



FAI Sporting Code

*Fédération
Aéronautique
Internationale*

Section 10 – Microlights and Paramotors

Annex 7

MODEL LOCAL REGULATIONS AND TASK CATALOGUE FOR PARAMOTOR SLALOM CHAMPIONSHIPS

To Take Effect on 01 January 2025

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

FEDERATION AERONAUTIQUE INTERNATIONALE
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Annex 7 to SECTION 10

MODEL LOCAL REGULATIONS AND TASK CATALOGUE

FOR THEth PARAMOTOR SLALOM CHAMPIONSHIPS

Place Country..... Date

ORGANISED BY :

ON BEHALF OF THE FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

Organizer Address:

Tel:

FAX:

E-mail

Official Web Site

AUTHORITY

These Local Regulations combine the General Section and Section 10 of the FAI Sporting Code with regulations and requirements specific to this championship. The FAI Sporting Code shall take precedence over the Local Regulation wording if there is omission or ambiguity.

CLARIFICATION

Classes PF1, PF2, PL1 and PL2 are "Paramotors".

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

1 COMPETITION DESCRIPTION

Paramotor Slalom is a race made around pylons. A catalog of different slalom circuits is predefined before each competition. Measuring device takes the start and finish time when the pilot flies through the gate. The winner of the task is the pilot who completes the task in the shortest time without penalties.

2 AIMS

- 2.1 To determine champions in paramotor slalom.
- 2.2 To promote safety and develop paramotor training and competition.
- 2.3 To exchange ideas and strengthen friendly relations between participants of the FAI competition.
- 2.4 To allow participants to share and exchange experience, knowledge and information.

3 SCHEDULE

Event	Date
Training / Practice	
General Briefing	
Opening Ceremony	
Competition	
Awards Ceremony	

4 OFFICIALS

Function	Name
Event Director	
Competition Director	
Chief Scorer	
Chief Marshall	
FAI / CIMA Jury President	
FAI / CIMA Jury Member	
FAI / CIMA Jury Member	

5 REGISTRATION

The following documents are required

- 5.1 Pilot License and qualifications.
- 5.2 Evidence of competitor's nationality.
- 5.3 Valid FAI Sporting License for pilot.
- 5.4 Paramotor Certificate of Airworthiness or Permit to Fly.
- 5.5 Primary and Secondary equipment declaration with detailed information.

- 5.6 Evidence of conformity to class rules.
- 5.7 Certificate of third-party Insurance.
- 5.8 Receipt for payment of entry fees.

6 ENTRY FEES

- 6.1 Entry fee for Pilot in each class.
- 6.2 Entry fee for Team Leader, Assistant, Mechanic, Guest.
- 6.3 Entry fee payment deadline.
- 6.4 Entry fees include (example):

- Competition operations
- Training Sessions
- Access to event facilities
- Access to official events
- Water rescue
- Ambulance Services
- Live-streaming Service
- Camping during the event

7 ENTRY LIIMITS

Entry Limits (CAT 1 only)					
PF1	PF1f	PF1s	PL1	PL1s	RCT
5	2	2	5	2	1
Max 16 pilots + 1 Team Leader					

8 INSURANCE

Each pilot must hold valid third-party insurance of at least 750 000 SDR. It may be possible to take out the required insurance if proposed by the organizer. Organizers strongly recommend finding insurance coverage at home. Personal accident insurance for team members and insurance against damage to paramotors are highly recommended. Documentary proof of third-party insurance as specified on the Entry Form must be presented to the Organizer at Registration. (GS. 3.9.6).

9 LANGUAGE

The official language of the event is English.

10 COMPETITION CLASSES

CLASS	LABEL	DESCRIPTION
RPF1Tm	PF1	Paraglider control / Foot-launched / Flown solo / Thermal engine / male pilot
RPF1Tf	PF1f	Paraglider control / Foot-launched / Flown solo / Thermal engine / female pilot
RPF1s	PF1s	Paraglider control / Foot-launched / Flown solo / Thermal engine / Serial
RPL1T	PL1	Paraglider control / Landplane / Flown solo / Thermal engine
RPL1Ts	PL1s	Paraglider control / Landplane / Flown solo / Thermal engine / Serial
TEAMS	LABEL	DESCRIPTION
RCT	RCT	Racing Teams / Relay of 3 pilots / Max 2x PF1 and Max 2xPL1 (1 reserve PL1)
PF1 TEAM	PF1 TEAM	CAT 1 only - 3 Best PF1 Pilots / each task / each Nation
PL1 TEAM	PL1 TEAM	CAT 1 only - 3 Best PL1 Pilots / each task / each Nation
NATION	NATION	CAT 1 only - 3 Best PF1, 3 Best PL1, 1 Best PF1f, 1 Best RCT / each task/ each Nation

10.1 All foot-launched classes are grouped under the PF1 category in a single classification. Additionally, separate rankings are maintained for PF1f and PF1s. Similarly, the PL1 category encompasses both PL1 and PL1s classes, with PL1s also having its own separate classification..

10.2 Combined Nation Score for Paramotor Slalom championships shall be computed from the sum of the scores of:
 - top N pilots in PF1 class (including any PF1m, PF1f and PF1s participant)
 - top N pilots in PL1 class (including any PL1s participant)

where N equals:

- 1 if there are 8 or less pilots participating in a class
- 2 if there are 9 to 16 pilots participating in a class
- 3 if there is 17 or more pilots participating in a class

11 TECHNICAL REQUIREMENTS

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

11.2 Each paramotor shall carry the pilot's number on the front and the back side of the cage oriented right hand.

11.3 Each paramotor and paraglider must possess a valid Certificate of Airworthiness or Permit to fly not excluding competition flying. This document must be issued in or accepted by the country of origin of the paramotor or the country entering it or the country of the organizers. The paramotor must always comply with the FAI definition of a Microlight or Paramotor (S10 1.3).

11.4 Two complete equipment sets (2 paramotors and 2 paragliders) are allowed for the entire competition.

11.5 To reduce the buoyancy of the fuel tank that may force a pilot's head underwater, it is highly recommended to have a 5 liters tank or to fly with a full tank.

