

Estonian Aerosports Federation (EAF)
Estonian Paragliding & Paramotoring Association (EPPA)

Estonian Open Paramotor Championships 2012 (EOPC)
World Paramotor League Cup 2012 (WPLC)

LOCAL RULES & REGULATIONS

AUTHORITY

These rules combine and are derived from the General Section and Section 10 of the FAI Sporting Code with regulations and requirements specific to Paramotor Championships and British National Microlight Championships rules and previous paramotor competition rules of Estonia with modern additions. The FAI Sporting Code shall take precedence over the Local Regulation wording if there is omission or ambiguity.

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1. General

1.1 Introduction

1.1.1 In addition to these rules there will be Task Catalogue published as a part of these rules according to the championships class and the Notice of Race according to each competition.

1.1.2 Possible amendments and changes to these rules are published in Notice of Race or explained at briefings.

1.2 Objectives

1.2.1 The objectives of these championships are:

a. To determine the “Estonian Paramotor Champion 2012” and “Winner of the World Paramotor League Cup 2012 Estonia” in all valid classes in individual and team contest,

b. To encourage participation of local and neighboring countries pilots in competitive events and foster goodwill amongst pilots.

c. To reward and develop pilot skills and knowledge.

d. To help select the best pilots, their ranking and national teams to represent paramotor sport at international competitions (European Paramotor Championships, World Paramotor Championships) in all valid classes.

1.2.2 Visiting pilots all around the world are welcome to take part and to compete in WPLC 2012 contest.

1.3 CHAMPIONSHIPS FORMAT / VALIDITY

1.3.1 Estonian Open Paramotor Championships 2012 and World Paramotor League Cup 2012 Estonia will be held in the form of a single contest in classes PF1, PF2, PL1, PL2, in individual and team scores.

1.3.2 For a contest to qualify as a valid championships:

a. There must be minimum 3 pilots in a class, eligible to score with entry fees paid, ready to fly the first task and must start a minimum of one task.

b. The contest must contain at least three tasks.

1.3.3 In the event of a quorum not being present at a contest the competition may still take place but the scores cannot be counted as for valid contest.

1.4 Language

The official primary language of the Championships is English. Secondary official language is Estonian. However another languages may be preferred or translators used.

1.5 Notice of Race

1.5.1 Time, place, fees, program and time schedule and other details will be published in the Notice of Race not later than 2 weeks before planned time of competitions.

1.6 Organizer and Marshals

1.6.1 Organizer will be appointed by FAI National Paramotor Committee or by the delegated authority responsible for competitions.

1.6.2 Competition Director, Marshals and other officials will be appointed by Organizer.

1.6.3 All participating clubs and teams are expected to provide volunteer marshals, jury members & observers to help Organizer in contest organizing.

1.7 Results and Prizes

1.7.1 A contest results shall be made available and put on display (Official Notice Board) by the organizer after calculating these results at the end of each task.

1.7.2 A preliminary competition results will be available to all competitors at the end of the competition on Official Notice Board and they become official after all possible

disputes and changes, checking and confirming.

1.7.3 Trophies or diplomas will be awarded to the top 3 placed pilots and teams for each validated class and contest.

There will be possibly some special prizes given.

1.7.4 The overall results will be computed from the sum of the task scores for each competitor, with the winner having the highest total score in the class.

The team prize shall be computed from the sum of the scores of the top three pilots from each team in each valid class in each task.

1.7.5 The title “Estonian Paramotor Champion 2012” shall be awarded to the best competitor, holding the national FAI Sporting License, issued in Estonia.

1.7.6 The title “Estonian Paramotor Team Champion 2012” shall be awarded to the best club team from Estonia with pilots holding the national FAI Sporting License, issued in Estonia.

1.7.7 The title “Winner of the World Paramotor League Cup 2012 Estonia” shall be awarded to the best overall competitor.

1.7.8 The title “Winner Team of the World Paramotor League Cup 2012 Estonia” shall be awarded to the best overall national team.

2. General Competition Rules

2.1 Paramotors

2.1.1 Aircraft and equipment provided by the competitor must be of a performance and safety standard suitable for the event.

