



بطولة العالم السادسة للباراموتور
6TH FAI WORLD
PARAMOTOR
SLALOM CHAMPIONSHIP

QATAR 2024



6TH FAI WORLD PARAMOTOR SLALOM CHAMPIONSHIPS 2024

LOCAL REGULATIONS





6TH FAI WORLD PARAMOTOR SLALOM CHAMPIONSHIPS

Date: 1-14.02.2024

Place: Lusail, Doha (QATAR)

Organised by: QATAR AIRSPORTS COMMITTEE

AUTHORITY

The Paramotor Slalom set of rules combines the General Section and Section 10 of the FAI Sporting Code with regulations and requirements specific to these championships. The FAI Sporting Code shall take precedence over this current set of rules if there is omission or ambiguity.

1. GENERAL

The purpose of the Slalom championships is to provide good and satisfying contest to determine the World champion in Paramotor slalom class and to reinforce friendship amongst pilots and nations (S10 4.2).

2. SCHEDULE

Day	Date	Activity
1	01.02.2024 Thursday	Teams Arrival - Hotel Transfer
2	02.02.2024 Friday	Registration - Equipment Assembly - Technical Inspection
3	03.02.2024 Saturday	Training Day 1
4	04.02.2024 Sunday	Training Day 2
5	05.02.2024 Monday	Training Day 3
6	06.02.2024 Tuesday	Opening Ceremony - Representation Parade - Welcome Party - AirShow
7	07.02.2024 Wednesday	Competition Day 1 - Qualifications
8	08.02.2024 Thursday	Competition Day 2 - Qualifications
9	09.02.2024 Friday	Competition Day 3 - Qualifications
10	10.02.2024 Saturday	Competition Day 4 - Qualifications
11	11.02.2024 Sunday	Competition Day 5 - Qualifications
12	12.02.2024 Monday	Play Offs
13	13.02.2024 Tuesday	Finals - Closing Ceremony - Celebration Party - Air shows
14	14.02.2024 Wednesday	Teams Departures

Plan is subject to change at any time as the training and contest flights are depending on the weather conditions.

3. OFFICIALS

Event Director: HAZZA AL-ATTEYA

Competition Director: KAMIL MANKOWSKI

Chief Scorer: PAWEL KOZARZEWSKI

Chief Marshall: PIOTR GELO

Chief Rescue Teams: FRANCISCO SANCHEZ

FAI/CIMA JURY

President:

Member:

Member:

Steward:

Monitor:

4. ENTRY

The FAI World Paramotor Slalom Championships is open to all Active Member and Associate Member countries of FAI who may enter:

- 5 pilots in class PF1m (foot launch, male)
- 2 pilots in class PF1f (foot launch, female)
- 5 pilots in class PL1 (trike)

A national team is composed of a max of **12** pilots (+ **1** Team Leader)

4.1. ENTRY FEES

- Entries must be made by the official eRegistration at www.6wpsc.com website only.
- Pilot in each class - 300 €
- Team leader - 200 €
- Assistant, Mechanic, Guest - 150€
- Entry fee payment deadline 31th of January 2024
- The entry fee will be transferred to bank account indicated on first day of online registration in separate bulletin and thru the official registration formular.

The entry fee includes:

- Competition operations (setting, controlling and evaluating the tasks)
- Competition welcome package with all materials and extras from organization
- Access to Championship facilities (Tents, Limited Areas, Meeting Rooms)
- Access to official events (Opening Ceremony, Closing Ceremony)
- Water rescue on boats, jet ski and professional divers
- Ambulance Services

- Secured tent for equipment with 24/7 surveillance of security guards and CCTV
- Live-streaming Service available thru official channels of communication
- All organized activities during free time
- Hotel Rooms for all participants (to ensure order and clarity all registrations sent after 31 December 2023 will not be covered – detailed information will be indicated in separate Accommodation Bulletin)
- Support with customs procedures (specific conditions will be issued in separate bulletin)

5. INSURANCE

Each pilot must hold valid a third-party insurance of at least 750 000 SDR. It may be possible to take out the required insurance if proposed by the organizer. Organizer strongly recommend finding an insurance coverage at home. Personal accident insurance for team members and insurance against damage to paramotor 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).

