



Państwowe
Gospodarstwo Wodne
Wody Polskie

JUTROSIN SLALOM CHAMPIONSHIPS

9th POLISH OPEN PARAMOTOR SLALOM CHAMPIONSHIPS

LOCAL REGULATIONS – VERSION 2.0 ENG

Date: 5-12.08.2023

Place: JUTROSIN, POLAND

Organized by:

Aeroklub Ostrowski

Stowarzyszenie Paralotnie Michalkow

Gmina Jutrosin

Patrocination:

Aeroklub Polski

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FAI 2 Event – Polish Open Paramotor Slalom Championships
Sanctioned Event of Microlight Commission of Aeroclub of POLAND

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.



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1. INVITATION

Jutrosin Slalom Competitions was always founded on atmosphere and friendships among the participants. We believe that great events created in past will show the community effort to save Jutrosin Slalom once again.

The invitation is directed to all pilots who want to compete, train and learn the technique from the best pilots.

This year our event will be first opportunity to get on with new Task Catalog approved for next year's 6 WPSC in Qatar.

More than that we offer improved safety and results thanks to state of art Photo Finish System provided by Qatar Team.

If you did not plan yet to join and support us, there is no better time to start.

2. SCHEDULE

Day	Date	Activity
1	05.08.2023	REGISTRATION - TRAINING
2	06.08.2023	REGISTRATION - TRAINING
3	07.08.2023	TRAINING - FIRST BRIEFING 20:00 LOCAL TIME
4	08.08.2023	COMPETITION DAY 1
5	09.08.2023	COMPETITION DAY 2
6	10.08.2023	COMPETITION DAY 3
7	11.08.2023	COMPETITION DAY 4
8	12.08.2023	COMPETITION DAY 5 - CLOSING CEREMONY

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

3. OFFICIALS



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Event Director: KAROL SKARZYNSKI
Deputy Event Director: MIROSLAW NOWICKI
Competition Director: KAMIL MANKOWSKI
Deputy Competition Director: PIOTR GELO
Chief Scorer: PAWEL KOZARZEWSKI
Chief Marshall: JACEK WITEK
Chief Rescue Teams: MARCIN BANASIAK

4. ENTRY

Jutrosin Slalom Championships is open to all pilots willing to learn and train slalom discipline, however participation in FAI Event classification is reserved for holders of valid FAI Licenses.

4.1. ENTRY FEES

Entries must be made by the official email address:

jutrosin@michalkow.pl

- Competition Entry Fees (08-12.08.2023)
300 € (registration before 30.06.2023)
350 € (registration before 15.07.2023)

400 € (registration after 16.07.2023)
- Training Entry Fee (05-07.08.2023)
Full Training 3 Days – 200 €
One Training Day – 70 €
- Assistant, Mechanic, Guest – 100 € (5-12.08.2023)

4.2. BANK ACCOUNTS

The entry fee and other fees should be paid to the following account numbers: The entry fee includes:

Bank account (PLN) IBAN: PL 02 1090 1160 0000 0000 1600 9522
Bank account (EUR) IBAN: PL 10 1090 1160 0000 0001 1773 9001
BIC (SWIFT CODE) WBKPPLPP

- Competition operations (setting, controlling and evaluating the tasks)
- Access to Camping Zone (Tents, Toilets, Limited Areas)
- Access to official events (Closing Ceremony)
- Water rescue on boats



- Ambulance Services
- Tent for equipment
- One afternoon meal a day for competitors.

5. INSURANCE

Each pilot must hold valid third-party cover. Personal accident insurance for pilots will be included in Entry Fee. Documentary proof of third-party insurance must be presented to the Organizer at Registration.

6. LANGUAGE

The official languages of the Championships are English and Polish.

7. MEDALS AND PRIZES

Medals will be awarded to:

1. Pilots placed first, second and third in each class.
2. Racing Teams placed first, second and third.

8. CHAMPIONSHIPS CLASSES

Events will be held in the following classes:

FAI 2 Polish Open Paramotor Slalom Championships	Polish National Paramotor Slalom Championships	Jutrosin Slalom Championships
PF1 International FAI License ONLY	PF1 National Polish Sporting License ONLY	DEBUT International Beginner Class first competition Mixed PF1 + PL1
PL1 International FAI License ONLY	PL1 National Polish Sporting License ONLY	SERIAL International Experimental Class 17+ sqm Mixed PF1 + PL1
		RCT Racing Teams – max 4 pilots for team from each valid class.

9. CHAMPIONSHIPS RULES



9.1. Registration

All participants willing to take part in the event are entitled to send the REGISTRATON FORM with basic information & additional documents to the e-mail address jutrosin@michalkow.pl

On arrival all pilots 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.
- 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.

9.2. PARAMOTOR AND ASSOCIATED EQUIPMENT

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

9.3. PROHIBITED PARAGLIDER MODIFICATION

Paragliders used in competition should be of the version available on the market. Prototypes or any modifications to the following paraglider elements are strictly prohibited:

- Paraglider shape, and dimension.
- Lines configuration, and dimension.
- Riser, and riser accessories configuration, and dimension

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

9.4. DECLARATION

All pilots declare conformity with the limits provided in the technical documents of their equipment.

9.5. TRAINING DAYS



- Official practice days will be 5, 6 and 7 August.
- Slalom configurations will be available during the practice days.
- The scores generated shall be used only to arrange take-off order for the first official task.

9.6. COMPLAINTS

A competitor who is dissatisfied on any matter may make a complaint in writing to the Director.