11.6 A buoyancy device is mandatory. It is recommended that the buoyancy should be worn by the pilot.

11.7 Light protection armor, rescue parachute and full helmet is highly recommended.

11.8 Every pilot upon registration will be checked for his total weight in flight according to the presented equipment. Total weight is counted with all equipment ready to fly (pilot, paramotor, protections, paraglider, fuel, clothing). Pilots who exceed the limit of the paraglider certificate will not be permitted to fly.

11.9 During the competition there will be technical controls performed on pilots selected by draw.

11.10 Authorised Equipment

11.10.1 Classes PF1m, PF1f, PL1:

Maximum wing load table

Wing Area	m2	13	13.5	14	14.5	15	16	17	18	19	20	22	24
Load limit	kg	110	115	120	125	130	140	150	160	170	180	200	220

11.10.2 Classes PF1m, PF1f, PL1:

a) Maximum wing load table

Wing Area	m2	14	14.5	15	15.5	16	17	18	19	20	22	24
Load limit	kg	110	115	120	125	130	140	150	160	170	190	210

b) Engines are limited to single cylinder models with a maximum capacity of 205cc

11.11 Paragliders used in competition must be of the version available on the market. Prototypes or any modifications to the following paraglider elements are strictly prohibited:

11.11.1 Paraglider shape, and dimension.

11.11.2 Lines configuration, and dimension.

11.11.3 Riser, and riser accessories configuration, and dimension.

11.12 The Competition Director may ground equipment if, in his view, the Certificate of Airworthiness or Permit to Fly is invalidated or dangerous.

12 BRIEFINGS

- 12.1 A General Briefing will be organized prior to the first competition day and all participants willing to fly in competition need to take part in.
- 12.2 All briefings will be in English and be recorded in notes, by tape recorder or video.
- 12.3 A full task description (slalom), meteorological information, flight safety requirements, penalties and details of any prohibited or restricted flying areas will be provided.
- 12.4 Flight safety requirements given at briefing carry the status of regulations (S10 4.21)..

13 PREPARATION FOR FLIGHT

- 13.1 Each paramotor shall be given a pre-flight check by its pilot and may not be flown unless it is serviceable. (S10 4.23.3)
- 13.2 Engine start can be performed only in designated warm up areas with extreme caution. It is forbidden to perform an ignition procedure unless the paramotor is correctly worn by the pilot, all belts are connected, and a protective helmet is in use.
- 13.3 For PL1 class it is forbidden to perform an ignition procedure if the pilot is out of seat.
- 13.4 Throttle control shall be checked with utmost care during every pre-flight check to avoid risk of accidental block or damage.

14 DAMAGE TO A COMPETING PARAMOTOR

- 14.1 Any damage shall be reported to the organizers without delay and the paramotor may then be repaired.
- 14.2 Replacement of parts may be made whatever performance and eligible to fly in the same class.
- 14.3 If the equipment after any collision suffers loss of integrity it is mandatory to obtain permission to repair and verify if the paramotor is still conforming with Certificate of Airworthiness.
- 14.4 A pilot has the right to choose from primary or secondary equipment declared in registration form before every task if it's suitable for his needs.
- 14.5 Any other equipment will not be accepted after the registration process and start of the first official task.

15 TEST AND OTHER FLYING

- 15.1 No competitor may take off on a competition day from the contest site without the permission of the Director.
- 15.2 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.
- 15.3 Practicing prior to an official task is not permitted.

16 AIRFIELD DISCIPLINE

- 16.1 Marshaling signals, circuit and landing patterns will be given at briefing and must be complied with.
- 16.2 All needed information about take-offs according to conditions will be issued in a separate bulletin with graphic explanations of air traffic procedures.
- 16.3 Take-off will be without any assistance other than from registered assistants and only after permission from the Competition Director.

17 WEATHER

- 17.1 During the competition weather forecasts and live indicators will be strictly monitored. As one of the most influential aspects in safety of event it will affect decisions of the Competition Director.
- 17.2 Max Wind Speed: 5 m/s = 18 km/h
- 17.3 In case of nil wind conditions, there will be a focus to monitor "Mirror Effect" on the water and preventive actions will be taken to ensure maximum level of safety.

18 PRACTICE/TRAINING ROUNDS

- 18.1 At least one official training round is required to check if all setup is ready for competition.

- 18.2 Results from official training round(s) can be used for further organization of official rounds take off order lists.
- 18.3 It is recommended that training will be organized in competition regime to give the pilots time to prepare for competition rounds.

19 TAKE OFF/LANDING PROCEDURES

- 19.1 The timing and order list for take-off, will be communicated by official communication channel.
- 19.2 If the start is delayed, given times will be correspondingly delayed unless specifically briefed to the contrary.
- 19.3 Marshalling signals are primary communication on take off, it is in the best interest of each pilot to cooperate and proceed with caution.
- 19.4 Safety is the number one rule, every decision regarding the take off or landing should be planned and executed in the safest possible manner to reduce the risks for others.
- 19.5 Assistants are allowed to be in the deck only after approval from Chief Marshall and using safety vests.
- 19.6 In case a competitor lands for a technical problem in the take-off/landing deck it's possible to relaunch in the given order, before the last pilot on the list.
- 19.7 Landing outside of the deck will be penalized with DNF.

20 SAFETY

- 20.1 Slalom events are only set to be organized over the water, with rescue teams and personal floating devices.
- 20.2 Any infringement to flight safety, safety rules or task rules will lead to a penalty or disqualification.
- 20.3 Sanctioned actions:
- 20.3.1 Unauthorized flights during the competition.
- 20.3.2 Unauthorized equipment or equipment not in conformity.
- 20.3.3 Infringements of Competition Director's instructions.
- 20.3.4 The use of illegal substances is in contradiction with the anti-doping rules. Medical reasons (unfitness, neglect of treatment etc.).
- 20.3.5 Any maneuver considered as dangerous for the public, buildings and competition setup, another paramotor or the pilot.
- 20.3.6 Flying over housing.
- 20.3.7 Flying over the slalom course except for media related flights (permission from CD).
- 20.4 Each paramotor shall be flown within the limitations of its Certificate of Airworthiness or Permit to Fly.
- 20.5 Every pilot must take care to avoid any risk of collision and follow designated corridors between take off, waiting zone, stadium and return for landing.
- 20.6 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.
- 20.7 The decision to impose anti-doping controls may be taken by the FAI, the organizers or the organizers' national authority.

