

Welcome to Dubai – UAE

FAI World Air Games

Paramotor Slalom Event



FLY SAFE !

DON'T TAKE ANY RISK !

FLY SAFE !



DON'T TAKE ANY RISK !

If you miss the start gate = no score !

If you miss the finish gate = no score !

If you miss one pylon = no score !

If you fly wrong circuit = no score !

If you touch a pylon and fall down = no score !

If you break the propeller = no score !

If you touch a cell and it wont be able to stop the watch = no score !

To score points you have to finish the circuit !

**It's better to fly slowly and cleanly and score points
to fly very fast but lacking the input or output gate !**

**If we detect and feel that a pilot don't have enough experience and skill
in Slalom Competition, we can decide to disqualified him.**



Officials

Event Director : José ORTEGA
Assistant : Donato LUPO
Chief marshal : René VERSCHUEREN
Cells coord. : Jean-Denis CLEMENT
Logistic coord. : Jean MATEOS
Maintenance coord. : Pierre AUBERT
Scoring : Laurence ORTEGA & Danièle MATEOS
Volunteers coord. : Aurélien GANAYE

FAI/CIMA JURY

President : Rob HUGUES
Member : Wolfgang LINTL
Member : Joël AMIABLE

More important rules.



PARAMOTOR AND ASSOCIATED EQUIPMENT

All the paramotors in the competition have to satisfy the requirements of FAI sporting code section 10.

Two complete equipments (2 engines and 2 gliders) are allowed for the entire Competition.

Each pilot is responsible for his own equipment.

The ED can stop at any time a set if he considers it not corresponding or dangerous.

A protective helmet must be worn.

A reserve parachute is mandatory.

The ballast, whatever the form, is not permitted.

DAMAGE TO A COMPETING PARAMOTOR

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

More important rules.



FLIGHT LIMITATIONS

Any maneuver hazardous to other competitors or the public shall be avoided.

Unauthorized aerobatics are prohibited.

Any maneuver considered as dangerous for the general public, buildings and competition set-up, another paramotor or the pilot himself are forbidden and will result in a penalty or disqualification.

It is forbidden to fly over housing.

Every pilot must take care to avoid any risk of collision.

During all event, it is forbidden to fly over the Slalom course with the exception of media related flights.

TEST AND OTHER FLYING

No competitor may take-off on a competition day from the contest site without the permission of the ED.

Practicing prior to a task is not permitted.

ELECTRONIC EQUIPMENT

Individual communication systems are not allowed.

More important rules.



EQUIPMENT OF THE PILOT

When the competition takes place over the water:

Life-saving equipment (flotation device) is mandatory.

When the competition takes place over the ground:

A full-face protective helmet is mandatory (helmet with a roll-bar or full-face).

The protections of the thorax, shoulders, forearm, elbows and knees are mandatory.

Those legs, column and ankles are strongly recommended.

The long clothes (pullovers, pants) are mandatory (T-shirts and pairs of shorts are thus forbidden).

