

Jury report



6th FAI World Paramotor Slalom Championships

Lusail, Qatar 

Event Details:

Title: 6th FAI World Paramotor Slalom Championships

Date: 01-14 February 2024

Location: Lusail, Qatar

Organising NAC: State of QATAR



Organiser: QATAR AIR SPORT COMMITTEE

Number of flights: Approximately 420

Number of Tasks: 11

Number of competitors: 55 pilots

Event Personnel

Event Director: HAZZA AL-ATTIYAH

Competition Director: KAMIL MANKOWSKI

Chief Scorer: MARCIN KRAKOWIAK

Chief Marshal: PIOTR GELO

Steward / Monitor: ROB HUGHES (GBR)

FAI-Jury

President: Wolfgang LINTL (GER)

Member: Jana BOBKOVA (CZE)

Member: Noel MAZAUDIER (FRA)

Complaints and Protests

Number of Complaints: 5

Number of protests admitted: 1

Number withdrawn: 0

Number upheld: 0

Number rejected: 1

Amount of protest fees retained: 50 EUR

Competitors

PF1 37 (of which also competed in PF1 f: 4)

PF1 f 4

PL1 18

Total 55 competitors

Venue

The competition site was in Lusail, 45 minutes from Doha airport (DOH), and accommodation in Lusail's town.

The take-off area was large like a tarmac with a green astroturf fixed in order to prevent injuries for pilots. The airfield was large and very secure for take-off. Near this area, lot of professional tents for teams, and one well equipped with restaurant facilities. One other for officials and jury.

The take-off area was split in four parts for be clear in take-off and landing. A special place for preparing and cleaning paramotors after flying was provided. Gasoline was provided by the organization for all teams; this is a major point that should be highlighted.

Lot of advertising was visible and signage outside of the competition site to inform people of the FAI event taking place.

Accommodation

The hotel and all other logistics were perfect. For briefings a room was provided with everything required for an efficient work. Transportation for pilots by bus and cars for FAI officials as jury were also well organized.

Services

Catering was provided by Waldorf Astoria Hotel. Competitors were able to have lunch within a large time slot. The food was very good and plentiful with very short waiting times. The catering team were welcoming and gave very good service.

The Jury was provided with a comfortable room with a well-stocked fridge of soft drinks and candies.

The WiFi network of the hotel performed very well, and pilots had one near the take-off areas.

Competition staff

The competition staff was composed by Qatar and helped by Poland. Both the Event Director and Competition Director were highly visible and available throughout the competition.

It was clear to see that all wanted to gather feedback from competitors and tailor the event as far as possible to ensure it was enjoyable for all.

Overall, the entire staff was very friendly, approachable, and willing to help giving the competition a very positive feel.

Competition System

There was an official WhatsApp group with different subgroup for results, logistic, complaints... Also, with paper printouts and initially printed scoring.

The use of a WhatsApp group was created to include all competitors and FAI officials; this was the main communication channel for any system updates with links to task briefings, scores, and event information. The success of this system running alongside a well-maintained website soon removed the need for printed copy as all competitors were happy with electronic communication only.

A special software was introduced during the competition: www.dice.flights a very efficient software that provides results very quickly and with a nice presentation.

The CD chose to ask jury to select tasks by a lottery. The tasks descriptions were described in the local regulations and communicated to all pilots very much in advance before the event.

Weather information was generally readily available and provided at briefings and by WhatsApp group.

Competition flying

The weather for the week was good but much of the time it was too windy. That meant there was little possibility to fly and only two days were suitable in the morning for competition. With temperatures between 22°C and 28°C, competitors enjoyed pleasant conditions for leisure activity.

On the last competition day the Jury considered it necessary to make a change to Section 10, in order to be able to fulfil valid championships in good time; the last competition day required a lot of flights in a short slot of time for finals.

The Jury specified a maximum of 10 minutes for complaints which is less than the 2hrs specified under Section 10. Team leaders agreed.

