

Proposal

Annex 8 to SECTION 10

MODEL LOCAL REGULATIONS

FOR THE

World/European Paramotor Endurance Championships

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 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 the Local Regulation wording if there is omission or ambiguity.

1. GENERAL

1.1 MISSION STATEMENT

1.2 PROGRAMME DATES

1.3 OFFICIALS

1.4 ENTRY

1.5 ACCOMMODATION & CATERING

1.6 INSURANCE

1.7 LANGUAGE

1.8 MEDALS AND PRIZES

1.9 CHAMPIONSHIP CLASSES

1.10 CLASS VIABILITY

1.11 CHAMPIONSHIP VALIDITY

2. GENERAL COMPETITION RULES

2.1 REGISTRATION

2.2 TEAM LEADERS AND ASSISTANTS

2.3 PILOT AND NAVIGATOR QUALIFICATIONS

2.4 AIRCRAFT AND ASSOCIATED EQUIPMENT

2.5 FLIGHT RANGE

2.6 CONTEST NUMBERS

2.7 FLIGHT LIMITATIONS

2.8 DAMAGE TO A COMPETING AIRCRAFT

2.9 FLYING EQUIPMENT.

2.10 MANDATORY AND RECOMMENDED EQUIPMENT

2.11 PROHIBITED EQUIPMENT

3. FLYING AND SAFETY REGULATIONS

3.1 COMPLIANCE WITH THE LAW

3.2 OFFICIAL NOTICE BOARD AND OFFICIAL TIME

3.3 COMPLAINTS & PROTESTS

3.4 GNSS FLIGHT RECORDERS

3.5 ELECTRONIC EQUIPMENT

3.6 ASSISTANCE AND EXTERNAL AID TO COMPETITORS

4. CHAMPIONSHIP TASKS

4.1 GENERAL

4.2 COMPETITION PERIOD

4.3 TASK SUSPENSION OR CANCELLATION

4.5 LANDINGS/OUTLANDINGS

5. FLYING THE TASKS

5.1 GENERAL

5.2 COMPETITION MAP

5.3 LIMITATIONS

5.4 SPECIAL RULES

5.5 DECLARATIONS

5.6 TAKEOFFs and LANDINGS

5.7 THE LANDING BONUSES

5.8 THE TAKEOFF BONUSES

5.9 TIME BONUSES

6. CONTROL OF TASK FLIGHTS

6.1 TIMING

6.2 FUELLING PROCEDURE

6.3 TURNPOINTS AND HIDDEN GATES

7. SCORING

7.1 GENERAL

7.2 SCORING ELEMENTS

7.3 TEAM SCORING

7.4 DISQUALIFICATION AND PENALTIES

1. GENERAL

1.1 MISSION STATEMENT

Paramotor Endurance is a new format with emphasis on navigation and endurance in such new correlation, which would allow a lot of flying and fun without too much restrictions, stressful economy elements and with focus on real practical values, to promote development of pilots' **flying skills, ground skills and flight planning skills on a new level.**

Paramotor Endurance format has been developed in Estonia from 2010 and after testing different approaches in competition practice, completely new and fascinating format has born.

Final outcome has been surprising, as all pilots who ever took part in our events so far, have been completely addicted to this adventure, regardless of the results.

Naturally this format will continue to grow and develop from existing framework.

Here are some of the most important features of a Paramotor Endurance format at this time:

- Huge competition area (nearly 3000 km²), preferably island, with minimal restrictions and no fly zones.
- A lot of flying over the spectacular and variable terrain.
- Strong focus on personal weather planning, airborne decisions and practical paramotoring skills.
- Free choice of balancing the task flying of max 7 hours per day and resting, within the task window of 15 hours daily.
- Besides basic turnpoint hunt, different navigation elements and variety of interesting bonus tasks included for the best selection of options to the pilot: snake, ring, oval, eclipse, star navigation, combined with pre-set timed navigation etc.
- Bonuses for economy and precision elements.
- No disqualification for outlandings but instead bonuses for controlled landings and takeoffs in dedicated fields and turnpoints.
- Free choice of equipment without any technical restrictions, even in the middle of the race.
- Unlimited pitstops by pilot's choice.
- Unlimited use of electronics, GPS's, tablets, communication devices and other technology.