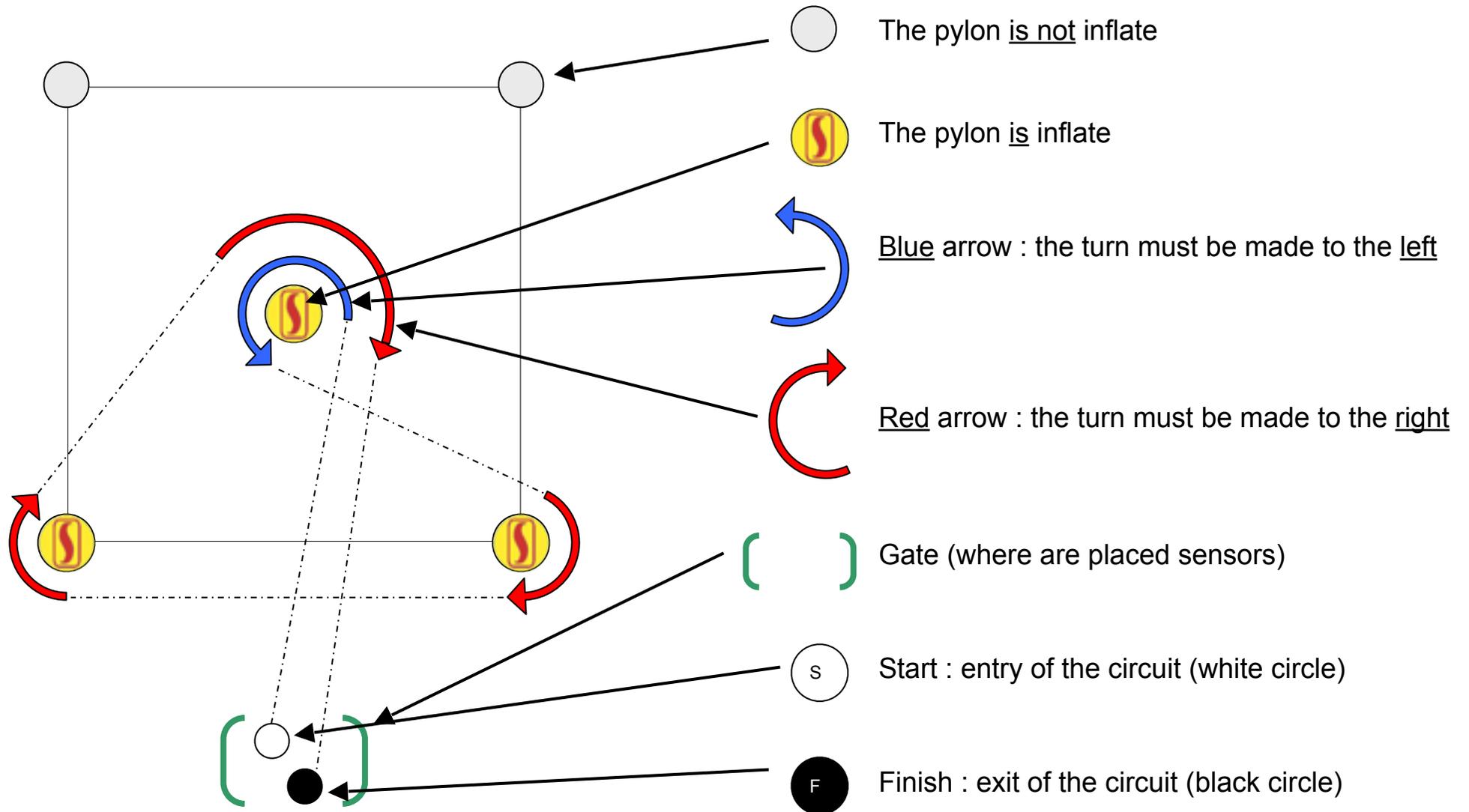
Schedule



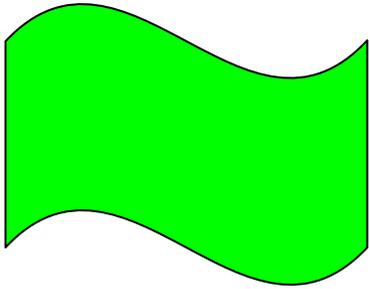
	Tue 1st	Wed 2th	Thu 3th	Fri 4th	Sat 5th	Sun 6th	Mon 7th	Tue 8th	Wed 9th	Thu 10th	Fri 11th	Sat 12th
07:00												
08:00												
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hours		1,5	3	2	3	3	2	4	2	3	2	25,5 hours

practice day (Desert SD)	Palm DZ	Marina beach night	Marina beach	desert SD	Sufouh beach

A task

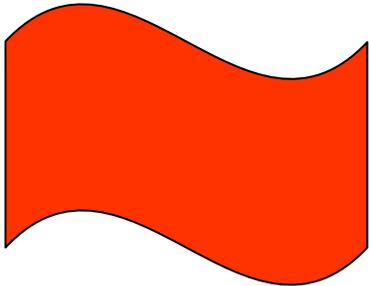


The flags



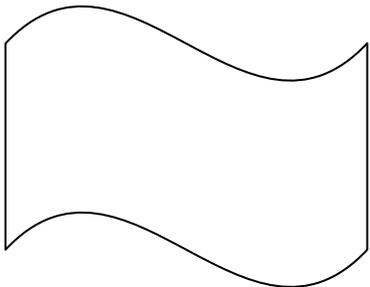
Green flag

The stadium is free = you can enter the circuit.



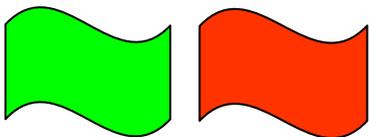
Red flag

The stadium is not free = you can't enter the circuit or
Something is wrong (miss a pylon, miss a gate, wrong circuit, etc) = you have to leave immediately the stadium and go to the landing place.



White flag

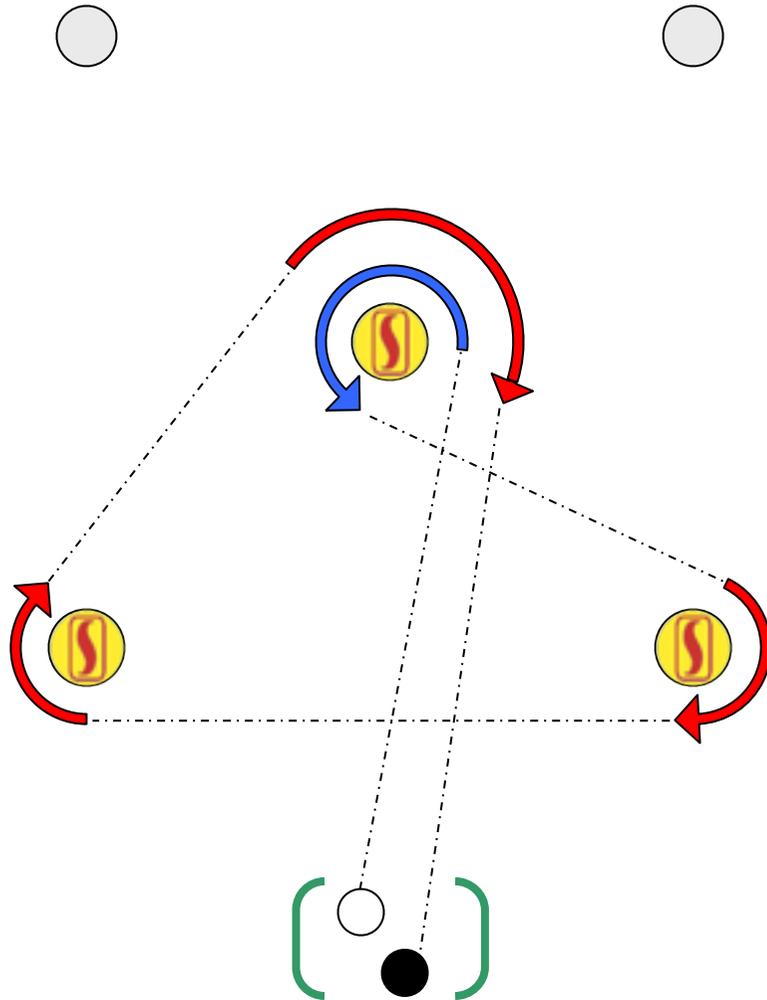
Something is not working correctly (the cell doesn't work, it's not placed correctly, a pylon is being deflate, etc) = you have to leave immediately the stadium and come back to the waiting area. You'll enter again in the circuit when you'll see the green flag.



