4.1.9. A test may combine multiple tests or run independently, but will have a stated priority to count as valid proof navigation, economy and precision.

4.2. Time Trials

- 4.2.1. Times for take-off, opening and closing of takeoff and landing windows, pass through the portals and waypoints will be informed at the briefing. If the start of the race is delayed, the test times will be correspondingly delayed.
- 4.2.2. A pilot should be considered in evidence from the moment you enter the launch area, until the moment it leaves the landing area at the end of the race, or if outlandings (landings outside the area) when personally return to the site the event and communicate the Lane Fiscal his return.
- 4.2.3. The Competition Director may suspend flying after take-offs have started if he considers that to continue is dangerous. If the suspension period is long enough to give an unfair advantage to

any competitor, the race will be canceled. Once all competitors in a class or take off had the opportunity to do so, the proof will not be canceled, except for reasons of force majeure or at the discretion of the Competition Director because of weather conditions. In this case the RED / GREEN flags will be placed in the area of takeoff and landing indicating that the window closed and that all pilots should return.

4.3. Types of Evidence

- 4.3.1. There is a catalog of evidence to the scoring criteria that is part of the documentation of this championship. The Director of Competition will endeavor to define the evidence in this catalog, but may due to weather conditions and time to run a combination or variation of these tests without by this losing the validity of the competition.
- 4.3.2. The tests are divided into three categories:
- Navigation (N): flight plan, estimated times, and speed. Without limiting fuel.
 - Economics (E): Autonomy, speed and duration of fuel. With fuel limitation.
 - Precision (P): Flights by Gates, collect and throw balls, shoot bats, Knock down cones, candle control and landings fly.
- 4.3.3. For the championship is valid will have to occur at least three different tests with score of the categories. It should be performed at least one declared proof navigation, an economy and precision.
- 4.3.4. The tests defined by the Contest Director may have only one category or combine with other categories of evidence, since the test is declared valid for the most relevant category.
- 4.3.5. The proportion of evidence accumulated in the championship will be approximately 1/3 for each category, but may vary due to various situations such as weather, time to run the race and / or sole discretion of the Director of Competition.
- 4.3.6. The final score of the pilot for classification in step is the overall average considering all the tests carried out at that stage. Individual scores for each category navigation, Economics, and accuracy will be obtained by simple arithmetic sum of the results of the tests of the same category.

5. PROGRESS OF EVIDENCES

5.1. Identification Pilot

- 5.1.1. The identification of the aircraft and the pilot should be visible to Track Tax. They will be identified and paramotor pilot's helmet and the passenger.

5.2. External aid for Competitors

- 5.2.1. The following limitations are so that, to the extent possible, the competition was between competitors without help and guidance or external, except when authorized by local regulations and race director.
- 5.2.2. Aid workers are encouraged until a competitor is in the area of takeoff and landing or entering in specific area check. From that point all foreign aid is prohibited, except by an Audit Track, adjudicator or persons expressly appointed by the Competition Director, until the time the competitor leaves the area and finish the race, or have landed off area. Assistance of other competitors is not permitted unless authorized by a Judge Lane.
- 5.2.3. All takeoffs and landings in the competition must be made on foot without unauthorized assistance third party of any type of vehicle or of any external power supply, except for the landing gear using paratrayk class (Paramotor with wheels).
- 5.2.4. It is forbidden any help in navigation or thermal location made by competitors who are not flying in the region. This is to ensure as far as possible that competition was between drivers without external aid.
- 5.2.5. Pilots must be qualified to plan your navigation evidence and economy. Some specific tests will be carried out so that the pilots should plan their evidence fully individually, without help from other drivers or third parties.
- 5.2.6. In the case of physically disabled, specifically mobility, foreign aid through wizards is permitted provided it is approved in advance by the Director of Competition.