- Minimum of penalties.
- Any assistance and chase teams allowed.
- Possibility for extra bonuses for surprise task and public performance elements.

1.2 PROGRAMME DATES

Registration, training, aircraft inspection:

First competition briefing for teamleaders:

Opening Ceremony:

Contest flying days planned (including 1 day for the rest):

Closing party:

Closing ceremony, prize-giving:

1.3 OFFICIALS

Event Director:

Competition Director:

Vice CD:

Chief Marshal:

Chief Scorer:

International Jury:

Jury President:

Stewards:

(Give nationality of Jury and Stewards)

Monitor:

1.4 ENTRY

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

PF1: 6 pilots, plus any number of female pilots

PL1: 6 pilots, plus any number of female pilots, plus one wheelchair bound pilot.

PF2: 6 crews

PL2: 6 crews

The entry fee is:

..... (currency & value) for pilot in each class except (write the exception if any)

..... (currency & value) for each co-pilot or navigator

..... (currency & value) for each Team Leaders and accompanying persons.

..... (currency & value) Other (if any).

Entry fees don't need to be nominal before

From this date all entries must be nominal and refund not requested.

Pilot entry fees paid before will have EUR discount.

Pilot entry fees paid later than will have EUR surcharge.

If applications, with fees paid, are not received by , the entry will be accepted unless oversubscribed.

Entry Fees include:

- Competition management (setting, organising, controlling and evaluating the tasks), briefings, prize-giving etc .
- All competition materials (maps, task descriptions, competition numbers etc.)
- Training arrangements.
- Free use of the designated airfield and airspace according to the
- Preferential prices for accommodation and food.
- Environmental fee.
- FAI sanction fee.
- Free entrance to all official events (opening and closing ceremonies, warm-up and closing parties etc.)

Entries must be made on the official Entry Form and entry fees must be transferred into the following bank account:

Beneficiary:

Address:

Bank:

IBAN:

Bank address:

SWIFT/BIC:

EVENT CANCELLATION

If a CAT 1 event is cancelled or does not take place, all entry fees that have been paid shall be returned in full and no CIMA sanction fees are due.

If a CAT 1 event is stopped by Jury decision or by force majeure, a portion of the entry fees, to be determined by the CMA bureau, shall be returned. In this instance, CIMA sanction fees shall be paid in full.

WITHDRAWAL FROM A CAT1 EVENT

Participants who withdraw from a CAT1 championship before the start of the official practice period shall be entitled to a refund of part of their entry fees according to the scale below. In this instance, no CIMA sanction fees are due.

30 days (or more) before = 100%

29 days (or less) before = 50%

Participants who withdraw after the start of the official practice period shall receive no refund and CIMA sanction fees shall be paid in full.

1.5 ACCOMMODATION & CATERING

Budget accommodation is available as follows:

Location maplink:

Promotional price:

Catering is available as follows:

1.6 INSURANCE

Each pilot in PL class must hold valid third party insurance of at least 750 000 SDR
For the PF classes a third party insurance and personal accident insurance are highly recommended.

All applicable insurances must be presented at registration.

Third party insurance of minimum (currency & value) is obligatory.

Personal accident insurance for team members and insurance against damage to aircraft are highly recommended. Documentary proof of insurance as specified on the Entry Form must be presented to the Organizers at Registration. (GS. 3.9.6)

1.7 LANGUAGE

The official language of the Championships is English.

1.8 MEDALS AND PRIZES

FAI medals will be awarded to:

- Pilots placed first, second and third in each class (including PF1f if in compliance with S10 4.3.2).
- National teams placed first, second and third.
- FAI Diplomas will be awarded for those placed first to tenth. Other trophies (if any) will be also awarded for (describe).

1.9 CHAMPIONSHIP CLASSES

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

PF1, PF1I, PF2, PL1, PL2

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

1.10 CLASS VIABILITY

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

1.11 CHAMPIONSHIP VALIDITY

The title of Champion in any class shall be awarded only if there have been at least 6 separate competition tasks/days.

