

LOCAL REGULATIONS FOR THE EUROPEAN PARAMOTOR CHAMPIONSHIPS

To be held at Łomża, Poland
From 2nd of August to 10th of August in 2008

ORGANISED BY :
Polish National Aeroclub
AND
„Kontakty” Publishing House Ltd.
ON BEHALF OF :
THE FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

Organizer: Polish National Aeroclub

Address: ul. Krakowskie Przedmieście 55, 00-071 Warszawa, Poland

Tel: +48 22 826 76 70

Fax: +48 22 826 02 43

E-mail: biuro@aeroklubpolski.pl

Official Web Site: <http://www.aeroklubpolski.pl>

Local Organizer: „Kontakty” Publishing House Ltd.

Address: Al. Legionów 7, 18-400 Łomża, Poland

Tel: +48 86 216 42 43

Fax: +48 86 216 57 11

E-mail: redakcja@kontakty-tygodnik.com.pl

Official Web Site: www.epc2008.org

www.kontakty-tygodnik.com.pl

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AUTHORITY

These Local Regulations are to be used in conjunction with the General Section and Section 10 of the FAI Sporting Code which shall take precedence over the Local Regulation wording if there is ambiguity

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1 PART 1

1.1 GENERAL

The purpose of the championships is to provide good and satisfying contest to determine the champion in each class and to reinforce friendship amongst pilots and nations

1.2 PROGRAMME DATES

Training:	Only to Thursday 31st July 2008
Aircraft inspection, registration:	From 1st August 2008 (11 am) to Saturday 2nd August 2008 (12 am)
Opening Ceremony:	Saturday 2nd August 2008
First Competition briefing:	Saturday 2nd August 2008
Contest Flying Days:	Sunday 3rd to Friday 8th August 2008
Closing Ceremony, Prize-giving:	Saturday 9th August 2008

1.3 OFFICIALS

Competition Director	Leszek Mańkowski (POL) aerokrak@poczta.fm
Alternate Director	Wojtek Domański (POL) wojtek@dudek.eu
International Jury	Joel AMIABLE (FRA) – president joel_amiable@yahoo.fr José Luis Esteban (ESP) jotaele@ipsa.es Richard Meredith-Hardy (GBR) r.mh@flymicro.com
Stewards	Rene VERSCHUEREN (BEL) r.verschueren@worldonline.be Janet Haines (GBR) janet.haines@btinternet.com
Monitor	José Luis Esteban (ESP) jotaele@ipsa.es

1.4 ENTRY

The Championships are open to all Active Member and Associate Member countries of FAI who may enter 5 pilots in PF1, 4 pilots plus one wheelchair bound pilot in class PL1, 2 aircraft in PF2, and 3 aircraft in PL2, plus one all-female crew in each

class.

- Entries must be made on the official Entry Form.
- If applications, with fees paid, are not received by 30th June 2008, the entry may be refused.
- The entry fee is:

-

€ 350 - for pilot in each class

-

€ 300 - for each co-pilot (navigator)

-

€ 150 - for each team leader

A reduction of € 50 if entry fee paid prior 31st May 2008 (i.e. € 300 – pilot, € 250– co-pilot, € 100 – team leader). The entry fee includes:

-

Competition operations (setting, controlling and evaluating the tasks)

-

All competition materials (maps, task descriptions, control point atlases, etc.)

-

Free use of the airport and free entry to all official events.

-

A tent for each team on the competition site for equipment storage, and team base.

The competition site is located on the area of Landscape Park of Narew River, therefore no camping is possible there. Thus for all competitors, officials, assistants and accompanying persons hotel bed & board will be arranged in "Gromada" hotel in Łomża, for the fee of €250 that covers bed (8 nights) & board (9 days).

Possibility of reduced B&B rates at "Gromada" hotel prior to Championships for training, on condition of notifying organizer before 30th June 2008 - 35 EUR a night.

-

The entry fee is to be transferred before 30th June 2008 to the bank account Wydawnictwo „Kontakty” Sp. z o. o.

