



5st FAI WORLD PARAMOTOR SLALOM CHAMPIONSHIPS
LOCAL REGULATIONS

Place : Bornos, Cadiz (SPAIN)

Date : 1ST – 10th June 2022

www.paramotorbornos.com/world-championship/

Organised by : Club Lijarsur, CAT Tourist Activities Center located in Bornos, Cadiz, SPAIN

AUTHORITY

The Paramotor Slalom set of rules combines 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 good and satisfying contest to determine the World champion in Paramotor slalom class and to reinforce friendship amongst pilots and nations (S10 4.2).

2. SCHEDULE

Registration, paramotor inspection. 1th June

Registration, paramotor inspection, Training day : 2th June

Training day, first Competition briefing and Opening Ceremony: 3rd June

Contest Flying Days: 4th to 9th June

Closing Ceremony, Prize-giving: 10th June

3. OFFICIALS

Director competición: Ramón López

Deputy director and Organization: Francisco Sanchez

Chief Marshal: Francisco Setién

Scoring: Mario Cano

FAI/CIMA Officials

JURY

President:

Member:

Member:

Steward:

4. 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. entry fee paid before 1st of May 2022.
- 2 nd May up to 31th of May **600 €** for pilot in each class
- pilot officially registered within 31st July 2022, If applications, with fees paid, are not received by 31th of May 2022, the entry may be refused,

- Team leader: 300 €
- Assistant, Mechanic, Guest: 150 €

The entry fee is to be transferred:

Bank account: Francisco Sanchez Reina

Bank: LACAIXABANK

IBAN

ES49 2100 5542 1822 0022 7823

SWIFT

CAIXESBBXXX

Bank address: Avenida Andalucia
Bornos-- Cadiz

The entry fee includes:

- Competition operations (setting, controlling and evaluation the tasks)
- All competition materials (task descriptions) /
- Free use of the airfield and free entry to all official events.
- Water rescue and professional divers, emergency ambulance
- Tent for boxes.
- Opening and closing ceremonies

5. INSURANCE

Each pilot must hold valid a third party insurance of at least 750 000 SDR. It may be possible to take out the required insurance if proposed by the organisers.

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. (GS. 3.9.6)

6. LANGUAGE

The official language of the Championships is English.

7. MEDALS AND PRIZES

FAI medals will be awarded to:

Pilots placed first, second and third in each class (in compliance with S10 4.3.2).

Nations placed first, second and third

8. 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.

9. 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 round, and must start a minimum of 1 round (S10 4.3.2).

10. CHAMPIONSHIP VALIDITY

The title of Champion in any class shall be awarded only if there have been at least 3 rounds. (S10 4.3.3.1)

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 License 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 open as indicated on the information board.

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

- 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 equipment provided by the competitor must be of a performance and standard 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 (S10 1.3).

- Two complete equipment (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 if ill or suffering from any disability which might endanger the safety of others and that they have read and understand the rules.

11.5. STATUS OF RULES AND REGULATIONS

Once competition flying on the first day has started, no rules or regulations may be changed.

Any additional requirements within the rules needed during the event will not be retrospective (S10 4.9.4).

Competitors may not be substituted, change to another class.

11.6. PRACTICE DAYS

Official practice day will be 2nd and 3rd June.

Slaloms configurations will be available during the practice days.

The scores generated shall not be counted (S10 4.7.3).

11.7. COMPLAINTS

A competitor who is dissatisfied on any matter may, through his team leader, make a complaint in writing to the Director.

Complaints shall be made, and dealt with, without delay but in any case must be presented not later than 6 hours after the respective Provisional Score sheet has been published, not counting the time between 22:00 and 07:00, except for the rounds of the last competition day, or for Provisional Score sheets published on or after the last competition day, when the time limit is 2 hours.

A complaint that could affect a round result must be dealt with and answered in writing before any official score sheet is issued. All complaints and their responses must be published on the official notice board (S10 4.36).

11.8. PROTESTS

If the competitor is dissatisfied with the decision about its complaint, the Team Leader may make a protest to the Director in writing 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. A protest may be made only against a decision of the Competition Director.

No protest may be made nor shall one be accepted by the Jury that deals with the composition of a round or a time/score given by the Competition Director.

12. FLYING AND SAFETY REGULATIONS

12.1. BRIEFING

Briefings will be held for Team Leaders on each flying day. The time and place for briefing meetings and any postponements will be prominently displayed.

All briefings will be in English and be recorded in notes, by tape recorder or video. A full task description (slalom), meteorological information, flight safety requirements, penalties and details of any prohibited or restricted flying areas will be given in writing, as a minimum, to Team Leaders, Jury members and Stewards (S10 4.21).

Procedures for flight preparation, takeoff, flying the task slalom tasks (s) , landing and scoring together with any penalties will be specified in each task description (S10 4.21).

Flight safety requirements given at briefing carry the status of regulations (S10 4.21).

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 (S10 4.23.1).

12.3. PREPARATION FOR FLIGHT

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

12.4. FLIGHT LIMITATIONS

Each paramotor shall be flown within the limitations of its Certificate of Airworthiness or Permit to Fly.

Every pilot must take care to avoid any risk of collision.

12.5. DAMAGE TO A COMPETING PARAMOTOR

Any damage shall be reported to the organisers without delay and the paramotor may then be repaired. Any replacement parts may be replaced by any part.

Only one engine change is authorised, under provision of (11.3.)

Replacement may be made whatever performance and eligible to fly in the same class (11.3).

Canopy replacement is authorised (11.3).

12.6. TEST AND OTHER FLYING

No competitor may take-off on a competition day from the contest site without the permission of the 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 (S10 4.25).

12.7. 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 Director before flying.

Every nation 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

12.8. AIRFIELD DISCIPLINE

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

12.12. EXTERNAL AID TO COMPETITORS

Take-off will be without any assistance other than from one or more team members and only after permission by the Competition Director.

Any help in Slalom flight by other competitors, or non competitors is prohibited. This is to ensure as far as possible that the competition is between individual competitors neither helped nor controlled by external aids (S10 4.26).

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 rd place (pilots at the 4th and 3rd position)

1 st and 2nd place (pilots at the 1st and 2nd 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.

		1/32	1/16	1/8	1/4	semi	final		1st final	2nd final	3rd final
Pilots registered	75										
Qualified		64	32	16	8	4	2		2	2	2
2 nd round		11	38	21	12	7	4				
Qualified 2 nd chance		6	5	4	3	2	1				
Pilots flying		70	37	20	11	6	3				

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.

15.9. TASKS

Based on a fixed set up described as the "5 & 8 Dice" in the set of Slalom Rules approved by CIMA will be chosen by a draw (15.9.).

A map of the "Slalom area" with distances for individual, team and trikes will be available from the Competition Director.

Each round may be the object of the run of the same task in a mirror image. If it is necessary, the Competition Director may stop a task and or a round at any time for safety reasons.

16.3 CONTACT

To contact:

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Scoring : Mario Cano

