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RULES & REGULATIONS
FOR THE
BRITISH OPEN
PARAMOTOR CHAMPIONSHIPS
2011
PARAMOTORS,
SELF PROPELLED HANG GLIDERS
& POWERED PARAGLIDER TRIKES

INCORPORATING THE FINAL LEG OF THE
2011 BRITISH NATIONAL PARAMOTOR LEAGUE

These rules are derived from the British National Microlight Championships rules and FAI rules for international competitions as customarily used.

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Table of Contents

1	General	4
1.2	Introduction.....	4
1.3	Format.....	4
1.4	Programme.....	5
1.5	Officials.....	5
1.6	Results and Prizes.....	5
2	General Competition Rules	5
2.1	Self Propelled Hang Gliders, including paramotors (hereinafter SPHG) and Powered Paraglider Trikes (PPTs).....	5
2.2	Entry.....	6
2.3	Complaints and Protests.....	7
3	Flying and Safety Regulations	7
3.1	Briefings.....	7
3.2	Mandatory Equipment.....	8
3.3	Restricted Equipment.....	8
3.4	Fitness.....	8
3.5	Preparation for Flight.....	9
3.6	Airfield Discipline.....	9
3.7	Flight Limitations.....	9
3.8	Collision Avoidance.....	9
3.9	Test and Other Flying.....	9
3.10	Damage to a Competing Aircraft.....	9
3.11	External Aid to Pilots.....	10
3.12	Flags.....	10
3.13	Landing Obstructions.....	11
4	Championship Tasks	11
4.1	General.....	11
4.2	Task Period.....	11
4.3	Types of Task.....	12
4.4	Take off and Landing Decks.....	12
4.5	The Airfield Boundary.....	12
4.6	Take-Off.....	12
4.7	Landing.....	13
4.8	Outlandings.....	14
4.9	Emergencies.....	14
4.10	Quarantine.....	14
5	Control of Flight Tasks	15
5.1	Maps.....	15
5.2	Timings.....	15

5.3	Ground markers and gates.....	15
5.4	Turn Points	16
5.5	Flight Recorders	16
5.6	Alternative Evidence.....	17
5.7	Fuelling	17
5.8	Bodyweight Index	18
5.9	Minimum altitude	18
6	Scoring.....	18
6.1	General	18
7	Penalties	19
7.1	General	19
7.2	Disqualification	19
7.3	Zero Score	20
7.4	20% Penalty.....	20
7.5	Decisions & Protests	20

1 General

- 1.1.1 The rules and regulations for the 2011 BMAA British Open Paramotor Championships and the final leg of the 2011 British National Paramotor League comprise this document and the task catalogue for the appropriate class. The latest and definitive versions of all documents will be those available on the web site: www.ppgcomps.co.uk . Text in italics is included as interpretative material.

1.2 Introduction

- 1.2.1 The objectives of these championships are:
- a. To determine the Open Champions in the various SPHG and PPT classes, where sufficient entrants constitute a valid Championship.
 - b. To determine the British National Champions (League) in the various SPHG and PPT classes, where sufficient entrants constitute a valid Championship.
 - c. To encourage participation in competitive events and foster goodwill amongst pilots.
 - d. To reward pilot skills rather than aircraft performance.
- 1.2.2 Non-UK citizens are invited to compete and will be scored for the Open Championships, but may only be named British National Champion if they are permanent residents in the UK and have won the overall National League.
- 1.2.3 The entry fee is £80 if registration is completed and the fee paid before 10 May 2011. If registration is completed before 10 May, but the fee isn't paid, the fee is £95. For pilots who neither register, nor pay before 10 May, the fee is £100. These fees include the provision of all competition maps.
- 1.2.4 All persons participating in, or in any way connected with a BMAA event (including spectators and free-flyers) shall be bound by the rules of the competition and accept any consequences arising from participation in the event.

1.3 Format

- 1.3.1 The BMAA British Open Paramotor Championships 2011 will take the form of a single contest for all classes.
- 1.3.2 For a contest in any class to qualify as a valid championships contest:
- a. There must be a quorum in a class of no less than 3 competitors eligible to score with entry fees paid and who are available to fly on the first day.
 - b. The contest must contain at least three tasks: one navigation task, one economy task and one precision task.
- 1.3.3 The Competition Director shall endeavour to maintain an even balance of points for navigation tasks, economy tasks and precision tasks, weather conditions permitting.
- 1.3.4 In the event of a quorum not being present at a contest the competition may still take place but the scores cannot be counted towards the Championships and trophies will not be presented.
- 1.3.5 Any additional requirements within the rules needed during the season will not be retrospective.

1.4 Programme

- 1.4.1 The championships will take place from 10 - 13 June 2011 and will be based at the turf farm site between the villages of Kerswell Green and Baynhall, Worcestershire. For exact details see the website: www.ppgcomps.co.uk.
- 1.4.2 A Mandatory initial briefing will take place at 21:00 on Thursday 9 June 2011. Pilots should expect to be ready to take off on the first task by 07:30 on the morning of Friday 10 June.
- 1.4.3 In the event that meteorological conditions prevent the minimum required number of tasks from occurring, the Open competition for that year will be declared null & void but the scores shall still count towards the National League.