5.3. Takeoff and Landing Areas

- 5.3.1. These areas are defined for the tests about 100 x 100 m.
- 5.3.2. Unless otherwise stated, all takeoffs and landings should be conducted in the designated location.
- 5.3.3. Each area of takeoff and landing (decks) and test should have a windsock as close as possible to its limit.

- 5.3.4. The organizer will spare no effort to ensure that there are no significant obstacles within 200m of the boundary of a landing area and landing.
- 5.3.5. Unless otherwise stated, the penalties will be awarded to the pilots if any part of your body or paramotor touches the ground outside the limited area for landing and takeoff, except for emergency provisions given at briefing.

5.4. Security area

- 5.4.1. security area is a restricted location indicated by the Director of Competition. When the machine is in this area the equipment can not be touched, except to be moved into and out of the area without the permission of the Competition Director.

5.5. Quarantine

- 5.5.1. This is a clearly marked area to which aircraft and / or pilots must go when requested by the Director of Competition, usually for test preparation purposes, punctuation, fuel metering, seals verification, fuel systems, telephone Lavres, seal the tracking devices etc. Once quarantined and without the express permission of the Director of Competition, pilots can not communicate with anyone and can not modify or change the configuration of their aircraft and transported items.
- 5.5.2. Competitors who do not respect these rules are liable to punishment, including disqualification.

5.6. Limit Airfield

- 5.6.1. The airfield boundary is the border defined by the test areas, takeoff and landing, including the limits of NOTAM.

5.7. Take-off

- 5.7.1. The order of each competitor to take off is usually free within an open window flight, except when the test requires a sort. In this case, the proof of briefing this sequence is set.
- 5.7.2. All take-offs must be made from a deck defined for this purpose.
- 5.7.3. No pilot may take off this deck without authorization Lane Tax, and without receiving a valid signal green flag.
- 5.7.4. Each pilot must be sure your equipment is in proper condition before flight take off. Otherwise, do not try to take off.
- 5.7.5. The takeoff is allowed with the window open and under authorization of the Supervisory track. Some evidence may establish an order of takeoffs between pilots and pilots linked to either Fiscal and / or Judge Lane.
- 5.7.6. Each competitor will usually only a moment to realize the takeoff for each test and the test can be flown only once, unless described differently in the race briefing and considering the exception of "Rule 5 min" for landing emergency.
- 5.7.7. Before taking off any pilot and / or your Paramotor can be inspected to check for possible contraventions to the regulations and rules. It is the duty of the competitors Tax help track and adjudicators perform this inspection.
- 5.7.8. Except in specified evidence, an aborted take-off does not, in principle, any penalty. However, the pilot must comply with the instructions of the Track Tax to accelerate the process of take-off, otherwise the pilot runs the risk of losing your turn and be placed at the end of the takeoff line.
- 5.7.9. In the event that the takeoff order is stipulated, the Track Tax may limit the number of riders ready at launch area and the rest should go positioning close to this area not to delay the completion of the race. If you lose your time to take off may not get another chance to do it, zeroing proof.
- 5.7.10. In the tests with stipulated order, and as proof of the briefing, the pilot will have only three attempts to takeoff. (S10 4.30.4), or as stipulated by the Examinations Officer at the briefing.
- 5.7.11. In the case of a race with time measured from the take-off, the clock will start running at the time the fiscal Track authorizes takeoff, and the pilot may subsequently take off at any time.
- 5.7.12. And considered takeoff successfully performed when the candle does not touch the ground more after its inflation and Paramotor no longer has contact with the ground about 10 seconds after the start of the process.

5.8. landing

- 5.8.1. All landings, unless otherwise stated, should be performed entirely within the area of takeoff and landing. The pilot may be liable to penalty if he or any part of his paramotor touches the ground outside this area.