Al. Legionów 7, 18-400 Łomża

Bank: BPH SA

Account: 81 1060 0076 0000 4013 4000 0602

SWIFT: BPHKPLPK

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1.5 INSURANCE

According to Polish national regulations a third party insurance of minimum SDR 10 000 (about €10 800) for PF1, PF2 or SDR 750 000 (about €806 200) for PL1, PL2 is obligatory. However a higher third party insurance for PF classes is highly recommended as the obligatory amount of €10 800) might not be sufficient for sever damages (customarily Polish pilots buy an insurance for 1 000 000 PLN which roughly equals to €280 000).

Personal accident insurance for team members and insurance against damage to aircraft are highly recommended. Documentary proof of insurance as specified on the Entry Form must be presented to the Organizers at Registration.

1.6 LANGUAGE

The official language of the Championships is English.

1.7 MEDALS AND PRIZES

FAI medals will be awarded to:

- Pilots placed first, second and third in each class.
- The team score shall be computed from the sum of the scores of the top three pilots of each country in each class in each task grouped together in:
 - Class PF1
 - Class PF2
 - Class PL1
 - Class PL2

If there are less than 8 competitors in either PF1 or PF2, they will be combined into PF team prize.

If there are less than 8 competitors in either PL1 or PL2, they will be combined into PL team prize.

If there are less than 8 competitors in either PF or PL, they will be combined in a common team prize.

- FAI Diplomas will be awarded for those placed first to tenth.

Cups/medals for first three all-female crews in each class will be awarded assuming a minimum of 5 all-female crews taking part in the class. If there is 4 or less all-female crews taking part in the class, the best one will be awarded.

1.8 CHAMPIONSHIP CLASSES

The Championships may be held in the following classes:

PF1, PF2, PL1 and PL2

Each class is a championship in its own right and as far as possible interference of one class by another shall be avoided.

1.8.1 CLASS VIABILITY

For the championships to be valid there must be competitors from no less than 4 countries in a class, with entry fees paid.

1.8.2 CHAMPIONSHIP VALIDITY

The title of Champion in any class shall be awarded only if there have been at least 6 separate tasks.

1.9 GENERAL COMPETITION RULES

1.9.1 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 License and qualifications
- Evidence of competitor's nationality
- Valid FAI Sporting License for pilot and navigator
- Aircraft Certificate of Airworthiness or Permit to Fly
- Evidence of conformity to class rules
- Certificate of 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

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1.9.2 PILOT AND NAVIGATOR QUALIFICATIONS

A competing pilot shall be of sufficient standard to meet the demands of an international competition and hold a valid pilot license or equivalent certificate. Both pilot and navigator must hold an FAI Sporting License issued by his own NAC. The navigator must have reached the age of 14 years.

1.9.3 AIRCRAFT AND ASSOCIATED EQUIPMENT

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

Each aircraft must possess a valid Certificate of Airworthiness or Permit to Fly not excluding competition flying. For pilot from the country where such documents are not obligatory, a pilot's statement regarding aircraft airworthiness in competition flying is required. This document must be issued in or accepted by the country of origin of the aircraft or the country entering it or the country of the organisers. The aircraft must comply with the FAI definition of a Microlight or Paramotor at all times

The aircraft shall fly throughout the championships as a single structural entity using the same set of components as used on the first day except that propellers may be changed provided that the weight limit is not exceeded and the Certificate of Airworthiness or Permit to Fly is not invalidated.

All aircraft must be made available during the Registration period for an acceptance check in the configuration in which they will be flown. The organisers have the right to inspect for class conformity and airworthiness and, if necessary, ground any aircraft for safety reasons at any time during the event.

All aircraft must be equipped with a simple method of sealing the fuel tank, although competition director may not accept the method of the sealing, and request another one.

1.9.4 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.

1.9.5 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. Competitors may not be substituted, change to another class nor change their aircraft

1.9.6 COMPLAINTS AND PROTESTS

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. Complaints concerning provisional scores must be made in writing within the time limit specified on the PROVISIONAL score sheet.

A complaint that could effect a task result must be dealt with and answered in writing before any official score sheet is issued.

If the competitor is dissatisfied with the decision, the Team Leader may make a protest to the director in writing within 12 hours of an OFFICIAL score sheet being issued, or two hours in the case of the last contest task. The protest fee is 50 EUR

1.10 FLYING AND SAFETY REGULATIONS

1.10.1 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 on the official board.

All briefings will be in English and be recorded by dictaphone. A Full task description, met 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.

