

**4<sup>th</sup> FAI WORLD PARAMOTOR SLALOM CHAMPIONSHIPS**  
**LOCAL REGULATIONS**

**Place:** Strachotín – Water reservoir Nové Mlýny, accessibility from Brno airport (40km), Vienna airport (60km), Ostrava Mošnov airport (230km), Prague airport (270km)

**Date:** 7<sup>th</sup> – 17<sup>th</sup> September 2022

[http:// www.wpsc2020.cz](http://www.wpsc2020.cz) ([www.wpsc2022.cz](http://www.wpsc2022.cz))

[http:// www.laacr.cz](http://www.laacr.cz)

**Organised by:**

AUTHORITY

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

**1. GENERAL**

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

**2. SCHEDULE**

Time Schedule

7<sup>th</sup> to 9<sup>th</sup> September 2022

Registration and training day

10<sup>th</sup> September 2022 at 12:00

Opening ceremony

11<sup>th</sup> to 16<sup>th</sup> September 2022

Contest flying days

17<sup>th</sup> September 2022 7:00

Final flying

2:00 p.m.

Closing ceremony, Price giving, End.

**3. OFFICIALS**

Organization and

Competition Director  
of

Jaroslav Sura – Chief Marshal of WPC 2009, Organization Director EPC 2016, Organization and Competition Director of the Czech Paramotor Slaloms Championships 2017, 2018, 2019, 2020, 2021

Deputy Organization and

Competition Director

Jana Bobková – CIMA Alternate Delegate, Jury, Organizer of WPC 2009 and EPC 2016, Organizer of Czech Paramotor Slaloms Championships 2017, 2018, 2019, 2020, 2021

Chief Marshal

Ondřej Kukol – Chief Marshal of CZ paramotor league competitions, assistant of the Czech representation, Organizer of Czech Slaloms Championships 2017, 2018, 2019, 2020, 2021

Paramotor

**FAI/CIMA Officials**

Jury President:

Wolfgang Lintl, Germany

Jury Member:

Noël Mazaudier, France

Jury member:

Sultan Alenia, Kingdom of Saudi Arabia

Steward:

Oscar Mistri, Italy

Monitor:

Pawel Kozarzewski, Poland

#### **4. CHAMPIONSHIP CLASSES**

The Championships may be held in the following classes:

PF1 m, PF1 f, PL1.

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

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

However, for the Nation's scoring, the top PF1 f pilot will get 1 point for her nation, the second PF1 f pilot will get 2 points... and nations without female pilots will get the maximum score + 1 point. Nation's scoring will be made during the qualification phase before the CUT.

#### **5. ENTRY**

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

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

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

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

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

The entry fee is:

- Entries must be made on the official Entry Form.
- **500 €** for pilot in each class – pilot officially registered within **31<sup>st</sup> July 2022**
- **550 €** for pilot in each class – pilot officially registered from **1<sup>st</sup> August 2022**
- Team leader: 300 €
- Assistant, Mechanic, Guest: 150 €

The entry fees are to be paid by bank transfer to the following account:

Bank: FIO Banka Praha 5

Name of account: LAA CR

BIC/SWIFT: FIOBCZPPXXX

**IBAN: CZ42 2010 0000 0025 0064 5656**

Account number: 2500645656/2010

Address of the bank: Štefánikova 75/48, 150 00 Praha 5, Czech Republic

The entry fee includes:

- Security guard in the central tent on the airfield
- Water rescue and professional divers, [emergency ambulance](#)
- Free use of the airfield and free entry to all official events
- Access to the Opening and closing ceremonies

#### **6. INSURANCE.**

Each pilot must hold a valid third party insurance of at least 750 000 SDR.

Organisers strongly recommend to find an insurance coverage at home. Personal accident insurance for team members and insurance against damage to paramotor are highly recommended. Documentary proof of third party insurance as specified on the Entry Form must be presented to the Organisers at Registration.

#### **7. LANGUAGE**

The official language of the Championships is English.

#### **8. MEDALS AND PRIZES**

FAI medals will be awarded to:

Pilots placed first, second and third in each class.

Nations placed first, second and third

## **9. CLASS VALIDITY**

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

## **10. CHAMPIONSHIP VALIDITY**

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

## **11. GENERAL COMPETITION RULES**

### **11.1. REGISTRATION**

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

The following documents are required:

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

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

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

- If there will be needed the test for COVID 19 (with respect to Decree of the Government, which may be effective during WPSC event), the participants shall submit negative COVID 19 test result at the registration according to the actual situation at the time of WPSC.