- 5.8.2. After landing, pilots must immediately remove their equipment to a rest area, except where proof require authorization from judges to withdraw from the site. It is recommended that competitors see the official notice board / application as soon as possible after landing to get the latest information.
- 5.8.3. In the tests of precision, where pilots have to land on a demarcated area, the PF class the goal is for the pilot to make a good landing on his two feet without falling. "Falling as a result of the landing" will be interpreted as:
- GOOD: If the pilot falls on one knee, get your score normally;
 - BAD: if the rider falls with both knees or when any part of the equipment touches the ground² after the first valid touch, zero score on the accuracy of the test.
- 5.8.4. PL in class the goal is for the pilot to make a good landing after having led his aircraft without any damage. A zero score will be given when you notice damage on wheels or caused structural part between takeoff and landing by pilot reason. Pane engine and attempt to restart failed in flight is not considered damage and will not incur penalties. Rollover result in score "zero" in the precision tests.
- 5.8.5. A landing is deemed to have been completed successfully when the wing touches the ground after the feet of the driver or all paratrike wheels touch the ground.
- 5.8.6. In the tests where the pilot is required to turn off your engine over 500 feet, the engine must be turned off with stationary propeller for a minimum of 60 seconds before any part of the aircraft or the pilot touches the ground. For aircraft with clutch where the propeller can continue to rotate under inertia, is interpreted as "engine off" moment that the engine sound is suppressed, however, acceleration followed by shutdown with pilot signals to move the legs, can be requested at briefing of evidence to facilitate the understanding of adjudicators.
- 5.8.7. Pilots should seek clear the landing area as soon as possible.
- 5.8.8. Landings outside the designated landing area without security reasons, but within the airfield boundary will result in a penalty of 20% of the score obtained in that race, except as defined by the different rules of evidence.
- 5.8.9. Landings outside the airfield boundary are considered landings outside the event area - "outlandings".
- 5.8.10. Pilots who "abandon" their equipment in the landing and take-off area will be penalized with deduction of 20% of the score obtained in the resulting test of that landing.
- 5.8.11. Upon landing, any pilot and his paramotor can be inspected to check for possible contraventions of the regulations and rules. It is the duty of the competitors Tax help track and adjudicators perform this inspection.

5.9. Outlanding area

- 5.9.1. Any contact or Paramotor pilot with the ground outside the airfield boundary will be a landing outside the event area.
- 5.9.2. Landings outside the event area may result in a "zero" score for the test, except when spelled backwards during the briefings the race.
- 5.9.3. Landing outside the area due to emergency, and out of the Rule 5 min after takeoff, shall not entitle to restart or resume the race, but the pilot in navigation tests can be scored until the time of landing since their location equipment (GNSS, RF, etc.) reach the adjudicators and sealed as soon as possible. The proof will be scored between the time of take-off and the emergency landing.
- 5.9.4. After the unplanned landing, the pilot should double ("mushroom") your candle and contact the organization as soon as possible to declare their position by mobile phone. The organization needs to know the driver if he will take off this place or need of the rescue team, and did not suffer any accident.
- 5.9.5. The contact procedure should be followed at all times, even if the pilot to have landed outside the area will get score "zero". Do not perform contact without justification may result in further penalties.

5.10. emergencies

- 5.10.1. All pilots in emergency and landing outside the area will be collected and "mushroom"" immediately their candles as a way of signaling to others in flight. The candle that has not been collected within three minutes indicates the pilot may be injured and need help. Any pilot who flies over the site and observe such a situation are encouraged to provide assistance, avoiding any risk to themselves. It should contact the organization as soon as possible and indicate the location to be sent to rescuers.

²There is no penalty if part of the paramotor touches the ground before the first valid touch, since the landing is considered "GOOD" inprecision tests.

- 5.10.2. A landing of a competitor outside the landing area to help another driver who is injured should not be cause for penalty for this action, and the discretion of the Competition Director will have their case study not result in disadvantages for having provided succor.

