



THE WORLD
AIR SPORTS
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FAI World Air Games Dubai 2015

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بطولة العالم للرياضات الجوية

WORLD AIR GAMES

الإمارات العربية المتحدة

2015 United Arab Emirates

دبي

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1. GENERAL BULLETIN

Referring to General Bulletin available at <http://www.fai.org/download/EVENTS/9953-b1.pdf> you can find information common to all sports and disciplines about the following topics:

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We strongly recommend you to read the General Bulletin before reading this specific bulletin only dedicated to Paramotor activities during the FAI World Air Games Dubai 2015.

2. COMPETITION DESCRIPTION

Paramotor in the FAI World Air Games Dubai 2015 is based on slalom races. The races are made around pylons. Different circuits are proposed.

A gate with infrared sensors takes the start and finish time when the pilot fly through the gate. The winner of the task is the pilot who made the shortest time.

3. EQUIPMENT

- A protective helmet is mandatory. Better if it's an integral helmet (or helmet with a roll-bar).
- Life-saving equipment (flotation device) is mandatory.
- Rescue parachute is mandatory. This is to prevent any problem while pilots are in the waiting areas before the race.
- The protections of the thorax, shoulders, forearm, elbows and knees are mandatory. Those legs, column and ankles are strongly recommended.
- The long clothes (pullovers, pants) are mandatory (T-shirts and pairs of shorts are thus forbidden).
- The airworthiness of paramotor equipment used is the responsibility of the competitor and registration will be taken as a declaration by the Delegation and competitor that the paramotor equipment to be used is certified as being airworthy by competent authorities. The Organizer has no responsibility in this regard; the responsibility rests fully with the Delegation and competitor.
- With the exception of any equipment which could be considered as dangerous by the ED, any complementary equipment will be accepted.

4. AIMS

- ✓ To determine champions in paramotor for the FAI World Air Games Dubai 2015 in the described event.
- ✓ To promote safety and develop paramotor training and competition.
- ✓ To exchange ideas and strengthen friendly relations between participants of the FAI World Air Games Dubai 2015.
- ✓ To allow participants to share and exchange experience, knowledge and information.

5. AWARDS

Medals and Trophies will be awarded for the first three placing according to the Competition Rules.

Due to the different competition periods and in order to shorten the final award ceremony it is intended to split the award ceremonies which means that award ceremonies will be executed right after a discipline/event is completed (Olympics system).Schedule

6. SCHEDULE

6.1 Common to all World Air Games Sports

Wednesday December 2: National Day in UAE, national holiday.
Thursday December 3: Opening Ceremony.
Friday December 4: Night Extravaganza.

6.2 Practice days

28th - 29th November 2015:

Arrival of Paramotor Delegations.

30th November 2015:

Registration of pilots.

1st December 2015:

Training tasks in Skydive Desert Campus.

2nd December 2015:

Training tasks as a show in Skydive Palm.

From 3rd to 11th December 2015:

Competition each day.

Note: 7th December 2015:

Rest day in Skydive Desert Campus.

12th December 2015:

Reserve day & Air show day, Closing Ceremony, final Award Presentation.

13th December 2015:

Latest Departure of Delegations.

<i>N = November / D = December</i>	N 29	N 30	D 1	D 2	D 3	D 4	D 5	D 6	D 7	D 8	D 9	D 10	D 11	D 12	D 13
<i>Air Sport Disciplines</i>	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Paramotors															

	Latest Arrival & Earliest Departure		Training (Official training)
	Early Arrival Practice Day(s)		Competition

7. RULES & REGULATION

All the paramotors in the competition have to satisfy the requirements of FAI sporting code section 10. All the take-off will make without any assistance other than that of his own team and after authorization of the event director (ED).

The change of equipment will be authorized after agreement of the ED and according to the following modalities: 2 engines are allowed, 2 gliders are allowed.

Each pilot is responsible for the good state of his set. The ED can stop at any time a set if he considers it not corresponding or dangerous.

8. REGISTRATION IN THE GAMES

See General Bulletin #1, Section 5.3 – Registration to the World Air Games.

9. OFFICIALS

Air Sport / Activity	Event Director
Event Director	José ORTEGA (FRA)
Jury President	Rob HUGHES (GBR)
Jury	Wolfgang LINTL (GER) Joel AMIABLE (FRA)
Chief Judge	José ORTEGA (FRA)
Assistant Chief Judge	Donato LUPO
Marshal managing infrared sensors	Jean-Denis CLEMENT
Marshal managing take-off	René VERSCHUEREN

10. WEATHER

Average daytime temperature during November/December is 28.5° (high) and 17.5° (low) centigrade during the day with cooler nights.