1.5 Officials

- 1.5.1 Officials shall be appointed by the BMAA Council or by the delegated authority vested in the Council member responsible for competitions.
- 1.5.2 A Task Director shall be appointed to run the organisation of each contest. (See 1.3.1 "Single Contest).

1.6 Results and Prizes

- 1.6.1 The organisers shall endeavour to display a printed contest result sheet for all competitors to see at the end of each task. A final contest result sheet will be available to all competitors at the end of the contest and shall be posted on www.ppgcomps.co.uk once all protests have been settled and results confirmed by the BMAA.
- 1.6.2 If it is not possible to make results available before the end of the event, then the scoring process will continue during subsequent days and take place on www.ppgcomps.co.uk where pilots will be informed on relevant complaint and protest deadlines and procedures.
- 1.6.3 Trophies for the Open Championships will be awarded to the top 3 placed pilots and the top lady pilot for each validated class, the winner of the Green Jersey for the most points in Precision tasks, the pilot with the most points in Navigation tasks and the top Team.
- 1.6.4 Trophies for the National League will be awarded to the top 3 placed British pilots and to the best British newcomer (White Jersey).
- 1.6.5 The title of British National Champion (Yellow Jersey) in each validated class shall be awarded at the next Annual General Meeting of the BMAA.

2 General Competition Rules

2.1 Self Propelled Hang Gliders, including paramotors (hereinafter SPHG) and Powered Paraglider Trikes (PPTs).

- 2.1.1 All aircraft must conform with the UK definition of a Self Propelled Hang Glider (including Paramotors) as defined by the CAA in the current Air Navigation Order.
- 2.1.2 PF1: A Powered Paraglider (hereinafter Paramotor) flown solo, consisting of a wing without any rigid structure (the canopy), coupled by flexible lines to a power unit

which the pilot must carry on his back during take-off and landing. The wing may rest on the ground during the start of the take-off run.

- 2.1.3 PF2: As PF1, but flown dual.
- 2.1.4 PL1: A Powered Paraglider Trike (hereinafter PPT) flown solo, consisting of a wing without any rigid structure (the canopy), coupled by flexible lines to a wheeled buggy containing a paramotor power unit. The wing may rest on the ground during the start of the take-off run.
- 2.1.5 Open: Any other aircraft including Powered Hang Gliders (hereinafter PHG) that conform and are operated within all the conditions of the CAA's current Air Navigation Order regarding Self Propelled Hang Gliders (including Paramotors).
- 2.1.6 All take-offs and landings in the competition must be made on foot (except in the case of PL1) without the assistance of any unauthorised 3rd party (unless specified otherwise), any kind of vehicle or any external power source.
- 2.1.7 Task setting will assume that each SPHG/PPT has fuel endurance sufficient for a flight of at least 100 Km in still air, except for PF2s for which endurance is assumed to be at least 60km.
- 2.1.8 Each SPHG/PPT must be made available during the registration period for an acceptance check in the configuration in which they will be flown. Photographs may be taken to record the registered configuration.
- 2.1.9 It is the pilot's responsibility to ensure that all SPHGs/PPTs must be in an airworthy condition. Additionally, the Director may at any time during the competition check the condition of any aircraft and ground it if he considers a safety risk exists.
- 2.1.10 The aircraft shall fly throughout each contest as a single structural entity using the same set of components as used on the first day except that propellers and spark plugs may be changed. If a pilot wishes to change any other component then they must obtain the written approval of the Competition Director before participating in a task.

2.2 Entry

- 2.2.1 In order to qualify for the lowest early entry fee, pilots must complete their pre-registration procedure by 10 May 2011.
- 2.2.2 There is a limit of 80 places available, so to be sure of a place, pilots are encouraged to pre-register as early as possible at <http://www.ppgcomps.co.uk>. On arrival at the Competition site on Thursday 9 June 2011, all pilots must complete registration by 21:00.
- 2.2.3 The minimum age for pilots is 16 years at the start of a contest.
- 2.2.4 Each competing pilot must have gained at least 30 hours as Pilot in Command on the class of SPHG/PPT to be flown.
- 2.2.5 On arrival at each contest site, each competitor must check in at the registration office to have their documents checked, if not already checked during pre-registration and to receive supplementary regulations and information.
- 2.2.6 A certificate of 3rd Party legal liability insurance valid for the aircraft to be flown is a mandatory requirement and must be shown at registration. The minimum level of personal liability cover is £1m in order to comply with the terms of our event insurance.

- 2.2.7 Pilots insured with the BHPA must show a current membership card with a SPHG (Full) or a Paragliding Pilot (power) rating, as well as a BHPA wing registration document if the wing is uncertified.

