



**II EUROPEAN
PARAMOTOR
SLALOM
CHAMPIONSHIP
BORNOS 2016**



2nd FAI EUROPEAN PARAMOTOR SLALOM CHAMPIONSHIPS

LOCAL REGULATIONS V6

Place : Bornos, Cadiz (SPAIN)

Date : 9th – 18th June 2016

www.paramotorbornos.com/european-championship

Organised by : Club Lijarsur CAT Tourist Activities Center located in Bornos, Cadiz, SPAIN

AUTHORITY

These Local Regulations combine 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.

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1. GENERAL

The purpose of the Slalom championships is to provide a good and satisfying contest to determine the European Champion in each class and to reinforce friendship amongst pilots and nations (S10 4.2).

2. SCHEDULE

Registration, paramotor inspection. 9th June

Registration, paramotor inspection , Training day : 10th June

Training day, first Competition briefing and Opening Ceremony: 11th June

Contest Flying Days: 12th to 17th June

Closing Ceremony, Prize-giving: 18th June

3. OFFICIALS

Organiser : Francisco Sanchez

Director: Ramón López

Competition Director : José Ortega

Chief Marshal: Francisco Setién

FAI/CIMA Officials

JURY

President: Wolfgang LINTL (GER)

Member : Natalia PASKA (POL)

Member : Richard SHAW (GBR)

Steward: Oscar MISTRI (ITA)

4. ENTRY

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

8 pilots in class PF1 m (foot launch, male)

4 pilots in class PF1 f (foot launch, female)

3 pilots in class PL1 (trike)

1 or 2 racing teams per country

(A racing team is composed by exactly 3 or 4 pilots (3 + 1 as reserve pilot) who can be mixed between PF1 m, PF1 f and PL1).

A pilot can register in 2 classes (PF1 and PL1).

The entry fee is:

- Entries must be made on the official Entry Form.
- 450 € for pilot in each class, entry fee paid before 10th of April 2016.
- 300 € for pilot register in 2 classes (450 € + 300 € for the 2nd entry).
- 11th April up to 31th of May 500 €
- If applications, with fees paid, are not received by 31th of May 2016, the entry may be refused,
- 150 € for each Team Leader
- 50€ Assistant/mechanic person Fee.

Withdrawal from a CAT1 event

Participants who withdraw from a CAT1 championship before the start of the official practice period shall be entitled to a refund of part of their entry fees according to the scale below. In this instance, no CIMA sanction fees are due. 30 days (or more) before = 100% * 29 days (or less) before = 50% *

The entry fees are to be paid by bank transfer to the following account:

Bank account: Francisco Sanchez Reina

Bank: LACAIXABANK

IBAN

ES49 2100 5542 1822 0022 7823

SWIFT

CAIXESBBXXX

Bank address: Avenida Andalucia

Bornos-- Cadiz

The entry fee includes:

- Competition operations (setting, controlling and evaluation of tasks)
- All competition materials (task descriptions)
- Free use of the airfield and free entry to all official events
- Tent for boxes
- Opening and closing ceremonies

International Open Paramotor Slalom Championship Bornos-Spain

There will be 10 to 15 places for international non-European pilots, with registration and fees, the same as European pilots. When registering, just click on "Open pilot".

There is no separate scoring for Open pilots who compete with European pilots, and who can also fly the final rounds. However, FAI medals can only be awarded to European pilots.

5. INSURANCE

Each pilot must hold a valid third party insurance of at least 750 000 SDR. It may be possible to take out the required insurance if proposed by the organisers. Organisers strongly recommend to find 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 Organisers 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:

Pilots placed first, second and third in each class (in compliance with S10 4.3.2).

Racing Teams placed first, second and third.

Nations placed first, second and third

FAI Diplomas will be awarded for those placed first to tenth.

8. CHAMPIONSHIP CLASSES

The Championships may be held in the following classes (S10 1.5):

PF1 m, PF1 f, PL1.

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

The PF1 m and PF1 f 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... and nations without female pilots will get the maximum score + 1 point (15.7.).

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 task (S10 4.3.2).