6. LANGUAGE

The official language of the Championships is English.

7. MEDALS AND PRIZES

FAI medals will be awarded to:

1. Pilots placed first, second and third in each class.
2. Racing Teams placed first, second and third.
3. Nations placed first, second and third in PF1 and PL1 class.
4. Nations placed first, second and third overall.
5. Young Pilots Trophy.

8. CHAMPIONSHIP CLASSES

The Championships will be held in the following classes:

- PF1 m (foot launch, male)
- PF1 f (foot launch, female)

- PL1 (trike)
- RCT (racing teams)
- Youth subclass

The PF1m and PF1f classes are mixed and scored together as one, with medals being awarded to the 3 top pilots of each class.

However, for the Nation's scoring, the top PF1 f pilot will get 1 point for her nation, the second PF1 f pilot will get 2 points. Nations without female pilots will get the maximum score + 1 point.

Nation's scoring will be made during the qualification phase before the CUT.

Racing Team are separate events comprise a Nation relay that is ranked by the time taken to complete the course by 3 pilots chosen amongst registered for competition. Each Nation can enter 1 Racing Team consisting of 2 PF (m/f) and 1 PL1 and one reserve pilot from pilots already registered in their class.

9. CLASS VIABILITY

For a 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)

Youth subclass may be valid, if more than 3 crews from at least two countries will be registered and will start in the first task. (S10 4.3.4)

10. CHAMPIONSHIP VALIDITY

The title of Champion in any class shall be awarded only if there have been at least 3 rounds. (S10 4.3.3.1)

11. GENERAL COMPETITION RULES

11.1. REGISTRATION

All participants willing to take part in event are entitled to fill information requested prior to arrival by eRegistration platform on official website.

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.
- Paramotor Certificate of Airworthiness or Permit to Fly.
- Primary and Secondary equipment declaration with detailed information.
- Evidence of conformity to class rules.
- Certificate of third-party Insurance.
- Receipt for payment of entry fees.

Registration forms may be inspected by Team Leaders on request prior to the start of competition.

11.2. PILOT QUALIFICATION

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.

NACS are fully responsible to check the proficiency of pilots who enter a Slalom paramotor competition.

Every Pilot must hold an FAI Sporting License issued by his own NAC. Pilots must be 16 years old on the first day of the competition.

11.3. PARAMOTOR AND ASSOCIATED EQUIPMENT

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

Each paramotor 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).

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

In order 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.

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

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

Each pilot is responsible for his own equipment.

11.4. PROHIBITED PARAGLIDER MODIFICATION

Pilot is expected to fly on a paraglider originally designed by the manufacturer. Any self-modifications to the following paraglider elements:

- Paraglider shape, and dimension.
- Lines configuration, and dimension.
- Riser, and riser accessories configuration, and dimension is prohibited and will be the subject to disqualification.

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

11.5. TEAM LEADER RESPONSIBILITIES

The Team Leader is the liaison between the organizers 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.

11.6. 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. (S10 4.9.4)

11.7. PRACTICE DAYS

Official practice day will be 3rd and 4th and 5th February. Slaloms configurations will be available during the practice days. The scores generated shall be used only to arrange take-off order for first official task. (S10 4.7.3)

11.8. COMPLAINTS

A competitor who is dissatisfied on any matter may, through his team leader, make a complaint in writing to the Director.

Complaints shall be made, and dealt with, without delay but in any case, must be presented not later than 6 hours after the respective Provisional Score sheet has been published, not counting the time between 22:00 and 07:00, except for the 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.

A complaint that could affect a round result must be dealt with and answered in writing before any official score sheet is issued. All complaints and their responses must be published on the official notice board. (S10 4.36).

