

Local Regulations and Task Catalogue

FAI 2 WORLD LEAGUE CUP

12th Polish OPEN Paramotor Slalom Championships

GRAND PRIX SLALOM JUTROSIN 2026

Jutrosin, Poland

15 – 22 August 2026

PATRONAGE

Aero Club of Poland – Microlight Commission (AP)

FAI – Fédération Aéronautique Internationale

OFFICIAL FAI 2 WORLD LEAGUE CUP EVENT

LOCAL REGULATIONS AND TASK CATALOGUE

Place	Country	Date
Jutrosin	Poland	15 – 22.08.2026

ORGANISED BY:

Aeroklub Ostrowski (Ostrów Aero Club)

Stowarzyszenie Paralotnie Michałków (Michałków Paragliding Association)

ON BEHALF OF THE FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

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AUTHORITY

These Local Regulations combine the General Section and Section 10 of the FAI Sporting Code with regulations and requirements specific to this championship. The FAI Sporting Code shall take precedence over the Local Regulation wording if there is omission or ambiguity.

CLARIFICATION

Classes PF1, PF1s, PF1f, PL1 and PL1s are “Paramotors”.

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1 COMPETITION DESCRIPTION

Paramotor Slalom is a race made around pylons. A catalogue of different slalom circuits is predefined before each competition. A measuring device takes the start and finish time when the pilot flies through the gate. The winner of the task is the pilot who completes the task in the shortest time without penalties.

The Jutrosin event combines the official FAI 2 World League Cup with the 12th Open Polish Paramotor Slalom Championships and the accompanying Grand Prix Slalom Jutrosin (GPSJ) show — held according to a separate schedule, weather permitting.

2 AIMS

- 2.1 To determine champions in paramotor slalom.
- 2.2 To promote safety and develop paramotor training and competition.
- 2.3 To exchange ideas and strengthen friendly relations between participants of the FAI competition.
- 2.4 To allow participants to share and exchange experience, knowledge and information.

3 SCHEDULE

Event	Date
Organizational day / registration / reserve training day	15.08.2026
Training day / registration	16.08.2026
Training day / registration	17.08.2026
General Briefing	17.08.2026, time TBC
FAI OPEN / Polish Championships	18.08.2026
FAI OPEN / Polish Championships	19.08.2026
FAI OPEN / Polish Championships	20.08.2026
FAI OPEN / Polish Championships	21.08.2026
FAI OPEN / Polish Championships (morning only, if fewer than 8 tasks have been flown)	22.08.2026
Grand Prix Slalom Jutrosin Finals	22.08.2026
Awards Ceremony	22.08.2026, time TBC

Notes:

- The Polish Championships are run in accordance with FAI regulations throughout.
- The Grand Prix Slalom Jutrosin (GPSJ) is run according to a separate schedule, weather permitting.
- Should the GPSJ finals not be completed, prize-awarding results shall be taken from the most recently completed GPSJ tasks or, failing that, from the FAI 2 / Polish Championships ranking.

4 OFFICIALS

Function	Name
Event Director	Karol Skarzyński
Deputy Event Director	Dariusz Kempiański
Sports Director (Competition Director)	Paweł Kluczyk

Deputy Sports Director	Tomasz Walczak
Chief Scorer (Chief Judge)	Małgorzata Okoń
Chief Marshall (Start Judge)	Jacek Witek

5 REGISTRATION

Every pilot wishing to take part in the competition must complete the official entry form available on the event website (see § 4 for organizer contact details) to register.

At on-site registration the pilot must present the following documents:

- 5.1 Pilot licence / qualification certificate.
- 5.2 Personal ID.
- 5.3 Paraglider certification.
- 5.4 Third-party liability insurance proof (see § 7).
- 5.5 Payment proof for the entry fee.

6 ENTRY FEES

6.1 Entry fee tiers

The entry fee applies to pilots in every class of the FAI 2 / Polish Championships competition.

Payment window	Fee
07.05.2026 – 31.05.2026 (early bird)	EUR 400
01.06.2026 – 15.07.2026 (standard)	EUR 500
16.07.2026 – 17.08.2026 (late)	EUR 700

6.2 Training sessions

All scheduled morning and evening training sessions are subject to separate fees. Pilots in the **DEBUT** category who have paid their competition entry fees are exempt from additional training payments.

Training day	Fee
First training day (morning and evening session)	EUR 100
Each subsequent training day (morning and evening session)	EUR 50

6.3 Entry fees include

- Competition operations.
- Access to event facilities.
- Access to official events.
- Water rescue.
- Ambulance services.

7 INSURANCE

Each pilot must hold a valid third-party liability insurance.

The policy must be valid throughout the event and must NOT exclude sporting activity or participation in competitions from its scope of cover. Documentary proof of this cover must be presented to the Organizer at Registration.

8 LANGUAGE

The official languages of the event are Polish and English. All briefings, score sheets and communications with international competitors will be conducted in English.

9 COMPETITION CLASSES

9.1 FAI 2 OPEN World League Cup / Polish Championships

The classes defined in this paragraph apply to the FAI 2 World League Cup event and the Polish Championships and follow the FAI regulations (S10, Annex 7).

CLASS	LABEL	DESCRIPTION
RPF1T	PF1	Paraglider control / Foot-launched / Flown solo / Thermal engine
RPF1Tf	PF1f	Paraglider control / Foot-launched / Flown solo / Thermal engine / female pilot
RPF1s	PF1s	Paraglider control / Foot-launched / Flown solo / Thermal engine / serial
RPL1T	PL1	Paraglider control / Landplane / Flown solo / Thermal engine
RPL1Ts	PL1s	Paraglider control / Landplane / Flown solo / Thermal engine / serial

9.1.1 For the Polish Championships ranking, scores from the individual classes may be combined into a single separate ranking reserved exclusively for pilots representing Poland.