Green and red flag in same time

You have to leave immediately the stadium and land.
The task is cancelled.

Tasks, A series (5 pylons, 7 turns)



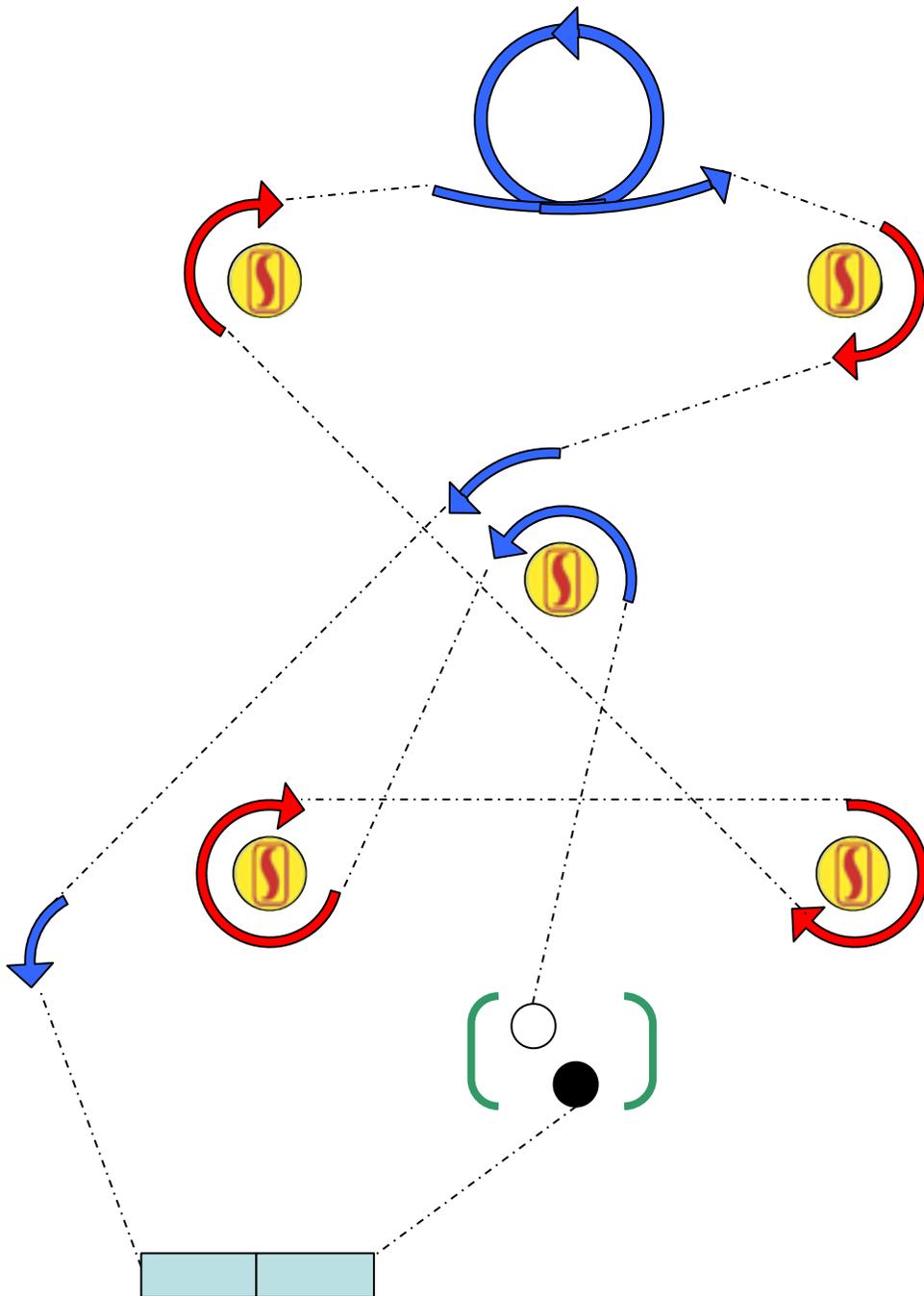
The pilots take-off one by one after marshal green flag.

He joins the waiting area and waits the green flag to start the circuit.

The clock starts when the pilot passes through the gate (only 1 attempt).

The clock stops when the pilot passes through the gate (only 1 attempt).

Tasks, B series (with 360 turn and swoop)



Specific penalties

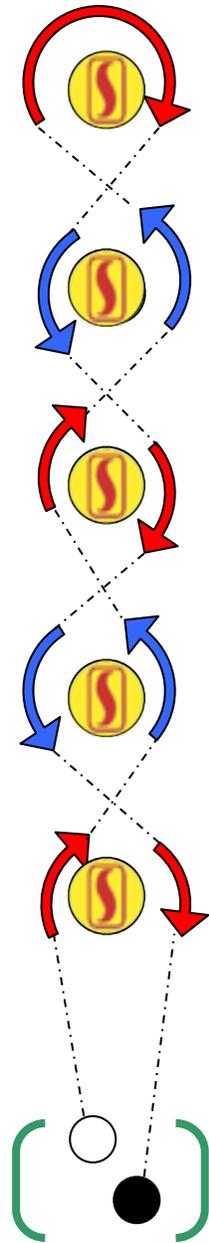
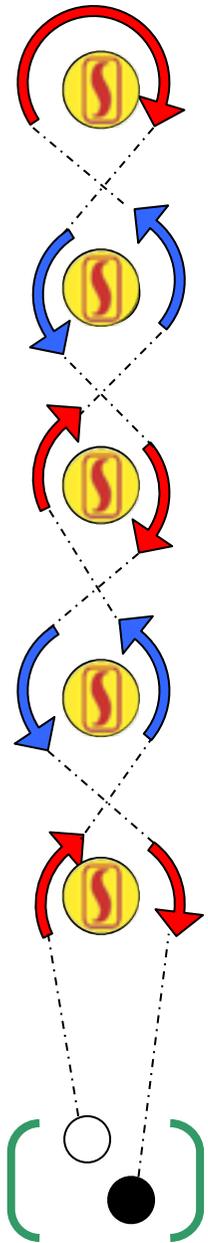
The pilot does not make the 360 = maximum of points + 2.

