

LOCAL REGULATIONS FOR THE

Swedish Open Paramotor Championships 2014 as part of **World Paramotor League Cup** (application in progress)

Ålleberg, Falköping. Dates 28. May - 01 June 2014

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AUTHORITY

These Local Regulations combine the General Section and Section 10 (<http://www.fai.org/cima-documents>)of the FAI Sporting Code with regulations and requirements specific to these championships. The FAI Sporting Code shall take precedence over the Local Regulation wording if there is omission or ambiguity.

(Reference to FAI Section 10 written as §S10ö and paragraph number)

Swedish pilots must comply with the rules of Swedish Paragliding Association, primarily §Föreskrifter och Definitionerö but also other applicable documents.

Regarding Swedish championship status applicable rules from §Riksidrottsförbundetö and §Svenska flygsportförbundetö applies.

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1. GENERAL

1.1 MISSION STATEMENT

Cirrus Skärmflygarklubb is honoured to be hosting Swedish Paramotor Championships 2013 and Swedish Open Paramotor Championships 2013, as part of World League Cup.

Over the last few years the paramotor community have developed in Sweden and this first international competition inspired by a traditional FAI multi task competition is aimed to develop the community even further.

We are honoured and pleased to receive assistance in organising the competition from Estonia who have experience from both organising and participating in international competitions, eg. Baltic Sea Open in Estonia. Their experience will be of huge help in planning and conducting the competition and receive the best advice regarding task philosophy, scoring and pilots needs. They will also help with training of both for pilots and organisers during the days before the event.

Our intention is to involve pilots from all over Sweden in competing as well as organising the competition. Volunteers are needed for the competition and participating is a great opportunity to get an insight in arranging a competition and gain experience for future competitions. Please contact the organisers (sopc@cirrus.nu) if you like to be part of the event.

Task philosophy is one of the most important aspects of a successful event. Not only should tasks be enjoyed by all participants, as well as being meaningful in the sporting sense, they should hopefully steer the design of our flying machines in the right direction.

We are therefore determined to run an event for pilots, optimising time in the air, with fun and simple, yet challenging tasks. Airborne decisions are to prevail over traditional ground task planning. Tasks are to be set specifically with paramotors in mind.

In these Local Regulations, we are introducing quite a few changes and additions to traditional FAI Section 10. All these new features have been tested in successful National Opens in various countries.

Here are some of those features:

- More flying, more tasks
- Larger decks with open launching, whenever possible
- No zero score, whenever possible
- Fewer penalties
- Easy fuelling procedure for economy tasks
- Fair scoring in economy tasks

We are hoping to attract participation from as many European countries as possible.

A successful competition is one when all the members of the organisation are pleased to get involved and are wishing they were competing themselves. It is also a competition when all pilots and Teams regardless of their final positions, can return home with fond memories and with many more friends, and this is precisely our ultimate aim.

1.2 LOCACTION

The competition centre will be at Älleberg Airfield, SE of Falköping.
GPS coordinates: N 58° 8.273', E 13° 36.054'

Map sites:

<https://www.google.se/maps/@58.1307643,13.5980236,3357m/data=!3m1!1e3!5m1!1e4>
<http://kartor.eniro.se/m/nBpVU>

Airport map. ONLY FOR GENREAL INFO. NOT VALID FLIGHT MAPS.