9.2 Grand Prix Slalom Jutrosin (GPSJ) — local categories

The categories listed below are LOCAL regulations issued solely by the Organizer and are valid only within the Grand Prix Slalom Jutrosin (GPSJ) event. The requirements applicable to the FAI 2 / Polish Championships are defined in § 9.1 above and in the FAI regulations; the GPSJ categories do not affect the FAI or the Polish Championships rankings.

Grand Prix Slalom Jutrosin is run without divisions into FAI classes. For GPSJ qualification purposes the following categories are recognized:

GPSJ CATEGORY	DESCRIPTION
GENERAL CLASSIFICATION	Merged classes: PF1, PL1, PF1S, PL1S
DEBUT (DEBIUT)	Competitors taking part in a paramotor slalom competition for the first time.
Racing Team (Relays)	POLAND VS REST OF THE WORLD CONCEPT — show format.

9.2.1 The Debut Finals are run separately within the DEBUT category.

9.2.2 RCT Relays in the “Poland vs Rest of the World” format are part of the GPSJ show event (see § 29.4). Technical specifications of the relay format (procedures, penalties, gate parameters) are defined in § 23 (Racing Teams section), § 24.2 and § 25.

10 TECHNICAL REQUIREMENTS

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

10.2 Each paramotor shall carry the pilot’s number on the front and the back side of the cage oriented right hand.

10.3 Each paramotor and paraglider 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).

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

- 10.5** 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.
- 10.6** A buoyancy device is mandatory. It is recommended that the buoyancy device should be worn by the pilot.
- 10.7** Light protection armor, rescue parachute and full helmet is highly recommended.
- 10.8** Each pilot shall be checked during registration for compliance with the total in-flight weight in accordance with the equipment presented. The total in-flight weight shall be calculated with all equipment ready for flight (pilot, paramotor, propeller, paraglider, fuel and helmet), excluding safety equipment (reserve parachute, buoyancy device and light protection armor). Any pilot whose total in-flight weight exceeds the maximum weight limit specified in the paraglider certification shall not be permitted to fly.
- 10.9** During the competition there will be technical controls performed on pilots selected by draw.

10.10 Authorised Equipment

10.10.1 Classes PF1m, PF1f, PL1

Maximum wing load table:

Wing Area	m ²	13	13.5	14	14.5	15	16	17	18	19	20	22	24
Load limit	kg	110	115	120	125	130	140	150	160	170	180	200	220

10.10.2 Classes PF1s and PL1s (Serial)

Maximum wing load table:

Wing Area	m ²	13	13.5	14	14.5	15	16	17	18	19	20	22	24
Load limit	kg	90	95	100	105	110	120	130	140	150	160	180	200

10.11 Approved Engines Bulletin — Classes PF1s and PL1s (Serial)

A list of compatible and approved engine configurations shall be issued in a separate seasonal bulletin, prepared by the Paramotor Safety Working Group and approved by CIMA.

The bulletin shall be published for each season following the CIMA Plenary Meeting, not later than 10 working days after the meeting.

New entries to the list may be proposed by manufacturers, National Airport Controls (NACs), or pilots, and shall be submitted directly to the Paramotor Safety Working Group not later than 45 days before the CIMA Plenary Meeting.

Official communication channel: cima.secretary@fai.org

Official documentation:

- FAI CIMA – Paramotor Serial Class Engine Bulletin (current season version).
- FAI CIMA – Paramotor Serial Class Engine Verification Submission Form.
- FAI CIMA – Paramotor Serial Class Engine List.

Available at: <https://www.fai.org/cima-documents>

10.11.1 General Eligibility Criteria

The approved list shall, in general, include serial-production engines in standard manufacturer configuration only, with a maximum static thrust not exceeding 100 kg. Engines that are modified, experimental, prototype, or non-standard shall not be included.

10.11.2 Exclusive Acceptance

Only engines listed in the approved bulletin shall be accepted in the Serial class during FAI Category 1 and FAI Category 2 events. Any engine not included in the bulletin shall be considered ineligible for the Serial class, irrespective of its declared technical specifications.

10.11.3 Assessment of Non-Conformity

In cases where the Competition Director reasonably determines that an engine has been modified, or is capable of producing performance exceeding the manufacturer's published data for the standard configuration, the engine shall be considered suspect of non-conformity.

10.11.4 Burden of Proof

In such cases, the burden of proof shall lie entirely with the pilot, who shall provide verifiable and objective evidence demonstrating that the engine fully complies with the manufacturer's original specifications and the approved configuration.

10.11.5 Consequences

If the pilot fails to provide such proof, or if the provided evidence is deemed insufficient by the Competition Director, the engine shall be declared non-compliant for the Serial class. The pilot may only continue competition in a class where such engine configuration is permitted, subject to the applicable regulations.

10.12 Paragliders

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

10.12.1 Paraglider shape and dimension.

10.12.2 Lines configuration and dimension.

10.12.3 Riser, and riser accessories configuration and dimension.

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

11 BRIEFINGS

11.1 A General Briefing will be organized prior to the first competition day and all participants willing to fly in competition need to take part in.

11.3 A full task description (slalom), meteorological information, flight safety requirements, penalties and details of any prohibited or restricted flying areas will be provided.