Procedures for flight preparation, takeoff, flying the task, landing and scoring together with any penalties will be specified in each task description.

Flight safety requirements given at briefing carry the status of regulations.

Team Leaders' meetings, in addition to briefings, may be called by the Director, but shall be held within 18 hours if requested by five or more team leaders.

1.10.2 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.

VFR flights lower than 150 m (500 feet) above ground/water are not allowed (inapplicable to state aircraft), with the exception of areas where near the ground tasks will be placed (specified at briefing)

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Maximum flight level for the competition area is FL95. All flights are to be held in class G airspace, entering class C airspace is forbidden.

Overflying city areas of 50.000-100.000 inhabitants lower than 1000 m above the ground is forbidden. Such areas will be marked at the official competition map presented on competition official board.

1.10.3 PREPARATION FOR FLIGHT

Each aircraft shall be given a pre-flight check by its pilot and may not be flown unless it is serviceable.

1.10.4 FLIGHT LIMITATIONS

Each aircraft shall be flown within the limitations of its Certificate of Airworthiness or Permit to Fly. Any manoeuvre hazardous to other competitors or the public shall be avoided. Unauthorised aerobatics are prohibited.

1.10.5 DAMAGE TO A COMPETING AIRCRAFT

Any damage shall be reported to the organisers without delay and the aircraft may then be repaired. Any replacement parts must be replaced by an identical part, except that major parts such as a wing for a paraglider controlled aircraft may be replaced by a similar model or one of lesser performance. Note. Change of major

parts may incur a penalty.

An aircraft may be replaced by permission of the Director if damage has resulted through no fault of the pilot. Replacement may be only by an identical make or model or by an aircraft of similar or lower performance and eligible to fly in the same class.

1.10.6 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. Practising prior to a task is not permitted.

1.10.7 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 organiser or the organiser's national authority.
- All relevant information can be found on the FAI Web site: www.fai.org/medical

1.10.8 AIRFIELD DISCIPLINE

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

1.10.9 COLLISION AVOIDANCE

A proper look-out must be kept at all times. An aircraft joining another in a thermal shall circle in the same direction as that established by the first regardless of height separation.

A competitor involved in collision in the air must not continue the flight if the structural integrity of the aircraft is in doubt.

1.10.10 CLOUD FLYING

Cloud flying is prohibited and aircraft may not carry gyro instruments or other equipment permitting flight without visual reference to the ground.

1.10.11 ELECTRONIC EQUIPMENT:

CIMA approved GNSS flight recorders and ELT's without voice transmission capability are permitted and may be carried. Sealed mobile phones may be carried for use after landing or in an emergency, the director must be immediately informed if the seal is broken. All other electronic devices with real or potential communication or navigation capabilities must be declared and approved for carriage by the Championship Director.

Before each task the Director will ask marshals to check for infringements. The penalty is disqualification from the competition.

A document describing the device will be signed by the competitor when it is being sealed, and the document will be retained by the organization. After the task, provided the seal is not broken, documents will be returned to each competitor when he comes to unseal the device. If a document is still in the possession of the

organization at the time of issuing the scores, the competitor will get a 100% task penalty.

1.10.12 EXTERNAL AID TO COMPETITORS

Any help in navigation or thermal location by non-competing aircraft, including a competing aircraft not carrying out the task of their own class is prohibited. This is to ensure as far as possible that the competition is between individual competitors neither helped nor controlled by external aids.

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1.11 CHAMPIONSHIP TASKS

1.11.1 GENERAL

To count as a valid championship task all competitors in the class concerned will be given the opportunity to have at least one contest flight with time to carry out the task.

A task for each class may be different and a task may be set for all classes.

A competitor will generally be allowed only one take-off for each task and the task may be flown once only. A competitor may return to the airfield within 5 minutes of take-off for safety reasons or in the event of a GNSS flight recorder failure. In this case a further start may in principle be made without penalty but equally the competitor must not benefit in any way from restarting. Exceptions and penalties will be specified in the Task Description.

Precision tasks may be combined with other tasks or set separately.

1.11.2 TASK PERIOD

Times for take-off, closing of take-off windows, turn points and last landing will be displayed in writing. If the start is delayed, given times will be correspondingly delayed unless specifically briefed to the contrary.

