FAI Sporting Code

Fédération Aéronautique Internationale

Section 10 – Microlights and Paramotors

Annex 7

MODEL LOCAL REGULATIONS AND TASK CATALOGUE FOR PARAMOTOR SLALOM CHAMPIONSHIPS

To Take Effect on 01 January 2020

Section 10 and General Section combined make up the complete Sporting Code for Microlights and Paramotors

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Annex 7 to SECTION 10

MODEL LOCAL REGULATIONS

FOR THE ….th
PARAMOTOR SLALOM 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 this championship. The FAI Sporting Code shall take precedence over the Local Regulation wording if there is omission or ambiguity.

CLARIFICATION

Classes PF1, PF2, PL1 and PL2 are “Paramotors”.

CONTENTS

Annex 7. Applies to all classes

The following regulations and tasks are supplementary to S.10 and apply specifically to paramotor slalom competitions.

1 COMPETITION DESCRIPTION

Paramotor Slalom is a race made around pylons. A catalog of different slalom circuits is predefined. A gate with infrared sensors takes the start and finish time when the pilot flies through the gate. The winner of the task is the pilot who completes the task in the shortest time.

2 EQUIPMENT AND SAFETY

2.1 A protective helmet is mandatory. Ideally this will be an integral helmet (or helmet with a roll-bar).

2.2 If the race is above water, life-saving equipment (flotation device) is mandatory.

2.3 A reserve parachute is mandatory. This is to prevent any accidents while the pilot is in the waiting area before the race.

2.4 The protection of the thorax, shoulders, forearm, elbows and knees are mandatory. Those for legs, column and ankles are strongly recommended.

2.5 The wearing of long clothes (pullovers, pants) are mandatory (T-shirts and pairs of shorts are thus forbidden).

2.6 The airworthiness of paramotor equipment used is the responsibility of the competitor and registration will be taken as a declaration by the Delegation and competitor that the paramotor equipment to be used is certified as being airworthy by competent authorities. The Organizer has no responsibility in this regard; the responsibility rests fully with the Delegation and competitor.

2.7 With the exception of any equipment which could be considered as dangerous by the competition director, any complementary equipment will be accepted.

2.8 All CAT1 Paramotor slalom (pylon) competition tasks shall be flown over water.

2.9 Organisers shall provide adequate water rescue service and reliable rafts or pontoons to hold pylons securely.

2.10 The recommended water depth for Slalom Championships is between 1 and 1.5 metres.

2.11 Competitors shall wear personal automatic rescue floatation devices and carry rescue knives.

3 AIMS

3.1 To determine champions in paramotor slalom.

3.2 To promote safety and develop paramotor training and competition.

3.3 To exchange ideas and strengthen friendly relations between participants of the FAI competition.

3.4 To allow participants to share and exchange experience, knowledge and information.

4 AWARDS

Medals and Trophies will be awarded for the first three placing according to the Competition Rules.

5 GENERAL REGULATIONS

5.1 All paramotors in the competition have to satisfy the requirements of FAI sporting code section 10.

5.2 All take-offs will be made without any assistance (other than the crew) and after authorisation of the competition director (CD).

5.3 Any change of equipment must be authorised be CD and according to the following restrictions: 2 engines are allowed, 2 gliders are allowed.

5.4 Each pilot is responsible for the good state of his equipment. The CD can forbid a pilot from flying the course at any time if he considers if equipment to be not airworthy or dangerous.

5.5 Circuit: all circuits are designed on a grid of 80m with 1, 2, 3, 4 or 5 inflatable pylons 10 or 12m height.

5.6 Start and finish gates are clearly positioned.

6 COMPETITION TASKS AND RULES

6.1 BRIEFINGS

6.1.1 Before the beginning of the competition the CD will organise a general briefing handling particular conditions relating to flights in competition sites, conditions of flights, ways to take off and land as well as any information useful for the pilots.

6.1.2 Free flights during the competition are not allowed except by authorisation of the CD.

6.1.3 The signals of marshals, the authorisations of take-off and the procedures of landings will be reminded during the briefings.

6.1.4 Every pilot makes a commitment to follow and not disturb the briefings.

6.1.5 A briefing will take place every day.

6.2 LIMITATIONS OF FLIGHT

6.2.1 Any situation considered as dangerous to the public, the structures, another aircraft or the pilot himself are forbidden and will incur penalties or disqualification.