10. FLYING AND SAFETY REGULATIONS

10.1. BRIEFING

General briefing is planned on 7th August 2023 20:00 Local Time and is mandatory for all competitors.

Daily Briefings will be held for Pilots on demand of the Competition Director. The time and place for briefing meetings and any postponements will be prominently displayed.

Procedures for flight preparation, takeoff, flying the slalom tasks, landing and scoring together with any penalties will be specified in briefing.

10.2. COMPLIANCE WITH THE LAW

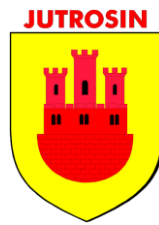
Each competitor is required to conform to the laws and to the rules of the Polish Aviation Law.

10.3. PREPARATION FOR FLIGHT

- Each paramotor shall be given a pre-flight check by its pilot and may not be flown unless it is serviceable.
- Engine start can be performed only in designated warm up areas with extreme caution - correctly worn by the pilot, all belts are connected, and protective helmet is in use.
- It is forbidden to perform an ignition procedure without CLEAR PROP alert on field for all other participants.
- Additionally, for PL1 class it is forbidden to perform an ignition procedure if the 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.

10.4. 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.



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- Any behavior considered as hazardous to the pilot and public will be subject to warning, penalty or disqualification.

10.5. 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 the paramotor is still conforming with Certificate of Airworthiness.

10.6. 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 over ground, acro and flying over water without safety teams is not permitted.

10.7. 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.

10.8. AIRFIELD DISCIPLINE

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

10.9. WEATHER

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

Max Wind Speed: 4 m/s = 15 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.



11. CHAMPIONSHIP ROUNDS

11.1. GENERAL

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

11.2. 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.

11.3. 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 canceled.

11.4. 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.

11.5. OUT-LANDINGS

In case a competitor lands for a technical problem in the take off/landing deck it's possible to relaunch in the given order, before the last pilot in the list. Landing outside of the deck will be penalized with DNF.

12. CONTROL OF ROUND FLIGHTS

12.1. TIMING

Time results will be checked by the photo-finish timing system provided by LYNX System Developers INC. EtherLynx Vision Pro is a 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 an image file possible to export in case of any complaints.

12.2. CONTEST NUMBERS



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

13. PROGRAM OF SLALOM EVENTS

13.1. GENERAL

Championship contains only slalom. Tasks for individual rounds and relays will be specified in Task Catalogs.

13.2. QUALIFICATION ROUNDS

Championships will comprise qualification rounds, with up to 20 tasks for individual classes and up to 5 tasks for Racing Teams.

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

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

Deduction of the scores will be performed live each 5 completed tasks of Qualification phase to keep the results clear.

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 flying, 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.

13.3. FINAL ROUNDS

After the qualifications, the final round will be flown:

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

13.4. RACING TEAMS

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

Pilots in the Racing Team will be without separate classes.



The relay consists of up to 4 players, where 1 is considered as reserve. Specific Rules will be provided in separate bulletin "Racing Teams"

13.5. SCORING

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

Performance will be timed precisely in thousand parts of a 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.

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.

13.6. RANKING

The overall ranking in qualifications 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 and Racing Team Titles are 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.

14. GENERAL SECTION

14.1. SAFETY

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



During the first briefing there will be chosen by a draw safety officer from competitors.

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 (after permission from CD).

14.2. 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	Number of pilots	1	FEN
Failed Exit	Number of pilots	1	FEX
Error in circuit	Number of pilots	2	ERR
Not fly in task	Number of pilots	3	DNF
Limit situation	Number of pilots	5	LTD
Incident	Position in the task	1-3	INC
Water splash (except engine cut)	Number of pilots	5	SPL
Water splash (engine cut)	Number of pilots	2	ENC

Multiple Penalty – only 1 highest value penalty is considered to score.

Collapse - any deformation of the profile will be considered a collapse.



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Additional penalties for soft infringements of safety or procedures (INC) will be imposed upon investigation of each incident. Judgements are made by the Competition Director. (Example: Engine start without following safety procedures, risky take-offs or landings, flying over no fly zones, delay on entry etc.)

14.3. OPERATIONS OF THE TASKS

1. Pilots take-off one by one after marshals' green flag/green light according to order. Only 3 pilots are in the waiting area.
 2. All pilots will go directly to the waiting area.
 3. 1st pilot to enter the circuit at low altitude.
2nd pilot to enter the circuit at medium altitude.
3rd pilot to enter the circuit at high altitude.
 4. Circulation direction in the waiting zone will be indicated in a separate bulletin and may change according to the decision of the Director. All pilots in the waiting zone are obliged to keep visible separation of distance and altitude over pilots in the lower position.
 5. They join the waiting area and wait for the green flag/green light to start the circuit.
 6. Pilot entering the task shall proceed immediately when green light/flag will be indicated.
 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 both green/red flags or light will appear it is a signal to perform immediate landing in the deck (Example: pilot in the water).
- The Competition Director has the right to stop the task at any time for safety reasons.

14.4. STADIUM SETUP

Measures of the setup are prepared according to approved rules used in last World Championship (5 FAI WPSC 2023)

- 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) 30 meters (Racing Teams)
- Gate material: 2 x 30-centimeter polypropylene buoys.

14.5. OFFICIAL COMMUNICATION CHANNEL

After registration thru official email it will be prepared Messenger Group (Facebook):

1. General Competition Group – serving as an announcement group for all participants of the event to ease the access and ensure that everybody is well informed.
2. Official email address for communication with organizer
jutrosin@michalkow.pl



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