11.9. PROTESTS

If the competitor is dissatisfied with the decision about its complaint, the Team Leader may make a protest to the Director in writing and accompanied by the protest fee of 50 €. The fee is returnable if the protest is upheld or withdrawn before the start of the proceedings. A protest may be made only against a decision of the Competition Director.

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.

12. FLYING AND SAFETY REGULATIONS

12.1. 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.

All briefings will be in English and be recorded in notes, by tape recorder or video. A full task description (slalom), meteorological 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 (S10 4.21).

Procedures for flight preparation, takeoff, flying the slalom tasks, landing and scoring together with any penalties will be specified in each task description (S10 4.21).

Flight safety requirements given at briefing carry the status of regulations (S10 4.21).

12.2. 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 (S10 4.23.1).

12.3. PREPARATION FOR FLIGHT

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)

Engine start can be performed only in designated warm up areas with extreme caution. It is forbidden to perform ignition procedure unless paramotor is correctly worn by the pilot, all belts are connected, and protective helmet is in use.

Additionally for trikes it is forbidden to perform ignition procedure if pilot is out of seat.

Throttle control shall be checked with utmost care during every pre-flight check to avoid risk of accidental block or damage.

12.4. FLIGHT LIMITATIONS

Each paramotor shall be flown within the limitations of its Certificate of Airworthiness or Permit to Fly. 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. Any behavior considered as hazardous to the pilot and public will be subject to warning, penalty or disqualification.

12.5. DAMAGE TO A COMPETING PARAMOTOR

Any damage shall be reported to the organizers without delay and the paramotor may then be repaired.

Replacement of parts may be made whatever performance and eligible to fly in the same class.

If the equipment after any collision suffers loss of integrity it is mandatory after obtaining permission to repair and verify if paramotor is still conforming with Certificate of Airworthiness.

Pilot has the right to choose from primary or secondary equipment declared in registration form before every task if its suitable for his needs. Any other equipment will not be accepted after the registration process and start of first official task.

12.6. 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.

Practicing prior to a task is not permitted (S10 4.25).

12.7. 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 organizers or the organizers national authority.

All relevant information can be found on the FAI Web site: www.fai.org/medical.

12.8. AIRFIELD DISCIPLINE

Marshalling signals, circuit and landing patterns will be given at briefing and must be complied with. All needed information about take offs will be issued in separate bulletin with graphic explanations of air traffic procedures.

12.9. EXTERNAL AID TO COMPETITORS

Take-off will be without any assistance other than from one or more team members and only after permission by the Competition Director.

Any help in Slalom flight by other competitors, or non-competitors 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)

12.10. WEATHER

During the competition weather forecasts and live indicators will be strictly monitored. As one of most influential aspects in safety of event it will affect decisions of Competition Director.

Max Wind Speed: 5 m/s = 18 km/h

In case of nil wind conditions, it will be in focus to monitor "Mirror Effect" on the water and preventive actions will be taken to ensure maximum level of safety.

13.CHAMPIONSHIP ROUNDS

13.1. GENERAL

For the task to be valid all competitors must have chance to fly. In the given task, the competitor can have max. 3 take-off attempts. This rule will be specified at the briefing before task.

13.2. ROUND PERIOD

Timing and order for take-off, will be communicated by official communication channel. If the start is delayed, given times will be correspondingly delayed unless specifically briefed to the contrary.

13.3. ROUND SUSPENSION OR CANCELLATION

The Competition Director may suspend flying after take-offs have started, if the continuation is dangerous. If the period of suspension is sufficiently long to give an unfair advantage to any competitor, the round shall be cancelled.

13.4. FLYING THE TASKS AND ROUNDS

Slalom tasks may be flown according to a local pattern (circuit) described in the task catalog and completed at the briefing. The tasks order can differ, and tasks can be repeated.

13.5. OUT-LANDINGS

In case a competitor lands for a technical problem, he/she can participate in the task if he takes off before the last pilot. If it's not the case, he/she will be penalized by the worst score (maximum score +6 points as DNF).