6. OF CONTROL EVIDENCES

6.1. maps

- 6.1.1. It will be provided site map for all riders who will compete at registration or at least 1 hour prior to the navigation test.
- 6.1.2. The maps should show up as follows,
- airspace areas permitted flight;
 - Restricted areas (which can not be flown);
 - Other information relevant to the achievement of proof (Waypoints, Gates, etc.).
- 6.1.3. Latitude will be designated in degrees, minutes and tenths of minutes with N, O - Ex .: DDMMmmN
- 6.1.4. Length will be designated in degrees, minutes and tenths of minutes to E, W - Ex .: DDDMMmmE
- 6.1.5. In carrying out the tests involving navigation, pilots can fly only to the data provided by the organization, such as maps and photos of places. Important details may be noted in the overlays, however, is forbidden the use of maps and other information obtained on the Internet or in public agencies. This measure aims to maintain balanced competition among drivers, based on the same data.

6.2. Distance

- 6.2.1. The distances are marked in kilometers with two decimals (Ex .: 1.25 km), meters and centimeters. If the distances are obtained by RF or via the map (minimum scale of 1: 100,000, 1 cm = 1000 m) the value is rounded to multiples of 100 m.

6.3. time

- 6.3.1. The times and the time intervals are measured in hours, minutes and seconds (HH: MM: SS).
- 6.3.2. The test is regarded as having begun at the time that the first driver is ready for takeoff and ends when the last pilot has landed and left the landing area.
- 6.3.3. The accuracy of time is 1/10 second time taken for manual rounded down (accurate to 0.1 sec). Ex .: 35.272 sec = 35.2 sec
- 6.3.4. The accuracy of time is 1/100 second for making electronic device with time rounded down (accurate to 0.01 sec). Ex .: 34.32 sec = 34.325 sec
- 6.3.5. In case of failure of the electronic system for taking the time in the middle of the race, the time will be taken to an accuracy of 1/10 and the times obtained by the electronic system will be transformed into tenths of a second, purely eliminated the last digit rounded to down (Ex .: t = 5.28 seconds becomes t = 5.2 sec).
- 6.3.6. Times on takeoff are usually taken at the time the feet of a pilot, or the last wheel leaves the ground.
- 6.3.7. In specific tests, the time off may be measured from the Track Fiscal authorization, leaving the pilot's discretion take off at that time or wait longer appropriate situation.
- 6.3.8. The times in the landing are usually taken at the time the feet of a driver or any other part of the pilot or paramotor touches the ground.
- 6.3.9. Times may also be taken when the pilot starts playing a bat time or flies overhead an observer or through a starting gate / arrival, as reported for each event in question.

6.4. Average speed

- 6.4.1. The average speed is obtained by the known length of the passage divided by the time interval between SP driven (start point) and FP (Finish Point) of proof.
- 6.4.2. The measure will be in kilometers per hour with use of two decimal (ex .: 30.52 km / h)

6.5. Fuel

- 6.5.1. Fuel consumption can be measured by weight or volume in the tests of economics. The amount of fuel oil comprises mixing the 2-stroke engines.
- 6.5.2. Volume measurements must be performed within the range of +/- 5 ° C difference between the measurements of all competitors in the same class.
- 6.5.3. In the case of weighing and volume requirements weight conversion, the density is adopted a fuel liter 1 liter = 0.74 kg = 740 grams.

- 6.5.4. In the economy supply evidence of paramotors should follow the guidelines given in briefings and must be accompanied by adjudicators and Track Tax. The refilled tanks are then sealed and any violation of these seals will be cause for the test pilot's disqualification.
- 6.5.5. Competitors must be able to demonstrate that its fuel system is completely empty.
- 6.5.6. The use of auxiliary tank for viewing the prisoner consumption net is authorized, and the total amount of available fuel will be computed by adding the two containers.
- 6.5.7. For proof economy in PL2, the director of the competition may decide that a certain amount of fuel should be preserved and should be on the aircraft after landing. The crew must be able to demonstrate that the remaining fuel is not less than the allowed otherwise receive "zero" score for the test.
- 6.5.8. For PF1 and PL1 classes, if not changed in the briefings by the director of competition, the landing is allowed with the engine off. Outside the landing deck area and within 20% of the airport will penalty. Landing outside the aerodrome area, score "zero".
- 6.5.9. Bring the competition two (02) empty plastic bottles of 2 liters of Coke identified for PF1 and PL1, and four (04) for bottles PL2.