<http://www.falkoping.net/jan.eriksson/falkoping/svfak.jpg>

<http://www.falkoping.net/jan.eriksson/falkoping/svfaf.jpg>

<http://www.falkoping.net/jan.eriksson/falkoping/svfff.jpg>

1.3 PROGRAMME DATES

Registration, training, aircraft inspection:	26-28 May 2014
First competition briefing:	28 May 2014 20.00 Mandatory
Contest flying days:	29 May ó 1 June 2014
Last competition task:	Finished at 11.00 1 June
Closing party:	31 May 2013 evening
Closing ceremony, prize-giving:	1 June 2013 (mid day)

1.4 OFFICIALS

Competition Director:	Tomas Peterson (monicaspappa@gmail.com)
Deputy Competition Director:	Paap Kolar (paap@paap.ee)
Chief Marshal:	Ulf Pernbrink (+46 (0)70-839 28 88)
Chief Scorer:	TBA
International Jury:	TBA

1.5 ENTRY

The Championships are open to all Active Member and Associate Member countries of FAI with no limitations. The numbers of participants are limited to 40 pilots of which 25 is initially reserved for Swedish pilots. This ratio might be subject to change by the organisers depending on registration.

Entry fee:	700 SEK / 75 Euro before 1 st of April
	750 SEK / 80 Euro from 1 st of April to 10 th of May
	800 SEK / 85 Euro after 10 th of May

Registration is done by paying the enrty fee to Cirrus Skärmflygarklubb bank account:
Within Sweden, PG: 4981630-9

International payment

Beneficiary:	Cirrus Skärmflygarklubb
Bank account number:	9960 4249816309
IBAN:	SE10 9500 0099 6042 4981 6309
SWIFT/BIC:	NDEASESS
Bank:	Nordea Bank AB
Bank address:	Smålandsgatan 17, 105 71 Stockholm

The registration shall be accompanied by an E-mail (sopc@cirrus.nu) in order to be valid including the following information:

Bank account number (for tracking payment)

Name (and following for competition register)

Nationality

Phone number

Club

Lisence number

ID number on glider (if existing)

Glider type

Glider colour

Engine type

Name and contact information to ICE-person (In Case of Emergency)

Entry Fees include:

- Competition management (setting, organising, controlling and evaluating the tasks, briefings, prize-giving etc.).
- All competition materials (maps, task descriptions, competition numbers etc.)
- FAI CIMA approved AMOD loggers. (GNSS/GPS flight recorder)
- **Training days arrangements** (training task management etc.).
- Free use of the airfield.
- Weatherproof overnight storage for aircraft and equipment.
- Free entrance to all official events.
- Closing party
- Environmental fee (toilets and waste management).

1.6 ACCOMMODATION & CATERING FEES

At Ålleberg airfield a couple of cottages are available to rent. Each cabin has four single rooms. Toilet and shower in nearby building. Bring you own bed sheets and towel. Price 250 SEK/night. (rent bed sheets for 20 SEK) (app. 27 Euro/night and 2 Euro for renting sheets)

There are also grass fields providing the possibilitie to camp (tent/camper/RV). Price 100 SEK/night (app. 11 Euro/night) for campers or RVs + 30 SEK/night (app. 31 Euro/night) for electricity. Tent 50 SEK/night. (app. 55 Euro/night)

The airfield have a small resturant and café where visitors can purchase food and drinks.

For booking please call Ålleberg Café & Resturant: +46 (0)515-37 157

<http://www.allebergscafe.se/Camping-Rum-och-Priser/> (please call ó don't mail according to webpage)

Other options might be:

<http://www.motellalleberg.se/rum/>

Or search through www.booking.com (Search for Falköping)

1.7 INSURANCE

For the all classes a third party insurance is mandatory. Pilots without third party insurance may contact Swedish Paragliding association (www.paragliding.se) in order to acquire third party insurance no later than 15/5.

Personal accident insurance is highly recommended.
All applicable insurances must be presented at registration.

Third party insurance must comply with Swedish law. (eg. cover a value of minimum appr. 750 000 Euro)

1.8 LANGUAGE

The official language of the Championships is English. Translating assistance from English to Swedish will be provided during briefings.

1.9 MEDALS AND PRIZES

Trophies will be awarded to pilots in each valid class:

- Swedish championships, National class. Pilots placed first, second and third.
- Swedish championships, Open class. Pilots placed first, second and third.
- Swedish Club Teams placed first, second and third.
- National Teams placed first, second and third.

