

Bulletin No. 1
Competition rules.
WORLD LEAGUE CUP
Ist Polish Open Paramotor Championship in slalom in
limited class

I Otwarte Motoparalotniowe Mistrzostwa Polski w
slalomach w klasie ograniczonej

Place: Przykona.

Dates: 18-23 July 2023

Purpose of the competition:

The organization of the competition with restrictions, will allow to
test the competition formula and present it to the CIMA FAI
Microlight Commission as a premise for holding the World
Championship.

1. General information.

2. The organizer will mark start and landing area, details of approach and rules of holding and landing will be provided before each task.
3. Start to the task is possible after the permission of starting judge.
4. Each competitor is obligated to respect the starting list. In case of technical problems etc. which makes start impossible, the situation should be reported immediately to the starting judge.
5. Holding area and holding rules will be specified at the first briefing and at the next one if changes are made.
6. Competitors will be classified in 2 classes (PF1 and PL1) separately.

2. Signalization.

1. During the first briefing, the rules of signaling entering the slalom stadium will be discussed.
2. Alternatively signaling with flags:
 - White flag – stadium is ready, the pilot can start the slalom
 - Red flag – stadium is not ready, the pilot must wait for entering signal

- White flag – **during the slalom** – technical problems with the stadium. Pilot must return to holding. The next entering signal will be preceded by a sequence first red, then white.
- Red flag – **during the slalom** - mistake – the pilot stops the slalom and go to the landing area.
- White and red flag at the same time (crossed). All flying pilots (at the stadium or holding) they approach the landing immediately.

3. Safety rules.

1. The competitor without water rescue system will be not able to participate in competition.
2. The Organizer recommends using the Parachute Rescue System (RSH).
3. It's forbidden to fly over the water despite the official competitions.
4. Approval for non-competition flights should be obtained from the Sports Director of the competition.
5. During the competition, unless the organizer agrees otherwise during the briefing before the competition, only one competitor may be over the water reservoir.
6. During the competitions, it is strictly forbidden to perform acrobatics, slalom over the ground, and entering the zone where the audience is located.
7. The organizer will appoint a "security officer". Who will lead a 2-person team consisting of players' representatives selected at the first briefing.
8. The task of the team is to inform the Sports Director of the competition about the observed dangerous situations and improper behavior of competitors that threaten the emergence of dangerous situations.
9. The Competition Director, having obtained information from the safety officer, or on his own initiative after discussing this with the safety officer, has the right to:
 - warning to the competitor which is responsible for dangerous situation
 - suspend participant for the next task
 - suspend participant for 1 day
 - suspend participant to the end of championships
 - suspended pilot obtains a result from the task, max +4 points

4. Equipment restrictions

- 1. Competitors will be allowed to compete with paragliders certified and available for general sale for a period preceding the date of the competition of not less than 6 months.**
- 2. The minimum area in spread of the wings allowed for competition is 18 m² and is specified by the manufacturer in the description of the wing and confirmed in the certificate.**

- 3. The approved wing must have a manufacturer's nameplate with a specific size, consistent with the size specified in the certificate for this wing.**
- 4. The maximum surface load of a wing in competition shall not exceed 7 kg per 1m² of its surface. If the manufacturer specifies a lower surface load for a given wing size, the surface load specified by the manufacturer and confirmed in the wing certificate shall apply.**
- 5. Each competitor will undergo a starting weight check before the first competition.**
- 6. The starting weight will include:**
 - the weight of the pilot in the suit and footwear in which he will participate in the competition.**
 - protective helmet**
 - paramotor (PF1) / trike (PL1)**
 - paraglider wing**
 - each competitor will be added to the starting weight of 5 kg (fuel)**
 - RSH parachute rescue system will not be included in the starting weight of the kit.**

Maximum takeoff weights for each wing size:

- 18 m² - 126 kg**
- 19 m² - 133 kg**
- 20 m² - 140 kg**
- 21 m² - 147 kg**
- 22 m² - 154 kg, etc.**

5. Qualification rules, scoring.

1. Competitions will be played in accordance with the catalog of tasks in the order from 1 to 20. By the decision of the sports director, in the event of lack of time to play all scheduled tasks, the qualifications may be shortened.
2. Each task is rated separately (based on flight time of the task).
3. The organizer will make every effort to ensure that each flight is recorded (with a camera) for possible verification.
4. Organizer can order two tasks in one flight.
5. Organizer can order two the same task in one flight.
6. General classification will be based on points received from each task. (best flight 1 point, 2 – 2 points, 3- 3 points etc.)

7. After completing all qualifying tasks, for every 5 played tasks, the worst 1 result of the competitor will be deleted.
8. In the case of obtaining the same number of points by the pilots after qualifying, the winner will be calculated:
 1. Greater number of higher places in individual tasks
 For example:
 First pilot have 1, 1, 3, 5 = 10 points – higher individual score
 Second pilot have 2, 2, 4, 2 = 10 points - lower individual score
 2. In case of the same number of points and the same number of places:
 For example:
 First pilot have 1, 1, 3, 5 = 10 points
 Second pilot have 3, 5, 1, 1 = 10 points
 Winner will be determined by the shorter total time earned in all tasks. In case of not closing the time obtained by the last competitor in task will be counted + 30 sec.

5. Penalties:

Flight feature	Score points	Penalty points		Code
Correct flight	position in the task	-		
Wing collapse(*)	position in the task	3		CLP
Water touch	position in the task	3		WAT
Pylon touch	position in the task	-		
Cell in	number of pilots	1		CIN
Cell out	number of pilots	1		COU
Error in circuit	number of pilots	2		ERR
Not fly in task	number of pilots	3		DNF
"Limit situation"	number of pilots	5		LTD

Water splash (except engine cut)	number of pilots	number of pilots x 30% rounded up (not less than +5)	SPL
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* any deformation of the profile will be considered an collapse, Sports Director decides or Judges.

Penalty points do not add up. The score is canceled, no penalty points are canceled.

6. Finals.

1. To the final's pilots will be qualified, who after qualification obtained:
 - Pilot 3 and 4 (small final) – competition for places 3 and 4
 - Pilot 1 and 2 (big final) – competition for places 1 and 2
2. In finals pilots fly up to 2 winnings in accordance with Final Tasks Catalogue.
3. Sequence of tasks is compatible with catalogue (F1, F2, F3)
4. Classification players on position 5 to the end is based on qualification results, possible is the same position for more then one pilot.

7. Race Team.

1. The Race team consists of 3 pilots.
2. Teams may consist of competitors of one class (PF1, PL1) or may be combined from two classes (2xPF1 + 1xPL1) (2xPL1 + 1xPF1).
3. Race teams report their composition to the Sports Director of the competition before the first Race Team task.
4. All pilots from one team take off at the same time, the first competitor **opens the time of flight at the timing gate**, covers the slalom, and then, without closing time, heads towards the substitution zone marked out by the pylon. After the first pilot has passed the pylon on the right side, the second competitor passes the pylon of the substitution zone in the opposite direction on the other side and, without opening time at the gate, flies the slalom course. Then, without closing time, it goes to the transition zone, passing the pylon on the steam side. After the second competitor has passed the pylon on the right side, the third competitor passes the pylon of the substitution zone in the opposite direction on the other side and, without opening time at the timing gate, flies the slalom course. Then he **closes the flight time of the entire relay at the timing gate**.
5. The pilot shall pass the switch zone pylon in both directions at a height not greater than the height of the switch zone pylon.

6. The correctness of making changes will be visually assessed by the judge. A video recording will be kept for verification.

7. Penalties.

Two competitors staying in the slalom stadium zone at the same time max. Number of points obtained in this competition + 1.