6.6. Precision

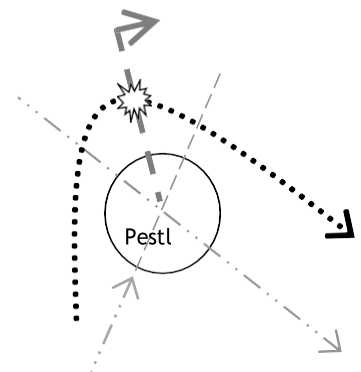
- 6.6.1. Precision landing and takeoff will be checked by the adjudicators, and recorded by video cameras for any complaints and protests.
- 6.6.2. The organization will put every effort to ensure that all landings are filmed. However, if damage occurs or loss of shooting, remains valid notes of adjudicators, not having the right competitor revoo or challenge.
- 6.6.3. If the contestant has his own record in filming and want to place for reviews in case of complaints and protest at the discretion of the Director of Competition, the video may be used for this purpose provided it is jugável and has not been edited. This footage will only be accepted within the 1 hour period after the announcement of the result and leave no doubt about the score.

6.7. Rods and cones

- 6.7.1. Some tests involve the use of sticks (slalom poles). A valid touch is defined as any contact of the pilot or the structure at bat and may be with manual annotation or by impact sensors.
- 6.7.2. The rods must be at least 1.8 m, color and size that allows visible distance of 250 m, and built on the basis flexible and light material that does not cause damage to equipment Paramotor.
- 6.7.3. The cones are touch elements close to the ground. Must be plastic and light enough to allow the foot to be shot down without hurting the pilot, and heavy enough that the wind did not move.
- 6.7.4. Where possible the evidence will be filmed to settle doubts on claims and protests. The same applies on items 6.6.2 and 6.6.3.

6.8. Inflatable pylons

- 6.8.1. The goal of inflatable pylons is to clearly define a point. The point is originated at the center pylon and the base extends infinite height.
- 6.8.2. A pestle is used to define a point to be bypassed, and when placed in pairs define a gate (gate) input or output.
- 6.8.3. If the intention is to contour the lower pestle time (any of the following Paramotor pylon height), the pestle should be at least 8m height.
- 6.8.4. A valid pass will be considered when clearly notes that the pilot's body is easily observed bypassing the pylon, and that no part of the sail, or Paramotor pilot's body touches the pylon or the ground.
- 6.8.5. It is the pilot's responsibility to show clearly adjudicators who is bypassing the pylon. In case of doubt prevails notes of adjudicators.
- 6.8.6. Where possible the evidence will be filmed to settle doubts on claims and protests. The same applies on items 6.6.2 and 6.6.3.



6.9. Points Pass (Gates), and Control (Turnpoints, Timing Gates and Markers)

- 6.9.1. The gates are usually a line between 50 and 250 m in overall width perpendicular to the line of flight and may be of the type stated and visible, passing below the height of the pylons, or unknown distributed along the route. Gates must be crossed in the direction of the race route.

- 6.9.2. The Turnpoints, waypoints or markers are radius of 150m cylinders around an object or point and infinite height and may be of the type stated and visible outline below the height of the pylons, or unknown along the path (Hidden Gates) . For the "hidden gates" are the rays of 100 m.
- 6.9.3. The test of the control points can be defined as a geographical point in relief, a marker on the ground (mortar), an airfield marker (alternative area) or a touch rods.
- 6.9.4. The proof of having reached a waypoint or control will be through observation of the test judges, timing, passing sensors, or in case of navigation through the electronic equipment flight record (FR).