14.CONTROL OF ROUND FLIGHTS

14.1. TIMING

Time result will be checked by photo-finish timing system provided by LYNX System Developers INC. EtherLynx Vision Pro is product commonly used during Olympic Games and many other high tier championships. 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.

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. Every correct crossing will be saved in image file possible to export in case of any complaints.

14.2. CONTEST NUMBERS

Each paramotor shall carry the pilot's number on the front and the back side of the cage. The exact position of the contest number will be described at the general briefing.

15.PROGRAM OF SLALOM EVENTS

15.1. GENERAL

The World Championship contains only slalom. Tasks for individual rounds and relays will be specified by the Competition Director at the briefing. From each 5 tasks there will be one worst score cancelled.

15.2. QUALIFICATION ROUNDS

The World Championships will comprise of qualification rounds, with up to 20 tasks.

For every 5 tasks flown by a competitor during qualification rounds, 1 worse result is deducted from all rounds played:

- 0-4 task flown by a pilot – 0 worse scores are deducted.
- 5-9 task flown by a pilot – 1 worse score is deducted.
- 10-14 task flown by a pilot – 2 worse scores are deducted.

Penalty points are not deducted from the pilot's selection rounds score.

Time must be reserved before the end of competition to allow for the completion of the final rounds.

If the weather conditions do not permit to fly, the competition ranking will be the overall results computed from the sum of the task scores for each competitor, or team, the winner having the lowest total score in the class.

After the qualification rounds, through each stage of the final rounds, scores are reset to zero.

15.3. FINAL ROUNDS

Number of competing pilots for semi-final according to the actual ranking:

- 1/32: with more than 65 pilots registered.
- 1/16: between 33 and 64 pilots registered.
- 1/8: between 17 to 32 pilots registered.
- 1/4: between 8 to 16 pilots registered.

After the semi-final, the final round will be flown:

- Small Final (4th and 3rd position).
- Great Final (1st and 2nd position).

In case of unfavorable weather conditions, the semi-final contest flying may be cancelled, and the final rounds will be flown.

15.4. RACING TEAMS

Racing Team events will be played in separate session(s) to achieve minimum of 3 official rounds.

Pilots in the Racing Team will be of the same Nationality without separate classes. The relay consists of up to 4 players, where 1 is considered as reserve.

15.5. SCORING

A task will be scored by completing the task in shortest time.

Performance will be timed precisely in thousand parts of second.

Times will determine the ranking and be converted into points, when relevant, penalties will be added.

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.

Score sheets will be marked Provisional, and Official, or if a protest is involved, Final.

A Provisional score sheet will only become Official after all complaints have been answered by the Competition Director. Scores will not be altered when the Provisional sheet is made Official.

Scoring will be supervised by the chief scorer.

15.6. RANKING

The overall ranking in qualifications (individual and or teams) will be calculated by adding the scores achieved from in each task.

- First position = 1 point
- Second position = 2 points
- Third position = 3 points
- etc..

Individual title of World Champion and Racing Team World Champion is designated to the winners of the final rounds. In the event of unfavorable weather conditions preventing to fly all (or any) of the final rounds, the championship ranking from qualifications will determine final ranking.

National Team score is calculated during qualifications phase only, before CUT by taking the best performance from every valid class, as follows:

National Team score in Overall:

Title: Team World Champion

- PF1m - 3 Best individual scores from each task
- PF1f - 1 Best individual score from each task
- PL1 - 3 Best individual score from each task
- RCT – 1 Best racing team score from each task

National Team Score in Class:

- **PF1(m/f)** - 3 Best individual scores from each task
Title: World Champion PF1 Team
Medal: Gold, Silver, Bronze (each pilot of team)
Diploma: First Three Nations (each pilot of team)
- **PL1** - 3 Best individual scores from each task
Title: World Champion PL1 Team
Medal: Gold, Silver, Bronze (each pilot of team)
Diploma: First Three Nations (each pilot of team)

Racing Teams Score:

- **RCT** – 1 Best racing team score from each task
Title: World Champion Racing Team

Medal: Gold, Silver, Bronze (each pilot of racing team)
Diploma: First Three Nations (each pilot of racing team)

When a National Team is not competing in a given class, it will receive the maximum score in every task + 1 point.