2.3 Complaints and Protests

- 2.3.1 A complaint may be made to the Task Director to request a correction or query a score and must be presented not later than 4 hours after the respective provisional score sheet has been displayed, not counting the time between 22:00 and 07:00, except for the tasks of the last competition day, or for provisional score sheets published on the last competition day, when the time limit is 1 hour. This must be done in writing by completing a Complaint form (available from the Comp HQ) and posting in the Complaints box, also at the Comp HQ. This will be checked frequently and complaints will be dealt with expeditiously.
- 2.3.2 In the event that a competitor is not satisfied with the outcome of his/her complaint then he/she may lodge a Protest in writing to a Jury comprised of the Competition Director and two other organisation officials accompanied by a £20 protest fee. The protest fee will be refunded if the protest is upheld either during the competition or later at appeal.
- 2.3.3 At each contest, the time limit for protest is not later than 4 hours after the respective official score sheet has been displayed, not counting the time between 22:00 and 07:00, except for the tasks of the last competition day, or for official score sheets published on the last competition day, when the time limit is 1 hour.
- 2.3.4 In the event that final results are not available by the end of the final day of the event (as described in para 1.6.1), then the scoring process will continue during subsequent days and take place on www.ppgcomps.co.uk where pilots will be informed on relevant complaint and protest deadlines and procedures.

3 Flying and Safety Regulations

3.1 Briefings

- 3.1.1 The Competition & Task Directors will hold a pre-competition briefing covering safety rules, local area regulations, airfield circuit patterns, arrival and departure procedures, meteorology, and any additional information as deemed necessary.
- 3.1.2 All pilots are expected to pay full attention to the Competition & Task Directors and other briefing staff during briefings. Side conversations which cause participants to miss important detail and distract other pilots who are trying to listen, will not be tolerated. Failure to respect this basic requirement may result in a pilot being awarded a penalty for the task. (See Section 7 – Penalties).
- 3.1.3 Briefings will usually be held for competitors before each task. Full task details and any additional information as deemed necessary by the Task Director will be given.
- 3.1.4 Attendance at all briefings is essential and expected for all competitors. Failure to attend a task briefing may result in a pilot being excluded from competing in that task (See Section 7 - Penalties).
- 3.1.5 All flight requirements given at briefings carry the status of regulations.
- 3.1.6 Regardless of competition requirements, pilots must at all time be aware of and comply with UK Air law and where appropriate, carry a current, relevant aeronautical chart of their choosing when airborne.

3.2 Mandatory Equipment

- 3.2.1 A protective helmet must be worn whenever the pilot is strapped into the harness of an SPHG/PPT with the intention of flight or running the engine. Flight without a helmet will result in immediate disqualification from the competition.
- 3.2.2 The carrying of emergency parachutes is mandatory for the Championships. Failure to comply with this regulation will result in immediate disqualification from the competition.

3.3 Restricted Equipment

- 3.3.1 Any accessory or item of equipment that is considered dangerous by the Competition or Task Directors will be prohibited
- 3.3.2 Disposable ballast is prohibited.
- 3.3.3 Gyro instruments or other equipment permitting flight without reference to the ground are prohibited.
- 3.3.4 Any devices such as GPS or VOR that are capable of displaying useful navigation information on position or groundspeed are prohibited.
- 3.3.5 CIMA approved AMOD loggers will be supplied by the organisation for flight verification. Additionally, some pilots will use their own AMOD loggers. If there are not enough AMOD loggers available, then GPSs may be carried by some pilots with the express permission of the Competition Director, but must be sealed and then checked by a Marshal, to ensure that the display is not visible to the pilot. On landing, the sealed GPS must be presented to a Marshal who shall verify that the seal is not broken. If a seal is broken or the Marshal believes that the GPS has been used by the pilot, the pilot may be penalised or disqualified as laid out in Section 7.
- 3.3.6 Radios or any other electronic communications equipment, other than that covered in 3.3.8. are prohibited
- 3.3.7 Binoculars are prohibited.
- 3.3.8 Basic mobile phones must be registered at the start of the competition and may be carried during tasks. GPS-enabled mobiles or mobiles with any triangulation capabilities are not permitted. During a task, they are only to be used in emergencies or for land-out retrieves and must not be used for communication between pilots, including texting. The Task Director will use SMS text messaging to inform pilots if a task is being stopped due to meteorological conditions. Bluetooth functionality must not be enabled at any time from entering a launch deck through to completing a task. Marshals may inspect competitors' mobile phones at any time to check this.
- 3.3.9 Approved GNSS flight recorders are permitted, so long as it is satisfactorily demonstrated that the pilot or crew has no possible in-flight access to any information it may be capable of displaying.
- 3.3.10 Satellite maps such as GoogleEarth in any form, printed or electronic, camera image, etc, cannot be carried during tasks or used on launch deck(s) task preparation.

3.4 Fitness

- 3.4.1 The use of non-prescribed drugs, including alcohol, likely to impair a pilot's performance is prohibited. Any injury, drugs or medication taken which might affect

the pilot's performance in the air must be reported to the Competition Director before flying.

- 3.4.2 As always, it is the pilot's decision as to whether he/she flies or not. If he/she considers that he/she is not fit to fly (through illness, fatigue, etc), then it is his/her responsibility to make the decision not to fly.

3.5 Preparation for Flight

- 3.5.1 Each SPHG/PPT shall be given a pre-flight check by its pilot and may not be flown unless it is serviceable.

- 3.5.2 EACH PILOT TAKES OFF, FLIES AND LANDS ENTIRELY AT HIS/HER OWN RISK.

- 3.5.3 Each competitor is obliged to assess the weather conditions with reference to his/her own capacity as a pilot and the performance of his/her equipment before making a decision to fly.

3.6 Airfield Discipline

- 3.6.1 Marshalling signals, take-off, circuit and landing patterns will be given at a briefing and must be complied with. Non-compliance may be penalised.