6.2.2 Flight over houses and buildings is forbidden.

6.2.3 Every pilot is responsible for paying attention to possible collisions and making efforts to avoid them.

6.2.4 During the tasks, flying over the zone of slalom is not authorised.

6.2.5 The quantity of fuel is limited to 5 litres.

6.4 USE OF FLAGS

3 flags are used during the competition:

6.4.1 The green flag means that the circuit is free and that the pilot can enter the race.

6.4.2 The red flag means that the circuit is not free or that the pilot made an error during the race. He then has to leave the circuit and return towards the zone of landing or go to the following circuit if the race is established by a sequence of circuits.

6.4.3 The white flag indicates a technical problem of the organization. The pilot has to leave the circuit, return in the waiting area and wait again for the green flag to return in the circuit.

6.4.5 The simultaneous green and red flags mean that the task is cancelled. All the pilots have to return to the zone of landing.

6.5 FORMAT OF THE TASKS

The real time performance of the competitor (with possible seconds penalties added) establishes the ranking:

1st = 1 point,

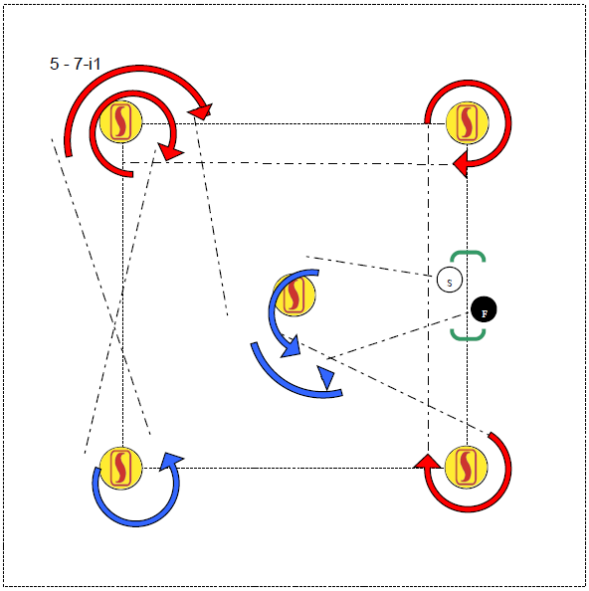
2nd = 2 points,

3rd = 3 points,

etc.

During the selection rounds tasks are competed one by one or two by two in different circuits.

6.5.1 Example of tasks (5 pylons, 7 turns):



6.5.2 **Circuit:** 30 meters before the start gate and 30 meters after the finish gate the pilot is considered **IN** the task. Penalties will be applied (see : 6.8)

6.6 OPERATIONS OF THE TASKS

The pilots take-off one by one after marshal green flag.

They join the waiting area and wait for the green flag to start the circuit.

The clock starts when the pilot passes through the gate (only 1 attempt).

The clock stops when the pilot passes through the gate (only 1 attempt).

6.7 JUDGING EQUIPMENT

Time:	Infrared sensors
Collapse, touch of the ground, touch of a pylon:	Judged by marshals

6.8 SCORING AND PENALTIES

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

6.8.1 Cell out – The pilot who misses the finish gate is scored with the maximum of points.

6.8.2 Cell in – The pilot who misses the entry gate gets the maximum of points +2.

6.8.3 Error – The pilot who makes an error during the circuit gets the maximum of points +5.

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

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

6.8.6 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.

6.8.7 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.

6.9 SELECTION ROUNDS

6.9.1 All pilots compete in selection rounds.

6.9.2 The number of selection rounds may vary depending on organisational possibilities.

6.9.3 The order of pilots after selection rounds is calculated as the sum of his points from all tasks.

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

6.9.5 The best 16 pilots from the qualification rounds are selected to the final rounds.

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

Eg: the pilot A and the pilot B finish the selection rounds with 23 points.

The best ranking of the pilot A is 3rd, 6th and 9th.

The best ranking of the pilot B is 3rd, 5th and 6th.

The pilot B is qualified.

6.10 FINAL ROUNDS

8th final: 16 pilots

4th final: 8 pilots

Semi-final: 4 pilots

Final: 2 pilots

During the final rounds each pilot flies consecutively either two the same circuits set up on two neighbouring stadiums, or twice one circuit. The best time of both flights is scored as pilots result in the round.

If there's equality between two pilots, a third and final round decides about the winner between the two pilots.

Same penalties are assumed as in selection rounds.