1.10 CHAMPIONSHIP CLASSES

The Championships may be held in the following classes (S10 1.5):
PF1, PF1f and PL1.

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

PF1m = Paramotor Footlaunch single pilot male.

PF1f = Paramotor Footlaunch single pilot female.

PL1 = Paramotor trike (Landing gear) single pilot.

1.10.1 CLASS VIABILITY

For a championship to be valid there must be no less than 5 pilots for class PF1 and 3 pilots for the class PL1, ready to fly the first task and must start a minimum of one task.

1.11 CHAMPIONSHIP VALIDITY

The title of Champion in any class shall be awarded only if there have been at least 3 separate tasks. (S10 4.3.3)

2. GENERAL COMPETITION RULES

2.1 REGISTRATION

On arrival the Team Leaders and members/pilots shall report to the Registration Office to have their documents checked and to receive supplementary regulations and information. The following documents are required:

- Valid FAI Sporting License for non Swedish pilots and Swedish pilots participating in the Open class. For pilots participating only in the National class FAI license is not mandatory

but recommended.

- For Swedish pilots without FAI license, a valid PM-license.
- Evidence of competitor's nationality or residence.
- Certificate of Insurance (if applicable).
- Liability waiver (signed on registration).
- Receipt for payment of entry fees.

The Registration Office will be open in the briefing room as indicated on the information board.

2.2 TEAM LEADERS AND ASSISTANTS

Each nation can designate a Team Leader, who may also be a competitor. The Team Leader shall be registered at the Registration Office before the first briefing.

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.

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

All briefings will be in English and may be recorded in notes, by tape recorder or video. Translation assistance to Swedish will be available during briefings.

2.3 PILOT QUALIFICATIONS

A competing pilot shall be of sufficient standard to meet the demands of an international competition with a minimum flying experience of 30 hours of flying time. FAI Sporting license issued by NAC is mandatory for all visiting pilots and Swedish pilots wishing to participate in the Open class. (S10 4.16.2) For Swedish pilots without FAI license, a valid PM-license is mandatory.

2.4 AIRCRAFT AND ASSOCIATED EQUIPMENT

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

The aircraft must comply with the FAI definition of a Paramotor at all times (S10 1.3 & 1.4).

The aircraft shall fly throughout the championships as a single structural entity using the same set of components as used on the first task except that propellers may be changed.

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 if necessary, ground any aircraft for safety reasons at any time during the event.

2.5 FLIGHT RANGE

All aircraft will be expected to have a still air range of 100 km (S10 4.17.7)

2.6 CONTEST NUMBERS

Aircraft shall carry the number as instructed upon registration at the competition.

2.7 FLIGHT LIMITATIONS

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

Unauthorised aerobatics are prohibited. (S10 4.23.2)

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

Cloud flying is prohibited.

In thermaling tasks pilots must fly according to their own judgement in accordance to their experience, training and license.

Any flying in competition area outside of competition is not allowed during tasks. Other times flying might be allowed but is not allowed without permission from competition director.

2.8 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 may be replaced by a similar model or one of lesser performance.

Note: Change of major parts may incur a penalty. (S10 4.23.4)

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.(S10 4.23.5)

2.9 MANDATORY EQUIPMENT

A protective helmet must be worn whenever the pilot is strapped into the harness of an aircraft.

An emergency parachute system is mandatory.

2.10 PROHIBITED EQUIPMENT

Disposable ballast, binoculars and gyroscopic instruments or other equipment permitting flight without visual reference to the ground.

3. FLYING AND SAFETY REGULATIONS

3.1 COMPLIANCE WITH THE LAW

Each competitor is required to conform to the laws and the rules of the air of Sweden. (S10 4.23.1)

3.2 OFFICIAL NOTICE BOARD AND OFFICIAL TIME

The official notice board will have the form of a website and may be duplicated (in whole or parts) in the briefing room on paper or notice board. Competitors will be able to connect to the organisers' intranet/internet and teams are expected to bring their own computers provided with a WiFi network interface.