21 COMPLAINTS

- 21.1 A competitor who is dissatisfied on any matter may, through his team leader, make a complaint in writing to the Director.
- 21.2 Complaints shall be made, and dealt with, without delay but in any case, must be presented not later than 6 hours after the respective Provisional Score sheet has been published, not counting the time between 22:00 and 07:00, except for the rounds of the last competition day, or for Provisional Score sheets published on or after the last competition day, when the time limit is 2 hours.
- 21.3 A complaint that could affect a round result must be dealt with and answered in writing before any official score sheet is issued.
- 21.4 All complaints and their responses must be published on the official noticeboard (S10 4.36).

22 PROTESTS

- 22.1 If the competitor is dissatisfied with the decision about its complaint, the Team Leader may make a protest to the Director in writing and be accompanied by the protest fee of 50 €.
- 22.2 The fee is returnable if the protest is upheld or withdrawn before the start of the proceedings.
- 22.3 A protest may be made only against a decision of the Competition Director.
- 22.4 No protest may be made, nor shall one be accepted by the Jury that deals with the composition of a round or a time/score given by the Competition Director.

23 TIMING AND SCORING

- 23.1 Time results will be checked by the photo-finish timing system provided by LYNX System Developers INC. Camera offers time accuracy of 0.001 achieved with up to 20000 fps, manual zoom 16-160 allow to identify every pilot during crossing and save input picture as a proof in registry.
- 23.2 It is the responsibility of the pilot to ensure that a timing gate is crossed as briefed to activate the timing system, as no other form of evidence of a pilot's elapsed time can be accepted.
- 23.3 Every correct crossing will be saved in an image file possible to export in case of any complaints.
- 23.4 A task will be scored by completing the task in the shortest time.
- 23.5 Performance will be timed precisely in thousand parts of a second.
- 23.6 Times will determine the ranking and be converted into points, when relevant, penalties will be added.
- 23.7 Score sheets will state the date for the task and the date and the time when the score sheet was issued, the task number, classes involved, competitors' names, countries, competition numbers and scores.
- 23.8 Score sheets will be marked Provisional, Official and Final in case of protests.
- 23.9 A Provisional score sheet will only become Official after all complaints have been answered by the Competition Director.
- 23.10 Live-scoring software dice.flights can be used during the tasks and after each session tasks will be formally reproduced into provisional sheets for further processing in case of complaints.
- 23.11 Team results in PF1 and PL1 classes are accounted from 3 best results in each task of competition.
- 23.12 Nation results are accounted from 3 best results of PF1 and PL1 class, 1 best result in class PF1f and 1 best result of Racing Team RCT.
- 23.13 Missing pilots in Team/Nation classification will be accounted as DNF (max+6)

24 TASKS

- 24.1. Paramotor Slalom events consist of a maximum of 20 tasks for individual classes and 5 tasks for racing teams. The winner shall be the pilot or racing team with the lowest total points, including penalties.
- 24.2. For the competition to be valid, a minimum of 3 tasks must be completed in each class.
- 24.3. For each 5 tasks flown by a competitor (excluding RCT) during competition, 1 worse result is deducted:
- 24.3.1. 5 tasks completed - 1 worse score is deducted from tasks 1-5
- 24.3.2. 10 tasks completed - 1 worse score is deducted from tasks 6-10
- 24.3.3. 15 tasks completed - 1 worse score is deducted from tasks 11-15
- 24.3.4. 20 tasks completed - 1 worse score is deducted from tasks 16-20
- 24.4. The worst scores will be deducted live after each stack of five tasks is completed. Team and Nation scores will then be computed accordingly.
- 24.5. Penalty points are not deducted from the pilot's score.
- 24.6. If the weather conditions do not permit flying, the competition ranking will be the overall results computed from the sum of the task scores for each competitor, the winner having the lowest total score in the class.
- 24.7. The Competition Director may suspend flying after take-offs have started, if the continuation is dangerous or in case of emergency action.
- 24.8. If the period of suspension is sufficiently long to give an unfair advantage to any competitor, the round shall be cancelled.

25 PENALTIES

- 25.1 Each pilot in each task is obliged to complete correctly and comply with other rules imposed to contest flying, in case of breaking rules specific penalties will apply:

Penalty Points Code – All classes			
Wing collapse	Position in the task	3	CLP
Water touch	Position in the task	3	WAT
Failed Entry	Number of pilots	1	FEN
Failed Exit	Number of pilots	1	FEX
Error in circuit	Number of pilots	2	ERR
Not fly in task	Number of pilots	6	DNF
Incident	Position in the task	1-3	INC
Water splash (except engine cut)	Number of pilots	5	SPL
Water splash (engine cut)	Number of pilots	2	ENC
Racing Teams			
Early Entry	Time between pilots X3	0	EEN
Late Entry	Time between pilots	0	LEN
Limit situation	Number of pilots	5	LTD

- 25.2 Multiple Penalty - only 1 highest value penalty is considered to score.
- 25.3 Collapse - any deformation of the profile will be considered a collapse.
- 25.4 Every task will be recorded, and the official record will serve as proof in case of complaints, however situations out of sight will be consulted with officials designated to monitor air traffic.