2.1.2 All take-offs and landings in the competition (class PF) must be made on feet, except in the case of PL classes, without the assistance of any unauthorized 3rd party, any kind of vehicle or any external power source.

2.1.3 Each participating paramotor unit should have endurance sufficient for a flight of at least 100 Km in still air.

2.1.4 Each participating paramotor unit must be made available during the registration period for an acceptance check in the configuration in which they will be flown. Photographs may be taken to record the registered configuration.

2.1.5 It is the pilot’s responsibility to ensure that all participating paramotor units are safe and in an airworthy condition.

2.1.6 The Director may at any time during the competition check the condition of any aircraft and ground it if he considers a safety risk exists.

2.1.7 The aircraft shall fly throughout each contest as a single structural entity using the same set of components as used on the first day except that propellers and spark plugs may be changed. If a pilot wishes to change any other component then they must obtain the approval of the Championship Director before participating in a task.

2.2 Entry

2.2.1 The Organizer can announce deadline for pre-registration. Additionally, the Organizer may impose a limits on amount of participants (p. 2.2.7), so to be sure of a place, pilots are encouraged to pre-register as early as possible.

2.2.2 Entry terms (incl. late entry, waiting list etc.), dates, possibilities, fees and other details will be published in the Notice of Race.

2.2.3 The minimum age for pilots is 16 years at the start of a contest.

2.2.4 Each competing pilot must have gained at least 30 hours as Pilot in Command on the class to be flown and must be prepared to prove it.

2.2.5 On arrival at each contest site, each competitor must check in at the registration

office to have their documents checked and to receive supplementary regulations and information on local terms, trainings, time schedules etc.

2.2.6 The amount of entry fee will be decided by organizer and it should be paid on registration at latest.

Entry Fees include (in period of competitions):

- Competition management (setting, organising, controlling and evaluating the tasks, displaying the results, briefings, prizegiving, media coverage etc.).
- All competition materials (maps, task descriptions, competition numbers etc.)
- Training days arrangements (training task management etc.).
- Free use of the airfield.
- Free entrance to all official events, including opening and closing ceremonies with corresponding parties and dinners.
- Weatherproof overnight storage for aircraft and equipment.
- Environmental fee (toilets and waste management).

2.2.7 Maximum number of competitors will be decided by the Organizer and published in the Notice of Race. Changes in maximum number of competitors will be possible only with permission of the Championships Director and will be announced at the opening meeting at latest.

2.3 Insurance

2.3.1 A third party insurance is mandatory for classes PL1 and PL2 but recommended for classes PF1 and PF2.

2.3.2 Personal accident insurance for competitors is highly recommended for all classes.

2.3.3 All applicable insurances must be presented at registration.

2.4 Complaints and Protests

2.4.1 A complaint or enquiry can be made to the Competition Director to request a correction or query a score. It should be made with the minimum of delay in written form.

2.4.2 Competition Director will handle it the fastest possible way.

2.4.3 In the event that a competitor is not satisfied with the Competition Director's decision he/she may lodge a Protest in writing to the Jury comprised by the Organizer or to the FAI National Paramotor Committee representative of the organizing country, accompanied by a protest fee of 50.- EUR.

2.4.4 The protest fee will be refunded if the protest is upheld or withdrawn before the start of the proceedings.

2.4.5 A protest may be made only against a decision of the Competition Director.

2.4.6 At each contest, the time limit for protest is 1 hour after publication of the official task results, except that after the last task of a contest, it is 30 min. In the event that results are not available on the final day of the event, this time limit shall be extended accordingly.

3. Flying and Safety Regulations

3.1 Briefings

3.1.1 The Competition Director will hold a pre-competition briefing covering safety rules, local area regulations, airfield circuit patterns, task management procedures,

meteorology, and any additional information as deemed necessary. Pre-competition briefing's time and place will be announced in the Notice of Race.

3.1.2 Task Briefings will be held for competitors before each task. The time and place for briefing meetings and any postponements will be displayed on Official Notice Board. It's each competitor's responsibility to be informed about briefings information. Full task details and any additional information deemed necessary will be given (take off, flying, landing order and schemes, marshal's operations, restrictions, special rules etc.).