Wind: Average wind speed is 3-5 m/s (6 – 10 knots).

Main directions: West/Northwest

11. COMPETITION TASKS AND RULES

11.1 Briefings

The ED will organize before the beginning of the competition a general briefing handling particular conditions in service on the different sites, conditions of flights, ways for take off and land as well as any information useful for the pilots.

Free flights during the competition are not allowed except after authorization of the ED.

The signals of marshals, the authorizations of take-off and the procedures of landings will be reminded during the briefings.

Every pilot makes a commitment to follow and not disturb the briefings.

A briefing will take place every day.

11.2 Limitations of flight

Any situation considered as dangerous for the public, the structures, another aircraft or the pilot himself are forbidden and will pull penalties or disqualification.

The flight over houses and buildings are not authorized.

Every pilot is attentive to the possible collisions and gives himself the ways to avoid them.

During the tasks, flying over the zone of slalom is not authorized.

The quantity of fuel is limited to 5 liters.

11.3 Interruption of a task

The ED can decide to interrupt a task and pursue it subject to acceptable conditions. If not, he can cancel a round or several tasks.

11.4 Use of flags

3 flags are used during the competition.

- The green flag means that the circuit is free and that the pilot can enter the race.
- The red flag means that the circuit is not free or that the pilot made an error during the race. He then has to leave the circuit and return towards the zone of landing or go to the following circuit if the race is established by a sequence of circuits.
- The white flag indicates a technical problem of the organization. The pilot has to leave the circuit, return in the waiting area and wait again for the green flag to return in the circuit.

The simultaneous green and red flags mean that the task is cancelled. All the pilots have to return towards the zone of landing.