2. GENERAL COMPETITION RULES

2.1 REGISTRATION

On arrival the Team Leaders and members/pilots shall report to the Registration Office to have their documents checked and to receive supplementary regulations and information. The following documents are required:

- Valid FAI Sporting Licence for pilot and navigator
- Aircraft Certificate of Airworthiness or Permit to Fly.
- Evidence of competitor's nationality or residence.
- Certificate of Insurance.
- Receipt for payment of entry fees.
- Liability waiver (signed on registration).

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.

2.2 TEAM LEADERS AND ASSISTANTS

Each nation should designate a Team Leader, who may be a competitor.

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.

Briefings will be held for Team Leaders and/or competitors on each flying day. The time and place for briefing meetings and any postponements will be prominently displayed. All briefings will be held in English and may be recorded in notes, by tape recorder or video.

2.3 PILOT AND NAVIGATOR QUALIFICATIONS

A competing pilot shall be of sufficient standard to meet the demands of an international competition with minimum of 30 hours of flying experience.

Pilot must hold an FAI Sporting Licence issued by their own NAC.

The navigator must have reached the age of 14 years.

2.4 AIRCRAFT AND ASSOCIATED EQUIPMENT

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

The aircraft must comply with the FAI definition of a Paramotor at all times (S10 1.3 & 1.4).

Any changes of wings, motors and components and any modifications of equipment within FAI class definition are allowed.

All wings, motors and associated parts to be used must be registered BEFORE their use and made available for the inspection during the registration period

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

2.5 FLIGHT RANGE

All aircrafts will be expected to have a still air range of at least 100 km with one full fuel tank (S10 4.17.7)

Additional fuel tanks are allowed on responsibility of the pilot.

2.6 CONTEST NUMBERS

Aircraft shall carry the number centrally on the underside of the paraglider, top towards the leading edge or as a sticker on the protective netting of the motor cage, as briefed.

2.7 FLIGHT LIMITATIONS

Each aircraft shall be flown within the limitations of its design, Certificate of Airworthiness or Permit to Fly. Any manoeuvre hazardous to other competitors or the public shall be avoided.

Unauthorised aerobatics are prohibited. (S10 4.23.2)

Cloud flying is forbidden.

Each aircraft shall be given a pre-flight check by its pilot and may not be flown unless it is serviceable. (S10 4.23.3)

2.8 DAMAGE TO A COMPETING AIRCRAFT

Any serious damage, grounding the aircraft, shall be reported to the organisers without delay and the aircraft or it's parts may then be repaired or replaced with any other of the same class, registered with Comp Director.

2.9 FLYING EQUIPMENT.

Wings, machines and their components can be changed by decision of the pilot in command at any times with no restrictions except after registering such equipment with Competition Director.

It is allowed to change and use any equipment, part of an equipment or it's components, including the wing, as long as all possible equipment is declared and registered with Competition Director before use and marked accordingly if required.

Note: Unauthorized change of the wing or motor (unregistered) may incur a penalty.

2.10 MANDATORY AND RECOMMENDED EQUIPMENT

A protective helmet must be worn whenever the pilot is strapped into the harness of an aircraft.

For PF classes an emergency parachute system is recommended.

2.11 PROHIBITED EQUIPMENT

Basically there is no prohibited equipment inside it's class definition and safety standards. Instead pilots will be encouraged to use all modern solutions and technology to achieve the best results.

Although all wings and machines should be registered BEFORE their use to avoid penalties for unregistered equipment (which will be considered prohibited equipment).

3. FLYING AND SAFETY REGULATIONS

3.1 COMPLIANCE WITH THE LAW

Each competitor is required to conform to the laws and the rules of the . country in which the championships are held. (S10 4.23.1)

3.2 OFFICIAL NOTICE BOARD AND OFFICIAL TIME

The official notice board may have the form of a website (www.eppa.ee), which may be duplicated by notice board in the briefing room. Competitors will be provided with connection to the organisers' internet/intranet and teams are expected to bring their own computers provided with a WiFi network interface.

All times are given, taken and calculated in local time (based on GMT).

3.3 COMPLAINTS & PROTESTS

The complaint and protest procedures are as described in Section 10 4.35 and 4.36. The protest fee is 50 euros.

3.4 GNSS FLIGHT RECORDERS

A CIMA approved GNSS Flight Recorder must be used as primary evidence of pilot's performance.