3.1.3 Attendance at all briefings is compulsory for all competitors. All pilots are expected to pay full attention to the briefing staff at the Task Briefings.

3.1.4 To be late, to repeatedly interrupt or to miss the briefing can result in a pilot being excluded from competing in that task (p. 6.3).

3.1.5 All flight requirements given at briefings carry the status of regulations.

3.2 Mandatory Equipment

3.2.1 A protective helmet must be worn whenever the pilot is strapped into the harness of an paramotor with the intention of flight or running the engine. Flight without a helmet will result in immediate disqualification from the competition.

3.2.2 An emergency parachute is highly recommended but not to be considered as a part of the structural entity of the equipment and may be removed or added during a competition.

3.3 Prohibited Equipment

3.3.1 There is no limitations on use of any type of equipment and devices for Baltic Open Paramotor Championships, except for equipment which, by the Competition Director, is considered unfair towards other competitors or dangerous.

3.4 Fitness

3.4.1 A pilot may not fly unless fit.

3.4.2 The use of non-prescribed drugs, including alcohol, likely to impair a pilot's performance is prohibited. Staying in the competition area is prohibited under the influence of an alcohol or drugs. Any drugs or medication taken which might affect the pilot's performance in the air must be reported to the Competition Director before flying.

3.4.3 Every competitor 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 Competition Director, according to the proposal from the Organizer or any other higher institution.

3.4.4 It is the pilot's decision as to whether he/she flies or not.

3.4.5 In case the pilot considers that he/she is not fit to fly (through illness, fatigue, etc), it is his/her responsibility to make the decision not to fly.

3.5 Preparation for Flight

3.5.1 Each paramotor unit shall be given a pre-flight check by its pilot.

3.5.2 Flying is allowed only with a paramotor unit in good operational condition.

3.5.3 Each competitor is obliged to assess the weather conditions with reference to his/her own capability as a pilot and the performance of his/her equipment before making a decision to fly.

3.5.4 EACH PILOT TAKES OFF, FLIES AND LANDS ENTIRELY AT HIS/HER OWN RISK.

3.6 Airfield Discipline

3.6.1 Marshalling signals, take-off, circuit and landing patterns will be given at a briefing and must be complied with. Non-compliance will be penalized.

3.6.2 In one task the same flying scheme will apply throughout the entire task.

3.7 Flight Limitations

3.7.1 All maneuvers considered dangerous are forbidden, whether a danger to the pilot, other aircraft or the public, or not. Unauthorized aerobatics is forbidden.

3.7.2 Flight in clouds is strictly forbidden.

3.8 Collision Avoidance

3.8.1 Air Law must be observed and a proper look out must be kept at all times.

3.8.2 It is every pilot's responsibility to avoid a collision. A paramotor joining another aircraft in a thermal shall circle in the same direction as that established by the first, regardless of height separation.

3.9 Test and Other Flying

3.9.1 No competitor may take off during the competition from the contest site without the permission of the Competition Director or a Marshal.

3.9.2 This permission may be indicated through the flags system or other, according to the briefing.

3.9.3 Permission may be given for a test flight by the Competition Director.

3.9.4 Practicing prior the tasks is not permitted throughout the entire competitions.

3.10 Damage to a Competing Aircraft

3.10.1 The Competition Director must be informed of any damage to a paramotor without delay and before any repair is undertaken. Any replacement parts must conform to the original specifications.

3.10.2 Change of any major part such as a wing, engine or frame/cage may incur a penalty.

3.10.3 The Competition Director may permit a pilot to complete the competition using an alternative equipment. Replacement may be only by an identical make or model or by an equipment of similar or lower performance.

3.11 External Aid to Pilots

3.11.1 Help from assistants is positively encouraged until a competitor enters the take-off / landing deck to start a task. From that moment onwards, all external assistance is forbidden except from marshals or those people expressly appointed by the Competition Director, until the moment the competitor leaves the deck having finished a task, or otherwise lands according to the outlanding rules.