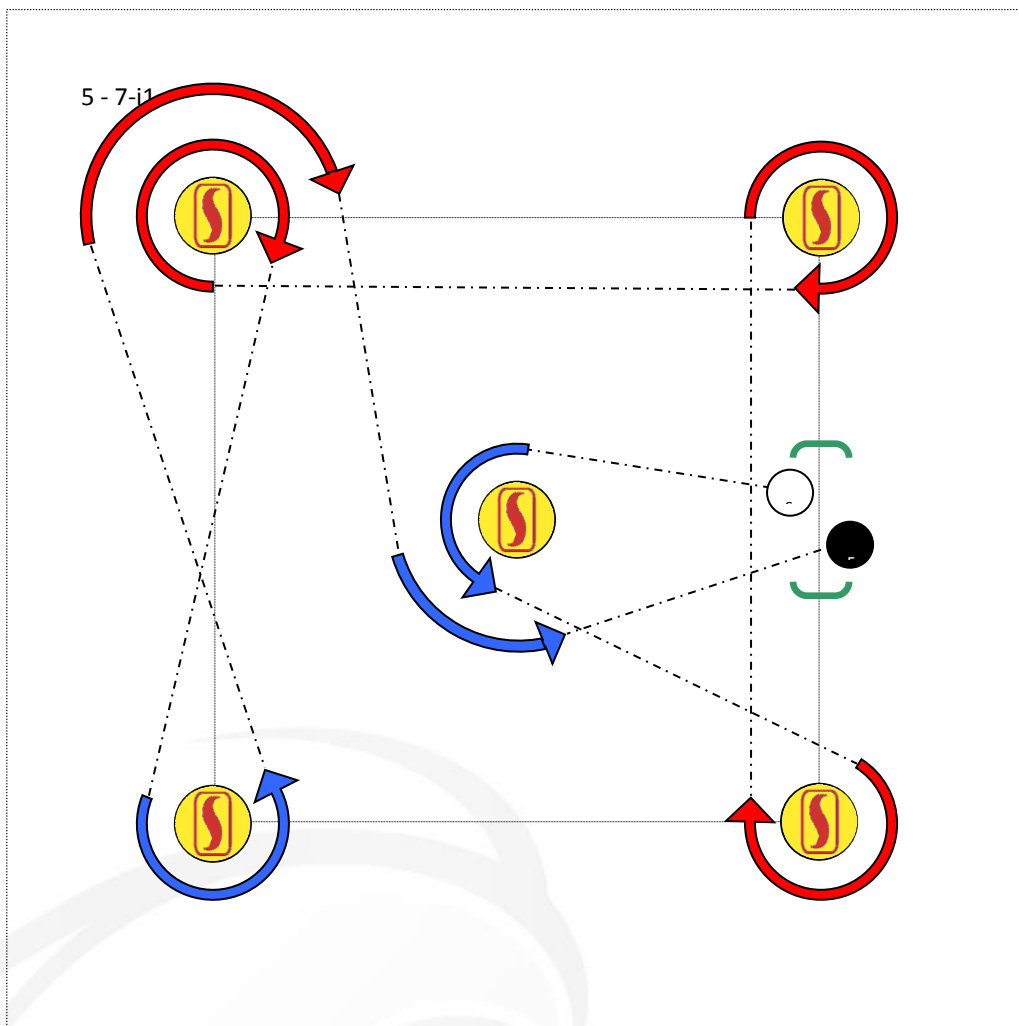
11.5 Format of the tasks

The real time performance in whom adds the possible penalties establishes the ranking:

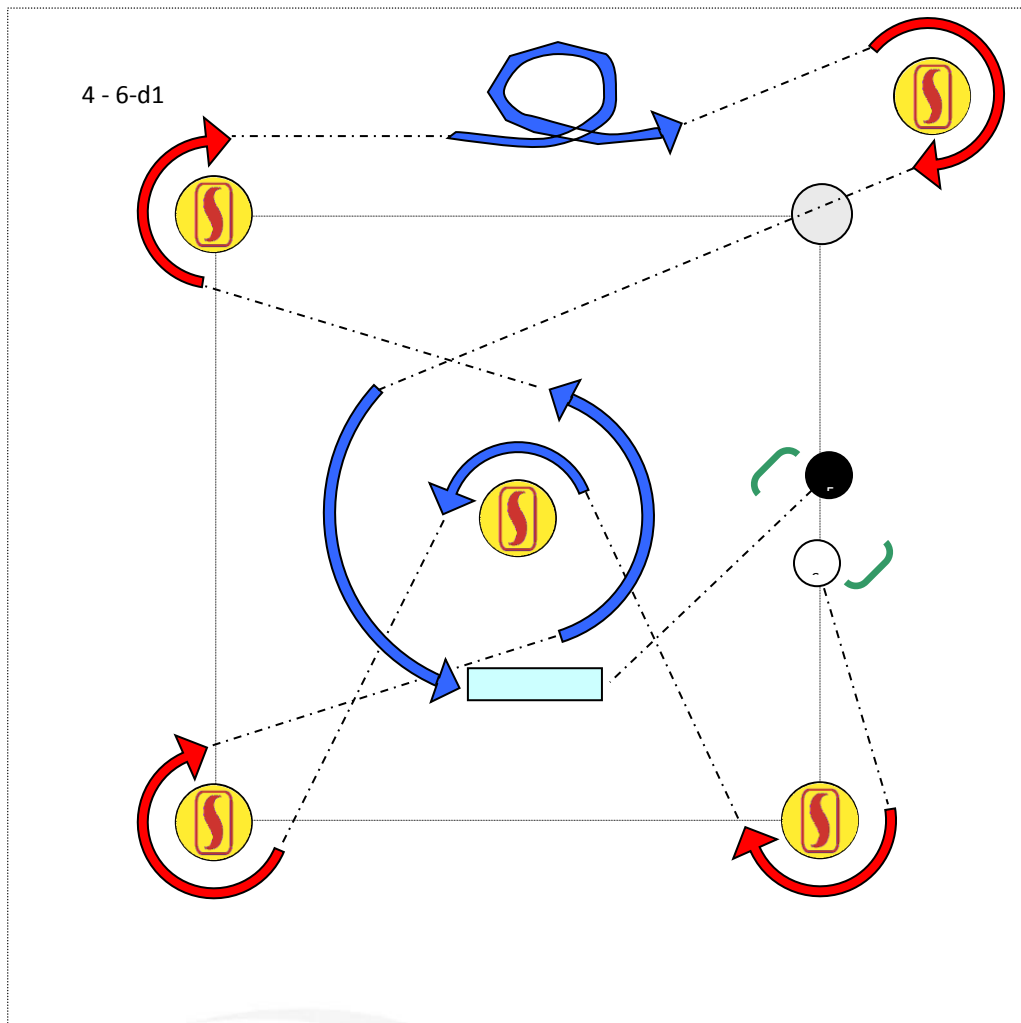
1st = 1 point, 2nd = points, 3rd = 3 points, etc.

The tasks are competed one by one or two by two in 3 different series.

