

FAI /CIMA
LOCAL REGULATIONS FOR
2013 SLALOM WORLD CHAMPIONSHIP



ASPRES SUR BUECH AIRFIELD/HAUTES ALPES

Dates : from September 14th to 17th 2011

1. GENERAL

1.1. This document and the annexed Task Catalogue comprise the rules for the Paramotor World Championship in Slalom. The final version will be available after CIMA approval (Dec 2012) on the following web site: www.ffplum.com.

1.2. Introduction

1.2.1. The aims of the World Championship are:

To determine the winner of the competition.

To promote the discipline "Slalom" within the Paramotor community

To share knowledge and experience and the different techniques used by the pilots from different countries.

1.2.2. The competition is open to all pilots from any country on the condition that they hold a current FAI Sporting Licence.

1.2.3. Each registered pilot accepts the present rules and declares to respect them and to accept any consequences that may result in his/her participation.

1.3. Dates and Venue: from September 14th to 17th 2011 (training possible from September 13th). Aspres sur Buech Airfield in the Hautes-Alpes, France.

1.4. Officials

1.4.1. Event Director : Joel AMIABLE

1.4.2. Competition Director: Jose ORTEGA

1.4.3. Deputy Competition Director : Patrice GIRARDIN

1.4.4. International Jury: to be announced

1.4.5. Stewards: to be announced

1.4.6. Monitor: to be announced

1.5. Entry Fee: 300 euros paid before June 30 th 2011

1.5.1. Early entry fee paid before 1st of April : **250** euros

1.5.2. Late entry fee paid after June 30 th : **350** euros

1.6. Events and Ranking

1.6.1. The events of the World Championship are slalom events.

1.6.2. The events are open to the solo foot-launched and landplane (trike)
Paramotor classes PF1 Male – PF1 Female - PL1

Warning: The solo foot launched electric engine Paramotor will be ranked separately on the condition that there are least 6 people registered from four different countries. In the case that six countries are represented, this class will count in the ranking by country.

1.6.3. For the foot-launched class, the World Championship will include an individual male ranking, individual female ranking, a team ranking . For the trike class, only the individual events will be ranked.

- 1.6.4. PF 1 :Each team will include three pilots . Each country can register 2 teams and no more than 7 individuals and 3 trikes.
- 1.6.5. The ranking will be calculated by adding the placing achieved in each event, squared.
- 1.6.6. The individual events comprise a slalom that is scored by the time taken to complete the course and/or match racing and or parallel slaloms, by placing.
- 1.6.7. Team events comprise a relay that is scored by the time taken to complete the course and/or for parallel relays, by placing.
- 1.6.8. The winner of the World Championship or the winning team will be whoever achieves the smallest number of points.
- 1.6.9. The winning country will be calculated by adding the points achieved by the best, added to those of the top three individuals the top team and the top trike all from the relevant country.
- 1.6.10. Tie-break: in the case of a tie, the Competition Director will hold a tie break round of the task of his choice. At the General Briefing, the Competition Director will announce which task will serve to break any tie should there be insufficient time to hold a tie breaking round,
- 1.6.11. The competition will be valid if a minimum number of three tasks are completed.

1.7. Programme

1.7.1. The World Championship Slalom events will be held at the airfield in Aspres sur Buech (Hautes Alpes) and will start on the morning of Thursday September 15th and will finish on Saturday September 17th at 6pm.

1.7.2. Each event will include a number of rounds to be decided by the Competition Director up to 20 max and depending on the weather conditions.

1.7.3. A round has a minimum of one to a maximum of three task

1.7.4. Timetable: **Wednesday 14th**

2pm to 6pm Registration and Control of Paperwork

7pm General Briefing

Thursday 15th to Friday 16th

selection rounds (time to be determined by the Competition Director)

Saturday 17th

9am to 6pm Final Rounds

7pm Prize Giving

8:30pm Closing Dinner (buffet)

1.8. Prize Giving

1.8.1. Medals will be given to the top three places in each category.

1.8.2. A trophy will be given to the best Country

2. COMPETITION RULES

2.1. Foot-launched and Trike Paramotors

2.1.1. All Paramotors registered in the competition must comply with Section 10 of the FAI Sporting Code and the French regulations. Foreign pilots must also obtain the right to fly over French territory from the Organiser.