3.11.2 Assistance from fellow competitors is not permitted unless authorized by a Marshal.

3.12 Flags

3.12.1 Flags may be used for the better task management.

3.12.2 Possible flags and their functions will be presented at the briefings.

4. Championship Tasks

4.1 General

4.1.1 To count as a championship task all pilots will be given the opportunity to have at least one flight with time to carry out the task.

4.1.2 A pilot will be allowed one take-off for each task (unless otherwise specified in

the task description) and the task may be flown once only. However, if a pilot returns to the landing deck within 5 minutes of take off for reasons of safety, then he/she will be permitted to restart without penalty, notwithstanding any task rules governing start/finish timings. This flight time will be added to the subsequent flight time and refuelling is not permitted. In the event of landing within 5 minutes following a precision take off task, the pilot will be scored on their original take-off attempts.

4.2 Official notice board and official time

4.2.1 The official notice board is the place where all information necessary to competitors is displayed: Briefing times, fuelling times, task opening times, results etc. Whatever is on the board at the time is the official current information.

4.2.2 It is important that competitors regularly check this notice board for changes. There can be no excuse for ignorance of news that has been posted.

4.2.3 Information appearing in the official notice board can be accompanied with audible signal (bell, siren, gong, whistle etc.) to get the best attention of competitors.

4.2.4 The official notice board may have the form of a web site www.eppa.ee. Competitors will be able to connect to the championship's intranet and/or internet and teams are expected to bring their own computers provided with a WiFi network interface.

Official time will be GPS local time.

4.3 Task Period

4.3.1 Times for take-off, closing of take-off windows and last landing will be briefed.

4.3.2 If the start is delayed, given times will be correspondingly delayed.

4.3.3 The Competition Director may suspend, shorten or cancel flying after take-offs have started, if he considers that to continue flying is dangerous. Main reasons can be related to unexpected weather conditions or Force Majeure. Pilots already in the air will be informed the best way possible (flags, radio, cellphone, SMS etc.)

4.4 Types of Task

4.4.1 The task catalogue contains the most of the tasks. The Competition Director will endeavour to set some of those tasks or similar tasks. He may, however, choose to set tasks that are not in the catalogue.

4.4.2 Tasks are divided into 3 Categories

- a. Flight planning, navigation, estimated time and speed with unlimited fuel
- b. Fuel economy, speed, range, duration, endurance, with limited fuel
- c. Precision: low flying, slaloms, takeoff and landing accuracy

4.4.3 Tasks in one category may be combined with other task categories or set separately.

4.5 The Take Off/Landing Deck

4.5.1 A take off/landing deck is a clearly marked area of at least 100m x 100m.

4.5.2 There can be separate areas marked for take off and landing.

4.5.3 A take off/landing deck is a prohibited area except to contest officials and pilots who are in the process of taking-off or landing.

4.5.4 A take off/landing deck will have at least one wind-sock installed as close as possible to the boundary.

4.5.5 Unless otherwise briefed, all take-offs and landings are to be made within a landing deck.

4.5.6 Possible exceptions, depending on the task, will be specified at briefings.

4.6 The Airfield Boundary

4.6.1 The airfield boundary will be briefed and it is the recognized boundary of the airfield upon which the take off/landing decks are situated.

4.7 Take-Off

4.7.1 No pilot may take-off without permission from the Competition Director or a Marshal.

4.7.2 Either a Window Open Time, a Given Order or Given Time of Take-off may be applied to tasks.

4.7.3 All take-offs, unless otherwise briefed, must be executed entirely within the landing deck, except for emergency provisions given at briefing. Failure to comply will result in a penalty of 20% of the pilot's take off score.

4.7.4 A competitor will generally be allowed only one take-off for each task and the task may be flown once only unless the task description specifically states otherwise.

4.7.5 In the event of a mechanical or other equipment failure or safety reasons occurring within 5 minutes of take-off, a further start may be made without penalty although the overall flight time for the task would include all take-offs and flights. Exceptions and penalties will be specified in the Task Description or at the briefing.

4.7.6 Except in specified tasks, an aborted take-off does not in principle attract any penalty; however, the pilot must comply with any instruction from the marshals to expedite a re-launch or the pilot risks being relegated to the end of the queue.