The pilot misses the 360 touch = 4 seconds.

The pilot does not go to the swoop area = maximum of points + 2.

The pilot misses the swoop = 4 seconds each part.

Tasks, C series (2 by 2)



The pilots are ready to take-off and wait for the signal of the marshal.

If there's a clock:

The clock starts after marshal's signal (the inflation is taken into account).

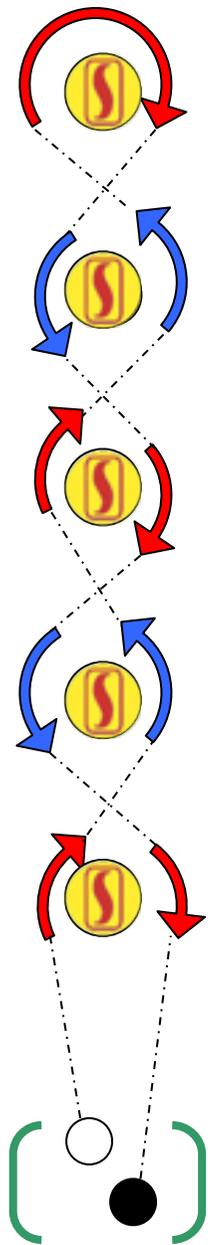
The clock stops when the pilots pass through the gate (only 1 attempt).

If there's a not clock:

The run starts after marshal's signal (the inflation is taken into account).

The winner is the first pilot who pass through the gate (only 1 attempt).

Tasks, C series (1 by 1)

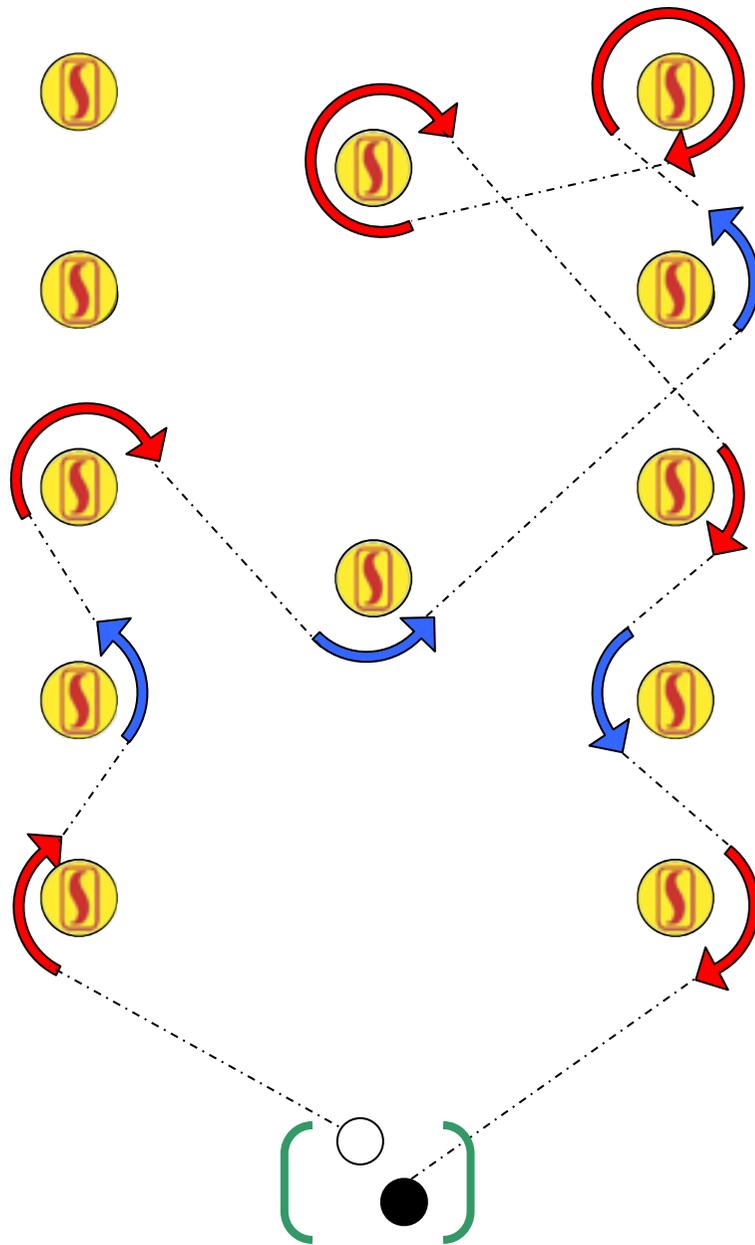


The pilot is ready to take-off and wait for the signal of the marshal.

The clock starts after marshal's signal (the inflation is taken into account) or the clock starts when the pilots pass through the gate (only 1 attempt).

The clock stops when the pilots pass through the gate (only 1 attempt).