In the event of a failure of the primary FR, a second FR may be used as secondary evidence.


AMOD loggers are the preferred FRs.

Each FR must be presented to the organisation before flying the competition tasks, for inspection and recording of type, serial number and labelling as briefed at the opening briefing.

Once the championship has started the pilot must always use the same FR. In the event of a permanent failure, another CIMA approved FR may be used with the permission of the CD.

It is the pilot's responsibility to ensure that he is fully aware of the functions and capabilities of his FR, that it is **switched on when needed, switched off when not needed** (not to have penalties), has sufficient battery power and that the antenna is correctly positioned.


3.5 ELECTRONIC EQUIPMENT

There will be no limitations to use any kind of electronic equipment and communication devices. 

It is not allowed to change, to receive or to hand over FR loggers registered as official track recording devices to be used for scoring, except to the Chief Marshal and CD if not briefed otherwise.

All official track recording devices should be registered BEFORE their use. Results will be taken from one device in one competition day with only exceptions for technical reasons and with approval of Chief Marshal or CD.

3.6 ASSISTANCE AND EXTERNAL AID TO COMPETITORS

Any help and assistance to the pilots is allowed, except in competition flying. It is allowed to use supporting vehicles and chase-teams, to move/drive by land by any means and for any reasons (tactical  technical etc.) but only results gained with flights will count towards the final score.

Changing the pilot or FR logger is forbidden.

Handing over FR loggers to anybody else but Chief Marshal or Scorer is not allowed.

4. CHAMPIONSHIP TASKS

4.1 GENERAL

To count as a valid championship, all competitors in the class concerned will be given the equal opportunity to carry out the tasks involved in these championships.


4.2 COMPETITION PERIOD

Overall competition period is planned for 5 - 8 days.

Times for opening and closing of takeoff windows for each competition day will be maximum of 15 hours depending on region. In this time period maximum competition flying time for scoring purposes will be normally 7 hours a day. Basic rule for such division is based on task window hours divided by 2 minus 1 hour. All changes will be briefed and displayed in writing.

4.3 TASK SUSPENSION OR CANCELLATION

As weather in the whole competition area may vary significantly, it will be pilots' sole responsibility to make appropriate decisions whether and where to take off or not, where and when to fly and land and to take care of their safety.

Task cancellation system will be used only in extreme cases by decision of Comp Director 

All competitors will be then informed by text messages and scores of the day will be calculated up to the time of message sent.

The Director may suspend flying after take-offs have started. If the period of suspension is sufficiently long to give an unfair advantage to any competitor, the day task may be cancelled. At any time, the Director may decide to cancel the task, for sporting or safety reasons.

SMS text message with the word "CANCEL" will be broadcast to all competitors in the event of task cancellation. Competition and all scorings will stop at the same time such message will be sent out by Competition Director.

However some previous tasks or parts of the tasks may still be scored in the event of a cancellation, depending on the weather forecast and information given on briefing.

4.5 LANDINGS/OUTLANDINGS

Landings/Outlandings, pitstops, refueling and servicing inside dedicated turnpoints' diameter (400 m) or on the dedicated airfields are allowed and will not be penalized but instead rewarded.

Landings/Outlandings outside of dedicated turnpoints' diameter (400m) for any reason will be allowed without penalty.

However (as an economy factor), only one landing per 2 hours of competition flying, outside of dedicated turnpoints' diameter, will be allowed with no penalties.

Thus (for example for refueling) 3 landings outside of dedicated turnpoints' diameter in 8 hour of day task will be allowed without penalty. Each following outlandings will bring penalty equal to 1(one) minimum turnpoint value. Details will be briefed.

If a pilot outlands, he must fold up his wing in 3 minutes upon landing. A canopy that has not been folded within three minutes indicates the pilot is in need of help. Any pilot who observes such a situation is obliged to render assistance and contact the organisation as soon as possible.

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

He must then inform the organisers by phone, with the minimum of delay.

There is obviously no need for such procedure in case the wing is laid out for a takeoff.


5. FLYING THE TASKS

5.1 GENERAL

Any help from qualified assistants is positively encouraged, except in flying and dealing with FR logger.