4.7.7 Marshals may restrict the number of pilots on a take off deck at any time.

4.7.8 If the pilot is causing unreasonable delay on take off deck, a 20% penalty can be applied.

4.7.9 In the case where a particular take-off time is given, the clock will start running at that moment and the pilot may subsequently take-off at any time.

4.7.10 A "Clean" Take-Off

For PF1 class, a clean take-off is defined as a take-off attempt in which the canopy does not touch the ground between the moment it first completely leaves the ground and the moment ten seconds after the entire aircraft including the pilot is airborne.

4.7.11 Ground handling to 'build a wall' with the engine off is not considered part of the take off attempt. The canopy must be on the ground when the engine is started.

4.8 Landing

4.8.1 All landings, unless otherwise briefed, must be effected entirely within the landing deck.

4.8.2 The pilot may be liable to penalty if he/she or any part of his/her equipment touches the ground outside the deck on landing.

4.8.3 After landing, pilots must immediately remove their equipment from the deck.

4.8.4 In tasks where pilots are asked to make a precision landing or to land on a marker, the objective is for the pilot to make a good landing on his/her own two feet without falling over.

4.8.4.1 "Falling over as a result of the landing" will be interpreted as:

a. GOOD: If the pilot falls to ONE knee only - landing score as achieved.

b. BAD: If the pilot falls to TWO knees OR touches the ground with hands or frame - zero landing score.

4.8.4.2 Landing process is considered completed at the moment the wing is touching the ground.

4.8.5 In tasks where the pilot is asked to switch off his/her engine above specific heights, the heights will be determined by:

a. 150 m: "The engine must be stopped & propeller stationary for a minimum period of 60 seconds before any part of the aircraft or the pilot touches the ground."

b. 5 meters: "The engine must be stopped & propeller stationary for a minimum period of 2 seconds before any part of the aircraft or the pilot touches the ground."

4.9 Obstruction of landing.

4.9.1 Pilots should seek to clear the landing area as quickly as possible. If a pilot or any part of his/her equipment obstructs the attempted landing or the take-off of another competitor at a landing marker more than 1 minute then penalty will apply.

4.9.2 Landings outside the landing deck but within the airfield boundary will attract a 20% penalty.

4.9.3 Landings outside the airfield boundary are considered outlandings.

4.9.4 Pilots 'abandoning' their equipment on the landing deck will be liable to penalty.

4.10 Outlandings

4.10.1 Any touch of the ground by pilot or equipment outside the airfield boundary will constitute an outlanding.

4.10.2 The default rule is that outlanding will score zero and any exception will be briefed with the rest of the specific task's rules.

4.10.3 Upon outlanding (unplanned) and having folded his/her canopy, a pilot must contact the organization as soon as possible to declare that he/she has outlanded and to give his/her panning location.

4.11 Emergencies

4.11.1 All pilots must fold up their canopies immediately upon landing. A canopy, which has not been folded within three minutes, indicates the pilot is in need of help. Any pilot who observes such a situation is obliged to render assistance, while avoiding any risk to themselves and contact the organization as soon as possible.

4.11.2 A competitor landing to help an injured pilot should not, at the discretion of the Competition Director, be disadvantaged by this action.

4.12 The Secure / Quarantine Area

4.12.1 This is a clearly marked area to which aircraft and crew must go from time to time as instructed by the Competition Director, usually for the purposes of scoring, fuel measurement and scrutinizing of fuel tank seals, fuel systems, seals etc.

4.12.2 Once in the secure area no aircraft may be touched for any reason without the express permission of the Competition Director.

4.12.3 Entrance to the Quarantine Area is allowed only to authorized persons.

4.12.4 Competitors entrance into the Quarantine area without permission may be liable to disqualification

5. Control of Flight Tasks

5.1 Maps

5.1.1 The official maps will be provided for all competing pilots on registration at the competition site and at task briefings as appropriate.

5.1.2 The maps will show the surrounding terrain and relevant task data in even quality and resolution.

5.2 Timings

5.2.1 Normally, take-off times are taken at the moment a pilot's feet leave the ground except in given time take off.

5.2.2 Normally, landing times are taken at the moment a pilot's feet or any other part of the pilot or equipment touches the ground (except accelerator).