10. CHAMPIONSHIP VALIDITY

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

11. GENERAL COMPETITION RULES

11.1. REGISTRATION

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 Licence and qualifications.
- Evidence of competitor's nationality or residency.
- Valid FAI Sporting Licence for pilot.
- Paramotor Certificate of Airworthiness or Permit to Fly.
- Evidence of conformity to class rules.
- Certificate of third party Insurance.

- Receipt for payment of entry fees.

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

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

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 licence 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 Licence issued by his own NAC.

Pilots must be (15) 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 organisers. The paramotor must comply with the FAI definition of a Microlight or Paramotor at all times (S10 1.3).
- Two complete equipments (2 engines and 2 canopies) 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 litre tank or to fly with a full tank.
- Emergency parachute is compulsory. In case of landing in the water, the competition director may give permission to fly the next tasks without parachute and to replace it as soon as possible.

- A buoyancy device is mandatory. It is recommended that the buoyancy device should be fitted to the paramotor rather than worn by the pilot.
- Each pilot is responsible for his own equipment.

The Competition Director may ground equipment if, in his view, the Certificate of Airworthiness or Permit to Fly is invalidated (S10 4.17.4) or dangerous.

11.4. TEAM LEADER RESPONSIBILITIES

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.

11.5. 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).

Competitors may not be substituted, nor change to another class.

11.6. PRACTICE DAYS

Official practice days will be 10th and 11th June.

Slaloms configurations will be available during the practice days.

The scores generated shall not be counted (S10 4.7.3).

11.7. 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).

11.8. 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 task or a time/score given by the Competition Director.

A protest must be presented not later than 6 hours after the respective Official Score sheet has been published, except for the rounds of the last competition day, or for Official Score sheets published on or after the last competition day, when the time limit is half an hour. The night time between 22:00 and 07:00 is never included (S10 4.36).

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).

Team Leaders' meetings, in addition to briefings, may be called by the Director, but shall be held within 18 hours if requested by five or more Team Leaders (S10 4.22).

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).

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.

12.5. DAMAGE TO A COMPETING PARAMOTOR

Any damage shall be reported to the organisers without delay and the paramotor may then be repaired. Any part may be replaced.

Only one engine change is authorised, under provision of 11.3.

Replacement may be made whatever performance and eligible to fly in the same class (11.3).

Canopy replacement is authorised (11.3).

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 organisers or the organisers' 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. Non compliance will be penalised.

12.9. COLLISION AVOIDANCE

A proper look-out must be kept at all times. A competitor involved in collision in the air must not continue the flight if the structural integrity of the paramotor is in doubt (S10 4.24.5).

12.10. CLOUD FLYING

Cloud flying is prohibited and paramotors shall not carry gyro instruments or other equipment permitting flight without visual reference to the ground (S10 4.24.6).

12.11. ELECTRONIC EQUIPMENT

Unless particular requirements in national regulations, individual communication systems are not allowed.

12.12. 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).

13. CHAMPIONSHIP ROUNDS

13.1. GENERAL

To count as a valid championship task, all competitors in the class concerned will be given the opportunity to have at least one flight with time to carry out the task.

A task for each class may be different and a task may be set for one class only (S10 4.29.5).

A competitor will generally be allowed only 1 to 3 take-off attempts for each round and the round may be flown once only, except if the Competition Director allow to re-run the round concerned .

A competitor may return to the landing area after take-off for safety reasons, except if he has started the round (starting the timing of the slalom). 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).

13.2. ROUND PERIOD

Times and order for take-off, as well as the closing time of the take-off window will be displayed in writing. If the start is delayed, given times will be correspondingly delayed unless specifically briefed to the contrary.

13.3. ROUND SUSPENSION OR CANCELLATION

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

Once all competitors in a class have taken off or had the opportunity to do so, the round will not be cancelled except for reasons of "force majeure" (S10 4.30).

13.4. ROUND TYPE: SLALOM

Slalom definition: a timed race through a winding course past a series of gates around pylons.

Round definition: one or more tasks.

A catalogue of tasks to be implemented during the championship is described and attached to the EPSC Bornos website.

13.5. FLYING THE TASKS AND ROUNDS

Slalom tasks may be flown according to a local pattern (circuit) described in the task catalogue and completed at the briefing.

Round order of take off may be

- a scheduled take off order, balloted by the Organisers,
- current championship or reverse championship order.