3.7 Flight Limitations

- 3.7.1 All manoeuvres considered dangerous are forbidden, whether a danger to the pilot, other aircraft or the public, or not.

- 3.7.2 Flight in clouds is strictly forbidden.

3.8 Collision Avoidance

- 3.8.1 Air Law must be observed and a proper look out must be kept at all times. It is every pilot's responsibility to avoid a collision with another. An SPHG joining another aircraft in a thermal shall circle in the same direction as that established by the first, regardless of height separation.

3.9 Test and Other Flying

- 3.9.1 No competitor may take off during the competition from the contest site without the permission of the Task Director or a Marshal. This permission may be indicated through the flags system in 3.12.1.

- 3.9.2 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. Practising prior to a precision landing task is not permitted.

- 3.9.3 Once a task has been declared, reconnaissance of the route in any aircraft or vehicle is forbidden.

3.10 Damage to a Competing Aircraft

- 3.10.1 The Competition or Task Director must be informed of any damage to an SPHG/PPT without delay and before any repair is undertaken. Any replacement parts must conform to the original specifications. Change of any major part such as a wing, canopy or engine may incur a penalty.

- 3.10.2 Any aircraft may be replaced if damage has resulted through no fault of the pilot. Replacement may be only by an identical make or model or by an SPHG/PPT of similar or lower performance. Rule 3.10.1 still applies. The Competition or Task Director may permit a pilot to complete the competition using an alternative model but they may not be permitted to score any further championship points or may incur a penalty.

3.11 External Aid to Pilots

- 3.11.1 Help from assistants is positively encouraged until a competitor enters the take-off / landing deck or pilot weighing area to start a task. From that moment onwards, all external assistance is forbidden except from marshals or those people expressly appointed by the Task Director, until the moment the competitor leaves the deck having finished a task, or otherwise lands according to the outlanding rules. Assistance from fellow competitors is not permitted unless authorised by a Marshal.
- 3.11.2 Any help in navigation or thermal location by non-competing aircraft is prohibited. This is to ensure as far as possible that the competition is between individual pilots neither helped nor controlled by external aids.

3.12 Flags

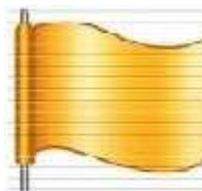
- 3.12.1 A flag pole at the HQ will show:

a. No flag on display: The championship window is closed.

b. Green Flag: The task has started and the launch window has opened. Pilots may take-off on a task. If the green flag is NOT flying at the announced time, then the window is deemed not to be open (e.g. due to a delay or because the Task Director considers the weather to be unsuitable for flying the task). All times associated with start times are delayed until such time as the green flag is re-hoisted.



c. Yellow Flag: The launch window is temporarily closed and pilots may not take-off. However, if they are already airborne and undertaking a task, then they may continue.



d. Red Flag or Jolly Roger: ALL pilots are to land immediately / not take-off. Applies to free-flyers and competitors.



e. Union Flag (British Flag): Free flying is permitted by registered competitors and registered non-competitors but all competition restrictions apply to ALL pilots (including no fly zones). The Competition Director retains the right to impose penalties during free-flying, including grounding non-competitors.



3.13 Landing Obstructions

- 3.13.1 In the event of an incident occurring or of an obstruction on the landing deck, a marshal shall be posted upwind of the obstruction with a red flag and, where a spot landing task is prevented from proceeding, the spot shall be covered with a tarpaulin, indicating that precision landings are not to be attempted.
- 3.13.2 Pilots returning from a task are to land at the designated alternative landing area (which will be briefed depending on wind conditions), or if unavailable, at the opposite end of the landing deck from the obstruction.
- 3.13.3 In such a situation, pilots are to watch for and comply with all directions from marshals, whilst maintaining full awareness of other returning aircraft.
- 3.13.4 If circumstances prevent pilots from attempting a scored precision landing, the Task Director will decide whether to void that part of the task, or to allow any pilots affected to re-launch after the incident to complete that part of the task. This decision will be affected by weather conditions, light and the number of pilots affected.

4 Championship Tasks

4.1 General

- 4.1.1 The official notice board is the place where all information necessary to competitors is displayed: Briefing times, fuelling times, task opening times, results etc. Whatever is on the board at the time is the official current information. It is important that competitors regularly check this notice board for changes.
- 4.1.2 To count as a championship task, all pilots will be given the opportunity to have at least one flight with time to carry out the task.
- 4.1.3 A pilot will be allowed one take-off for each task (unless otherwise specified in the task description) and the task may be flown once only. However, if a pilot returns to the landing deck within 5 minutes of take off for reasons of safety, then he/she will be permitted to restart without penalty, notwithstanding any task rules governing start/finish timings. Refuelling is not permitted. In the event of landing within 5 minutes following a precision take off task, the pilot will be scored on their original take off attempts.
- 4.1.4 The Task Director may amend task rules to accommodate classes other than PF1.