5.2.3 In some tasks timings may also be taken when the pilot kicks a stick or touches

the marker.

5.3 Control points / ground markers

5.3.1 Control points may be: A geographical point, a ground marker, a landing marker or a kicking stick.

5.3.2 Control points may be known or hidden. Exact descriptions and explanations will be given at briefings.

5.3.3 Proof of reaching a control point (evidence) may be either digital photographs, Marshall's reports, sealed GPS or FR recordings or verbal explanations.

The precise requirements and possible changes will be described in the Task Descriptions and on briefings.

5.3.4 Ground markers are mostly flexible sticks, approx. 2m in height, fixed to the ground and visible from a distance. Depending on a task these markers should be kicked (touched) or rounded without touching.

5.3.5 A valid strike on a stick is one where the pilot or any part of the equipment has been clearly observed to touch it.

5.4 Flight Recorders

5.4.1 The status of GNSS flight recorder (FR) evidence relative to other forms of evidence

is as follows:

a. All aircrafts shall carry a FR for certain tasks, which will be used as primary evidence.

b. In the event of a failure of the primary FR, a second FR, an official observer's report may be used as secondary evidence at the discretion of the Competition Director.

5.4.2 Only CIMA approved FRs are recommended but other types may be used by agreement with the Competition Director. Local Rules may permit the use of non-CIMA-approved FRs or GPS's subject to strict usage guidelines. Any FR capable of giving

useful navigational information must be sealed in an opaque container.

5.4.3 Every FR case must be clearly labelled by the pilot with the pilot's name and competition number and (if applicable) this information must be entered into the memory of the FR.

5.4.4 Pilots may decide to carry another FR of their own as back-up in accordance with

the rules at 5.4.2 and should therefore make a data transfer cable and a copy of the transfer software on CD-ROM / memory stick available to the organization if required. Pilots should ensure that they have enough memory to record long flights with a fix every 5 seconds.

5.4.5 Before the championship starts, each FR must be presented to the organization for inspection and recording of type and serial number.

5.4.6 Once the championship has started the pilot must always use the same FR. In the

event of a permanent failure, another FR may be used after it has been presented to the organization for inspection and recording of type and serial number.

5.4.7 All FRs must be presented to the organisation for inspection immediately after the

finish of each task they were used. If secondary evidence is presented then both sets must be clearly marked 1 and 2. Only one set of evidence will be used to verify the flight.

5.4.8 All Competition GPS tracks become the property of the EPPA for subsequent analysis, training and shared learning.

5.4.9 It is the pilot's responsibility to ensure that he/she is fully aware of the functions and

capabilities of his/her FR. e.g. How to operate the PEV marker button, that it has sufficient battery power and that the antenna is correctly positioned, etc.

5.4.10 Pilots using their own GPSs should be able to switch on/off either without taking the

GPS out of its sealed container or ensure it is switched on BEFORE presentation for checking. Pilots will not be allowed to un-seal and re-seal after presentation for the purpose of switching on.

5.4.11 The scoring zone for FRs is independent of any other zone or sector. A scoring zone will normally be a cylinder of 250 m radius or a gate of infinite height. To score a fix,

a point must either be within this circle, or the line connecting two sequential track fixes must pass through the circle or the gate.

5.4.13 A start line, IP or gate time is taken from the fix immediately before the line is crossed. A finish line or FP time is taken from the fix immediately after the line is crossed.

5.5 Fueling safety

5.5.1 Fueling must be arranged in the safe distance from other people and machines with such a precaution to prevent polluting an environment.

5.5.2 It is strongly advisable to find out the location of closest fire extinguisher and it's use before fueling.

5.6 Fueling

5.6.1 Fuel consumption is expected to be measured by weight rather than volume.

Pilots

and machines are weighed before and after economy flights in order to measure the amount of fuel used. Pilots are therefore allowed to fly with unlimited fuel in economy tasks thus allowing every one to participate fully regardless of the engine's economy. The pilots' fuel consumption is now scored in proportion to their bodyweight with a view to levelling the playing field. Traditional economy tasks have been adapted to take into account this new method of weighing.