1.11.3 TASK SUSPENSION OR CANCELLATION

The Director may suspend flying after take-offs have started, if to continue is dangerous. If the period of suspension is sufficiently long to give an unfair advantage to any competitor, the task shall be cancelled. Once all competitors in a class have taken off or had the opportunity to do so, the task will not be cancelled except for reasons of force majeure.

1.11.4 TYPES OF TASKS

Only tasks approved by CIMA or listed in S10 A4 will be used:

A Flight planning, navigation estimated time and speed. No fuel limitation.

B Fuel economy, speed range, duration, with limited fuel.

C Precision

A catalogue of tasks (and their scoring systems) to be implemented during the championship is attached to these local regulations.

1.11.5 FLYING THE TASKS

Any part of a competition task may be flown either

a along a set course in the direction specified at the briefing,

b along an in flight decided course in the direction selected by the pilot,

c according to a local pattern specified at the briefing.

The resulting complete task is the combination of the above.

Order of take off may be

- a scheduled take off order, balloted by the Organiser,
- open window,
- current championship or reverse championship order

The actual scheduled take off order is annexed to the relevant Task Description.

If a touch and go is required in order to separate parts of a task, details will be given in the Task Description and at the briefing.

1.11.6 OUTLANDINGS

Outlandings shall be scored zero, unless specifically stated at the briefing. If a pilot lands away from the goal field or from base he must inform the organisers by telephone, with the minimum of delay and at the latest by the closing time of the task. He may break the fuel tank seal and fly home or return by road. Evidence of the landing place must be obtained from photographs and the name and addresses of a witness other than the pilot's national team. On return to base the pilot must go immediately to Control with his report and films. Failure to follow this procedure without good reason may result in no score for the task, charges for any rescue services called out, or disqualification.

1.11.7 FLIGHT BOUNDARIES

Flights terminating beyond the boundaries of the organiser's country shall score only to the point where a straight line between the start point or last turn point and the landing place last cuts the boundary, unless permission is given at briefing to cross such boundaries.

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1.11.8 EMERGENCIES

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

1.11.9 THE SECURE AREA

This is a clearly marked area where the aircraft must be placed from time to time as instructed by the director. Once in the Secure Area and without the expressed permission of the director, no aircraft may be touched for any reason other than to remove it from the Secure Area. Competitors who do not respect the rules of the Secure Area may be liable to penalty.

1.11.10 QUARANTINE

This is a clearly marked area to which aircraft and crew must go from time to time as instructed by the director, usually for the purposes of scoring, fuel measurement and scrutineering of fuel tank seals, fuel systems, telephone seals etc. Once in the Quarantine and without the expressed permission of the Quarantine Marshal, the crew may not communicate with anyone else and may not modify or otherwise change the configuration of their aircraft and items carried. Competitors who do not respect the rules of the Quarantine area may be liable to penalty.

1.12 CONTROL OF TASK FLIGHTS.

1.12.1 TIMING

All times are given, taken and calculated in UTC adjusted to local time or simple

elapsed time (HH:MM:SS), rounded down to the most accurate permitted precision.

Timed precision tasks in championships shall be rounded down to an accuracy of 1/10th of a second if manual timing is used, or rounded down to an accuracy of 1/100th of a second if an approved electronic timing system is used.

1.12.2 FUELLING

Fuel will be measured by weight. Measured fuel quantities include oil where it is mixed with petrol.

Refuelling will be in the order and in accordance with the instructions given at briefing. Failure of the aircraft to be present on time may result in penalty for the pilot.

Official observers will collect documentary evidence that all competitor's fuel systems are sealed immediately after fuelling, and that all competitor's fuel systems seals have been inspected after landing.

1.12.3 ACCURACY

Landing accuracy will be verified by video cameras.

1.12.4 GATES, TURNPOINTS AND MARKERS

Gates are normally a straight line 250m wide perpendicular to the briefed track.

Gates may be:

- Known gates. Their position and height to be crossed will be briefed.
- Hidden gates. The height to be kept along the sections of the course where they are situated will be briefed.

Proof of passing a gate and it's timing will be by Marshals report or GNSS flight recorder evidence, as briefed.

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

Control points may be:

- Known control (turn) points. Their position and description will be briefed.
- Hidden control points. The track along which they will be found and their description will be briefed.