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

12 PREPARATION FOR FLIGHT

12.1 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)

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

12.3 For PL1 class it is forbidden to perform an ignition procedure if the pilot is out of seat.

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

13 DAMAGE TO A COMPETING PARAMOTOR

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

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

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

13.4 A pilot has the right to choose from primary or secondary equipment declared in the registration form before every task if it is suitable for his needs.

13.5 Any other equipment will not be accepted after the registration process and start of the first official task.

14 TEST AND OTHER FLYING

- 14.1 No competitor may take off on a competition day from the contest site without the permission of the Director.
- 14.2 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.
- 14.3 Practicing prior to an official task is not permitted.

15 AIRFIELD DISCIPLINE

- 15.1 Marshalling signals, circuit and landing patterns will be given at briefing and must be complied with.
- 15.2 All needed information about take-offs according to conditions will be issued in a separate bulletin with graphic explanations of air traffic procedures.
- 15.3 Take-off will be without any assistance other than from registered assistants and only after permission from the Competition Director.

16 WEATHER

- 16.1 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.
- 16.2 Max Wind Speed: 5 m/s = 18 km/h.
- 16.3 In case of nil-wind conditions, there will be a focus to monitor “Mirror Effect” on the water and preventive actions will be taken to ensure maximum level of safety.

17 PRACTICE / TRAINING ROUNDS

- 17.1 At least one official training round is planned to check if all setup is ready for competition.
- 17.2 Results from official training round(s) can be used for further organization of official rounds take-off order lists.
- 17.3 It is recommended that training will be organized in competition regime to give the pilots time to prepare for competition rounds.
- 17.4 Training sessions will be held on 15.08.2026 (reserve day), 16.08.2026 and 17.08.2026 — morning and evening. The organizer reserves the right to run two sessions on the same day if weather conditions permit (see § 6.3).

18 TAKE OFF / LANDING PROCEDURES

- 18.1 The timing and order list for take-off will be communicated by official communication channel.
- 18.2 If the start is delayed, given times will be correspondingly delayed unless specifically briefed to the contrary.
- 18.3 Marshalling signals are primary communication on take-off; it is in the best interest of each pilot to cooperate and proceed with caution.
- 18.4 Safety is the number one rule; every decision regarding the take-off or landing should be planned and executed in the safest possible manner to reduce the risks for others.
- 18.5 Assistants are allowed to be in the deck only after approval from the Chief Marshall and using safety vests.
- 18.6 In case a competitor lands for a technical problem in the take-off / landing deck it is possible to relaunch in the given order, before the last pilot on the list.
- 18.7 Landing outside of the deck will be penalised with DNF.

19 SAFETY

- 19.1 Slalom events are only set to be organized over the water, with rescue teams and personal floating devices.
- 19.2 Any infringement to flight safety, safety rules or task rules will lead to a penalty or disqualification.
- 19.3 Sanctioned actions:
 - 19.3.1 Unauthorized flights during the competition.
 - 19.3.2 Unauthorized equipment or equipment not in conformity.
 - 19.3.3 Infringements of Competition Director’s instructions.

- 19.3.4** The use of illegal substances is in contradiction with the anti-doping rules. Medical reasons (unfitness, neglect of treatment etc.).
- 19.3.5** Any maneuver considered as dangerous for the public, buildings and competition setup, another paramotor or the pilot.
- 19.3.6** Flying over housing.
- 19.3.7** Flying over the slalom course except for media-related flights (permission from CD).
- 19.4** Each paramotor shall be flown within the limitations of its Certificate of Airworthiness or Permit to Fly.
- 19.5** 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.
- 19.6** 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.
- 19.7** The decision to impose anti-doping controls may be taken by the FAI, the organizers or the organizers' national authority.

20 COMPLAINTS

- 20.1** A competitor who is dissatisfied on any matter may, through his team leader, make a complaint in writing to the Director.
- 20.3** A complaint that could affect a round result must be dealt with and answered in writing before any official score sheet is issued.

21 TIMING AND SCORING

- 21.1** Time results will be checked by the photo-finish timing system provided by LYNX System Developers INC. The camera offers time accuracy of 0.001 s achieved with up to 20 000 fps; manual zoom 16–160 allows every pilot to be identified during crossing and the input picture is saved as proof in the registry.
- 21.2** It is the responsibility of the pilot to ensure that a timing gate is crossed within the defined gate limits and tolerances, as briefed, to activate the timing system, as no other form of evidence of a pilot's elapsed time can be accepted.
 - 21.2.1** The timing gate shall be defined as a vertical plane perpendicular to the course at the published gate position.
 - 21.2.2** Unless otherwise specified in the task briefing, the upper limit of the timing gate shall be defined by a physical vertical reference temporarily placed at the timing gate for calibration purposes, measured vertically from the water level, or ground level where applicable.
 - 21.2.3** The photo-finish timing system must be calibrated using the physical vertical reference at the timing gate (for example a temporary pylon, calibration mast, or dedicated marker). Camera alignment or orientation shall not redefine the timing gate height.
- 21.3** Every correct crossing will be saved in an image file possible to export in case of any complaints.
- 21.4** A task will be scored by completing the task in the shortest time.
- 21.5** Performance will be timed precisely in thousand parts of a second.
- 21.6** Times will determine the ranking and be converted into points; when relevant, penalties will be added.
- 21.7** 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.
- 21.8** Score sheets will be marked Provisional, Official and Final in case of protests.
- 21.9** A Provisional score sheet will only become Official after all complaints have been answered by the Competition Director.
- 21.10** Live-scoring software dice.flights can be used during the tasks; after each session, tasks will be formally reproduced into provisional sheets for further processing in case of complaints.