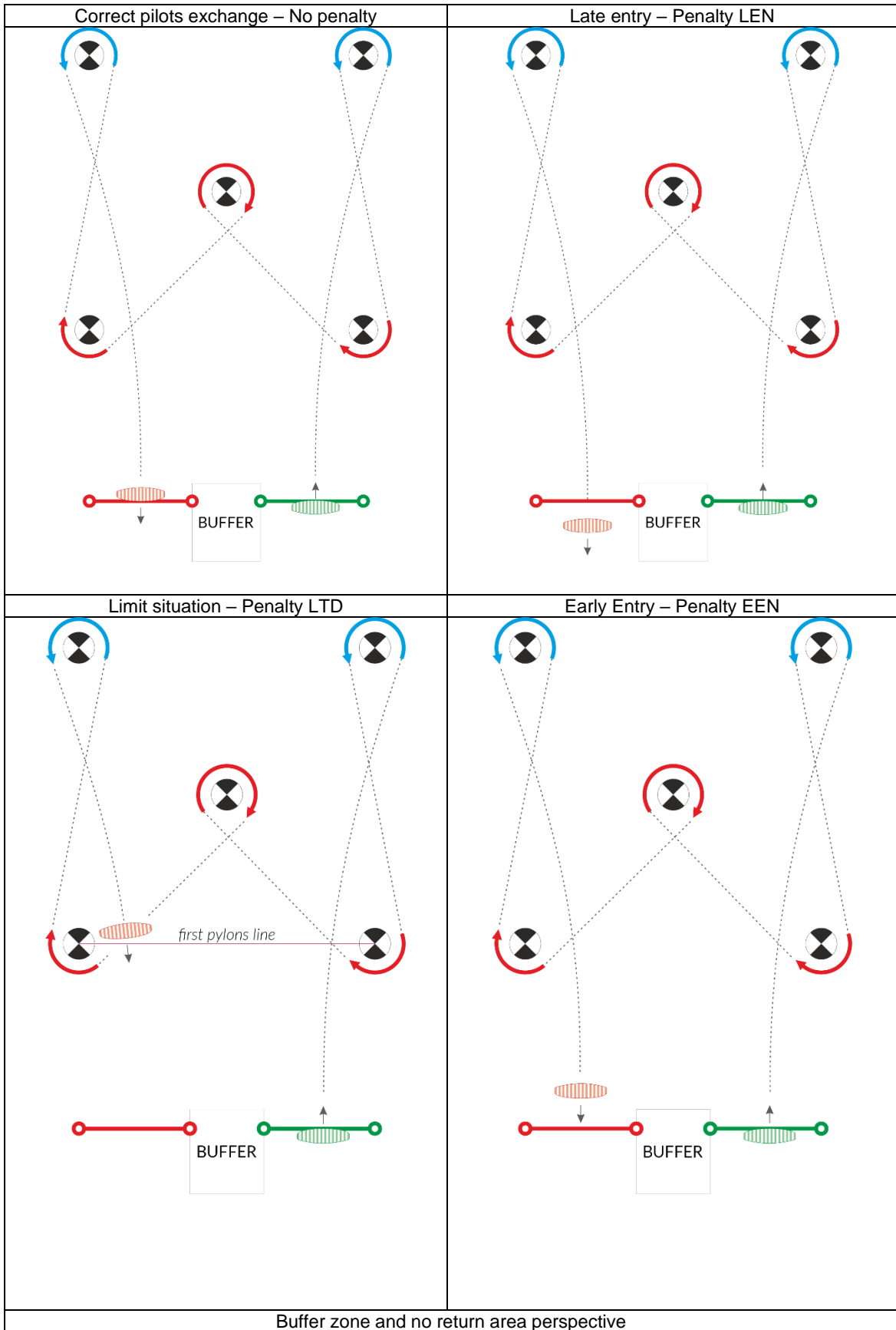
26 OPERATIONS OF THE TASKS

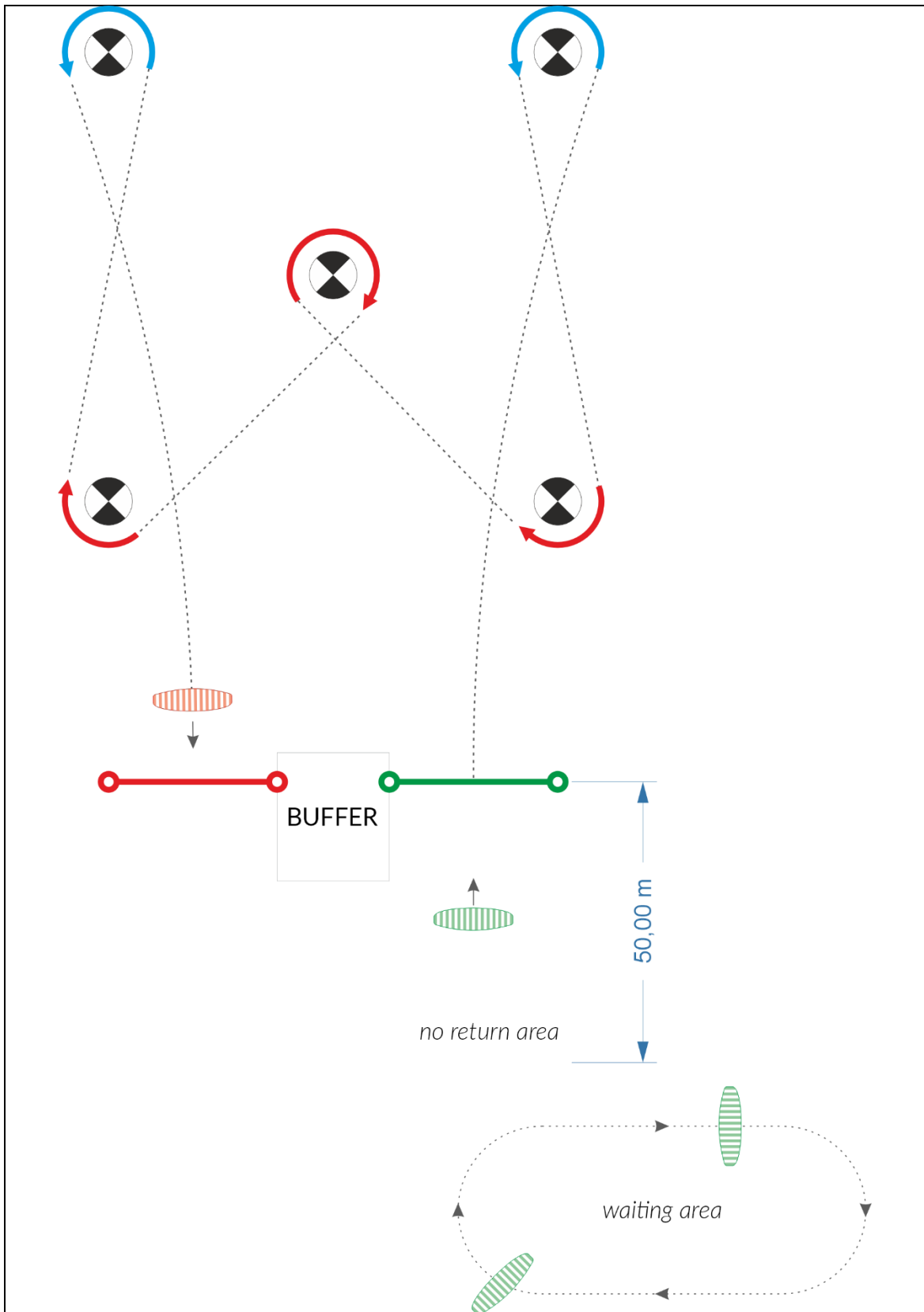
26.1 Individual classes

- 26.1.1 Pilots' take-off one by one after marshals' green flag/green light according to order.
- 26.1.2 Only 3 pilots are in the waiting area.
- 26.1.3 All pilots proceed directly to the waiting area.
- 26.1.4 1st pilot to enter the circuit at low altitude.
- 26.1.5 2nd pilot to enter the circuit at medium altitude.
- 26.1.6 3rd pilot to enter the circuit at high altitude.
- 26.1.7 Circulation directions in the waiting zone will be indicated during the briefing and may change according to the decision of the Director.
- 26.1.8 All pilots in the waiting zone are obliged to keep visible separation of distance and altitude over pilots in the lower position.
- 26.1.9 They join the waiting area and wait for the green flag/green light to start the circuit.
- 26.1.10 Pilot entering the task shall proceed immediately when green light/flag is indicated.
- 26.1.11 The clock starts when the pilot passes through the gate (only 1 attempt).
- 26.1.12 The clock stops when the pilot passes through the gate (only 1 attempt).