13.6. OUT-LANDINGS

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

13.7. EMERGENCIES

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

14. CONTROL OF ROUND FLIGHTS

14.1. TIMING

Timing shall be made by a CIMA approved electronic timing system, rounded to an accuracy of 1/1.000th of a second. 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.

14.2. CONTEST NUMBERS

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

14.3. EMERGENCY EQUIPMENT

An emergency parachute is not to be considered as a part of the structural entity of a paramotor but is mandatory (S10 4.24.1).

14.4. PROTECTIVE EQUIPMENT

A protective helmet must be worn. Body protection is recommended.

The cage must be covered with a safety net.

15. PROGRAM OF SLALOM EVENTS

15.1. GENERAL

The events of the European Championships are slalom rounds.

A round includes 1 to 3 different tasks as defined in the briefing by the Competition Director.

The individual events comprise slaloms scored by the time taken to complete the course.

Racing Team events comprise of a relay that is scored by the overall time taken by the 3 Racing Team pilots to complete the course.

A round is composed by one or more tasks defined by a Slalom described in the task catalogue and chosen by a draw.

Every 7 valid tasks, the worst score for each competitor is cancelled. This rule applies only for the selection rounds.

15.2. SELECTION ROUNDS

The European Championships will comprised of selection rounds, with up to 20 tasks.

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

15.3. NEW TASKS

A "swoop" and a "360 tip'n water" tasks can be added to the standard slalom circuit. Description, rules and specific penalties will be briefed.

The "360 tip'n water" tasks is reserved for the final rounds but a swoop could be added to any task in the selection rounds.

The swoop is propose before or after the circuit, so out of the time taken by the pilot to do the task.

15.4. FINAL ROUNDS

The Final rounds, consisting of 1/32, 1/16, 1/8, 1/4, semi final and final round, using the following scale:

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.

The 1/32 final round will consist of the pilots or racing teams with the 64 highest placing after the selection rounds.

A system of repêchage is set up. All eliminated pilots will run a round where the best 6 will join the 64 qualified pilots.

In case of bad weather conditions this round will not take place and the 6 pilots to join the group of 64 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 24 points.

The best ranking of the pilot A is 3rd, 3rd, 8th and 10th.

The best ranking of the pilot B is 3rd, 5th, 5th and 11th.

The pilot A is qualified because he finishes twice 3rd and the best ranking of the pilot B is 3rd and 5th.

The 1/16: the 32 highest placing after the 1/32 round or the selection rounds + 5 best pilots.

The 1/8: the 16 highest placing after the 1/16 round or the selection rounds + 4 best pilots.

The 1/4: the 8 highest placing after the 1/8 round or the selection rounds + 3 best pilots.

The semi-final 1/2: the 4 highest placing after the quarter final + 2 best pilots.

The final: the 2 highest placing after the semi final + 1 best pilot.

The first final eliminates the 3rd pilot.

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

If there's tied score, a third and finish round (tie break) decided between the 2 pilots.

		1/32	1/16	1/8	1/4	semi	1st final	2nd final	3rd final	Tie break
Pilots registered	75									
Qualified		64	32	16	8	4	2	2	2	2
2 nd round		11	38	21	12	7	4			
Qualified 2 nd chance		6	5	4	3	2	1			
Pilots flying		70	37	20	11	6	3			

15.5. RACING TEAMS

Racing Team events comprise a relay that is ranked by the time taken to complete the course by 3 pilots chosen amongst the 4 registered.

All rounds can be done as a team:

The 4 pilots take-off at the same time, the first enters the run and the two others wait for their turn to enter the circuit in a relay format. The second pilot enters the entry gate once the first pilot has passed through the exit gate. The same applies for the third pilot who enters the course once the second pilot has passed through the exit gate. If this does not happen, a penalty will be applied.

The composition of the team and the order of passage may change from one task to another.

Note: The team score is not the sum of the individual scores (time or placing) but the result of the overall performance of the relay by the team in the task selected by the Course Director.

15.6. SCORING

A task (team or individual) will be scored by timing.

Timing: the performance will be timed precisely, the resulting time may, if relevant, have penalties added.

Score: the times will determine the ranking and be converted into points, when relevant, penalties will be added.