2.1.2. The list of FAI classes is as follows:

PF1: Paraglider control / Foot-launched / Flown solo / Thermal engine

PL1: Paraglider control / Landplane / Flown solo / Thermal engine and

2.1.3. Take-off will be without any assistance other than from a team member and only after permission by the Competition Director.

2.1.4. Depending on the type of task and the aerological conditions, equipment may be changed under the following conditions and only after receiving the approval of the Competition Director:

- One engine change during the whole competition
- Canopies: no restriction

2.1.1. Each pilot is responsible for his own equipment. The Competition Director may ground equipment if, in his view, it is not in conformity or is dangerous.

2.2. Registration

2.2.1. Registration is possible from May 1st, 2011 by Internet: www.ffplum.com. Registration may be completed on site at Aspres on Tuesday September 14th. Payment may be made by bank transfer.

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

2.2.3. Each pilot must present original copies of flight documents issued by the authorities of their country.

2.2.4. Each pilot must hold valid third party insurance of at least **750 000 SDR**. It is possible to take out the required insurance at the competition site (see offer on the Competition Web site)

2.3. Complaints and protest

2.3.1. Complaint : 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 tasks 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 task result must be dealt with and answered in writing before any official score sheet is issued. All complaints and their responses must be made and will be published on the official championship's board.

2.3.2. Protest : 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 EUR. 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 Championship Director.

A protest must be presented not later than 6 hours after the respective Official score sheet has been published, except for the tasks of the last competition day, or for Official Score sheets published on or after the last competition day, when the time limit is 2 hours. The night time between 22:00 and 07:00 is never included. (S10 4.36)

3. FLIGHT SAFETY

3.1. Briefings

- 3.1.1. Before the start of the Competition, the Competition Director will give a general briefing covering the specifics of the Aspres sur Buech airfield, information about slalom flying and the circuits to be used for entry to and exit from the course, as well as general information of interest to the pilots.
- 3.1.2. Flights outside of the airfield are forbidden for the duration of the competition unless the Competition Director gives express permission.
- 3.1.3. All the pilots must attend the briefings and not cause any disturbance.
- 3.1.4. A daily briefing for Team Leaders will be held during the Competition.

3.2. Mandatory Equipment

- 3.2.1. All pilots must wear a helmet. The non-respect of this rule will cause immediate disqualification with the loss for the team of all points acquired.
- 3.2.2. A reserve parachute must be carried. The non-respect of this rule will cause immediate disqualification with the loss for the team of all points acquired.
- 3.2.3. Leg, arm and back protection are highly recommended.

3.3. Other Equipment

- 3.3.1. With the exception of any equipment considered dangerous by the Competition Director, all other equipment is authorised.

3.4. Task Preparation

- 3.4.1. If the weather conditions and time permit, the Competition Director may allow time for training prior to each new task or series of tasks.
- 3.4.2. Each pilot or each team will take-off, land, fly and run the course under their own responsibility and accept the risks inherent to flying slalom.
- 3.4.3. Each pilot or each team accept to fly within his, her or their own physical limits and within the flight limitations of their equipment. `

3.5. Take off and landing

- 3.5.1. There will be two separate area managed by Marshals : may be used for both taking off and landing

- 3.5.2. Taking off order will be determined by the competition Director at the relevant briefing.
- 3.5.3. Missing or delaying in taking off must be done with the Marshals approval. Forgetting to follow this rule will result in a 15 seconds penalty.
- 3.5.4. During the briefings, all signals used by the Marshals, permission to take-off and landing procedures will be indicated. Their non-respect will result in penalties being applied.