5.6.2 Procedure for Weighing of Fuel in Economy Tasks

For the purpose of scoring: One litre of fuel = 0.74kg = 740 grams

5.6.3 Weighing of Pilot + Machine before Launch

a. The weighing scale(s) should be located in the quarantine area next to the launch deck. The pilot should only get weighed when he/she is intending to launch. It is the combined pilot + paramotor + all accessories that get weighed, in fact everything that is carried on board, with the exception of the wing. The wing must be detached from the paramotor unit and can be already prepared in the launch deck. Connecting carabiners must remain attached to the paramotor. Wing bags, if used, must either be carried by pilots when weighed or not be taken on the flight. The pilot should carry the paramotor on his/her back, as well as all equipment and accessories when stepping up onto the scale. If the pilot is moving too much on the scale, the readout will fluctuate and the highest value will be recorded. The pilot should then proceed from the quarantine area to his/her wing on the deck with a view to launch as soon as possible.

- b. Marshals should ensure that pilots spend as little time as possible between the weighing and the launching, and may demand for a pilot to be re-weighed if necessary. Marshals should ensure that pilots are not "ballasting" themselves by grabbing soil or stones as they get ready to launch.
- c. Food and drink weigh the same whether in the pilot's pockets or consumed. Once weighed, it is not in the pilot's interest to urinate. However, pilots finding that they need to, should ask permission and will have to be weighed again.

5.6.4 Weighing of Pilot + Machine after Landing

- a. As soon as a pilot lands back on the deck, a Marshal will direct him/her to the scale(s) in the quarantine area, to be weighed immediately. The wing is detached and as before, everything else gets weighed.
- b. Once more, Marshals will be vigilant with pilots not "ballasting" themselves with stones etc. If the pilot is moving too much on the scale the readout will fluctuate and this time, the lowest value will be recorded.

5.6.5 The weight of fuel used shall be the difference between the recorded weight prior to take-off and the recorded weight on landing

5.6.6 If the pilot appears to be suspiciously wet then the Marshal may ask for the flying suit and boots to be weighed separately as well, and take a note of it.

5.7 Bodyweight Index

5.7.1 The process of measuring the Pilot's Bodyweight at Registration is for the purpose of handicapping, allowing heavier pilots to be allowed a greater quantity of fuel than lighter pilots in certain tasks.

5.7.2 This is a one-off activity from which a Bodyweight Index is calculated and may be used for certain economy tasks during the competition.

5.7.3 When reporting to be weighed, the pilot should wear:

- a. minimal attire: no shoes, light trousers and shirt only.
- b. No belt, no heavy jewellery. Pockets should be emptied.

5.7.4 The pilot may choose to be weighed with full stomach and bladder. If the readout on the scale fluctuates, the lowest value is recorded. The pilot is then given a Bodyweight Index to be used in all scoring formulae corresponding to his/her bodyweight. Details will be briefed with task scoring.

5.8 Minimum/maximum altitude

5.8.1 The Competition Director may impose minimum and maximum altitudes (AMSL) when flying some tasks (or parts of), with penalties for contravention.

6. Scoring

6.1 General

6.1.1 The Competition Director's aim is that the proportion of the scores accumulated during the Championships shall be if possible, approximately:

- a. Navigation: 1/3
- b. Economy: 1/3
- c. Precision: 1/3

6.1.2 The overall results will be computed from the sum of the task scores for each competitor, with the winner having the highest total score in the class.

The team prize shall be computed from the sum of the scores of the top three pilots from each team in each valid class in each task.

6.1.3 The National Team Prize is computed from the sum of the scores of the top three pilots of each participating country in each task in each valid class

6.1.4 The Club Team Prize is computed from the sum of the scores of up to the three top pilots of each participating club in each task in each valid class.

6.1.6 All times are taken to Hours, Minutes and Seconds and in the case of precision tasks, tenths of seconds.

6.1.7 A score given to a pilot shall be expressed to the nearest whole number.

6.1.8 All distances travelled shall be calculated from the official map and rounded up to the next 0.5 km.

6.1.9 A pilot who did not fly in a particular task scores zero and will be marked DNF or „Did Not Fly" on the score sheet. A pilot who is disqualified will be marked DSQ.