22 TASKS

- 22.1** Paramotor Slalom events consist of a maximum of 20 tasks for individual classes and 5 tasks for racing teams. The winner shall be the pilot or racing team with the lowest total points, including penalties.
- 22.2** For the competition to be valid, a minimum of 3 tasks must be completed in each class.

- 22.3** For each 5 tasks flown by a competitor (excluding RCT) during competition, 1 worst result is deducted from all tasks:
- 22.3.1** 5–9 tasks completed — 1 worst score is deducted from tasks 1–9.
- 22.3.2** 10–14 tasks completed — 2 worst scores are deducted from tasks 1–14.
- 22.3.3** 15–19 tasks completed — 3 worst scores are deducted from tasks 1–19.
- 22.3.4** 20 tasks completed — 4 worst scores are deducted from tasks 1–20.
- 22.4** The worst scores will be deducted continuously when the current results are published. The worst scores deducted may vary during the competition, depending on the current results.
- 22.5** Penalty points are not deducted from the pilot's score.
- 22.6** 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, the winner having the lowest total score in the class.
- 22.7** The Competition Director may suspend flying after take-offs have started, if the continuation is dangerous or in case of emergency action.
- 22.8** If the period of suspension is sufficiently long to give an unfair advantage to any competitor, the round shall be cancelled.

23 PENALTIES

- 23.1** 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 — All Classes			
Penalty	Counted by	Points	Code
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	6	DNF
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
Racing Teams			
Early Entry	Time between pilots × 3	0	EEN
Late Entry	Time between pilots	0	LEN
Limit situation	Number of pilots	5	LTD

- 23.2** Multiple Penalty — only 1 highest value penalty is considered to score.
- 23.3** Every task will be recorded and the official record will serve as proof in case of complaints; situations out of sight will be consulted with officials designated to monitor air traffic.
- 23.4** By decision of the CIMA Plenary 2026, the penalties for wing collapse and water touch have been cancelled in paramotor slalom events.

24 OPERATIONS OF THE TASKS

24.1 Individual classes

- 24.1.1** Pilots take off one by one after marshals' green flag/green light according to order.
- 24.1.2** Only 3 pilots are in the waiting area.

- 24.1.3** All pilots proceed directly to the waiting area.
- 24.1.4** 1st pilot to enter the circuit at low altitude.
- 24.1.5** 2nd pilot to enter the circuit at medium altitude.
- 24.1.6** 3rd pilot to enter the circuit at high altitude.
- 24.1.7** Circulation directions in the waiting zone will be indicated during the briefing and may change according to the decision of the Director.
- 24.1.8** All pilots in the waiting zone are obliged to keep visible separation of distance and altitude over pilots in the lower position.
- 24.1.9** They join the waiting area and wait for the green flag/green light to start the circuit.
- 24.1.10** A pilot entering the task shall proceed immediately when green light/flag is indicated.
- 24.1.11** The clock starts when the pilot passes through the gate (only 1 attempt).
- 24.1.12** The clock stops when the pilot passes through the gate (only 1 attempt).
- 24.1.13** If in any situation both green/red flags or light appear simultaneously, it is a signal to perform immediate landing in the deck.