3.6. Flight Limitations

- 3.6.1. Any manoeuvre considered as dangerous for the general public, buildings and competition set-up, another aircraft or the pilot himself are forbidden and will result in a penalty or disqualification.
- 3.6.2. It is forbidden to fly over housing.
- 3.6.3. It is strictly forbidden to fly in cloud.
- 3.6.4. Every pilot must take care to avoid any risk of collision.
- 3.6.5. During all events, it is forbidden to fly over the Slalom course with the exception of media related flights.

4. PROGRAM OF EVENTS

- 4.1. The World Championships is comprised of up to 15 rounds considered as selection rounds, and Final rounds, consisting of quarter, semi finals and final round. (Match racing)
 - 4.1.1. Time must be reserved before the end of competition to allow for the completion of the final rounds.
 - 4.1.2. The quarter final round will consist of the pilots or teams with the 8 highest placings after the selection rounds.
 - 4.1.3. The semi final round will consist of the 4 pilots or teams winners of the quarter final match racing.
 - 4.1.4. The final round will consist of the 2 pilots or team winners of the semi final match racing. Placing 3 and 4 are determined as well by a final round match racing.
 - 4.1.5. If all the selection rounds are not completed at the starting time of the quarter-final, the round in progress will become the quarter final.
- 4.2. In case the match racing are not permitted for weather conditions final rounds consist of 1 rounds with the 8 highest pilots or teams and 1 round with the 4 highest pilots

5. COMPETITION TASK

5.1. General

- 5.1.1. All information necessary for competitors will be posted either on a Notice Board or on the Competition Web site. It is the responsibility of each pilot to ensure that they are in possession of all relevant information and cannot pretend otherwise.

- 5.1.2. Once a pilot has taken-off, they have accepted that the conditions for the Task are acceptable. Rain or unstable conditions are not a reason for complaint or protest. A task may be rerun at the discretion of the Competition Director if he considers that a competitor was unfairly penalised.

5.2.Task

- 5.2.1. **Warning : there is no traditional “Task Catalogue” . Based on a fixed set up described as the “5 Dice” the Competition Director will develop slalom set up taking the best advantage of the meteorological conditions.**
- 5.2.2. A map of the “ Slalom area” with distances for individual, team and trikes will be available to the Competition Director.
- 5.2.3. Each task may be the object of several rounds (i.e. the figure eight task could be for two rounds). Some tasks will be timed; others will be ranked after a match (i.e. the triangle task two rounds, outwards and return). Details are available in the task catalogue.
- 5.2.4. If it is necessary, the Competition Director may stop a task at any time for safety reasons
- 5.2.5. Some team tasks require specific conditions as defined in the catalogue.
- 5.2.6. Tasks will be controlled mainly by electronic .Manual timing should be used as back up if necessary
- 5.2.7. For each task the Competition Director determine an entry gate and an exit gate which could be the same. The Slalom may set up with intermediate gates. The width of the gate will be comprised between 6 to 10 meters.

5.3.Briefing :

- 5.3.1. Each task will be briefed on site by the Competition Director using a board or a virtual board
- 5.3.2. Each Task cannot start less than 10 minutes after the end of the briefing for the relevant task
- 5.3.3. Several tasks may be briefed at the same time
- 5.3.4. Task for PF and PL could be different

5.4.Contest numbers

- 5.4.1. Aircraft shall carry the number centrally on the underside of the paraglider, top towards the leading edge
- 5.4.2. A second number will be carried on the équipement at the place defined by the Competition Director during the briefing

5.5.Slalom Equipment: inflatable pylons between 12 to 8 metres (at the Competition Director’s discretion) articulated stakes, cones, timing sensors.

- 5.5.1. Timing sensors are infrared technology used and approved by FIS or others IF. They will be set up between 1m50 to 1m 80 height.

5.6.Event Interruption

- 5.6.1. The Competition Director may decide to interrupt an event or to start it again depending on the conditions. He may also cancel a round not completed.