- 26.1.13 If in any situation both green/red flags or light will appear it is a signal to perform immediate landing in the deck.

26.2 RCT Racing Teams

- 26.2.1 Pilots' take-off one by one after marshals' green flag/green light according to order.
- 26.2.2 Complete Racing Team (3-4 pilots) proceed to the waiting zone.
- 26.2.3 First pilot crosses the gate and open the time for the team.
- 26.2.4 Second pilot remain in front of stadium in designated area and proceed simultaneously to the entry gate when first pilot follow exit gate.
- 26.2.5 Third pilot continue same routine to second pilot, after his cross of the exit gate the time stops.
- 26.2.6 Pilots proceed for safe landing to deck.
- 26.2.7 Reserve pilot is designated to act in the event of engine failure or other circumstances and exchange one of his teammates.
- 26.2.8 Racing Teams specific rules:

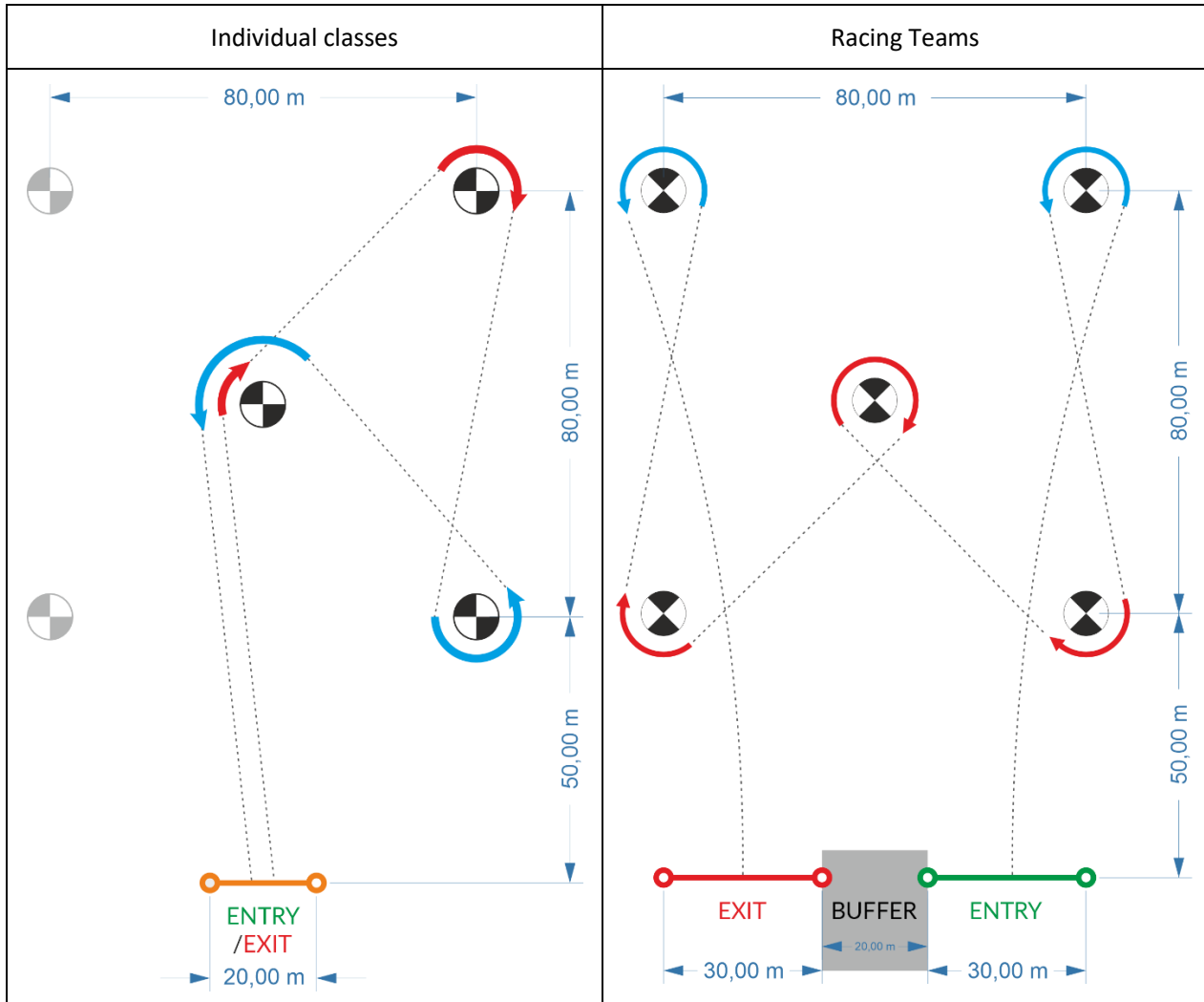




27 STADIUM SPECIFICATION

- 27.1 5 “dice” official stadium setup
- 27.2 Pylon size: 8 or 12 meters.
- 27.3 Pylon material: Paraglider Fabric
- 27.4 Pylon count per stadium: 5 units
- 27.5 Stadium size: 80 x 80 meters.