4.2 Task Period

- 4.2.1 Times for take-off, closing of take-off windows and last landing will be briefed. If the start is delayed, given times will be correspondingly delayed.
- 4.2.2 The Task Director may suspend flying after take-offs have started, if he considers that to continue is dangerous. If the period of suspension is sufficiently long to give an unfair advantage to any competitor, then the task shall be cancelled. Where possible, an SMS text message will be sent and an agreed marker laid out on the deck as a signal to pilots already in the air. Once all competitors in a class have taken-off or had the opportunity to do so, the task will only be cancelled for reasons of force majeure or at the Task Director's discretion due to deteriorating meteorological conditions.

- 4.2.3 A task which is cancelled after some pilots have already left may still be scored, as defined at the task briefing, by using the GPS positions of pilots at the recorded official time of cancellation.

4.3 Types of Task

- 4.3.1 There is a task catalogue and the Task Director will endeavour to set some of those tasks or similar tasks. He may, however, choose to set tasks that are not in the catalogue.
- 4.3.2 Tasks are divided into 3 Categories
- a. Navigation
 - b. Fuel economy
 - c. Precision.
- 4.3.3 Tasks in one category may be combined with other task categories or set separately.

4.4 Take off and Landing Decks

- 4.4.1 Take off and landing decks are clearly defined areas for each task.
- 4.4.2 A deck is a prohibited area except to contest officials and pilots who are in the process of taking-off or landing.
- 4.4.3 Unless otherwise briefed, all take-offs and landings are to be made within designated decks.
- 4.4.4 A deck will have at least one wind-sock within 100m of its boundary, but as close as possible to the boundary.
- 4.4.5 The organiser will endeavour to ensure there are no significant obstacles within 200m of the boundary of a landing deck.
- 4.4.6 Unless otherwise briefed, penalties will be awarded to Pilots if any part of their SPHG/PPT touches the ground anywhere outside the decks during a task.

4.5 The Airfield Boundary

- 4.5.1 The airfield boundary is the recognised boundary of the airfield upon which the take-off and landing decks are situated.

4.6 Take-Off

- 4.6.1 No pilot may take-off without permission from the Competition Director, Task Director or a Marshal, nor without a valid flag flying.
- 4.6.2 Each pilot must ensure carefully that his/her equipment is properly in order before attempting to take-off. He/she must not attempt to take-off if this is not the case.
- 4.6.3 Either a Window Open Time or a Given Order of Take-off may be applied to tasks.
- 4.6.4 All take-offs, unless otherwise briefed, must be executed entirely within the take-off deck, except for emergency provisions given at briefing. Failure to comply may result in a penalty of 20% of the pilot's score.

- 4.6.5 A competitor will generally be allowed only one take-off for each task and the task may be flown once only unless the task description specifically states otherwise. However in the event of a mechanical or GNSS flight recorder failure occurring within 5 minutes of take-off, a further start may be made without penalty although the overall flight time for the task could include all flights. Exceptions and penalties will be specified in the Task Description.
- 4.6.6 Before departure, any pilot and/or his/her SPHG/PPT may be inspected at any time for contraventions of any competition regulations. It is the duty of competitors to assist marshals as much as possible in assisting and expediting any inspection.
- 4.6.7 Except in specified tasks, an aborted take-off does not in principle attract any penalty; however, the pilot must comply with any instruction from the marshals to expedite a re-launch or the pilot risks being relegated to the end of the queue.
- 4.6.8 In the case where the take-off order is given, marshals may restrict the number of pilots on a take-off deck at any one time.
- 4.6.9 In the case where a particular take-off time is given, the clock will start running at that moment and the pilot may subsequently take-off at any time.

4.7 Landing

- 4.7.1 All landings, unless otherwise briefed, must be effected entirely within the defined landing deck(s). The pilot may be liable to penalty if he/she or any part of his/her SPHG/PPT touches the ground outside the deck before the SPHG/PPT is fully under control after a landing.
- 4.7.2 After landing, pilots must immediately remove their SPHGs from the deck to a parking area. It is recommended that competitors view the official notice board as soon as possible after landing to get the latest information.
- 4.7.3 In tasks where pilots are asked to make a precision landing or to land on a marker, the objective is for the pilot to make a good landing on his/her own two feet without falling over. "Falling over as a result of the landing" will be interpreted as:
- GOOD: If the pilot falls to ONE knee only - landing score as achieved.
 - BAD: If the pilot falls to TWO knees OR (PF1/PF2) if the wing is not the first part of the SPHG to touch the ground - zero landing score.
 - BAD (WF1): If any part of the aircraft touches the ground during the landing process other than devices explicitly designed to protect the propeller - zero landing score.
- 4.7.4 A landing is considered to have completed when the wing first touches the ground after the pilot's feet.
- In tasks where the pilot is asked to switch off his/her engine above 500 feet, the engine must be stopped & propeller stationary for a minimum period of 60 seconds before any part of the aircraft or the pilot touches the ground. For aircraft with clutches where the propeller may continue to freewheel, this is interpreted as "engine stopped & propeller clearly not being driven".
- 4.7.5 Obstruction at landing markers: If a pilot or any part of his/her SPHG/PPT obstructs the attempted landing or the take-off of another competitor at a landing marker then a 20% penalty may apply. However, any pilot who scores more than zero for his/her landing at a landing marker has exclusive use of the area immediately surrounding the marker for a maximum period of one minute in which to clear his/her aircraft from the area. Notwithstanding this, pilots should seek to clear the landing area as quickly as possible.