6.10. Registration Flight

- 6.10.1. Every driver must be equipped with at least one GPS receiver capable of recording altitudes in its log, as well as their trajectory, and their entire responsibility to check what is working and that was configured with the correct parameters.
- 6.10.2. The record navigation flight will be made by electronic equipment (FR Flight Recorder) provided by the pilot. It is allowed up to two FR for Paramotor.
- 6.10.3. Before the competition starts, each FR must be presented to the Calculation Manager for inspection and record the type and serial number.
- 6.10.4. The device must be properly identified with the pilot's name and competitor number. If possible, this information should be inserted in the device memory and all other records to be transferred and deleted from the FR.
- 6.10.5. **It will only accept FR's able to generate IGC files digitally signed FAI** ("Tracklog flight"), conventional devices (GNSS) including smartphones since previously inspected and accepted by the Head of Determination. (Ex .: Flymaster, GARMIN, application type XCSoar, XCtrack, Sktflyhy, etc.)
- 6.10.6. The equipment should be operated in strict accordance with the manufacturer's procedure and directed by the Head of Determination. The devices will be inspected and those that have been opened for maintenance or damaged will be rejected.
- 6.10.7. Started the competition, the same FR should be used throughout all the navigation tests. In case 2 FR's should be identified the main (1) and secondary (2). Judging will be done by the main FR and the secondary will only be checked in case of problems FR (1).
- 6.10.8. The pilot must bring the data transfer cable and have the copy hand transfer software, if your organization requests to be able to read data from your equipment.
- 6.10.9. It is the pilot's responsibility to ensure that the device operates properly and has the capacity and functions to be a FR Competition (generate and transfer files IGC). In addition to ensuring, for example, you have enough power to the test, if the antenna is positioned correctly if the data collected are sufficient, etc.
- 6.10.10. All FR already been approved and registered in the competition should be submitted to the Tax Track for immediate inspection before takeoff. The devices will be put into operation by the driver, inserted into envelopes sealed by the Audit Track and put into place not visible to the pilot device The sound should be turned off and the enclosure must not allow the pilot has visual access to your screen.
- 6.10.11. When landing the pilot should immediately deliver your FR to adjudicators or Track Tax, which will verify that the seal remains was carried out. Any delay in delivery of the FR and / or hint of violation the driver will be disqualified from the competition and will receive a zero score. Judges or Tax will be responsible for receiving the unit and refer to the Head of Determination.
- 6.10.12. The status of the flight record for other forms of evidence following the following:
 - Every competitor in the navigation evidence should carry a FR (we recommend conventional GPS) to be used as first evidence;
 - In case of failure of the primary FR, a second FR (GPS or smartphone) pilot, if previously inspected and registered may be used for verification.
- 6.10.13. A pilot must be able to turn on and off your device without removing the sealed enclosure or RF supply unit already turned on before being placed into the casing by the supervisor. It will not be allowed to pilot open and close the wrappers after sealed for evidence.
- 6.10.14. The scoring zone for FR is independent of any other area or sector of the race. A scoring zone is typically a cylinder 50 to 250 m radius and infinite time (limited to NOTAM). To mark the score, a navigation point should be within this circle, or line connecting two sequential points must pass through the circle.
- 6.10.15. Passes very fast and at the ends of the cylinder of a scoring zone can not be recorded by the FR, pilot's responsibility to be flying in the scoring area in order to allow your FR properly register this point.
- 6.10.16. Time passing by "Gates" when obtained from the FR as defined in SP (Start Point) just before crossing the line and FP (Finish Point) immediately after the line is crossed.

6.11. Altitude limits

- 6.11.1. Notwithstanding the normal provisions of the flying site, the Director evidence may impose minimum and maximum heights to fly some evidence (or parts), with application of penalties for violation. Finding will be performed by FR, taking into account a range of +/- 50 m correction due to precision in altitude of the FR.