Proof of reaching a control point may be:

- by photography
- by the competitor recording the symbol and position on the declaration sheet
- by a Marshall's report.
- by flight recorder evidence

The precise requirements will be described in the Task Description.

1.13 GNSS FLIGHT RECORDERS

1.13.1 The status of GNSS flight recorder evidence relative to other forms of evidence is as follows:

- All aircraft shall carry a FR which will be used as primary evidence.

- In the event of a failure of the primary FR, a second FR may be used as secondary evidence.

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1.13.2 Only CIMA approved FR (http://www.fai.org/microlight/flight_recorders) may be used and they must be operated in strict accordance with their approval documents.

1.13.3 The FR to be used by a pilot in a championship will be supplied by the pilot. The FR case must be clearly labelled with the pilots name and competition number and (if applicable) this information may be entered into the memory of the FR.

1.13.4 The pilot must make a data transfer cable and a copy of the transfer software on 1,44Mb floppy disk available to the organization if required.

Before the championship starts each FR must be presented together with its CIMA approval document to the organization for inspection and recording of type and serial number. The pilot must be sure it fully complies with any requirements in the approval document e.g. that manufacturer's seals are intact and it is equipped with a data-port sealing device if it is required or it will be rejected by the organization.

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 together with its CIMA approval document to the organization for inspection and recording of type and serial number.

All FR's must be presented to the organization for inspection immediately before the start of each task. 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.

1.13.5 It is the pilots responsibility to ensure that he is fully aware of the functions and capabilities of his FR eg. how to operate the PEV marker button, that it has sufficient battery power and that the antenna is correctly positioned etc.

1.13.6 Where FR data is to be used for scoring, the organizer must have visited every location which could affect the scoring and got a GNSS fix of that position. E.g. turnpoints, hidden gates etc. It is not acceptable to extract positions from a map in any circumstances. Points that will not require FR evidence for scoring (eg. because a marshal is taken times at a hidden gate) must be specifically briefed.

1.13.7 The scoring zone for FR's is independent of any other zone or sector (eg. photo sector). A scoring zone will normally be a cylinder of 200 m radius and of infinite height.

To score a fix point must either be within this circle, or the line connecting two sequential track fixes must pass through the circle. Additionally the task may require one of these fixes to be associated with a pilot event mark (PEV).

Complaints about the physical mis-positioning of a scoring zone relative to a turnpoint will not be accepted unless it can be shown that the physical position of the location is outside a circle of radius $R = R_p/2$ where $R_p =$ Radius or size of the scoring zone defined by the Organizers (ie the physical location must lie inside an inner circle half the width of a gate or radius of a scoring zone).

1.13.8 Gate or point time is taken from the fix immediately before it is crossed.

1.14 SCORING

1.14.1 GENERAL

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

A score given to a competitor shall be expressed to the nearest whole number, 0.5 being rounded up.

All distances not obtained from GNSS shall be calculated from the official map and rounded up to the next 0.5 km.

A pilot who did not fly scores zero and will be marked DNF or "Did Not Fly" on the score sheet. A pilot who is disqualified scores zero and will be marked DSQ or "Disqualified"

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 his score for the task will be taken as zero. Negative scores will not be carried forward.

The following standard symbols will be used for scoring:

V = Speed, D = Distance, T = Time

FlyMicro software is going to be used for competition scoring.

Score sheets shall state the Date for the task and the date and the time when the score sheet was issued, the task description, Task number, classes involved, competitors name, Country, the Competitors Number and Score.

Score sheets shall be marked Provisional, Official, or if a protest is involved, Final. A Provisional score sheet may only become Official after all complaints have been addressed. Scores may not be altered when the Provisional sheet is made Official.

If a failure in GNSS flight analysis or scoring is discovered before the end of the championship and the failure is due to a technical error which emanates from either the Competition Director, or the scoring staff, or the equipment being used for the GNSS flight analysis or scoring, this failure must be corrected regardless of time limits for complaints and protests.

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1.14.2 PENALTIES

In general, any infringement of any flying, safety or task regulation will result in penalty.