Official time is local Swedish time (GMT+2)

3.3 COMPLAINTS & PROTESTS

The complaint and protest procedures are as described in Section 10 4.35 and 4.36.

The protest fee is 50 euros.

3.4 GNSS FLIGHT RECORDERS

A CIMA approved GNSS Flight Recorder (FR) must be used as primary evidence in most tasks, when GPS evidence is required.

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

Pilots must supply their own secondary FRs. GNSS/GPS devices used as FR with map functionality shall be sealed by marshalls.

AMOD loggers are the preferred FRs and will be available from the organisers.

Each FR must be presented to the organisation for inspection and recording of type, serial number and labelling as briefed at opening briefing.

Once the championship has started the pilot must always use the same FR. In the event of a

permanent failure, another CIMA approved FR may be used with the permission of the organisers. It is the pilot's responsibility to ensure that he is fully aware of the functions and capabilities of his FR, that it is switched on when needed, has sufficient battery power and that the antenna is correctly positioned.

3.5 ELECTRONIC EQUIPMENT

Other than CIMA approved GNSS Flight Recorders, all other electronic devices with real or potential communication or navigation capabilities must be declared and approved by the Championship Director, and may be carried **switched off and sealed only**.

A document describing each device will be signed by the competitor when it is being sealed, and the document will be retained by the organisation. After the task, provided the seal is not broken, documents will be returned to each competitor when he comes to unseal the device. The director must be immediately informed if the seal is broken. If a document is still in the possession of the organisation at the time of issuing the scores, the competitor will get a 100% task penalty. Before each task the Director will ask marshals to check for infringements. The penalty is disqualification from the competition.

Unless otherwise briefed, then in the period between entering quarantine before flying a task and leaving quarantine after flying a task, only materials issued by the organiser, mathematical calculators without any capability for any data transfer, and clocks/stopwatches may be used for pre-flight preparation and flight control. No other electronic devices with real or potential communication and/or navigation capabilities shall be available to, or accessed by the pilot or crew. (S10 4.27)

It is recommended to bring altimeter (Variometer) for altitude measuring.

3.6 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. (S10 4.26)

Sealed phones can be used only in case of emergency.

4. CHAMPIONSHIP TASKS

4.1 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. (S10 4.29.5)

A competitor will generally be allowed only one attempt 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. (S10 4.30.3)

Tasks or parts of tasks may be combined with each other or set separately.

4.2 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.

4.3 TASK SUSPENSION OR CANCELLATION

The Director may suspend flying after take-offs have started. If the period of suspension is sufficiently long to give an unfair advantage to any competitor, the task may be cancelled. At any time, the Director may decide to cancel the task, for sporting or safety reasons.

A clear ground marker on the airfield will be used, as briefed, to indicate that a task has been cancelled.

Some tasks or parts of the tasks may still be scored in the event of a cancellation, depending on the task description and briefing, based on the performance at the official time of cancellation.

4.4 TYPES OF TASKS

Tasks shall, as far as practicable, conform to the following guidelines:

A Navigation: 33% of the total value of the tasks flown

B Economy: 33% of the total value of the tasks flown

C Precision: 33% of the total value of the tasks flown

4.5 OUTLANDINGS

Depending on the task description and the briefing, an outlanding may be scored zero for part of the task or the whole task.

If a pilot lands away from the airfield or the goal field, he must fold up his wing 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 organisation as soon as possible.

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

Organisers must then be informed by telephone, with the minimum of delay and at the latest by the closing time of the task. Pilots may fly home or return by road. On return to base he must go immediately to Control with his evidence. Failure to follow this procedure without good reason may result in the pilot not being scored for the task, or being charged for any rescue services which have been called out, or getting disqualified. (S10 4.32)

4.6 QUARANTINE AREA

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 task planning, scoring or fuel measurement. 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.