7. PUNCTUATION (Scoring)

7.1. General

- 7.1.1. The scoring system to be used is specified in Test Catalog, including formulas, specific procedures and penalties.
- 7.1.2. In the tests of accuracy and economy the decisive element is usually the accuracy and / or the time / speed for the rider to complete the race plus penalties times he suffered while performing the test.
- 7.1.3. In the navigation tests, the score is classic by time, distance, and / or number of cross members during the race.
- 7.1.4. The result of each test may be transformed into points in function of the position of each competitor, or be expressed as the arithmetic sum of the scores of each step performed in the test.
- 7.1.5. **The maximum value of each piece will be 1000 points.** The results of the tests are in general standard for the best performance according to the formula below, giving the first place proves the value of 1000 points and subsequent athletes proportional to it:

$$P = Q / Q_{max} \times 1000$$

Where: Q = Pilot score, Qmax = Best score of the test, P = Final Score Pilot Scores Q and Qmax penalties are considered after applied.

- 7.1.6. The pilot may receive penalties to score "zero" or discount of 20% of the score obtained according to item 8 below, in addition to the penalties specifically set for the evidence.

7.2. Ratio of Evidence Categories

- 7.2.1. The purpose of the Competition Director is to ensure that the proportion of accumulated scores for the championship is approximately:

- Navigation: (N) 1/3
- Economy: (E) 1/3
- Accuracy (P) 1/3

- 7.2.2. Evidence may have only one category or combine with other categories of evidence, since the test is declared valid for the most relevant category, and its outcome tied specifically to this category (Navigation, Economy and Precision).

- 7.2.3. The final score of the pilot is defined as the arithmetic average of all tests $(\square N + + \square E \square P) / \square n$, wherein the values N, E and Q are obtained by simply summing the results of the tests of the same category . It is the total number of valid evidence.

- N (navigation) Score from navigation tests (N1, N2, N3, etc.)
- E (economy) Score from evidence the economy (E1, E2, E3, etc.)
- P (precise) Score from precision tests (P1, P2, P3, etc.)

- 7.2.4. A score given to a competitor for a test must be expressed to the nearest whole number, 0.5 being rounded value for more. (Ex .: 600 = 600.25, 892.50 = 893; 784 = 783.68). This criterion applies to score each test. The end result of the competition will be given by the general average (total score of each test / number of tests) considering rounding to 2 decimal places after the decimal point.

7.3. Competition Winner

- 7.3.1. The championship winner in each subclass will be the rider who has obtained the most points, limited to 1000 points, and according to the following formula:

$$S = (\text{Sum C}) + (\text{Sum P}) + (\text{sum E}) \leq 1000 \text{ Total} \\ \text{number of tests}$$

7.4. Score sheets (Precedents)

- 7.4.1. Precedents must record the date of the event, the date and time that the score was published, the test number, the classes involved, the name and number of competitors and their scores.
- 7.4.2. The summaries should be marked "Provisional" and "officer" or if a protest is involved as "Final".
- 7.4.3. A roster "Provisional" only becomes "Official" when complaints were answered by the Director of Competition. The scores can not be changed when a roster "provisional" becomes "official". A roster turns into "Final" only after all protests are judged.
- 7.4.4. A pilot not flying in a given race or not through the SP / Gate should be marked DNS ("Did Not Start") on the score sheet and not scored points.
- 7.4.5. A pilot who did not finish the race or not passed the FP / Gate should be marked as DNF ("Did Not Finish") on the score sheet and receive the equivalent points for its operations.
- 7.4.6. A pilot who is disqualified from the event should be marked DSQ ("Disqualified") and will not score in the test.