Tasks, C series (1 by 1)

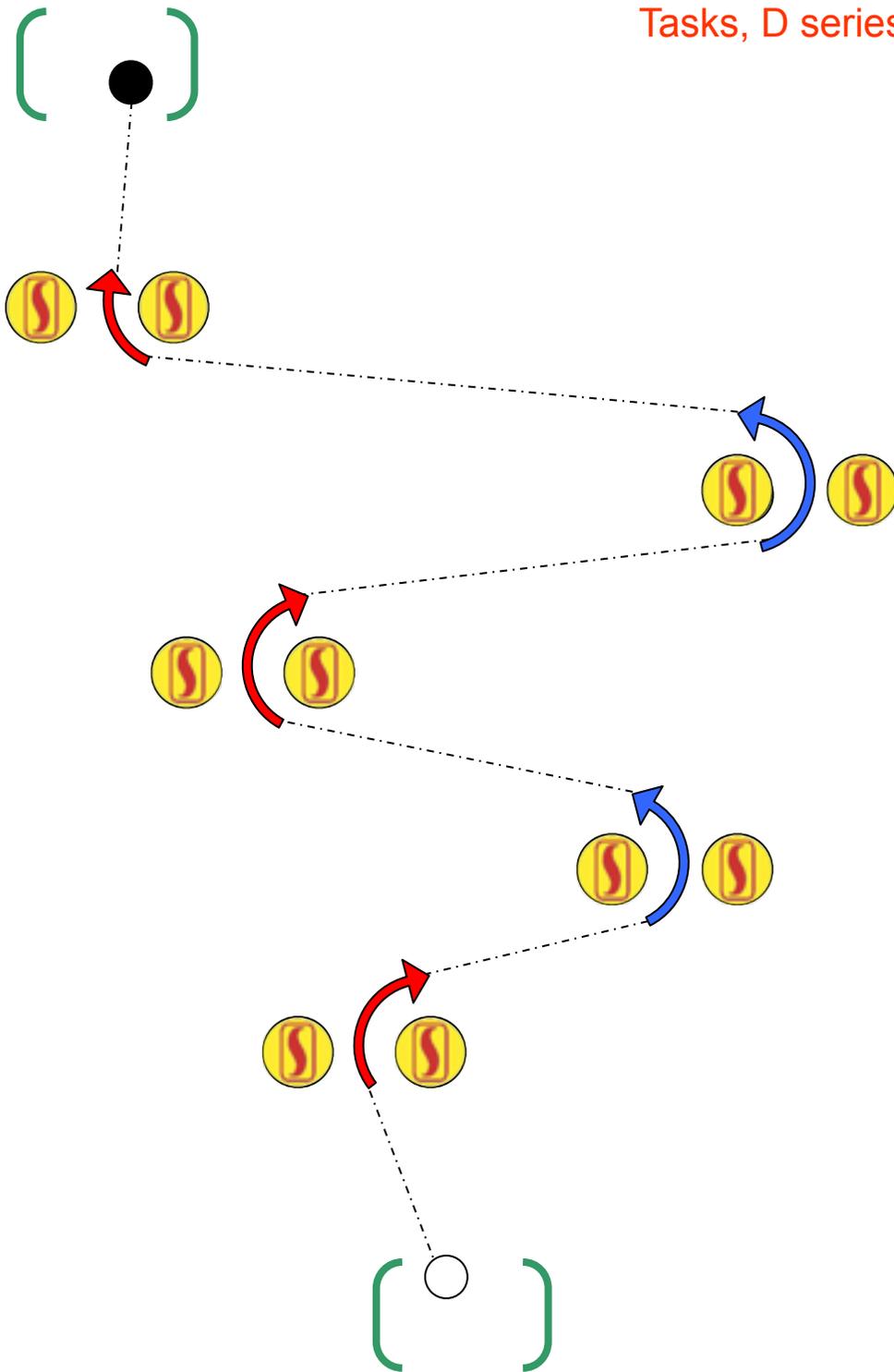


The pilot is ready to take-off and wait for the signal of the marshal.

The clock starts after marshal's signal (the inflation is taken into account) or the clock starts when the pilots pass through the gate (only 1 attempt).

The clock stops when the pilots pass through the gate (only 1 attempt).

Tasks, D series (between gates)