5.2 COMPETITION MAP

An Official Competition Map with turnpoints, bonus tasks and recommended refueling fields will be available to all competitors after the opening briefing.

Changes to the competition map and additional bonus tasks  may be added to the map by CD only if briefed and displayed in previous evening.

Turnpoints will be marked evenly across all the competition area, to stimulate flying between turnpoints instead of driving with support vehicle.

There are no limitations to use any other source of maps information instead of Comp Map.

Sample map (small scale) with some bonus elements: <https://drive.google.com/file/d/0B1022RjsTx0xamwtRk5rdEs3emc/view?usp=sharing>

5.3 LIMITATIONS

It is not allowed to replace the pilot in command and such activities will result in immediate and full disqualification.


FR loggers must be kept with competing pilot at all times, except while handed over to the Chief Marshal or CD for scoring purposes after the competition day or while the pilot is resting.

All official track recording devices and possible replacements should be registered BEFORE their use for official scoring, including secondary or back-up devices.

Results will be counted from one device in one competition day with only exceptions for technical reasons and with approval of Chief Scorer.

5.4 SPECIAL RULES

Approximately half of the points will be available for basic turnpoint hunt.

Each turn point passed second time but after passing any other TP in-between will give 1 additional point. 

Extra points will be available for bonus tasks (for example: hidden gates, snake navigation, rings, ovals, eclipses, timed navigation, landings and takeoffs etc.) as briefed. All those elements may be passed more than once with timing and direction selected by the pilot.

It will be allowed for a pilot to make unlimited number of landings, stops and takeoffs while competing (refueling, maintenance, weather planning, rest etc.). There will be no limitations on places, amounts, duration and/or reasons for breaks.

All landings inside of dedicated turnpoints' diameters of 400 meters will bring no penalty but bonuses.

However, outside of dedicated turnpoints' diameter, only one landing per 2 hours of competition flying will be allowed with no penalties.

Thus (for example for refueling) 3 landings outside of dedicated turnpoints' diameter in 8 hour of day task will be allowed without penalty. Each following outlandings will bring penalty equal to 1(one) minimum turnpoint value.

Some navigation elements/figures will offer extra bonuses for precise timing, pre-set by Competition Director at the briefing.

More bonus points will be available for precision tasks which may include various precision landings, parabol task, pylon tasks etc., usually addressed for public attraction.

Precision tasks and points for precision tasks will be briefed.

5.5 DECLARATIONS

Pilots' obligation is to declare all of his/her competition flights and results with passed turnpoints, additional task elements, bonus elements, landings and takeoffs, to the Chief Marshal or Chief Scorer after each day of the competition as soon as possible.

Deadline for declarations is 1 hour after last landing of the day but no later than 1 hour after the task window will be closed.

Pilot's obligation is also to declare all stops (resting times) not to be included into task times and scoring.

Declaration sheets will be given to the pilots with competition maps on the Opening Briefing.


All pilot declarations will be compared with corresponding FR logger tracks and only those confirmed by both sources (tracks and declarations) will be scored.

All turnpoints and task elements declared but not accomplished/passed (not confirmed by logger track), will lose their scoring value for the declaring pilot for the rest of the competition.

All turnpoints and task elements not declared but confirmed by logger track will score half of their value.

In case of repeatedly misleading and incorrect declarations, penalties may apply by discretion of CD, up to 20 % of the day's score.

Loggers not switched off after the end of the flight will delay scoring process and may incur warning or time penalty according to the time of being switched on unnecessarily while moving on the ground after landing.


All times of tasks and task parts of each day will be scored chronologically. For example flying more than 7 hours a day will be scored up to 7 hours of competition flying this day with all events and task elements included chronologically. 

Any tasks/turnpoints collected after 7 hour time limit will not count towards this day's scores but may be flown again on the next day for full scoring.

5.6 TAKEOFFS and LANDINGS

Takeoffs and landings are allowed without penalties, wherever it's legally possible but recommended in bonus turnpoints and dedicated refueling fields.

Take off places, amounts, methods, techniques and purposes are not limited.

Competitors, who's activities will initiate complaints from landowners, authorities etc., may be subject to penalties up to 50 % of the day's score with an exception of emergency landings. 