6.1.10 Deduction of penalty points shall be made after scoring for that task is completed. If a pilot's score is for any reason negative, including penalties, then his/her score for the task will be taken as zero.

6.1.11 The following standard symbols will be used for scoring: V = Speed, D = Distance, T = Time

6.2 Scoring basics, all tasks

6.2.1 There are two main systems for scoring available, FAI scoring system and French scoring system.

6.2.2 According to the FAI scoring system the maximum score may be up to 1000 points per task and is generally calculated as follows:

$P = Q/Q_{max} \times 1000$ Where: Q = pilot scores, Q max = best score for the task, P = Total score but, depending on the task, absolute scores for pilots' performance may also be awarded either in combination with the above or exclusively. Where a combination is used the total available absolute score shall not be more than 50% of the total available score. e.g.: $P = Q/Q_{max} \times 750 + y$ (where the maximum value of y would be 250) OR $P = y$ (where the maximum value of y could be 1000) In all cases: P = Total score, Q = pilot score, Q max = best score for an element of the task, y = an absolute score The winner of the class shall be the pilot gaining the highest total points in the class

6.2.3 According to the French scoring system each task and overall result will be calculated (or normalized) to 30 pts. system as follows:

1 st	30 pts.
2 nd	25 pts.
3 rd	22 pts.
4 th and further	(24 - pilot position) pts. but not less than 2 pts.

In the case there is less than 22 pilots or crew participating, each pilot result is decreased by the difference between 22 and a number of pilots participating. For example for a competition of 7 crews points for positions from 1st to 7th are applied as follows: 15, 10, 7, 5, 4, 3, 2.

6.2.4 Some task's results are calculated according to specific details without considering the best result in the task.

6.2.5 Specific formulas for calculating results of each task are presented in the Task Catalogue and all possible changes will be introduced at briefings.

7. Penalties

7.1 General

7.1.1 In general, any infringement of any flying, safety or task regulation will result in pilots being awarded a penalty or other sanction.

7.2 Disqualification

7.2.1 Actions that will normally result in disqualification are as follows:

- Bringing the contest, its organizers or organizations into disrepute. The use of hostile 'tactical protests' falls into this category.
- The use of performance enhancing drugs or other banned substances.
- Not informing the organization of an injury, medical complaint or medication being taken.
- Unauthorized interference with an aircraft in a Secure/Quarantine Area.
- The use of forbidden equipment.
- Flight outside the specified flight envelope of the aircraft or dangerous flying.
- Flight without a helmet.
- Flight or attempted flight with prohibited equipment.
- Unauthorized assistance during a task.
- Use of any other transport during a task (before declaring an outlanding).
- Repeated violation of additional rules.
- Any flight or other activity deemed by the Competition Director to be unsafe or unsporty.
- Repeated disruption of task briefings.

7.2.2 Any protest against disqualification must be submitted to the FAI National Airports Commission (NAC) of the organizing country and will be handled after the competition.

7.3 Zero Score

7.3.1 Actions which will normally result in a Zero score for the task are as follows:

- Unauthorized changes to canopy, wing or power unit.
- Unauthorized take-off.
- Outlanding in a task where it is not permitted or failure to inform the marshals of an outlanding.
- The aircraft disappears from the sight of the marshals (where remaining in view is a requirement of the task).
- Departure from the permitted flight area (where this is a requirement of the task).

- The task is not completed in the given order (where this is a requirement of the task).
- Repeated disruption of a briefing.
- Assistance on the ground during the course of a task without permission of the Competition Director, Chief Marshal or his/her nominated deputy.
- Violation of additional rules specified during the briefing.
- Failure to attend a briefing.

7.4 20% Penalty

7.4.1 Actions which will normally result in a 20% penalty for the task:

- Pilot late to the briefing
- Disruption of the briefing

7.5 Decisions & Protests

7.5.1 The Competition Director's decision is final, but where appropriate, pilots may challenge decisions using the correct process as described in section 2.4.