7.5. Evidence of progress and Draws

- 7.5.1. The Director of Competition, depending on the number of participants and the time available to complete the competition can apply selective criteria for the evidence semifinals and finals depending on the placement of the competitors up to that point, reducing to 50% of participants in the semifinal and 25% in the final test. In the case of odd number of participants in the subclass, 50% and 25% are rounded up (Ex .: 13 participants, 50% = 6.5 = 7 finishers go to the semi, = 13/4 = 3.25 for the first 4 will end)
- 7.5.2. If there is a tie between competitors the Director of Competition may apply the following criteria:
- Use as tiebreaker the highest result of the navigation support (C) subsequently accuracy (P), and finally the economy (E);
 - Conduct a test tie with at least two flight categories (eg: navigation and precision);
 - Develop a proof specifies battle between tied competitors in the 3 first places, one against the other, with taking time.

7.6. Moderation

- 7.6.1. A criterion to be used when the majority opinion of the pilots differs from the Competition Director of guidelines on climate conditions to fly certain proof. This procedure attempts to prevent a pilot receives a high score only to have faced the challenge of flying in conditions considered unsuitable for most riders.
- 7.6.2. If less than 50% of the class drivers begin the test, the score is reduced proportionally in this case "pro rata" and according to the formulation below.

$$Final\ Score = Pilot\ @MINIMO\ Ps\ x\ (1\ (Ts / Tc) * 2))$$

At where:

Ps = Pilot score after all penalties

Ts = Total riders who started the race (after Rule 5 Minutes);

Tc = Total registered pilots in the subclass and are in a position to participate in the event.

8. PENALTIES

8.1. General

- 8.1.1. In general, any violation of the rules and regulations, proof of safety or test will result in penalties.

8.2. Disqualification (DSQ)

- 8.2.1. The actions, which result in disqualification of the pilot and make it stay in last place in the race lead, and / or elimination of the test or of the competition are as follows:
- Bringing competition false documents,
 - Use of drugs and narcotics;
 - Flying under the influence of alcohol;
 - Not inform the organization of their actual health status, medical complaint or medication use;
 - unauthorized interference with a Paramotor in the security area;
 - Use of additional RF not allowed, unsealed or other prohibited equipment;
 - Flight outside the specified area for paramotors (outside the area NOTAM);

- Flight considered dangerous and unauthorized maneuvers;
- Flying over restricted area prohibited and / or on public;
- Flight without helmet;
- Flight without emergency use parachute;
- Flight no place vest with water blade;
- Fire engines around people and without warning;
- Pilot interference in GPS software;
- Attitudes considered unsportsmanlike to the organizers and the competitors;
- All and any action that endangers themselves and others.
- All other penalties described throughout this Regulation and Evidence Catalog and have not been included in this item.

8.3. Zero score (100% penalty)

8.3.1. Actions usually result in a "zero score" for the test are as follows:

- Unauthorized changes to the wing or Paramotor;
- Unauthorized assistance during a race;
- Carry off not authorized by the Fiscal alley;
- Breaking quarantine;
- Landing out of a test area where it is not allowed or not report out landing area;
- The aircraft disappears from view of the track marshals (where to stay in mind is a requirement of proof);
- Check out the flight area allowed for the test (where this is a requirement of proof);
- Breach of any local rule imposed by regulation or by the Director of Competition at a briefing;
- Conduct training when the window is closed or test flight that has not been allowed;
- Breaking of seals of the tank;
- Violation of the seals of the FR;
- The rider falls with both knees or when any part of the equipment touches the ground on the evidence of precisão³;
- All other penalties described throughout this Regulation and Evidence Catalog and have not been included in this item.

8.4. 20% Penalty

8.4.1. Actions that typically result in 20% penalty pilots are:

- Perching off "landing area" specified but within the airport;
- Disrupt the precision landing of a pilot who is coming to realize it;
- Hinder or prevent the takeoff of another pilot on takeoff area;
- Do not position the launch area when requested;
- Failure to follow the guidelines of Track Tax;
- Pilots who "abandon" their equipment in the landing and take-off area;
- All other penalties described throughout this Regulation and Evidence Catalog and have not been included in this item.

³There is no penalty if part of the paramotor touches the ground before the first valid touch, since the landing is considered "GOOD" in precision tests.