4.7 TASK CATALOGUE

For further information see separate document, 'Task catalogue' on official webpage.

<http://cirrus.nu/?pageId=33>

5. FLYING THE TASKS

5.1 ASSISTANCE

5.1.1 GENERAL

Help from assistants is positively encouraged until a competitor enters the launch 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.

5.1.2 PL1 WHEEL-CHAired DISABLED PILOT

A disabled pilot flying in PL1 class may be assisted in pre-launch preparation by one authorised 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.

5.2 TAKE-OFF

In all tasks, PF1s must be foot launched.

PL1s must take off on their wheels, although the wings may be inflated without the wheels touching the ground.

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 launch deck, except for emergency or other provisions given at briefing. Failure to comply may result in a penalty of 20% of the pilot's score.

Before departure, a pilot and/or his aircraft 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 expediting an inspection.

5.3 LANDING

All landings, unless otherwise briefed, must be effected entirely within the landing deck, except for emergency or other provisions given at briefing.

- Upon landing, pilots must immediately remove their aircraft from the deck.
- Landings outside the landing deck but within the airfield boundary will attract a 20% penalty
- Pilots 'abandoning' their aircraft on the landing deck will be liable to penalty.

5.3.1 PRECISION LANDING

In tasks where pilots are asked to make a precision landing or to land on a marker:

In PF: 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 PL: The objective is for the pilot to make a good landing after which the aircraft must come to rest the right way up on all its wheels, and without any structural damage.

Obstruction at landing markers: If a pilot or any part of his aircraft 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.

6. CONTROL OF TASK FLIGHTS.

6.1 TIMING

All times are given, taken and calculated in local Swedish time (GMT+2) or simple elapsed time, rounded down to the most accurate permitted precision. (S10 5.2.6 and 5.2.7)

6.2 FUELLING PROCEDURE

Machines are to be weighed before and after economy flights in order to measure the weight of fuel used. Pilots may therefore be allowed to fly with unlimited fuel in economy tasks thus allowing everyone to participate fully regardless of the engine's economy performance.

6.3 BODYWEIGHT INDEX

An aircraft's fuel consumption is proportional to its total mass. A pilot can always choose to fly with lighter equipment, but cannot, to some extent, reduce his own bodyweight. With a view to levelling the playing field, a pilot's fuel consumption is scored, taking into account his bodyweight. At the time of registration, pilots are weighed for the purpose of handicapping, allowing heavier pilots a greater quantity of fuel than lighter pilots.

The pilot is then given a Bodyweight Index to be used in economy scoring formulae, defined as follows:

PF1: $(\text{Pilot bodyweight} + 40\text{kg})/100$

PL1: $(\text{Pilot bodyweight} + 50\text{kg})/100$

For instance a 60kg PF1 pilot will have a Bodyweight Index of 1 and a 90kg PF1 pilot will have a Bodyweight Index of 1.3. In this example, the 40kg amount represents the typical lightest weight of a paramotor, wing, emergency parachute, clothing and accessories.

6.4 WEIGHING OF PILOT(S) + MACHINE BEFORE LAUNCH

The weighing scale(s) should be located in the quarantine area next to the launch deck. The pilot(s) should only get weighed when he is intending to launch. It is the combined pilot(s) + 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. Karabiners must be attached to the motor and not to the wing. 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 back, as well as all equipment and accessories when stepping upon the scale. Trikes use a combined set of three scales, as used for microlight weighing.

Once weighed, pilots should proceed from the quarantine area to their wing on the deck with a view to launch as soon as possible.

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. 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.

6.5 WEIGHING OF PILOT(S) + MACHINE AFTER LANDING

As soon as a pilot lands back on the deck, a Marshal will direct him to the scale(s) in the quarantine area, to be weighed immediately. The wing is detached and as before, everything else gets weighed. Again, karabiners must be attached to the motor and not to the wing.