6. PENALTIES

6.1.General

- 6.1.1. Any infringement to flight safety, safety rules or task rules will lead to a penalty of 15 points or disqualification.
- 6.1.2. Disqualification terms:
 - 6.1.2.1. Unauthorised flights during the competition.
 - 6.1.2.2. Use of unauthorised equipment or equipment not in conformity.
 - 6.1.2.3. False declaration
 - 6.1.2.4. Repeated infringements of Competition Director instructions
 - 6.1.2.5. Repeated disturbance during Briefing
 - 6.1.2.6. The use of illegal substances in contradiction with the anti-doping rules.
 - 6.1.2.7. Medical reasons (unfitness, neglect of treatment,.)

6.2.Specific

- 6.2.1. Wrong slalom : maximum score or time resulting in the lowest placed increased by 5 points
- 6.2.2. To miss a gate : maximum score or time . Wrong slalom : maximum score or time resulting in the lowest placed increased by 5 points
- 6.2.3. Touching a pylon* : 5 seconds
 - * A pylon will be considered as touched if the canopy strikes it with the lines, the leading edge or , the body or the trike.

7. TEAM TASKS (3 pilots):

7.1.Général

- 7.1.1. All tasks can be done as a team:
- 7.1.2. The entry and exit gates are set for each task at the discretion of the Competition Director.
- 7.1.3. The three pilots take-off at the same time, the first enters the run, the two others wait for their turn to enter the circuit in a relay format. The second pilot enters the entry gate once the first pilot has passed through the exit gate. The same applies for the third pilot who enters the course once the second pilot has passed through the exit gate. If this does not happen, a penalty will be applied.

7.2.Team Penalties:

- 7.2.1. First early entry before the relay: time difference X 3
- 7.2.2. Any mistake in the course (miss a gate, wrong direction, miss a pylon) will cause the elimination of the team for that round: the score will be that of the lowest placed team increased by 5 points.
- 7.2.3. Note: The team score is not the sum of the individual scores (time or placing) but the result of the overall performance of the relay by the team in the task selected by the Course Director.

8. SCORING

8.1. A task (team or individual) will be scored by timing or by match racing for the final rounds

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

8.3. Score : the time will be traduce in a ranking. 1st place will count for one point squared, the second place will count for two points squared etc

8.4. Match / Racing . (for final rounds only): in the form of a match table either a direct match or the best of three rounds. Each pilot or team eliminated will retain their time, which will determine their ranking. The four last remaining pilots or teams will be ranked following a final match or best of three rounds

1/4 FINAL	½ FINAL	3rd & 4th Place	Semi FINAL	FINAL	WINNER
PILOT A			PILOT A		
PILOT B	PILOT A				
		PILOT F		PILOT D	
PILOT C	PILOT D				
PILOT D					
PILOT E	PILOT F			PILOT D	
PILOT F			PILOT F		
PILOT G	PILOT H			PILOT H	
PILOT H					

In this example: B (67s) C (72s) E (no time) G (65s)

1st: D

2nd H

3rd F

4th A

5th G

6th B

7th C

8th E

temps 65 s

temps 67 s

temps 72 s

no time: eliminated



2013 SLALOM WORLD CHAMPIONSHIP

TASK CATALOGUE

General : the design of the Slalom events are the responsibility of the Director of the Competition.

The Director of the Competition will build up Slaloms unknown to the competitors on the base of a five pylon course (dice 5) of which the dimensions and equipment are as per the diagram.

There also will be three standard circuits that will serve as a base and will be identical to the plans filed with CIMA in 2011 : the figure 8, the triangle and the Y.

The other circuits will be set by the Director of the Competition at least 15 minutes before the start of the round. All these circuits can be run in a mirror image.

The entry and exit gates can be placed within the square represented by the dice 5 or outside. In this the Director must specify the dimensions.