Actions which will normally result in disqualification:

- a. Bringing the event, its organisers, the FAI or the sporting code into disrepute.
The use of hostile 'tactical protests' falls into this category.
- b. The use of banned substances.
- c. Unauthorised interference with an aircraft in a Secure Area.
- d. Flight outside the specified flight envelope of the aircraft or dangerous flying.
- e. Flight or attempted flight with prohibited equipment.
- f. Unauthorised assistance during a task.
- g. Interference with the firmware or software of a CIMA approved GNSS flight recorder

FAI Sporting Code - Section 10 - 2008 ANNEX 3 – PART 3, PARAMOTORS 11 Part 2.

2.1 GENERAL REMARKS

2.1.1 RANGE

All aircraft will be expected to have a still air range of 100 km.

2.1.2 THE SECURE AREA

Is a clearly marked area where aircraft must be placed from time to time as instructed by the director. Once in the Secure Area and without the express permission of the director, no aircraft may be touched for any reason other than to remove it from the Secure Area.

Competitors who do not respect the rules of the Secure Area may be liable to penalty.

2.1.3 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 leaves the ground and the moment ten seconds after the entire aircraft including the pilot is airborne.

2.1.4 THE LANDING DECK

Normally:

- A landing deck is a clearly marked area 100m x 100m.
- There will be one landing deck provided for every 30 competitors.
- A landing deck will have a windsock within 100m of its boundary.
- There will be no significant obstacles within 200m of the boundary of a landing deck.
- Unless otherwise briefed, penalties will be awarded to Pilots or any part of their Paramotors touching the ground anywhere outside the landing deck during a task.

(all details will be given at the main briefing)

2.1.5 CONTEST NUMBERS

Canopy shall carry the number centrally on the underside of the paraglider, top towards the leading edge.

2.1.6 EMERGENCY EQUIPMENT

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

2.1.7 PROTECTIVE EQUIPMENT

A protective helmet must be worn whenever the pilot is strapped into the harness of a Paramotor. An emergency parachute system is highly recommended.

2.1.8 PROHIBITED EQUIPMENT

In addition to those items detailed in Part 1 of the local regulations: Disposable ballast & binoculars.

2.2 FLIGHT CONTROL

2.2.1 TIMINGS

Normally, take-off times are taken at the moment a pilot's feet leave the ground.

Normally, landing times are taken at the moment a pilot's feet or any other part of

the pilot or Paramotor touch the ground.

Timings may also be taken when the pilot kicks a stick or flies overhead an observer as briefed for the task in question.

A task is deemed to have started the moment the first pilot to take-off is ready to take-off and ends the moment the last pilot has landed and has exited the landing deck.

In the case of a take-off time window, the precise time of take-off is entirely at the discretion of the pilot but should be within the overall time window. 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.

2.2.2 DISTANCE MEASUREMENT

Distance will be measured for all competitors on the same official map, of a scale not smaller than 1:100 000. Measurement will be made to the nearest 0.5 km.

2.2.3 FUEL MEASUREMENT

Refuelling will be in the order and in accordance with the instructions given at briefing. Failure of the aircraft to be present on time may result in penalty for the pilot.

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Competitors must be able to demonstrate that their entire fuel system is empty.

2.2.4 FLIGHT ACCURACY MEASUREMENT

Ground markers

- Certain ground markers may be designated as "Landing markers", where a bonus score may be available in the task for landing on the marker. Landing markers are min. 4m x 4m.

Kick sticks

- Some tasks may involve the use of "Kicking sticks". A valid strike on a stick is one where the pilot or any part of the Paramotor has been clearly observed to touch it.
- The stick should be approx. 2m in height, visible from a range of at least 250 meters, and of a construction such that it is unlikely to enter a Paramotor's propeller once struck. (Standard ski slalom posts are recommended).
- One or more sticks may be used in a task for the purposes of separating elements of that task (e.g. to take a time) and a bonus score may be available for successfully kicking a sequence of sticks in a given order and/or time.

2.3 FLYING THE TASKS

2.3.1 PROPORTIONS

The proportion of the tasks accumulated during the Championships is approximately A: B:C = 1/3:1/3:1/3

2.3.2 ASSISTANTS

2.3.2.1 GENERAL

Help from assistants is positively encouraged until a competitor enters the deck to

start a task. From that moment onwards, all external assistance is forbidden except from marshals or those people expressly appointed by the Director, until the moment the competitor leaves the deck having finished a task, or otherwise lands according to the outlanding rules.