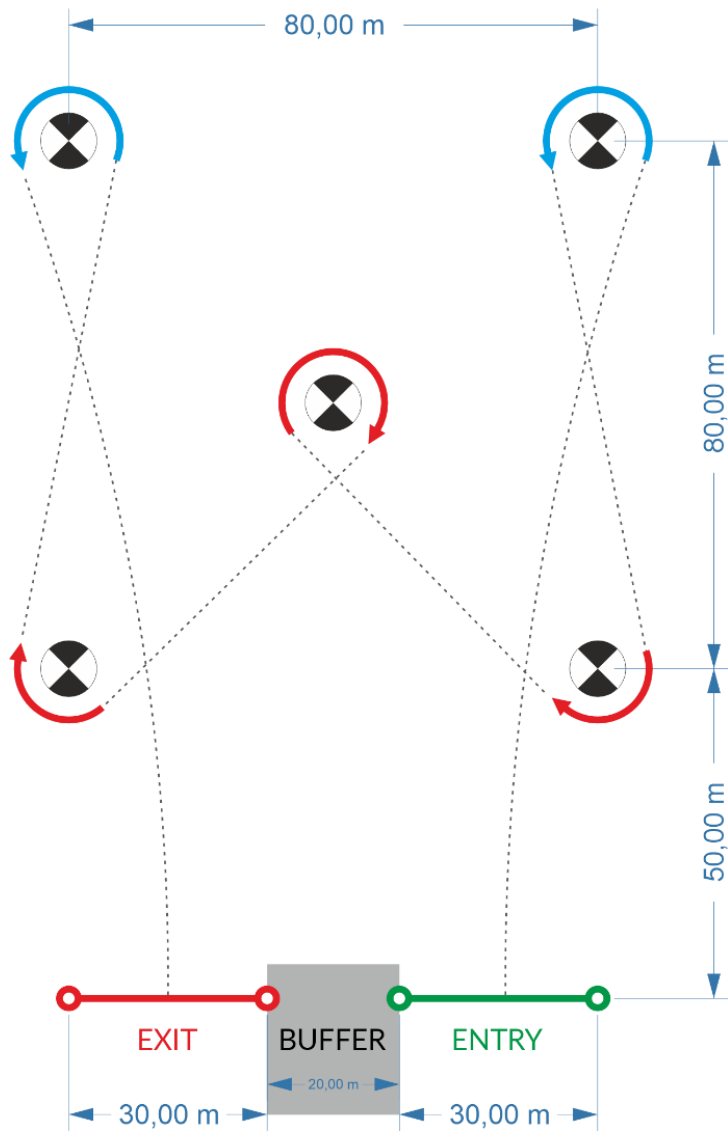
24.2 RCT Racing Teams

- 24.2.1** Pilots take off one by one after marshals' green flag/green light according to order.
- 24.2.2** The complete Racing Team (3–4 pilots) proceeds to the waiting zone.
- 24.2.3** The first pilot crosses the gate and opens the time for the team.
- 24.2.4** The second pilot remains in front of the stadium in the designated area and proceeds simultaneously to the entry gate as the first pilot crosses the exit gate.
- 24.2.5** The third pilot continues the same routine with respect to the second pilot; after he crosses the exit gate the clock stops.
- 24.2.6** Pilots proceed for a safe landing on the deck.
- 24.2.7** A reserve pilot is designated to step in for a teammate in the event of engine failure or other circumstances.
- 24.2.8** Racing Teams specific rules:
 - Correct pilot exchange — no penalty.
 - Late entry — LEN penalty.
 - Limit situation — LTD penalty.
 - Early entry — EEN penalty.
 - Buffer zone and no-return area perspective applies.

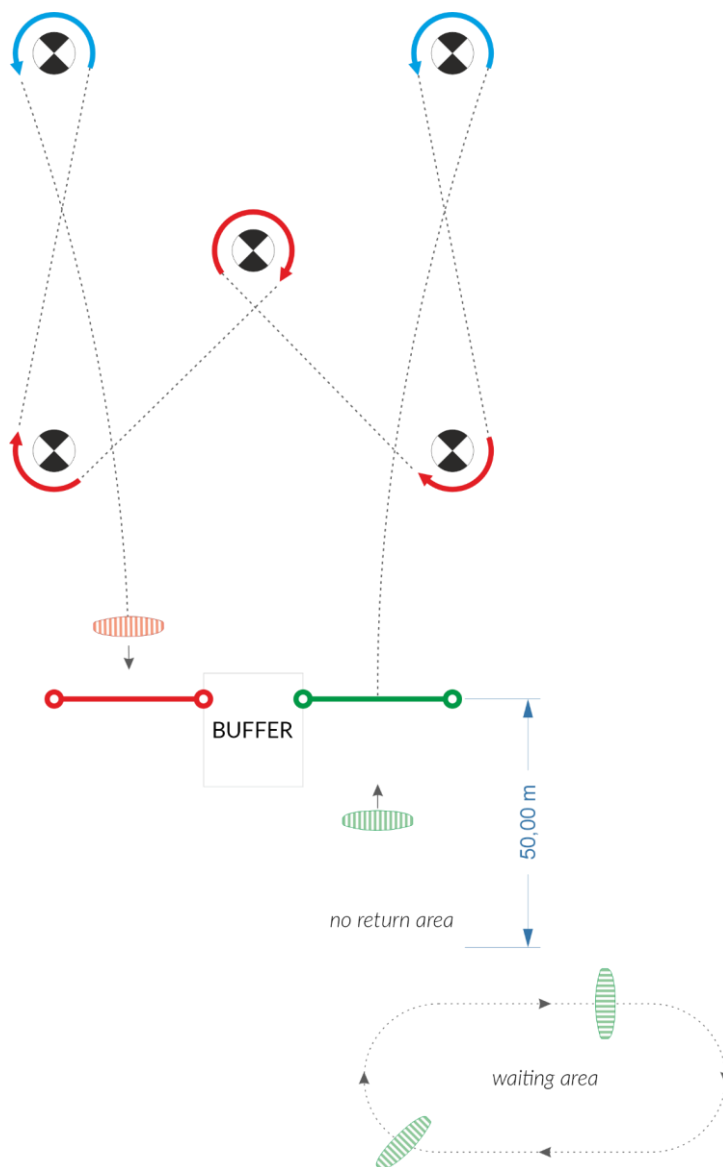
25 STADIUM SPECIFICATION

- 25.1** 5 “dice” official stadium setup.
- 25.2** Pylon size: 8 or 12 meters.
- 25.3** Pylon material: paraglider fabric.
- 25.4** Pylon count per stadium: 5 units.
- 25.5** Stadium size: 80 × 80 meters.
- 25.6** Gate distance from line of first pylons: 50 meters.
- 25.7** Gate width: 20 m (individual classes); 2 × 30 m (Racing Teams / RCT).
- 25.8** Gate material: 4 × 30-centimeter polypropylene buoys.
- 25.9** Task setup: 2–5 pylons, 3–7 turns.

25.10 Official setup — Individual classes



25.11 Official setup — Racing Teams (RCT)



26 OFFICIAL COMMUNICATION CHANNEL

- 26.1** General Competition Groups — serving as an announcement group for all participants of the event to ease access and ensure that everybody is well informed on time. The group shall be established on popular and accessible platforms (WhatsApp, Telegram, etc.).

27 COMPETITION VALIDITY

- 27.1** The title in any class shall be awarded only if there have been at least 3 rounds in each class.
- 27.2** For a Category 2 WLC championship to be valid there must be 15% competitors other than from host country in a class, ready to fly the first round, and must start a minimum of 1 round.

28 STATUS OF RULES AND REGULATIONS

- 28.1** 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)

29 GRAND PRIX SLALOM JUTROSIN (GPSJ) — FORMAT

NON-FAI FORMAT — SEPARATE ACCOMPANYING (SHOW) EVENT

Grand Prix Slalom Jutrosin (GPSJ) is NOT part of the official FAI 2 World League Cup nor of the Polish Championships. GPSJ is a separate show event organised by Aeroklub Ostrowski and partners, run exclusively under the local regulations set out in this paragraph. GPSJ results do not affect the FAI or the Polish Championships rankings.