Inflated Pylons : 8 to 12 meters high

Infrared sensors : Microgate manufactured or équivalent

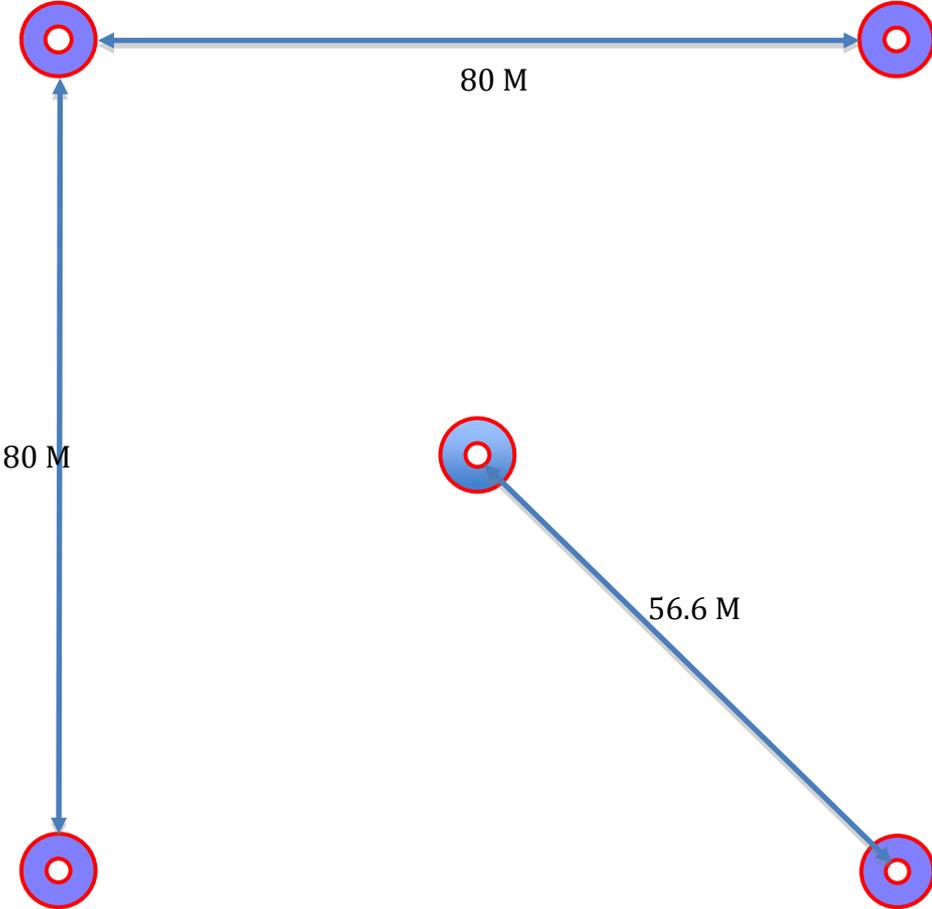
Chronometer : microgate or équivalent

 Gate 6 to 10 meters width

 Inflated Pylon

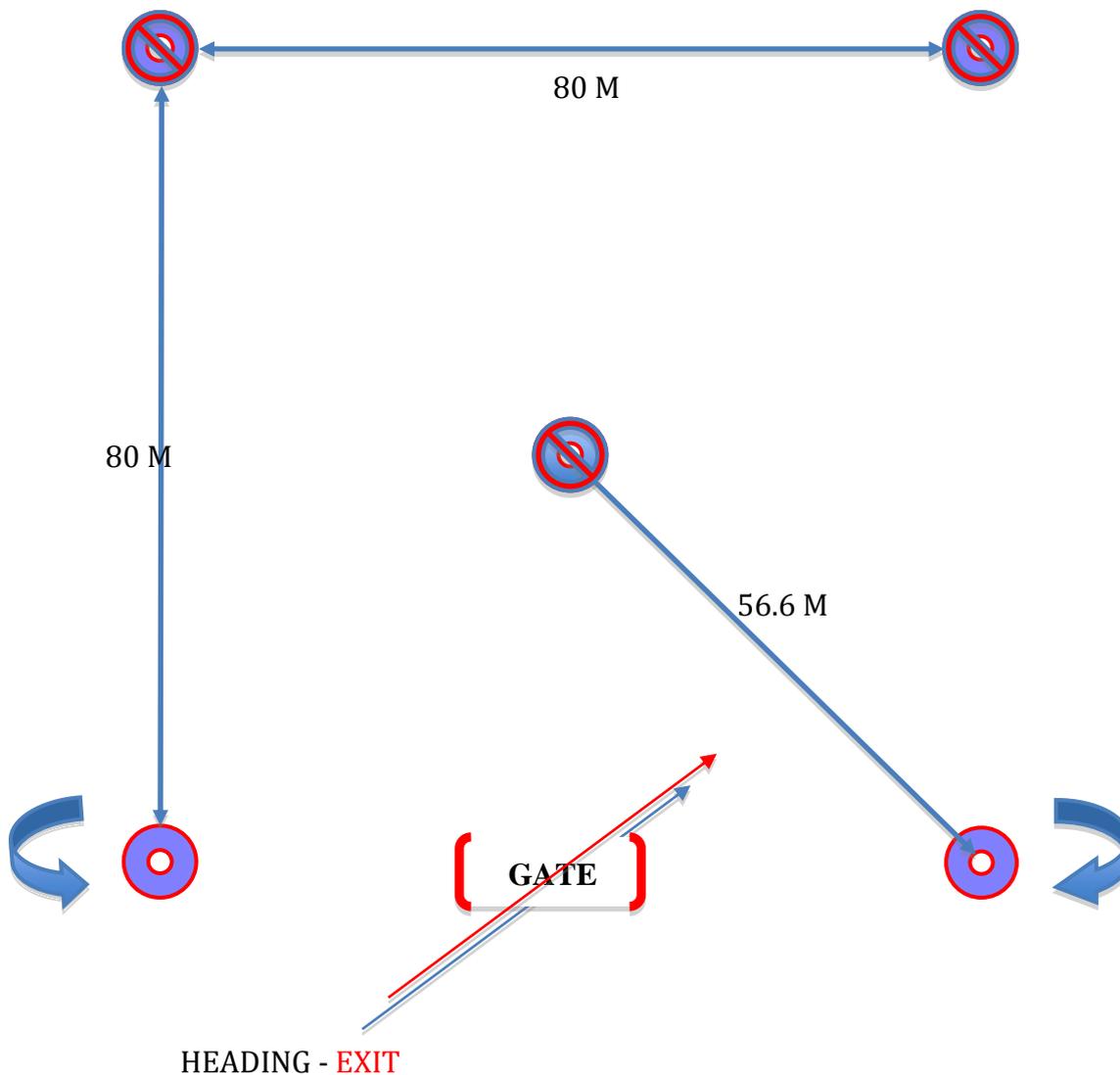
 Deflated Pylon

STANDARD 5 DICE SET UP



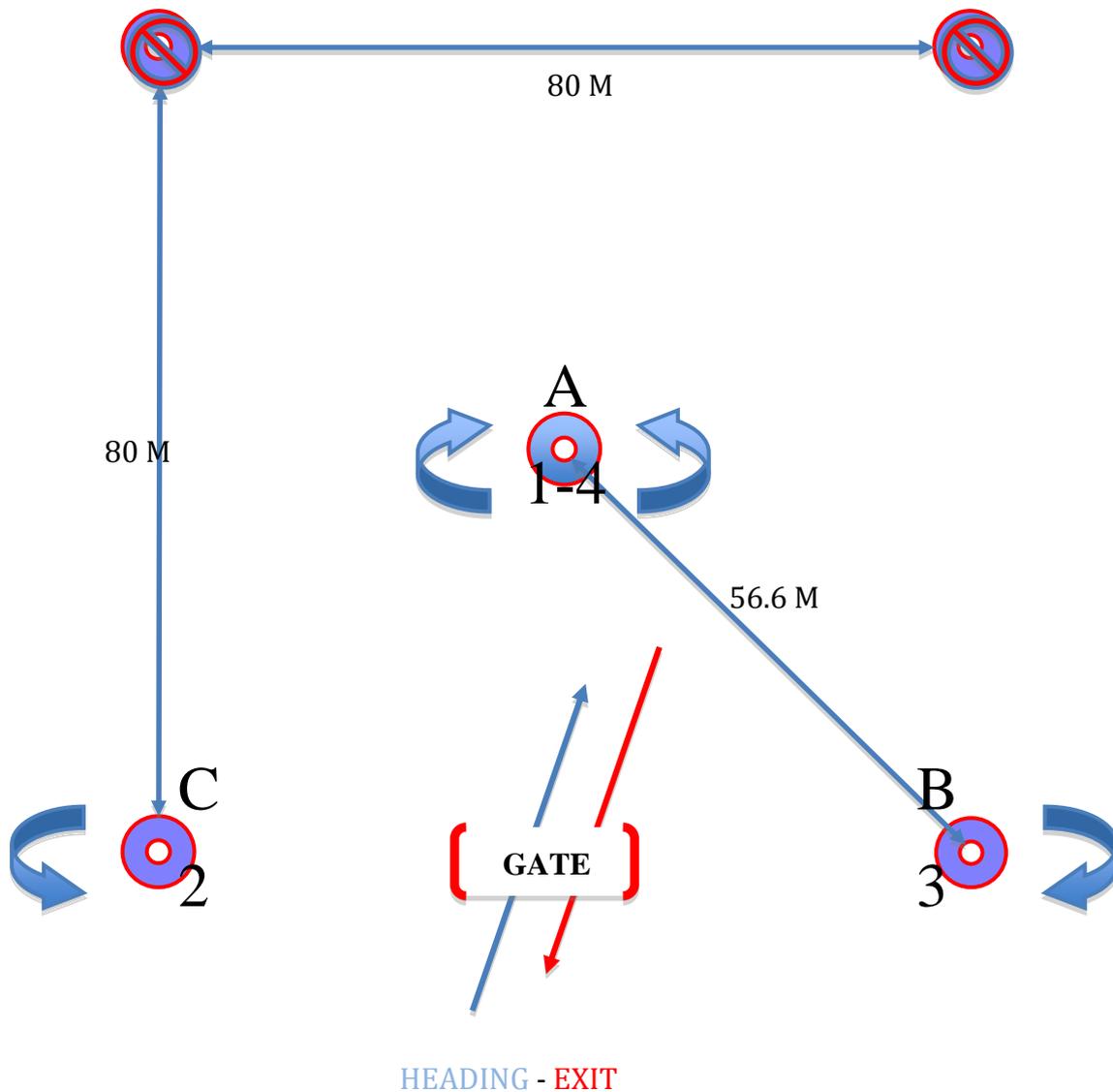
DIMENSION FOR THE TRIKES : SAME SET UP WITH WIDE OF 100 METERS

THE 8



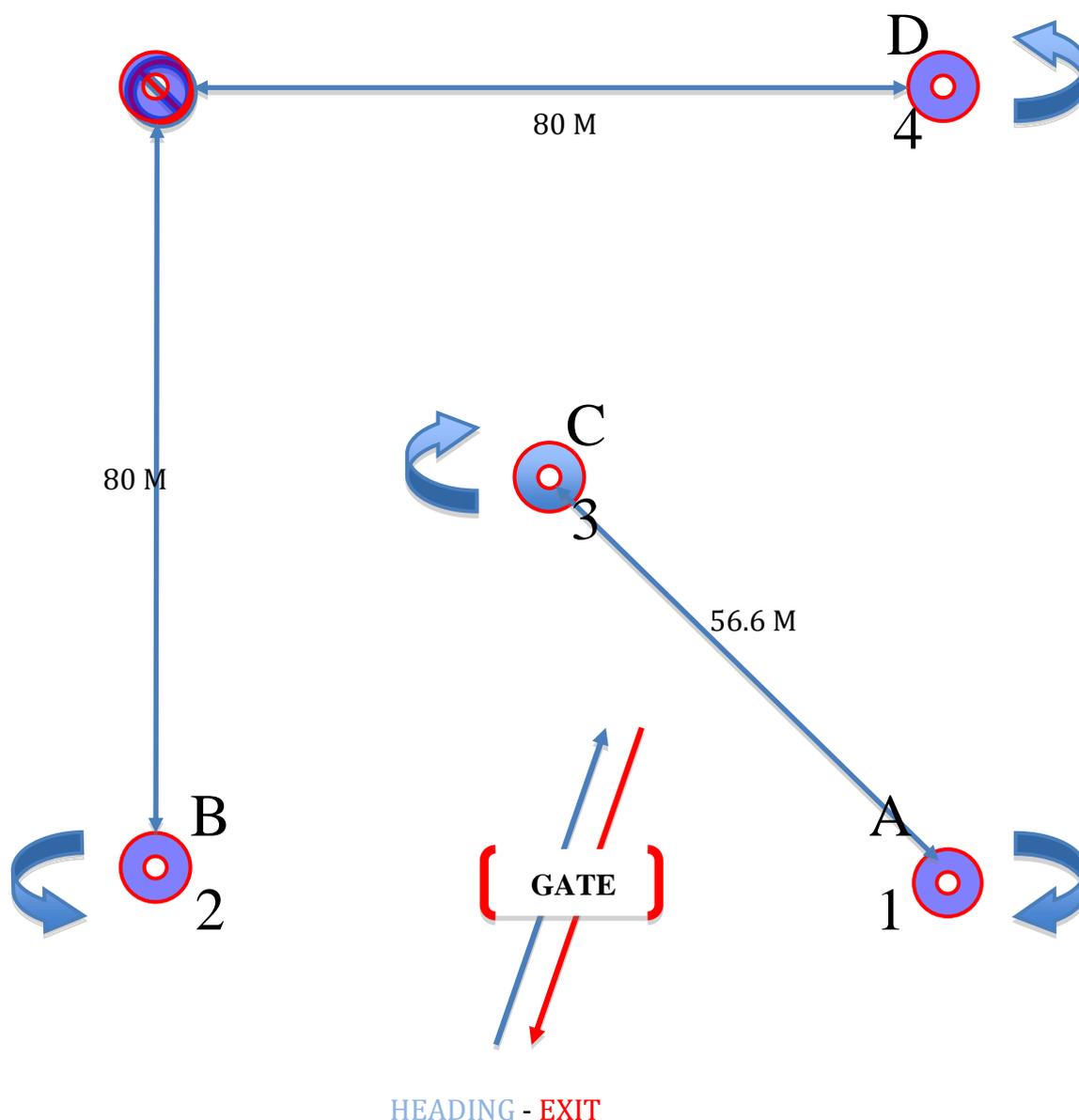
DESCRIPTION : The pilot takes-off at the Marshal's signal. On the green flag (or any other signal determined by the Competition Director), the pilot enters the course