- 27.6 Gate distance from line of first pylons: 50 meters.
- 27.7 Gate width: 20 meters (individual) 2x30 meters (Racing Teams)
- 27.8 Gate material: 4 x 30-centimeter polypropylene buoys
- 27.9 Task setup: 2-5 pylons, 3-7 turns
- 27.10 Official setup:



28 OFFICIAL COMMUNICATION CHANNEL

28.1 General Competition Groups – serving as an announcement group for all participants of the event to ease access and ensure that everybody is well informed on time. Group shall be established on popular and accessible platforms (Whatsapp, Telegram, etc.)

29 COMPETITION VALIDITY

- 29.1 The title in any class shall be awarded only if there have been at least 3 rounds in each class.
- 29.2 For a category 1 championship to be valid there must be competitors from no less than 4 countries in a class, ready to fly the first round, and must start a minimum of 1 round. (S10 4.3.2)

30 STATUS OF RULES AND REGULATIONS

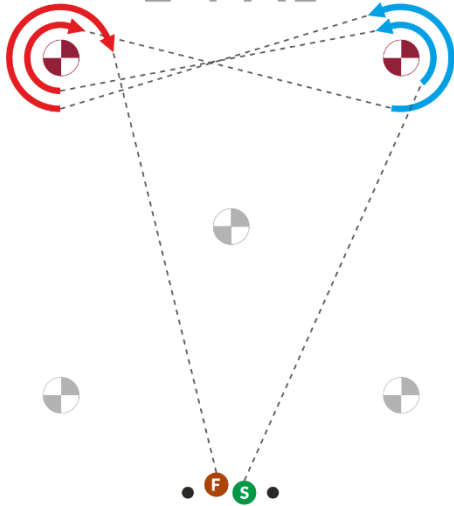
30.1 Once competition flying on the first day has started, no rules or regulations may be changed. Any additional requirements within the rules needed during the event will not be retrospective. (S10 4.9.4)

31 CONFORMITY TO RULES

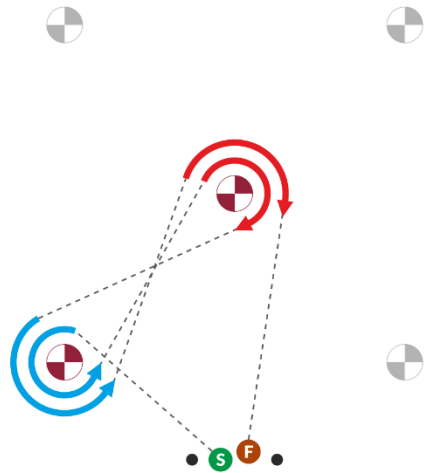
31.1 Each competitor is required to conform to the laws and to the rules of the air of the country in which the event is held (S10 4.23.1).