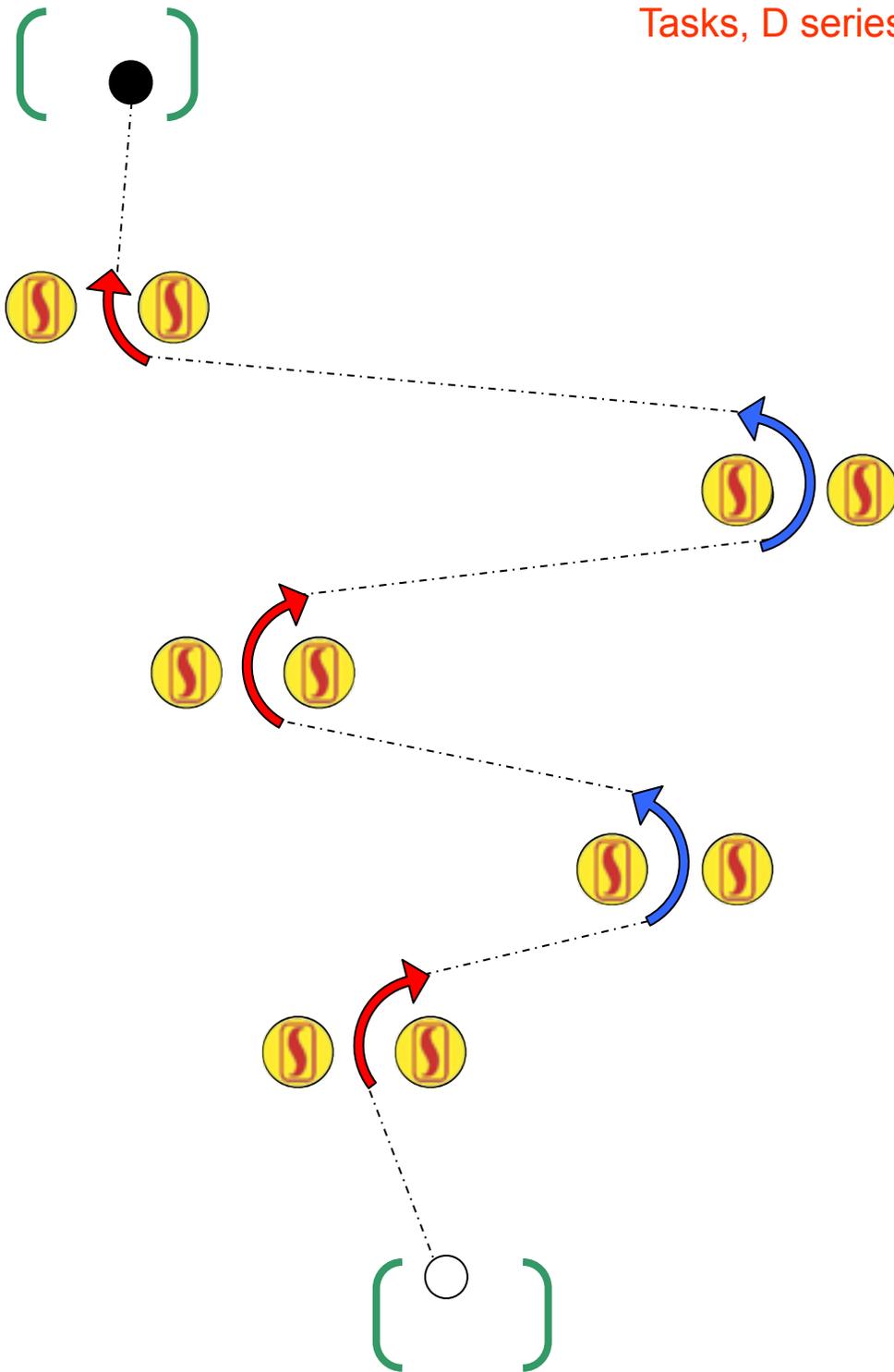
The pilot is ready to take-off and wait for the signal of the marshal.

The clock starts after marshal's signal (the inflation is taken into account) or the clock starts when the pilots pass through the gate (only 1 attempt).

The pilot must pass between the 2 sticks (as a gate) and follow the circuit.

The clock stops when the pilots pass through the gate (only 1 attempt).

Tasks, D series (between gates)

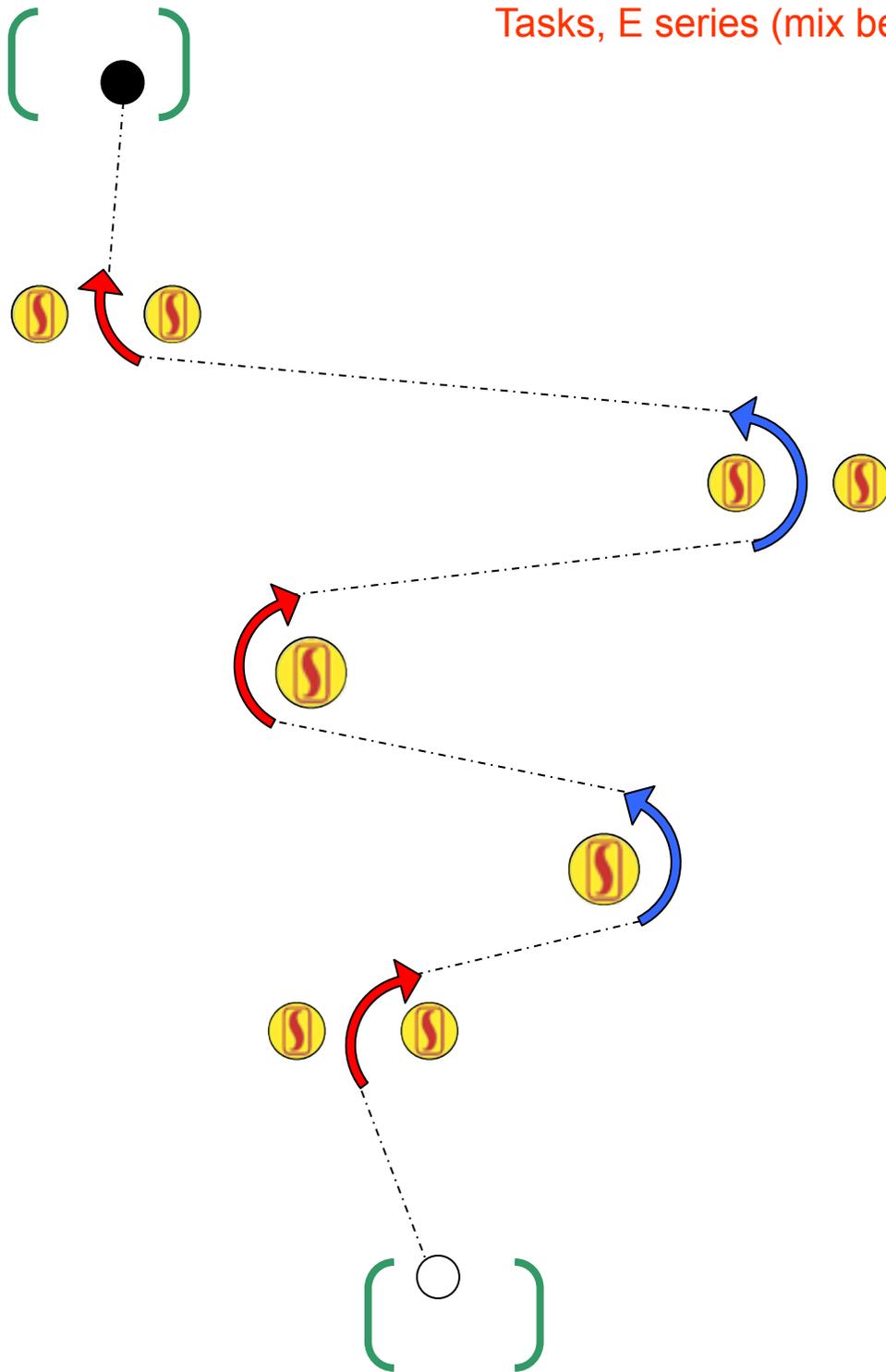


Specific penalties

The pilot misses a gate (wrong circuit) = maximum of points + 4.