through the entry/exit gate in the direction of the arrow and timing commences at this point. The pilot flies toward the pylon facing him, goes round it clockwise and back to the centre through the gate as indicated in the diagram below. He continues towards the second pylon and goes round it anti-clockwise and returns to the centre through the entry/exit gate. The circuit must be run twice (each pylon must be gone round twice) and timing will cease at the third passage through the « red » entry/exit gates.

THE TRIANGLE



DESCRIPTION : The pilot takes-off at the Marshal's signal. On the green flag (or any other signal determined by the Competition Director), the pilot enters the course through the entry/exit gate in the direction of the arrow and timing commences at this point. The pilot flies towards the pylon **A**, facing him, and goes round it anti-clockwise, he then flies to pylon **B**, which he goes round clockwise, as indicated in the diagram. He continues to the third pylon **C** which he goes round clockwise, he then flies back to pylon **A** which he goes round clockwise and finally flies to the exit gate. Timing will stop on the second pass of the pilot through the red entry/exit gate

THE Y



The pilot takes-off at the Marshal's signal. On the green flag (or any other signal determined by the Competition Director), the pilot enters the course through the entry/exit gate in the direction of the arrow and timing commences at this point. The pilot flies towards pylon A on his right, goes round it clockwise and flies to pylon B which he goes round anti-clockwise, as indicated in the diagram. He then flies to pylon C which he goes round clockwise and on to pylon D which he goes round anti-clockwise and then goes through the « red » entry/exit gate. Timing will stop on the second pass of the pilot through the red entry/exit gate.