5.7 THE LANDING BONUSES

Turnpoints will offer landing and takeoff bonus points, depending on weather conditions, characteristics of landscape, pilot's needs and skills.

To score bonuses, those landings and takeoffs should happen inside the turnpoint diameter of 400 m.


Successful landing will be defined by landing and staying inside the diameter of the turnpoint for a minimum of 3 minutes.

Landing outside of the diameter of 400 m of the turnpoint will not give landing bonus but may incur penalty, according to p. 5.4

For public attraction some turnpoints or dedicated refueling fields may include special landing bonus option (carpet, ball, skittles etc.) as briefed.

5.8 THE TAKEOFF BONUSES

Successful takeoff will be defined by leaving the ground inside the diameter of the turnpoint.

Running out of the diameter of 400 m of the turnpoint for the takeoff will cancel takeoff bonus for this turnpoint. 

Number of takeoffs is not limited but time spent inside of the turn point diameter will be added to the overall task time of the day.

Logger switched off or on inside the turn point diameter will cancel all landing and take-off bonuses for given turnpoint.

Values for scoring.

Successful landing will add 1 points to the scoring value of given turnpoint.
Successful takeoff will add 1 points to the scoring value of given turnpoint.
Landing and takeoff bonuses can be given only once for each TP.
Scoring of landings and takeoffs, based on FR logger data will be explained in detail on main briefing.

5.9 TIME BONUSES

There will be bonus points available on parts of tracks (legs) between turnpoints, which must be flown at the constant speed, selected and declared by the pilot.
For some parts, speed in km/h may also be determined by CD in the opening briefing.
There will be an undetermined number of hidden time gates along the legs.
When pilot flies the part of the track at constant speed within margin $\pm 2\%$ he will get 4 bonus points additionally for each hidden gate. If the speed is in-between $\pm 5\%$ of pre-determined speed he will get 3 bonus points for each hidden gate, if more than $\pm 5\%$ then bonus points will not be awarded.

6. CONTROL OF TASK FLIGHTS

6.1 TIMING

All times are given, taken and calculated in local time (based on GMT) or simple elapsed time, rounded down to the most accurate permitted precision. (S10 5.2.6 and 5.2.7)


All possible changes to the time schedule will be made and announced by Competition Director at the Opening Briefing or consequent catch-up briefings before the each competition day, depending on weather conditions, local and other conditions.

As the basic rule, the first crossing of any turnpoint will start the clock and the last crossing of any turnpoint will stop the clock.

Clock can be stopped also by entering turnpoint diameter of 400 m for landing or clock can be started by leaving turnpoint diameter for takeoff.

This applies for any time-out breaks, stops, outlandings etc. as well.

Overall competition time of the day will be defined by pilot's declaration, confirmed by the FR logger track.

Pilot can take time-out brake from competition task at any time, even while in flight (if declared, but normally only 3 breaks in one day will be allowed without penalty. For example more than 3 breaks in an 7 hour flying day or more than 1 break in a 3 hour flying day will revoke one turn point passed for each time-out brake. Time-out is decided by pilot by it's declaration. Details will be briefed. 

It is mandatory to switch FR logger off by pilot after the decision to take time-out for any reasons.

It is mandatory to switch FR logger on and wait for the blinking green light before any movement of logger and continuing competition flights.

6.2 FUELLING PROCEDURE

There is no limitations on fueling reasons, amounts used, refueling times, numbers and places.

Preferred refueling in designated airfields/turnpoints will offer no penalties but bonuses.

6.3 TURNPOINTS AND HIDDEN GATES

Turnpoints (and hidden gates) are geographical points.

The scoring zone for a turnpoint is a cylinder with a radius of 200m and diameter of 400m of infinite height.

Proof of reaching a turnpoint is given by GNSS flight recorder evidence.

To score, a track fix point must either be within the cylinder, or the line connecting two sequential track fixes must pass through the circle. Time for scoring the turnpoint passing is measured from the closest point to the center of a turnpoint.

Time for scoring the landing on the turn point is measured from first touch to the ground after entering the turnpoint diameter of 400 m.

Time for scoring the takeoff from the turnpoint is measured from leaving the ground before exiting the turnpoint diameter of 400 m.