The pilot flies higher than a gate = maximum of points + 4.

Tasks, E series (mix between gates and pylons)



The pilot is ready to take-off and wait for the signal of the marshal.

The clock starts after marshal's signal (the inflation is taken into account) or the clock starts when the pilots pass through the gate (only 1 attempt).

The pilot must pass between the 2 sticks (as a gate) and follow the circuit.

The clock stops when the pilots pass through the gate (only 1 attempt).

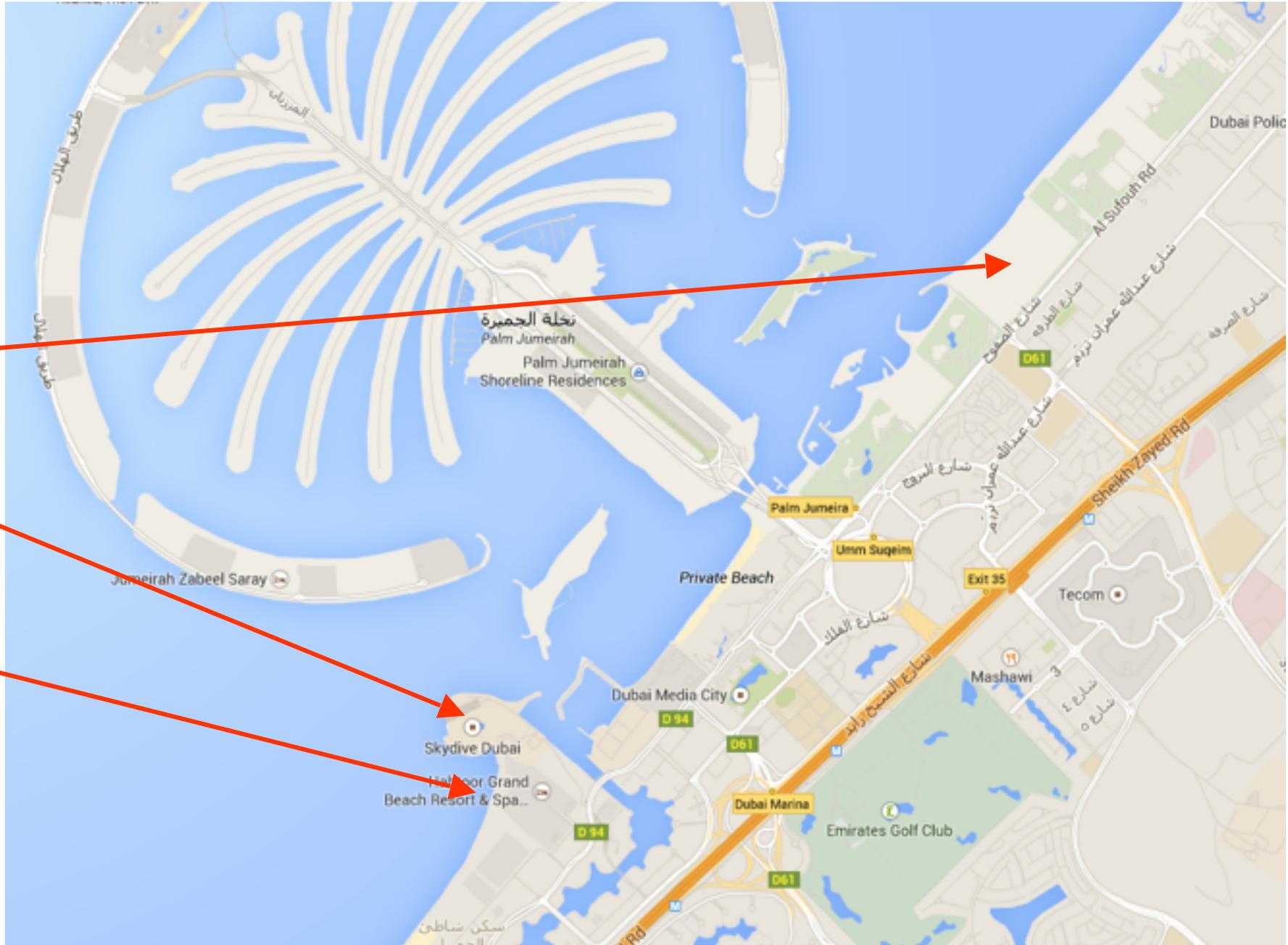
Spots



Sufouh Beach

Skydive

Marina Beach



Spots



Sufouh Beach

Skydive Desrt



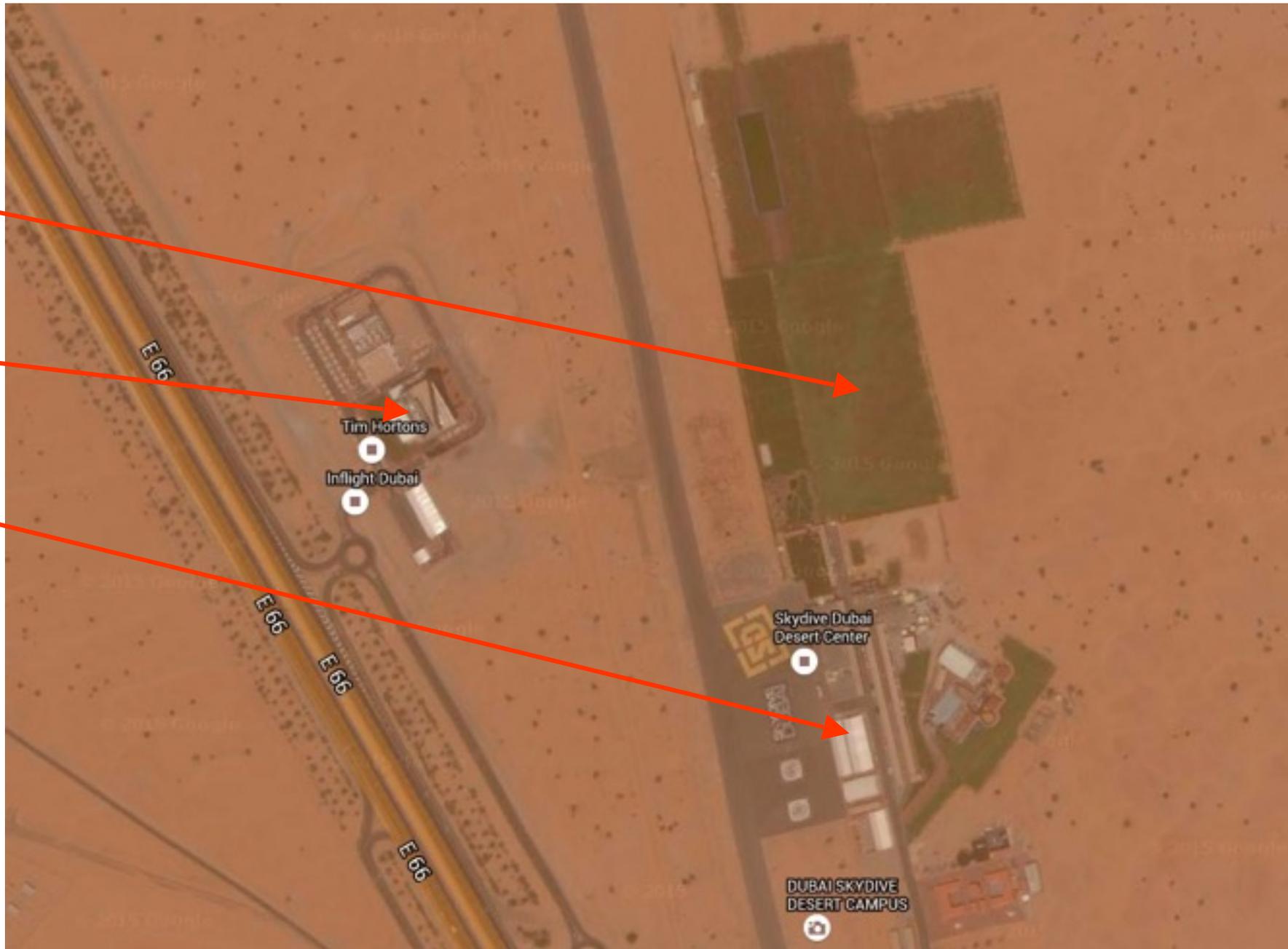
Spots



Airfield

Inflight

SkyHub
Paramotors



Sufouh beach



Sufouh beach



Marina beach





Skydive desert



Skydive desert



Scoring and penalties



The winner of the task obtains 1 point, the second 2 points, the third 3 points, etc.

Main notes:

Cell out – The pilot who misses the finish gate obtains the maximum of points.

Cell in – The pilot who misses the entry gate obtains the maximum of points + 2.

Error – The pilot who makes an error during the circuit obtains the maximum of points + 4.

DNF – The pilot who does not fly obtains the maximum of points + 6.

When the tasks take place over the ground, penalties are attributed in the following cases:

The pilot touches a pylon = 4 seconds.

The pilot or the machine touch the ground (tip, feet, frame) = 4 seconds.

Any situation entails an imbalance in the flight (departure in twist, departure in spin or stall) = 4 seconds.