Score sheets shall 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 shall be marked Provisional, and Official, or if a protest is involved, Final. A Provisional score sheet shall only become Official after all complaints have been answered by the Director. Scores shall not be altered when the Provisional sheet is made Official (S10 4.34.3).

Scoring will be supervised by the chief scorer.

15.7. RANKING

The overall ranking (individuals and or teams) will be calculated by adding the scores achieved in each event.

Winner of a task =1 point

Second of a task =2 points etc....

The winner of the European Championships or the winning team will be the winner of the final rounds. In the event of unfavourable weather conditions preventing to fly all (or any) of the final rounds, the championships order issued after the last completed task or stage of the final rounds will determine the final ranking.

A National Team score is calculated by taking the best performance from each task and in every class, as follows:

The 3 best individual scores from each nation in the PF1 m class,

The best individual score from each nation in the 1 PF1 f class,

The best individual score from each nation in the 1 PL1 class,

The best individual score from each nation in the Racing Team class.

These National team scores are counted only during the selection rounds.

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

15.8. PENALTIES

15.8.1. GENERAL

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

Disqualification terms:

Unauthorised flights during the competition.

Use of unauthorised equipment or equipment not in conformity.

False declaration.

Repeated 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 manoeuvre considered as dangerous for the public, buildings and competition setup, another paramotor or the pilot himself.

Flying over housing.

Flying over the slalom course with the exception of media related flights.

15.8.2. SPECIFIC PENALTIES

In the following cases, a pilot receives maximum score resulting in the lowest place, increased by penalty points:

To miss the exit gate: maximum score; "Cell out" on the scoring sheet.

To miss the starting gate: maximum score + 2 points; "Cell in".

Wrong slalom: maximum score + 4 points; "Error".

A pilot who did not fly: maximum score + 6 points; "DNF".

A pilot who is disqualified: maximum score +15 points; "DSQ". (S10 4.34.15)

Specific penalties are applied:

A pilot does not do the sloop: maximum score + 2 points.

A pilot misses the sloop: his time + 2 seconds.

A pilot does not do the 360 turn: maximum score + 2 points.

A pilot fails to touch the water with his wingtip: his time + 2 seconds.

15.8.3. RACING TEAM PENALTIES

Early entry in the relay: time difference X 3 added to time.

Any mistake in the course (miss a gate, wrong direction, miss a pylon) will cause the elimination of the team for that round: the score will be that of the lowest placed team increased by 4 points.

15.9. TASKS

Based on a fixed set up described as the "5 & 8 Dice" in the Task Catalogue approved by CIMA, tasks will be chosen by a draw.

A map of the "Slalom area" with distances for individual, team and trikes will be available from the Competition Director.

Each round may be the object of the run of the same task in a mirror image .If it is necessary, the Competition Director may stop a task and or a round at any time for safety reasons.

Some Racing Team tasks require specific conditions: they will be defined in the briefing.

For each task which is a part of a round the Competition Director determines an entry gate and an exit gate which could be the same. The Slalom may be set up with intermediate gates.

15.10. SLALOM EQUIPMENT AND TIMING

Slalom circuits involve the use of:

Inflatable pylons (the height will be comprised between (8 to 12 metres).

Blowers may be thermal and or electrical.

Infrared sensors: approved by CIMA

Chronometers: approved by CIMA

Gate: 8 to 15 metres width materialised by infrared sensors on tripod. One or more gates may be used in a task for the purpose of separating elements of that task (e.g. to take a time) and a penalty score may be available if missing these gates.

Because pylons are fixed to the water, the distances can vary according to the wind and currents. The organisers will do their utmost to fix the pylons correctly but movements of platforms are always possible. The most important it will be that at the beginning and finish of each task the sizes between the pylons on the circuit will be the same for all the pilots.

15.11. DRAW

The Competition Director makes the choice of 5 circuits amongst the catalogue approved by CIMA.

All other circuits are chosen by draw.

A circuit cannot be run twice.

The Competition Director chooses the order of the tasks.

15.12. CONTACT

To contact:

Organiser: Francisco Sanchez

Email: lijarsur@lijarsur.com

Director: Ramón López

Email: ramonlopez64@hotmail.com

Competition director: José ORTEGA

Email: passion.ails@wanadoo.fr

Chief Marshal: Francisco Setién

Email: fasetien@gmail.com