- 4.7.6 Landings outside the defined landing deck but within the airfield boundary will attract a 20% penalty.
- 4.7.7 Landings outside the airfield boundary are considered outlandings.
- 4.7.8 Pilots 'abandoning' their SPHGs/PPTs on the landing deck will be liable to penalty.
- 4.7.9 On landing any pilot and/or his/her SPHG/PPT may be inspected at any time for contraventions of any competition regulations. It is the duty of competitors to assist marshals as much as possible in assisting and expediting any inspection.

4.8 Outlandings

- 4.8.1 Any touch of the ground by pilot or SPHG/PPT outside the airfield boundary will constitute an outlanding.
- 4.8.2 There may or may not be a penalty applied for outlanding depending on the task being undertaken. The default rule is that outlanding will score zero and any exception will be briefed with the rest of the specific task's rules.
- 4.8.3 Upon outlanding (unplanned) and having folded his/her canopy, a pilot must contact the organisation as soon as possible and before contacting anyone else, to declare that he/she has outlanded. The organisation will need to know the pilot's precise landing location, where he/she can be picked up, and the name of the person the organisation should contact to pick him up.
- 4.8.4 The contact procedure must be followed EVERY time, even if the pilot, by outlanding, has scored zero. Failure to do so will attract a further penalty.

4.9 Emergencies

- 4.9.1 All pilots must fold up their canopies immediately upon landing. A canopy, which has not been folded within three minutes, indicates the pilot is in need of help. Any pilot who observes such a situation is obliged to render assistance, while avoiding any risk to themselves and contact the organisation as soon as possible.
- 4.9.2 A competitor landing to help an injured pilot should not, at the discretion of the Task Director, be disadvantaged by this action.

4.10 Quarantine

- 4.10.1 This is a clearly marked area to which aircraft and/or crew must go from time to time as instructed by the Task Director, usually for the purposes of restricted task preparation, scoring, fuel measurement and scrutinizing of fuel tank seals, fuel systems, telephone seals etc. Once in the Quarantine and without the expressed permission of the Quarantine Marshal, the crew may not communicate with anyone else and may not modify or otherwise change the configuration of their aircraft and items carried. Competitors who do not respect the rules of the Quarantine area may be liable to penalty (See 7.2.1d).
- 4.10.2 Unauthorised interference with an aircraft in a Quarantine area may result in disqualification as laid out in 7.2.1d.

5 Control of Flight Tasks

5.1 Maps

- 5.1.1 The official maps will be provided for all competing pilots on registration at the competition site and at task briefings as appropriate.
- 5.1.2 The maps will show the following detail:
 - a. Some Turnpoints (others may be subsequently added)
 - b. Airspace
 - c. No-fly zones known at the time of printing
 - d. Other relevant task data
- 5.1.3 The competition tasks will be based mainly, but not exclusively on Ordnance Survey Landranger 1:50,000 Map Sheet 150, Worcester & The Malverns, and may be printed at a different specified scale.
- 5.1.4 All distances not obtained from GNSS shall be calculated from the official map and will be rounded to the nearest 100 metres.

5.2 Timings

- 5.2.1 All times are given, taken and calculated in local time to hours, minutes and seconds, as displayed on GPS loggers.
- 5.2.2 Normally, take-off times are taken at the moment a pilot's feet leave the ground.
- 5.2.3 Normally, landing times are taken at the moment a pilot's feet or any other part of the pilot or SPHG/PPT touches the ground.
- 5.2.4 Timings may also be taken when the pilot kicks a stick or flies overhead an observer or crosses a start / finish gate, as briefed for the task in question.
- 5.2.5 A task is deemed to have started the moment the window opens and/or the first pilot to take-off is ready to take-off and ends the moment the last pilot has landed and has exited the landing deck or the pre-briefed expiry time has been reached.

5.3 Ground markers and gates

- 5.3.1 In certain designated tasks, ground markers made of one or more sheets or tarpaulins typically 3m x 0.5m may be laid out along the line of a route to represent different symbols.
- 5.3.2 Certain ground markers may additionally be designated as "Landing markers", where a bonus score may be available in the task for landing on the marker. Landing markers are min. 4m x 4m.
- 5.3.3 When a ground marker is observed its symbol AND position should be recorded.
- 5.3.4 Gates will be at least 500m wide (250m either side of track).
- 5.3.5 Gates must be crossed in the direction of the task route unless briefed otherwise.

5.4 Turn Points

- 5.4.1 If turn points are to be identified from photographs, diagrammatic plans, or from points on a map, photocopy facsimiles of the photographs, plans or relevant sections of the map shall be distributed to each competitor at the task briefing.
- 5.4.2 If turn point positions are to be identified by latitude and longitude or by the British National Grid system, then a photocopied list shall be distributed to each competitor and the positions shall have been double-checked in advance.