Once more, Marshals will be vigilant with pilots not "ballasting" themselves with stones etc. The weight of fuel used shall be the difference between the recorded weight prior to take-off and the recorded weight on landing

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.

6.6 GATES

Gates are normally a straight line 400m wide perpendicular to the briefed track or to the pilot's chosen 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 its timing will be by GNSS flight recorder evidence, with the gate time being taken from the fix immediately before it is crossed.

6.7 TURNPOINTS

Turnpoints are geographical points and their location and description are briefed.

The scoring zone for a turnpoint is a cylinder with a radius of 200m of infinite height.

Proof of reaching a turnpoint is by GNSS flight recorder evidence.

To score, a track fix point must either be within the cylinder, or the line connecting two sequential track fixes must pass through the circle.

Time is measured from the closest point to the centre of a turnpoint.

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*).

6.8 SLALOM POLES

Some precision tasks may involve the use of slalom poles or sticks, to be rounded or to be struck. A valid strike on a stick is one where the pilot or any part of the aircraft has been clearly observed to touch it. A valid rounding of a slalom pole is one where the pilot's body is clearly seen to round it.

6.9 INFLATABLE PYLONS

Inflatable pylons of various sizes may be used in precision tasks, to be rounded.

A valid rounding of an inflatable pylon is one where the pilot's body is clearly seen to round it.

Coming into contact with an inflatable pylon with any part of the aircraft or the pilot would usually occur a penalty, as briefed.

6.10 INFRARED GATES

Infrared gates may be used in precision tasks. They are typically 6 to 10 metres wide and a height between 1 and 2 metres. Infra red gates are ideal for accurate timing, without the need to strike a pole.

6.11 THE LANDING DECK

- A landing deck is a clearly marked area defined at the briefing.
- A landing deck will have a windsock within 100m of its boundary.
- In certain tasks and as briefed, penalties may be awarded to Pilots or any part of their aircraft touching the ground anywhere outside the landing deck during a task.

7. SCORING

7.1 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. (S10 4.34.10)

The following standard symbols will be used for scoring:

V = Speed, D = Distance, T = Time

7.2 SCORING ALL TASKS

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's score, 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.:

$$P = Q/Q_{\max} \times 750 + y \text{ (absolute score with a maximum value of 250)}$$

or

$$P = y \text{ (where the maximum value of } y \text{ could be 1000)}$$

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

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"

7.3 TEAM SCORING

Within each valid class, the Team prize is computed from the sum of the final scores of the top three pilots of each team (club or country), plus the scores of any dedicated Team tasks.

The task score for which a pilot was disqualified shall not count for team scoring. Other valid tasks flown by this pilot are not affected (S10 4.34.12)

7.4 DISQUALIFICATION AND PENALTIES.

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

Actions which will normally result in disqualification:

- Bringing the event, its organisers, the FAI or the sporting code into disrepute.
- The use of banned substances.
- Unauthorised interference with an aircraft in a Quarantine Area.
- Flight outside the specified flight envelope of the aircraft or dangerous flying.
- Flight or attempted flight with prohibited equipment.
- Unauthorised assistance during a task.
- Interference with the firmware or software of a CIMA approved GNSS flight recorder

Actions which will normally result in a 100% of the overall task score:

- Unauthorised assistance during a task.
- Breaking the quarantine
- Flying into a no-fly zone
- Flying before the task when no free flight or a specific test flight has been allowed

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- Landing out of the briefed airfield boundaries
- Not following the sealed device procedure

Actions which will normally result in a 20% of the overall task score:

- Not being positioned at the deck at the designated take-off time
- Not taking off within the deck limits when a standard deck take-off is required
- Crossing the start point after the designated or calculated crossing time
- Landing out of the designated deck when a standard deck landing is required
- Declaration sheet partially or incorrectly filled
- Failing to follow marshal's indications