GPSJ takes place on a single day (22.08.2026) according to the schedule below. GPSJ is run without division into FAI classes (PF1, PF1s, PL1 and PL1s combined) — with the exception of the DEBUT category, which has its own classification.

General note:

- Should weather conditions not allow the full GPSJ finals programme to be flown, prize-awarding results shall be taken from the most recently completed GPSJ tasks or, failing those, from the FAI 2 / Polish Championships ranking.

29.1 GPSJ Finals

The Grand Prix Slalom Jutrosin (GPSJ) Finals are run without division into classes. The top 16 pilots from the combined qualification advance into the Finals.

- 16 compete for 8 places; the 8 losers fly the decider task to compete for 2 additional places. 10 progress.
- 10 compete for 5 places; the 5 losers fly the decider task to compete for 2 additional places. 7 progress.
- 7 compete for 3 places; the 4 losers fly the decider task to compete for 1 additional place.
- Places 3–4 — Small Final (best of two).
- Places 1–2 — Big Final (best of two).

In the Finals, the deciding task is the decider task.

29.2 Luckylosers

Two-task elimination system serving as a path into the GPSJ Finals for competitors classified in the combined qualification from 17th place to the last position.

- Example: pilots in positions 17–40 (23 competitors) fly 1 task to compete for the 10 top places.
- The 13 losers fly an additional task (the “decider” task, always the same one) to compete for 6 further places.
- 16 pilots progress to the next stage (see § 29.1 GPSJ Finals).

29.3 Debut Finals

The DEBUT category (competitors flying their first slalom event) is run without class division. The Debut Finals are based on event results.

- Places 3–4 — Small Debut Final (best of two).
- Places 1–2 — Big Debut Final (best of two).

In the Finals, the deciding task is the decider task.

29.4 Relay Shows (Racing Teams / RCT)

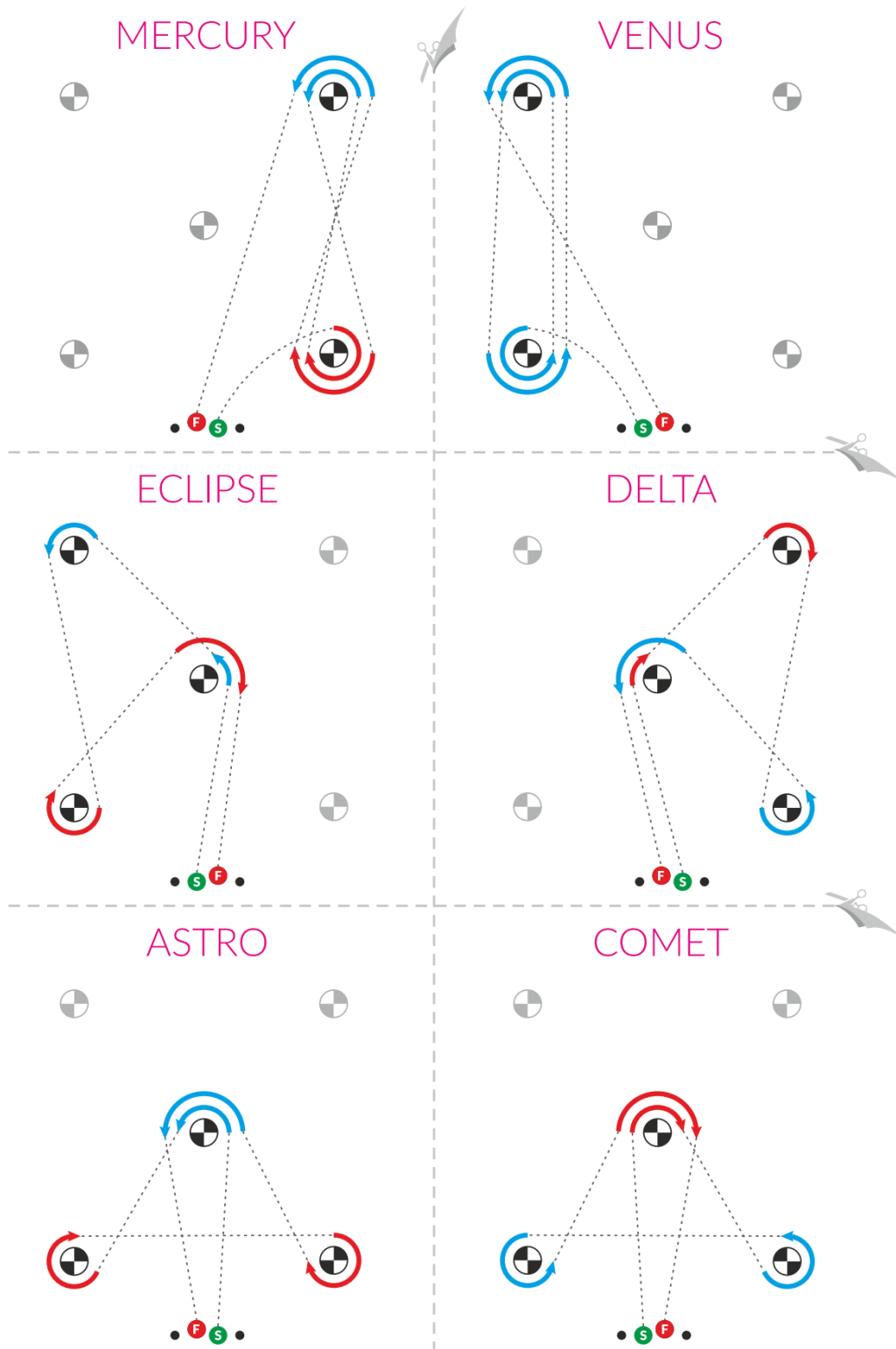
Following the Finals, relay show demonstrations are planned, built around a “Poland vs the Rest of the World” format. Relays are run under the RCT (Racing Teams) format defined in § 24.2 and the scoring rules of § 23 (Racing Teams section).