5.5 Flight Recorders

- 5.5.1 The status of GNSS flight recorder (FR) evidence relative to other forms of evidence is as follows:
- a. All aircraft shall carry a FR which will be used as primary evidence.
 - b. In the event of a failure of the primary FR, a second FR, a marshal's recorded timings or eye-witness evidence may exceptionally be used as secondary evidence at the discretion of the Task Director. Local Rules may permit the use of non-CIMA-approved FRs subject to strict usage guidelines. Any FR capable of giving useful navigational information must be sealed in an opaque container.
- 5.5.2 Every FR case must be clearly labelled by the pilot with the pilot's name and competition number and (if applicable) this information must be entered into the memory of the FR.
- 5.5.3 Pilots may decide to carry another FR of their own as back-up in accordance with the rules at 5.5.1b and should therefore make a data transfer cable and a copy of the transfer software on CD-ROM /memory stick available to the organization if required. Pilots should ensure that they have enough memory to record long flights with a fix of every 5 seconds or less.
- 5.5.4 Before the championship starts, each FR must be presented to the organization for inspection and recording of type and serial number.
- 5.5.5 Once the championship has started the pilot must always use the same FR. In the event of a permanent failure, another FR may be used after it has been presented to the organization for inspection and recording of type and serial number.
- 5.5.6 All FRs must be presented to the organisation for inspection immediately before the start of each task. If secondary evidence is presented then both sets must be clearly marked 1 and 2.
- 5.5.7 All Competition GPS tracks become the property of the UK PPG Competitions Committee for subsequent analysis, training and shared learning.
- 5.5.8 It is the pilot's responsibility to ensure that he/she is fully aware of the functions and capabilities of his/her FR, that it has sufficient battery power and that the antenna is correctly positioned, etc.
- 5.5.9 Pilots using their own GPSs should be able to switch on/off either without taking the GPS out of its sealed container or ensure it is switched on BEFORE presentation for checking. Pilots will not be allowed to un-seal and re-seal after presentation for the purpose of switching on.

- 5.5.10 The scoring zone for FRs is independent of any other zone or sector. A scoring zone will normally be a cylinder of 250 m radius and of infinite height. To score a fix, a point must either be within this circle, or the line connecting two sequential track fixes must pass through the circle.
- 5.5.11 Complaints about the physical mis-positioning of a scoring zone relative to EVERY location which could affect the scoring (e.g. turnpoints, hidden gates, timing gates, IP or FP points) will not be accepted unless it can be shown that the physical position of the location is at least 125m from the location given by the Organisers.
- 5.5.12 A start line, IP or gate time is taken from the fix immediately before the line is crossed. A finish line or FP time is taken from the fix immediately after the line is crossed.

5.6 Alternative Evidence

- 5.6.1 If the pilot fails to provide satisfactory or correct evidence according to the requirements laid down in the task briefing sheet but has GNSS flight recorder evidence and proof that this flight recorder was physically in the aircraft in question, then, at the discretion of the Task Director, this may be used as an alternative form of proof.

5.7 Fuelling

- 5.7.1 Fuel consumption is expected to be measured by weight rather than volume. Pilots and machines are weighed before and after economy flights in order to measure the amount of fuel used. Pilots are therefore allowed to fly with unlimited fuel in economy tasks thus allowing every one to participate fully regardless of the engine's economy performance. The pilots' fuel consumption is scored in proportion to their bodyweight with a view to levelling the playing field. Traditional CIMA economy tasks have been adapted to take into account this method of weighing.
- 5.7.2 Procedure for Weighing of Fuel in Economy Tasks
- a. For the purpose of scoring: One litre of fuel = 0.74kg = 740 grams
- 5.7.3 Weighing of Pilot + Machine before Launch
- a. The weighing scale(s) should be located in the quarantine area next to the launch deck. The pilot should only get weighed when he/she is intending to launch. It is the combined pilot + paramotor + all accessories that get weighed, in fact everything that is carried on board, with the exception of the wing. The wing must be detached from the paramotor unit and can be already prepared in the launch deck. Karabiners must be attached to the motor and not to the wing. Wing bags, if used, must either be carried by pilots when weighed or not be taken on the flight. The pilot should carry the paramotor on his/her back, as well as all equipment and accessories when stepping up onto the scale. If the pilot is moving too much on the scale, the readout will fluctuate and the highest value will be recorded. The pilot should then proceed from the quarantine area to his/her wing on the deck with a view to launch as soon as possible.
 - b. Marshals should ensure that pilots spend as little time as possible between the weighing and the launching, and may demand for a pilot to be re-weighed if necessary. Marshals should ensure that pilots are not "ballasting" themselves by grabbing soil or stones as they get ready to launch.
 - c. Food and drink weigh the same whether in the pilot's pockets or consumed. Once weighed, it is not in the pilot's interest to urinate. However, pilots finding that they need to, should ask permission and will have to be weighed again.

- 5.7.4 Weighing of Pilot + Machine after Landing
- a. As soon as a pilot lands back on the deck, a Marshal will direct him/her to the scale(s) in the quarantine area, to be weighed immediately. The wing is detached and as before, everything else gets weighed. Again, karabiners must be attached to the motor and not to the wing.
 - b. Once more, Marshals will be vigilant with pilots not "ballasting" themselves with stones etc. If the pilot is moving too much on the scale the readout will fluctuate and this time, the lowest value will be recorded.
- 5.7.5 The weight of fuel used shall be the difference between the recorded weight prior to take-off and the recorded weight on landing
- 5.7.6 If the pilot appears to be suspiciously wet then the Marshal may ask for the flying suit and boots to be weighed separately as well, and take a note of it.