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

7. SCORING

7.1 GENERAL

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

7.2 SCORING ELEMENTS



Approximately 50 % of points will be available for turnpoint hunt.
Each turnpoint passed correctly will give 2 points.
Each turn point passed second time but after passing any other TP in-between will give 1 additional 1 point.

Approximately 40 % of points will be available for bonus tasks (for example: hidden gates, snake navigation, rings, ovals, eclipses, timed navigation, landings and takeoffs etc.) as briefed. All those elements may be passed more than once with timing and direction selected by the pilot.

Navigation corridor is 400 m wide (200 m both sides of the line marked on the map)
Hitting the hidden gates will give 3 points for each gate.

Some navigation elements/figures will offer extra bonuses for precise timing, pre-set by Competition Director at the briefing.

4 points for timing precision will be awarded for each hidden gate which is not missed by more than 5 seconds.

Bonus landings and takeoffs.

Successful bonus landing will add 1 points to the scoring value of given turnpoint.

Successful bonus takeoff will add 1 points to the scoring value of given turnpoint.


Approximately 10 % of points will be available for the precision tasks.

Precision tasks may include various precision landings, parabol task, pylon tasks etc.

Precision tasks and points for precision tasks will be briefed.

Besides precision tasks only tasks proved by evidence of a FR logger tracks will be valid for scoring.

Comp Director, Scorer and Marshals are not allowed to give competitors any information about other competitor's results or positions, timings and possible penalties before the end of each competition day, closing the task window and display of an official results.

The winner of the class shall be the pilot gaining the highest total points in the class
A pilot who did not fly scores zero for that day and will be marked DNF or "Did Not Fly" on the score sheet of the day. A pilot who is disqualified scores zero and will be marked DSQ or "Disqualified" accordingly. 

7.3 TEAM SCORING

Within each valid class, the Team prize is computed from the sum of the scores of the top three pilots of each team or country on each competition day.

The task score for which a pilot was disqualified shall not count for team scoring.

7.4 DISQUALIFICATION AND PENALTIES

Actions which will normally result in disqualification:

- Bringing the event, its organisers, the FAI or these regulation into disrepute.
- Any competition flying under the influence of banned substances.
- Change of the pilot.
- Any unauthorized combination of the pilot and FR logger.
- Interference with the firmware or software of a CIMA approved GNSS flight recorder.

Actions which may result in a 100% of the overall day score:

- Flying or landing into a no-fly zone
- Handing over FR logger to unauthorized person (change of batteries?)
- Flight outside the specified flight envelope of the aircraft or dangerous flying.
- Flight or attempted flight with prohibited equipment (unregistered FR)

Actions which may result in a 50% of the day score:

- Flying outside of allowed time window.
- Unauthorized change of the wing or machine (not registered)

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

- Failing to follow marshal's indications
- Briefing interruption
- Not following the FR device procedures (not switching off after landing for the break)
- Flying outside of allowed time window.
- Competing without competition number on the wing or cage

TASK CATALOGUE

World Paramotor Endurance Championships

1. INTRODUCTION

This catalogue describes task elements which will be set during the **World Paramotor Endurance Championships**

This catalogue includes several new approaches and elements that have been tried out satisfactorily in different national competitions.

Several new approaches have been tried out successfully in different national and international competitions.

1.1 PRINCIPLES

In paramotor endurance format, there is only one basic and big **turnpoint hunt multi-task** over the whole competition area and dedicated time period with different integrated elements available by the preference of the pilot to select.

The main focus is naturally on different navigational skills but also greatly on **individual weather planning**, according to the skills of the pilot and characteristics of the equipment selected, which all together will have major impact on the final result of each pilot.

Other elements with value towards the result:

Navigation precision

Navigation timing

Height precision

Landing and takeoff skills in variable conditions and in unknown locations.

Economy elements integrated into the navigation (endurance without refuelling, pre-set low speed elements, precision of navigation etc.)

Precision elements integrated into the public event, including pylons, Paraball etc.

1.2 TYPES OF TASK ELEMENTS

1.2.1 GENERAL

Tasks elements fall into Three Categories:

- A Flight planning, weather planning, navigation estimated time and speed.
- B Fuel economy, speed range, duration.
- C Precision

The proportion of task elements is not fixed and may be influenced by pilot's preference.