32 TASK CATALOGUE

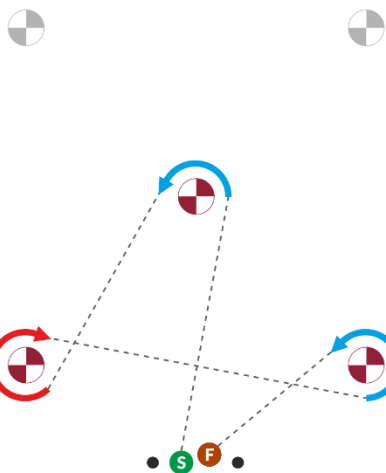
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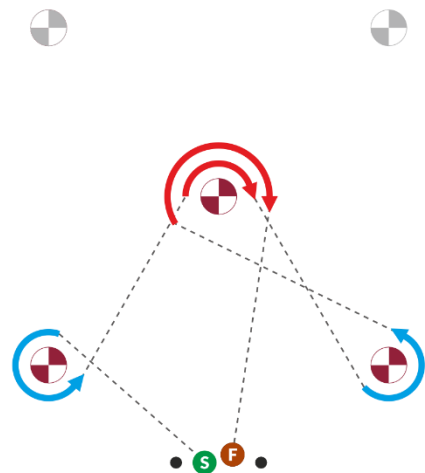
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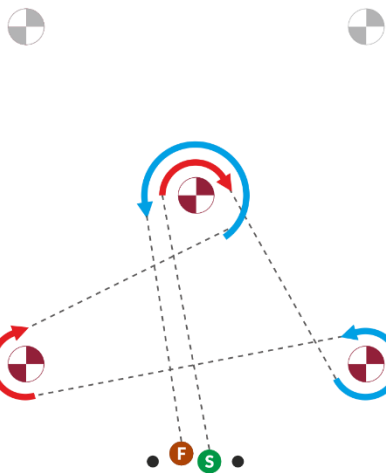
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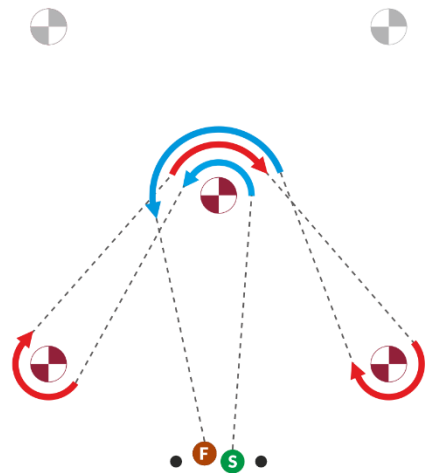
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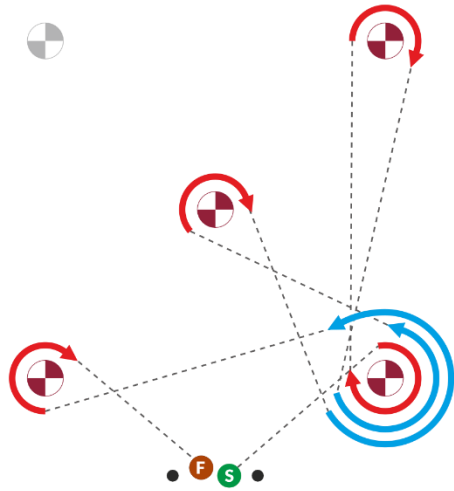
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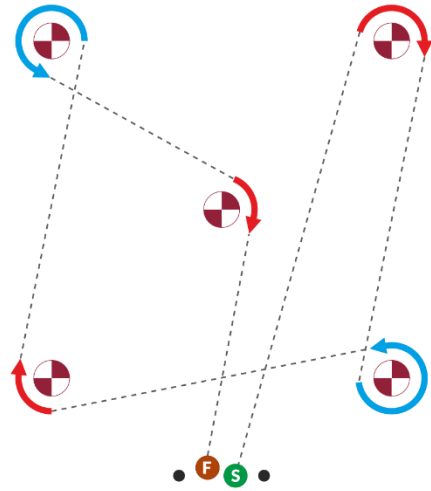
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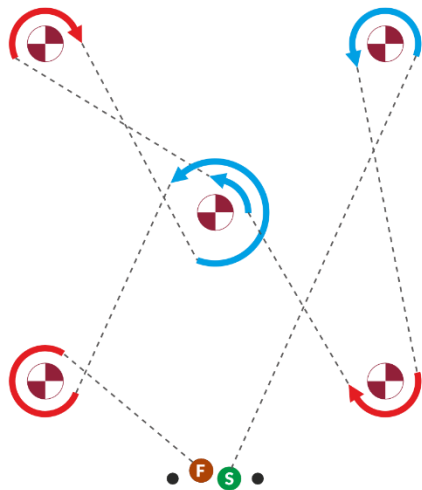
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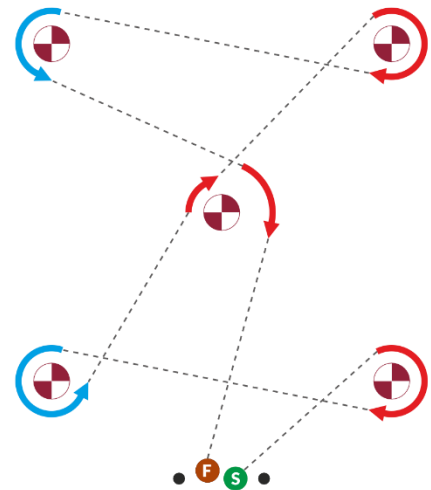
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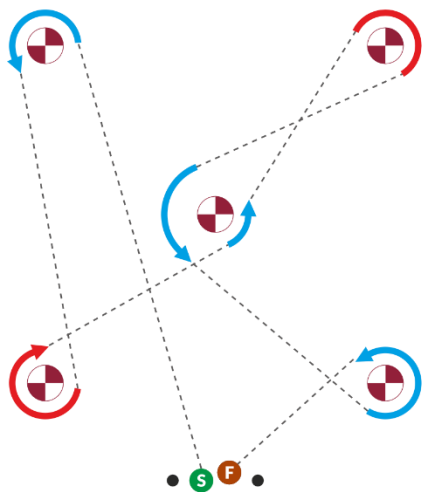
5-6-M15



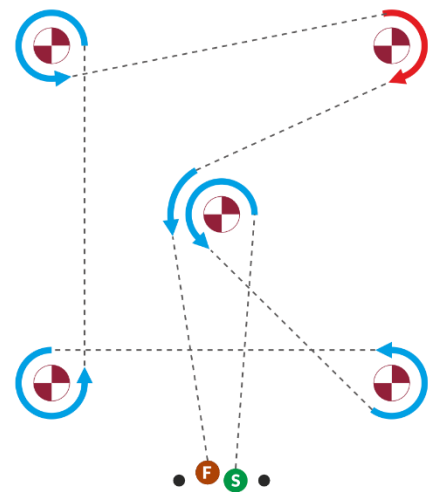
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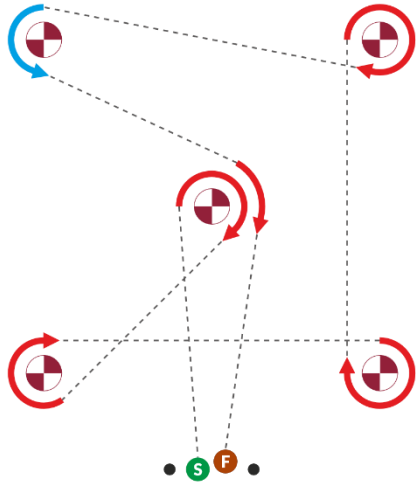
5-6-M17



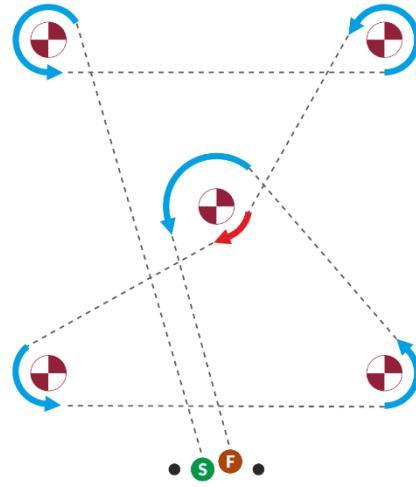
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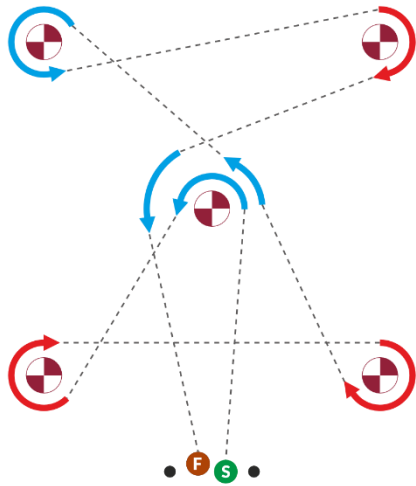
5-6-M19