5.8 Bodyweight Index

- 5.8.1 The process of measuring the Pilot's Bodyweight at Registration is for the purpose of handicapping, allowing heavier pilots to be allowed a greater quantity of fuel than lighter pilots in certain tasks.
- 5.8.2 This is a one-off activity from which a Bodyweight Index is calculated and may be used for certain economy tasks during the competition.
- 5.8.3 When reporting to be weighed, the pilot should wear:
- a. minimal attire: no shoes, light trousers and shirt only.
 - b. No belt, no heavy jewellery. Pockets should be emptied.
- 5.8.4 The pilot may choose to be weighed with full stomach and bladder. If the readout on the scale fluctuates, the lowest value is recorded. The pilot is then given a Bodyweight Index to be used in economy scoring formulae, details of which will be briefed with task scoring.
- 5.8.5 The Bodyweight Index is computed as the weight of the pilot as weighed at registration + 30kg. For instance a 60kg pilot will have a Bodyweight Index of 0.9 and a 90kg pilot will have a Bodyweight Index of 1.2; The 30kg amount represents a typical average weight of a paramotor.

5.9 Minimum altitude

- 5.9.1 Notwithstanding the normal provisions of the ANO, the Task Director may impose minimum and maximum altitudes (AMSL) when flying some tasks (or parts of), with penalties for contravention. Proof of contravention will be via FR evidence, taking into account +/- 150 feet GPS altitude accuracy.

6 Scoring

6.1 General

- 6.1.1 The Competition Director's aim is that the proportion of the scores accumulated during the Championships shall be approximately:
- a. Navigation: 1/3
 - b. Economy: 1/3
 - c. Precision: 1/3

- 6.1.2 A score given to a pilot shall be expressed to the nearest whole number, 0.5 being rounded up.
- 6.1.3 All distances travelled are rounded to the nearest 100 metres, unless briefed otherwise.
- 6.1.4 All times are taken to Hours, Minutes and Seconds and in the case of precision tasks, tenths of seconds.
- 6.1.5 A pilot who did not fly in a particular task scores zero and will be marked DNF on the score sheet. A pilot who is disqualified will be marked DSQ.
- 6.1.6 Deduction of penalty points shall be made after scoring for that task is completed.
- 6.1.7 If a pilot's score is for any reason negative, including penalties, then his/her score for the task will be taken as zero.
- 6.1.8 The overall results will be computed from the sum of the task scores for each competitor, with the winner having the highest total score in the class.
- 6.1.9 Unless specified on the task sheet, scores are always normalised to the maximum amount (the winner of the task gets the maximum points available).

7 Penalties

7.1 General

- 7.1.1 In general, any infringement of any flying, safety or task regulation will result in pilots being awarded a penalty or other sanction.

7.2 Disqualification

- 7.2.1 Actions that will normally result in disqualification are as follows:
- a. Bringing the contest, its organisers, the BMAA, the BHPA or the Championships into disrepute.
 - b. The use of performance-enhancing drugs.
 - c. Not informing the organisation of an injury, medical complaint or medication being taken.
 - d. Unauthorised interference with an aircraft in Quarantine.
 - e. The use of an unsealed GNSS flight recorder or other forbidden equipment.
 - f. Flight outside the specified flight envelope of the aircraft or dangerous flying.
 - g. Flight without a helmet.
 - h. Non-carrying of an emergency parachute.
 - i. Flight or attempted flight with prohibited equipment.
 - j. Unauthorised assistance during a task.
 - k. Use of any other transport during a task (before declaring an outlanding).
 - l. Any local rule imposed by the Task Director at a task briefing carrying a disqualification penalty which is subsequently found to have been broken.
 - m. Repeated violation of additional rules.

- n. Any flight or other activity deemed by the Competition or Task Director to be unsafe or unsporting.
- o. Repeated disruption of task briefings.
- p. The use of ballasting between weighings on an economy task.

7.3 Zero Score

7.3.1 Actions which will normally result in a Zero score for the task are as follows:

- a. Unauthorised changes to canopy, wing or power unit.
- b. Unauthorised take-off.
- c. Outlanding in a task where it is not permitted or failure to inform the marshals of an outlanding.
- d. The aircraft disappears from the sight of the marshals (where remaining in view is a requirement of the task).
- e. Departure from the permitted flight area (where this is a requirement of the task).
- f. The task is not completed in the given order (where this is a requirement of the task).
- g. Any local rule imposed by the Task Director at a task briefing carrying a Zero score penalty which is subsequently found to have been broken.
- h. Repeated disruption of a briefing.
- i. Assistance on the ground during the course of a task without permission of the Task Director, Chief Marshal or his/her nominated deputy
- j. Violation of additional rules specified during the briefing.
- k. Undertaking a task without receiving the essential, relevant briefing.

7.4 20% Penalty

7.4.1 Actions which will normally result in a 20% penalty for the task:

- a. Take off run encroaching outside specified launch deck.
- b. Landing outside the specified deck but within the airfield boundary
- c. Obstructing another pilot's precision landing approach.
- d. Pilot late to the briefing
- e. Disruption of the briefing

7.5 Decisions & Protests

7.5.1 The Task Director's decision is final, but where appropriate, pilots may challenge decisions using the correct process as described in section 2.2.7.