2.3.2.2 PL1 WHEEL-CHAired DISABLED PILOT

A disabled pilot flying in PL1 class may be assisted in pre-launch preparation by one authorized person. Once the pilot is ready to launch the assistant shall report that fact to the marshal, and will not help any more in the launch procedure. Either holding any part of paramotor or wing canopy, or giving information about a canopy inflation is considered as a help.

2.3.3 TAKE-OFF

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

Open window or given order of take off may be applied to tasks.

All take-offs, unless otherwise briefed, must be effected 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 score.

Before departure a pilot and/or his Paramotor may be inspected at any time for contravention of any regulations. It is the duty of competitors to assist marshals as much as possible in assisting and expediting any inspection.

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.

In the case where the take-off order is given:

- No more than six pilots are permitted on a take off deck at any one time.
- The first 6 pilots must be ready to takeoff at the start of the task.
- Every pilot must take off before the sixth pilot in order after him has taken off or a 20% penalty will apply.
- If a marshal considers a pilot to be causing unreasonable delay (has been on the deck more than 20 minutes with the opportunity to take off), a 20% penalty will apply.

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.

2.3.4 FLIGHT LIMITATIONS

Aerobatics manoeuvres are prohibited. All officials can report to the director in case of aerobatics manoeuvres for penalties

2.3.5 LANDING

All landings, unless otherwise briefed, must be effected 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 score. The pilot may be

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liable to penalty if he or any part of his Paramotor touches the ground outside the deck before he has removed his harness.

- Upon landing, pilots must immediately remove their Paramotor 's from the deck.

- Landings outside the landing deck but within the airfield boundary will attract a 20% penalty.
- Pilots 'abandoning' their Paramotor 's on the landing deck will be liable to penalty.

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 own two feet without falling over. "Falling over as a result of the landing" will be interpreted as:

- GOOD: If the pilot falls to ONE knee - landing score as achieved.
- BAD: If the pilot falls to TWO knees OR if any part of the power unit touches the ground during the landing process - zero landing score.

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

- 500 Ft (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."
- 15 ft (5 m): "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."

Obstruction at landing markers: If a pilot or any part of his Paramotor obstructs the attempted landing or the takeoff of another competitor at a landing marker then a 20% penalty will apply. However, any pilot who scores more than zero for his landing at a landing marker has exclusive use of the area immediately surrounding the marker for a maximum period of one minute in which to clear his aircraft from the area.

2.3.6 EMERGENCIES

All pilots must fold up their canopies immediately upon landing. A canopy that 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 and contact the organization as soon as possible.

2.4 SCORING

2.4.1 ALL TASKS

The maximum score for each task is normalized to 1000 points (except precision landing/takeoff), 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

Name of TeamLeader.....

Names/number of Assistants if known

.....
.....
.....

Names/number of accompanying technical officials if known

.....
.....

**FAI Sporting Code - Section 10 - 2008 ANNEX 4 – PART 3, PARAMOTORS 2
ENTRY FEES**

Fee	Number	Total Entry fee
Pilot / Nav		
Assistant		
Team Leader		
Technical Official		

This amount is enclosed/will be paid by (date) _____ in the form of (currency) _____

Note : The closing date for the receipt of entry fees is 30 June before the start of the event.
Late entries may not be accepted.

We declare that the above information is true.

Signed : Position in NAC

Print Name Date

INSURANCE:

According to Polish national regulations a third party insurance of minimum SDR 10 000 (about €10 800) for PF1, PF2 or SDR 750 000 (about €806 200) for PL1, PL2 is obligatory. However a higher third party insurance for PF classes is highly recommended as the obligatory amount (of €10 800) might not be sufficient for sever damages Customarily Polish pilots buy an insurance for 1 000 000 PLN which roughly equals to €280 000. Proof of cover must be provided at Registration and before the aircraft is flown. Competitors are strongly advised to take out personal accident cover.

PUBLICITY:

A passport type photograph and a short biographical note for each pilot and the team leader should be provided either with this Entry Form or at latest at Registration.

The entry fee is to be transferred before 30th June 2008 to the bank account

Wydawnictwo „Kontakty” Sp. z o. o.

Al. Legionów 7

18-400 Łomża

Bank: BPH SA

Account: 81 1060 0076 0000 4013 4000 0602

SWIFT: BPHKPLPK