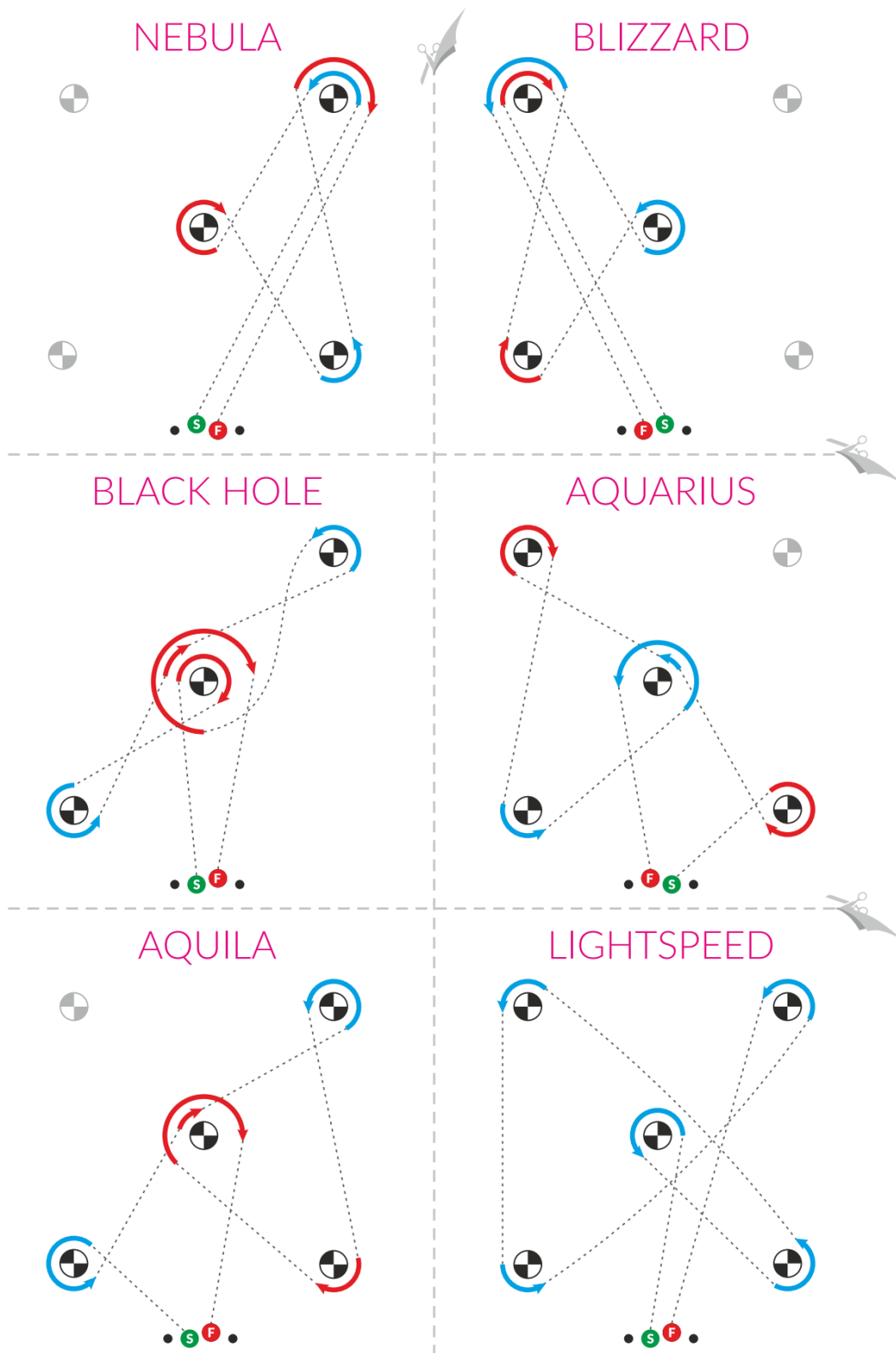
- Poland — a pre-arranged relay team.
- Rest of the World — the 4 best-placed pilots from qualification.
- Polish relay parade flies a predetermined formation route.
- Additional small demonstrations focused on airmanship and clean airspace (e.g. water “stabilo” rides).