Racing Teams score is the result of overall performance in a relay by the team in the task. Number of tasks will be accounted in overall Racing Team score table.

16. GENERAL

16.1. SAFETY

Any infringement to flight safety, safety rules or task rules will lead to a warning, penalty or disqualification.

During first briefing there will be created safety officers' group consistent of organization team member, pilot and FAI Jury representative.

Sanctioned actions:

- Unauthorized flights during the competition.
- Unauthorized equipment or equipment not in conformity.
- Infringements of Competition Director's instructions. Repeated disturbance during briefing.
- The use of illegal substances in contradiction with the anti-doping rules. Medical reasons (unfitness, neglect of treatment etc.).
- Any maneuver considered as dangerous for the public, buildings and competition setup, another paramotor or the pilot.
- Flying over housing.
- Flying over the slalom course except for media related flights.

16.2. PENALTIES

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			
Wing collapse	Position in the task	3	CLP
Water touch	Position in the task	3	WAT

Failed Entry (exceed 3 minutes)	Number of pilots	1	CIN
Failed Exit	Number of pilots	1	COU
Error in circuit	Number of pilots	2	ERR
Not fly in task	Number of pilots	6	DNF
Limit situation	Number of pilots	5	LTD
Water splash (except engine cut)	Number of pilots	5	SPL

Multiple Penalty – only 1 highest value penalty is considered to score.
Collapse – any deformation of the profile will be considered a collapse.

Every task will be recorded, and official record will serve as a proof in case of complaints, however situations out of sight will be consulted with officials designated to monitor air traffic.

Judgements are made by the Competition Director, or one of several official marshals.

16.3. OPERATIONS OF THE TASKS

1. Pilots take-off one by one after marshals' green flag/green light according to order.
Only 3 pilots in the waiting area.
2. All pilots will go directly to the waiting area.
3. 1st pilot to enter the circuit low altitude.
2nd pilot to enter the circuit medium altitude.
3rd pilot to enter the circuit high altitude.
4. Circulation direction in the waiting zone will be indicated in separate bulletin and may change according to decision of Director. All pilots in waiting zone are obliged to keep visible separation of distance and altitude over pilot in the lower position.
5. They join the waiting area and wait for the green flag/green light to start the circuit.
6. Maximum time to enter the stadium from green flag/green light will be 3 minutes.
7. The clock starts when the pilot passes through the gate (only 1 attempt).
8. The clock stops when the pilot passes through the gate (only 1 attempt).
9. If in any situation will appear both green/red flags or light it is signal to perform immediate landing in the deck

Competition Director has right to stop the task at any time for safety reasons.

16.3. TASKS

Based on a Mixed set up described as the “5 Dice” in the set of Slalom Rules approved by CIMA will be presented at given time before event in bulletin “Task Catalog” containing 20 different tasks. Separate tasks will be issued for Racing Teams.

During event will be carefully chosen over present conditions (time before sunset, weather implications)

- Pylon size: 8 meters.
- Pylon count per stadium: 5 units
- Stadium size: 80 x 80 meters.
- Gate distance from line of first pylons: 50 meters.
- Gate width: 20 meters (individual) 40 meters (Racing Teams)
- Gate material: 2 x 30-centimeter polypropylene buoys.

In case of number of pilots exceeding 50 pilots there will be possibility of assembling second stadium.

16.4. OFFICIAL COMMUNICATION CHANNEL

After eRegistration thru official website it will be prepared two groups of information by application Whatsapp:

1. Team Leader Group – serving as a platform of fast response for most important topics unable to wait until official briefing.
2. General Competition Group – serving as announcement group only for all participants of the event to ease the access and ensure that everybody is well informed.
3. Official Website – containing all crucial information and results in one place.

Official 6 World Paramotor Slalom Championship website:

www.6wpsc.com
official@6wpsc.com