The pilot undergoes a collapse = 4 seconds.

These judgments are made by the ED, one or several officials marshals.

During these tasks, the use of the speed bar is not allowed.

Selection rounds (from 2nd to 9th)



This schedule can change if the weather conditions don't allow the normal progress.

At the end of the selection rounds, the cut will retain the 16 better pilots.

Other pilots will run a round where the 4 better will go to join the 16.

In case of bad weather conditions this round will not take place and the 4 pilots to join the group of 16 will be selected regarding the ranking before the cut.

If there are one or more equalities, the pilots will be decided according to rank obtained during the selection rounds.

Eg: the pilot A and the pilot B finish the selection rounds with 21 points.

The best ranking of the pilot A is 3rd, 3rd, 6th and 9th.

The best ranking of the pilot B is 3rd, 4th, 6th and 8th.

The pilot A is qualified.

Final rounds (10th and 11th)



8th final: the 16 + 4 better pilots (after a selection round for all the pilots if it's possible).

4th final: the 8 + 3 better pilots (after a selection round for the 12 pilots if it's possible).

Semi-final: 4 + 2 better pilots (after a selection round for the 7 pilots if it's possible).

Final: 2 + 1 better pilot (after a selection round for the 4 pilots if it's possible).

The first final eliminates the 3rd pilot.

The final between the 2 last pilots is made in 2 rounds.

If there's equality, a third and finish round decided between the 2 pilots.

Have fun !

Enjoy the race !