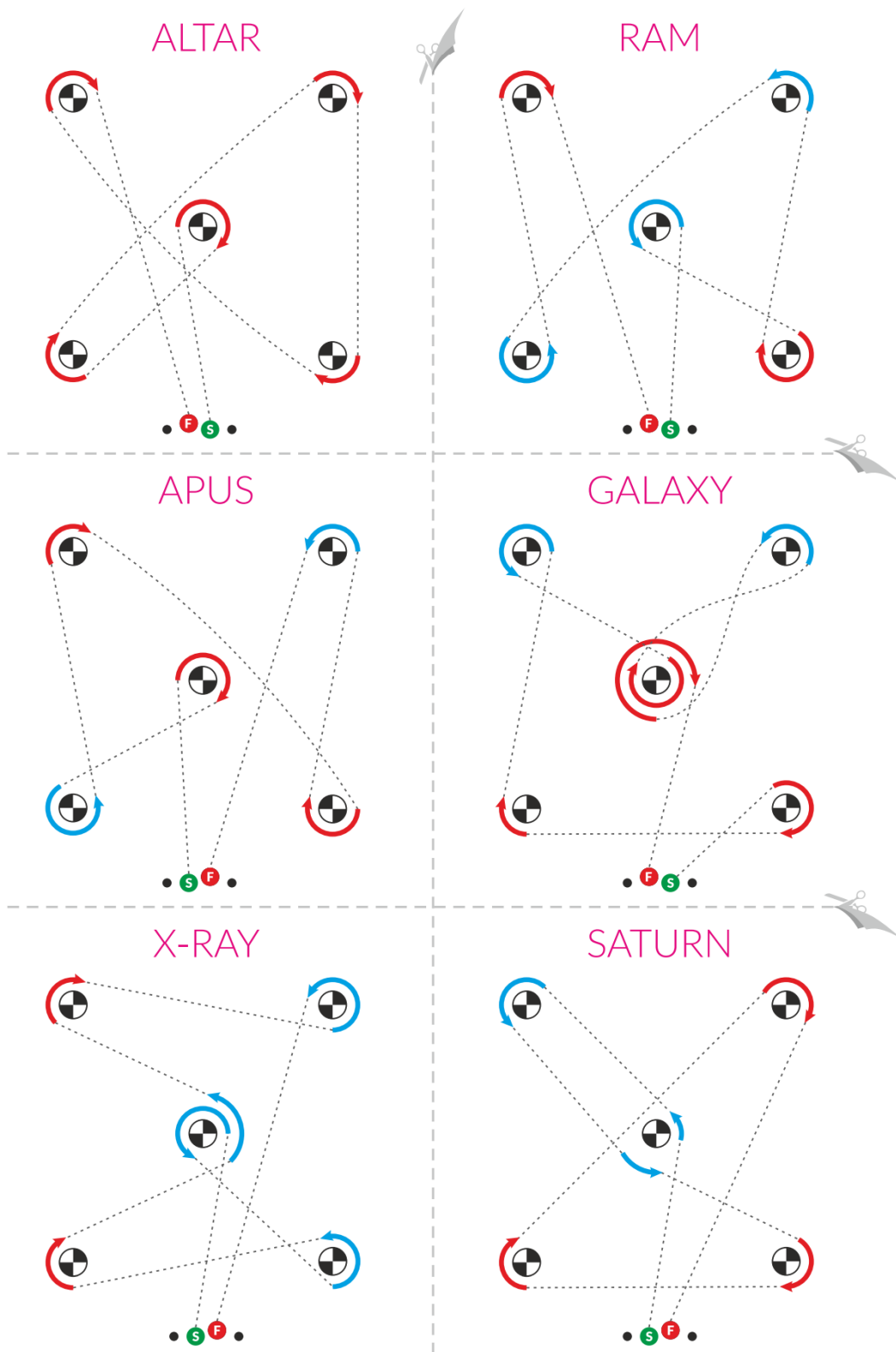
30 TASK CATALOGUE

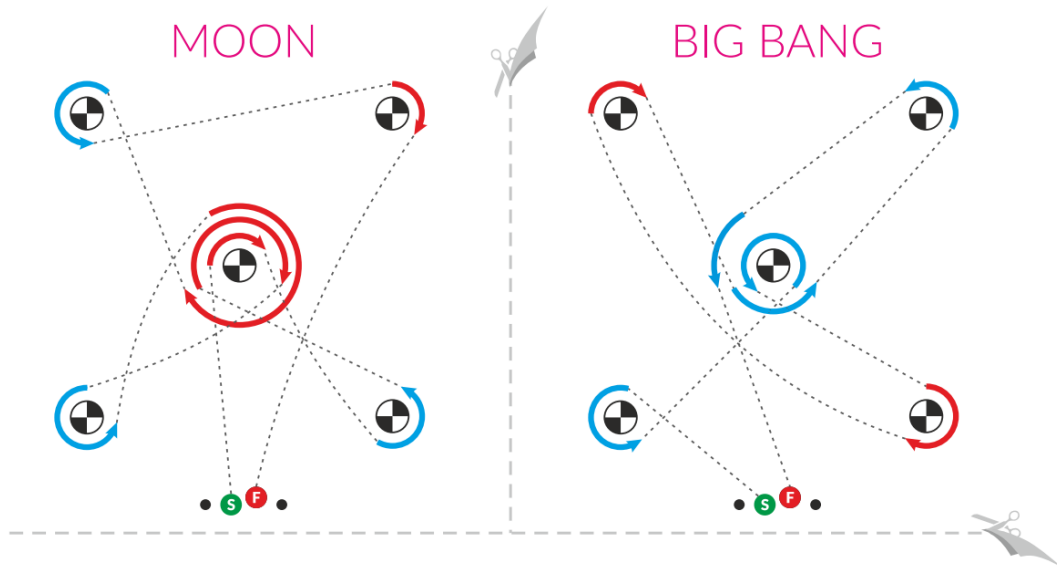
The slalom circuits below form the official Task Catalogue for this championship, in accordance with Annex 7 to Section 10 of the FAI Sporting Code. The Competition Director may select any task from this catalogue.

30.1 Individual classes









30.2 Racing Teams (RCT)

Team circuits (Alpha, Beta, Gamma, Lambda, Epsilon) per Annex 7. Used during the GPSJ Relay Shows — see § 29.4.