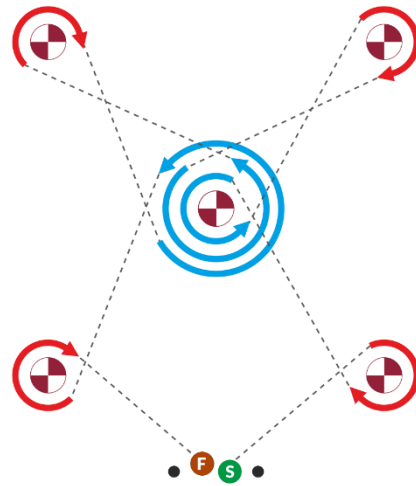
5-6-M20



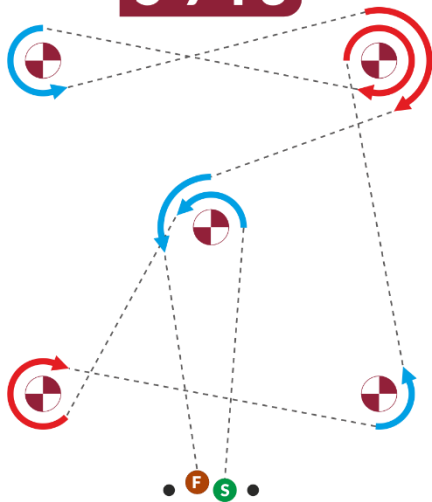
5-7-F1



5-7-F2



5-7-F3



Legend:

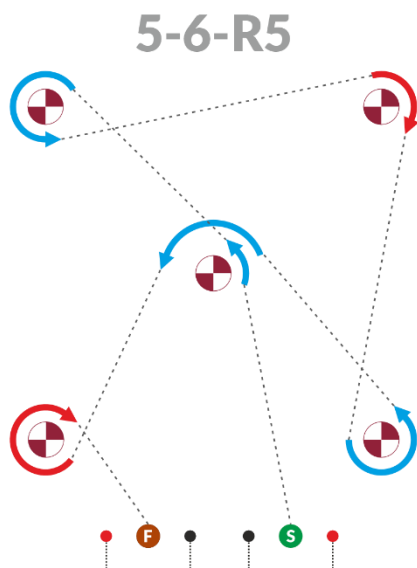
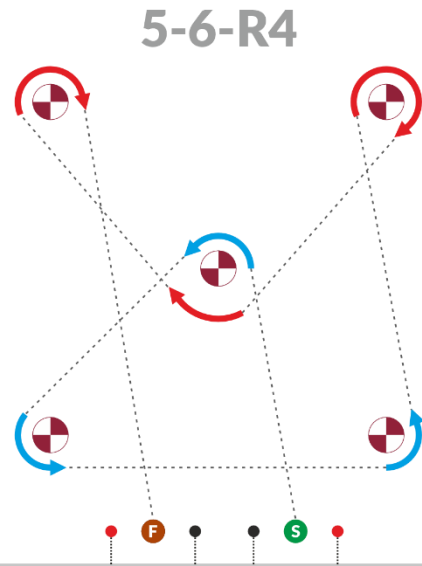
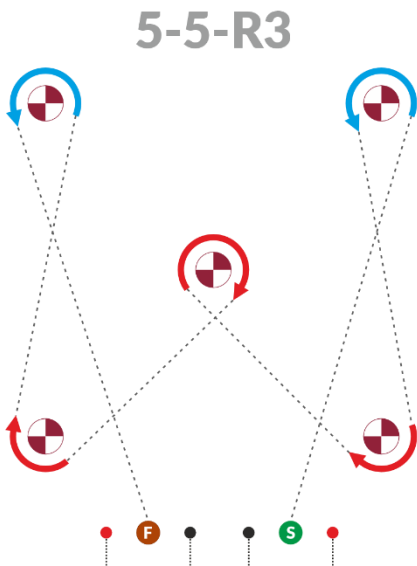
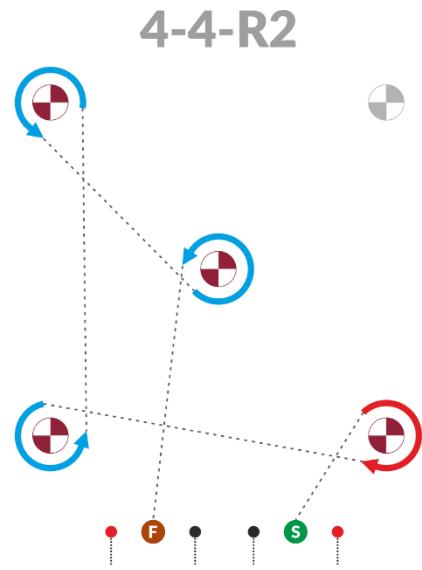
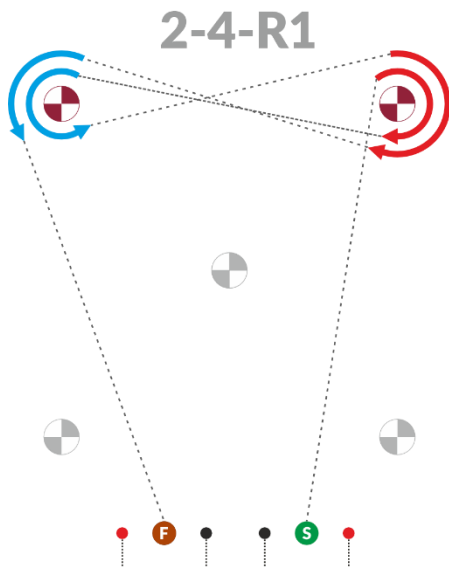
2-3-M2: - „2" pylon active
 - „3" turns during task
 - „M" task 2

5-7-F2: - „5" pylon active
 - „5" turns during task
 - „M" final task 2

M1-M20: - Qualification tasks

S: - Start task / Start time

F: - Finish task / Finish time



Legend:

5-6-R5:

- „5" pylon active
- „6" turns during task
- „R5" task 2

S: - Start task / Start time

F: - Finish task / Finish time