- Each pilot may submit the documents for the reserve canopy and reserve engine during the registration, which may be used in case of falling into the water upon the approval of the Competition Director.

### **11.2. PILOT QUALIFICATION**

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

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

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

Pilots must be **16** years old on the first day of the competition.

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

- Paramotor and competitors equipment must be suitable for the event.

- Each paramotor must possess a valid Certificate of Airworthiness or Permit to fly not excluding competition flying. This document must be issued in or accepted by the country of origin of the paramotor or the country entering it or the country of the organisers. The paramotor must comply with the FAI definition of a Microlight or Paramotor at all times.

- Two complete equipments (2 engines and 2 canopies) are allowed for the entire competition see the conditions in the item 11.1

- In order to reduce the buoyancy of the fuel tank that may force a pilot's head underwater, it is highly recommended to have a 5 liter tank or to fly with a full tank.

- A buoyancy device is mandatory. It is recommended that the buoyancy device should be fitted to the paramotor rather than worn by the pilot.

- Each pilot is responsible for his own equipment.

#### **- PROHIBITED PARAGLIDER MODIFICATION**

Pilot/crew is expected to fly on a paraglider originally designed by the manufacturer.

Any self-modifications to the following paraglider elements:

- canopy shape, and dimension
- lines configuration, and dimension

- riser, and riser accessories configuration, and dimension is prohibited and will be the subject to pilot/crew disqualification  
The Competition Director may ground equipment if, in his view, the Certificate of Airworthiness or Permit to Fly is invalidated or dangerous.

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

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

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

Once the flying competition starts, no rules or regulations may be changed. Competitors may not be substituted, nor changed to another class.

#### **11.6. COMPLAINTS**

In case of any issues, team leader is obliged to make a written complaint to the Director. Complaints can be made not later than 6 hours after the Provisional Score sheet publishing. Complain against final results can be made max. 2 hours afterwards the official results publishing.

A complaint that could affect a round result must be submitted and answered in written way. All complaints and their responses must be published via communication channel, which will be determined at the first briefing

#### **11.7. PROTESTS**

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

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

#### **12.1. BRIEFING**

Briefings will be held only for Team Leaders on each flying day. The time and place for briefing meetings and any postponements will be prominently communicated via the official communication channel.

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

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

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

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

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

Any damage shall be reported to the Competition Director without any delay and the paramotor may then be repaired. Any part may be replaced only with Competition Directors approval.

#### **12.4. TEST AND OTHER FLYING**

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

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

Practicing prior to a task is not permitted.

## **12.5. FITNESS**

A pilot may not fly unless fit. Any injury, drugs or medication taken, which might affect the pilot's performance in the air, must be reported to the Competition Director before flying. Every team has the full responsibility to fight against doping. Anti doping control may be undertaken on any competitor at any time.

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

All relevant information can be found on the FAI Web site: [www.fai.org/medical](http://www.fai.org/medical)

## **12.6. AIRFIELD DISCIPLINE**

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

## **13. CHAMPIONSHIP ROUNDS**

### **13.1. GENERAL**

For the task to be valid all competitors must have chance to fly. In the given task, the competitor can have max. 3 start attempts. This rule could be specified at the briefing before task.

### **13.2. ROUND PERIOD**

Times and order for take-off, as well as the closing time of the take-off window will be communicated via official communication channel. If the start is delayed, given times will be correspondingly delayed unless specifically briefed to the contrary.

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

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

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

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

The tasks order can differ and tasks can be repeated.

### **13.5. OUT-LANDINGS**

In case a competitor lands for a technical problem, he/she can participate in the task if he takes off before the last pilot. If it's not the case, he/she will be penalized by the worst score (maximum score + 6 points as DNF Do Not Fly).

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

### **14.1. TIMING**

Timing shall be made by electronic timing system. It is the responsibility of the pilot to ensure that a timing gate is crossed as briefed to activate the timing system, as no other form of evidence of a pilot's elapsed time can be accepted.

### **14.2. CONTEST NUMBERS**

Each paramotor shall carry the pilot's number on the front and the back side of the cage. The exact position of the contest number will be described at the general briefing.

### **14.3. EMERGENCY EQUIPMENT**

An emergency parachute is not to be considered as a part of the structural entity of a paramotor and may be carried.

**Automatic life jacket is mandatory for the total weight of the pilot and engine.**

### **14.4. PROTECTIVE EQUIPMENT**

A protective helmet must be worn. Body protection is recommended. The cage must be covered with a safety net.

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

### **15.1. GENERAL**

The World Championship contains only slalom.