The Jury asked the CIMA bureau as the acting body between the plenaries for a decision about this, and CIMA bureau approved; this will be incorporated into a future edition of Section 10.

Participants

Registration of teams and participants was administered well with no significant issues raised. All competitors followed new rules about wing loading to be in accordance with maximum weight allowance as certified by the manufacturer.

All pilots were controlled for size of wing and total weight. It is a good start for safety, and it will be followed to better define wing and engine characteristics.

55 competitors

14 nations

Running the tasks

The general briefing was performed on the Saturday after the event opening ceremony and held in the briefing room. The tasks were briefed daily in the briefing room to team leaders. For most tasks the briefing presentation was published by WhatsApp.

Briefings worked well and only improved as the competition progressed.

Scoring

Scoring was the responsibility of MARCIN KRAKOWIAK with the help of one assistant, the scores were issued of timing system “photo finish” that is very accurate and quickly record.

This system leaves the possibility of showing times in the event of complaints.

Publication of information on the internet

Publication of material, briefings and scores online were excellent. The competition website used in conjunction with the WhatsApp competition group meant that everybody onsite was well informed and the championship was easy to follow remotely for those interested but not in attendance.

Complaints and Protests

There were 5 complaints and 1 protest which was rejected.

Anti-Doping

None.

Media coverage

Local TV / Radio reporter attended the opening ceremony and took photo and film footage, conducted a TV interview to camera, filmed sections of the ceremony using drone camera equipment. This was used to create a news article for Qatar local TV channel, some of the footage along with additional film taken at various sites on the last days. Qatar Air Sport committee set up a special *YouTube* channel for this event, including a livestream video with very good and relevant comments. This channel permitted a lot of people all over the world to follow the competition.

Ceremonies

The opening ceremony took place on February 3 at 3:30pm with all Qatari authorities. 14 Nations were presented. A very nice show with lot of music's, small air show with lights and fireworks made this ceremony an opening very high level, enjoyable and entertaining. After different speech the championship was formally declared open by FAI President David Monks. Everything was very well received by the audience.

And the closing ceremony took place on Tuesday February 13th at 6pm.

All presentations were even more impressive than for the opening. Paramotors flying at night with extraordinary fireworks, no spectator had seen this show before.

Parachutists also performed a night jump with magnificent colours and came to land in front of the ceremony area. The event was attended by Dr Khalid bin Mohammed Al-Attiyah; Deputy Prime Minister and Minister of State for Defence Affairs and Lieutenant-General (Staff Pilot) Salem bin Hamad Alnabit, Chief of Staff of Qatari Armed Forces. During the closing ceremony FAI medals were awarded to all category individually and in teams. The Championships had been formally closed by the Jury President Wolfgang Lintl.

Recommendations

Two points may be improved: identification of competitors by a number stuck on the paramotor's cage, more visible, and the number of Marshals while there are two areas for taking off.

A chief Marshal with two marshals per take-off areas may be good to speed up pilots in their preparation and in the priority to take-off. A radio link between each member of the staff during task is really a good tool to be aware when something goes wrong.

A document describing what is required to run a landing deck.

The jury saw little in the way of medical support or facilities to deal with a significant incident within the championship. Details of practiced plans for dealing with potential airfield incidents and accidents would be good to see at the beginning of the championship before flying. Nevertheless we saw ambulances and medical staff near the take-off.

Conclusion

These championships were a real success, accommodation was at the highest level we have ever seen, and was appreciated by all participants.

The organization team worked very well with excellent infrastructure to ensure the best conditions for everyone. Preparation and thorough training of managers ensured this event took place without any stress and with a good level of responsiveness and adaptability.

The low number of complaints and protests throughout the championships are the best evidence of an effective organisation.

This report was agreed by all jury members

Lusail, 13 February 2024

Wolfgang Lintl
Jury President