Tasks for individual rounds will be specified by the Competition Director at the briefing.

~~From each 7 tasks there will be one worst score cancelled.~~

### **15.2. SELECTION ROUNDS**

The World Championships will comprise of selection rounds, with up to 20 tasks.

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

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

For every 5 tasks flown by a competitor during selection rounds, 1 worse **Score point** result is deducted from the sum. E.g.:

- 0-4 task flown by a pilot – 0 worse scores are deducted
- 5-9 task flown by a pilot – 1 worse score is deducted
- 10-14 task flown by a pilot – 2 worse scores are deducted
- etc.

**Penalty points** are not deducted from the pilot's selection rounds score sum.

### **~~15.3. NEW TASKS~~**

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

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

### **15.4. FINAL ROUNDS**

Number of competing pilots for semi final according to the actual ranking:

1/32: with more than 65 pilots registered

1/16: between 33 and 64 pilots registered

1/8: between 17 to 32 pilots registered

1/4: between 8 to 16 pilots registered.

After the semi final, the final round will be flown:

3<sup>rd</sup> place (pilots at the 4<sup>th</sup> and 3<sup>rd</sup> position)

1<sup>st</sup> and 2<sup>nd</sup> place (pilots at the 1<sup>st</sup> and 2<sup>nd</sup> position)

In case of unfavourable weather conditions, the semi final contest flying may be cancelled and the final rounds will be flown.

### **15.5. SCORING**

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

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

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

Score sheets shall state the date for the task and the date and the time when the score sheet was issued, the task number, classes involved, competitors' names, countries, competition numbers and scores.

Score sheets shall be marked Provisional, and Official, or if a protest is involved, Final. A Provisional score sheet shall only become Official after all complaints have been answered by the Competition Director. Scores shall not be altered when the Provisional sheet is made Official.

Scoring will be supervised by the chief scorer.

## **15.6. RANKING**

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

Winner of a task =1 point

Second of a task =2 points etc....

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

A National Team score is calculated during the qualification phase before the CUT by taking the best performance from each task and in every class, as follows:

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

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

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

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

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

## **16. SCORING AND PENALTIES**

### **16.1. GENERAL**

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

Disqualification terms:

Unauthorised flights during the competition.

Use of unauthorised equipment or equipment not in conformity.

Repeated infringements of Competition Director's instructions.

Repeated disturbance during briefing.

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

Medical reasons (unfitness, neglect of treatment etc).

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

Flying over housing.

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

### **~~16.2. SPECIFIC PENALTIES~~**

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

~~Main notes:~~

~~a/ Cell out—The pilot who misses the finish gate is scored with the maximum of points.~~

~~b/ Cell in—The pilot who misses the entry gate gets the maximum of points +2.~~

~~c/ Error—The pilot who makes an error during the circuit gets the maximum of points +5.~~

~~d/ The pilot touches a pylon with the leading edge of the lines gets maximum of points +5.~~

~~e/ The pilot or the machine touches the ground or a pylon (with tip, feet, frame) gets maximum of points +5.~~

~~f/ Any situation that is considered "limit" and entails an imbalance in the flight (collapse, departure in twist, departure in spin or stall) gets maximum of points + 5.~~

~~g/ DNF—The pilot who does not fly sees attributing the maximum of points + 6.~~

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

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

~~If the minimum of 4 tasks has been flown during selection rounds, one worst result is removed from the sum.~~

## 16.2. POINTS AND PENALTIES

Each pilot in each task is granted:

- **Score points** - equal:
  - either to the chronological position of the pilot's time score (task winner obtains 1 point, second pilot 2 points, etc.),
  - or to the number of pilots who took off for the task (in case of a serious error).
- **Penalty points.**

Flight feature	Score points	Penalty points	Code
Correct flight	position in the task	-	-
Wing collapse	position in the task	3	CLP
Water touch	position in the task	3	WAT
Pylon touch	position in the task	-	-
Cell in	number of pilots	1	CIN
Cell out	number of pilots	1	COU
Error in circuit	number of pilots	2	ERR
Not fly in task	number of pilots	3	DNF
"Limit situation"	number of pilots	5	LTD
Water splash (except engine cut)	number of pilots	number of pilots x 30% rounded up (not less than	SPL

Suppose the pilot is scored with several penalties in one task: e.g. CIN=1, CLP=3, SPL=7. In that case, only one highest value penalty is added to the pilot's score from the task - not the sum(!) (SPL=7 in the example).

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

Judgements are made by the Competition Director, or one of several official marshals.