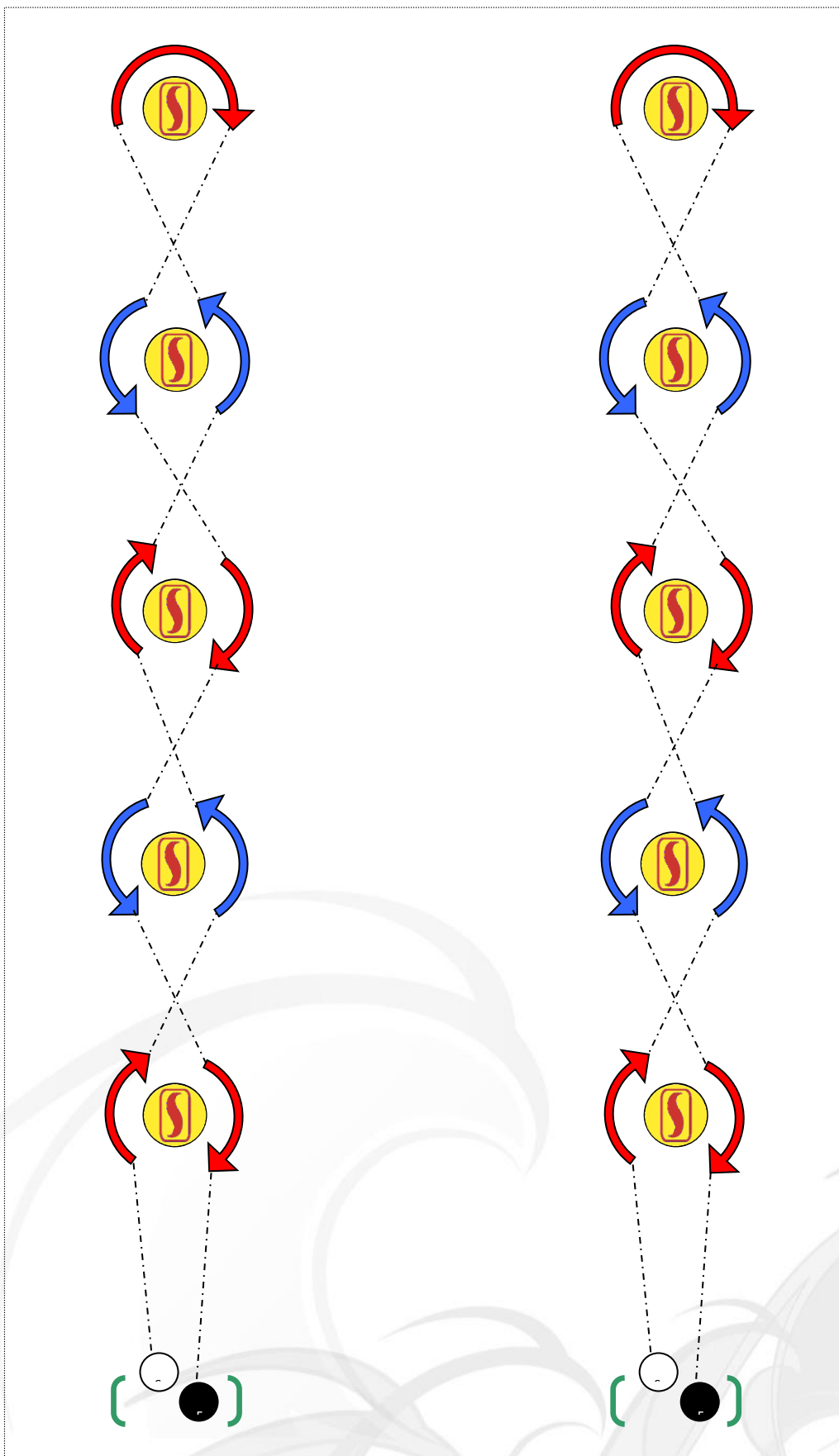
11.5.1 Example of tasks, A series (5 pylons, 7 turns)



11.5.2 Example of tasks, B series (with 360 turn and sloop)



11.5.3 Example of tasks, C series (2 by 2)



11.6 Operations of the tasks

11.6.1 A series:

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

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

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

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

11.6.2 B series:

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

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

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

If there's a 360 between 2 pylons, the pilot has to try to touch the tip on the water.

If there's a swoop, the pilot has to try to touch with feet water between the panels.

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

11.6.3 C series:

The slalom is made 2 by 2.

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

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

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

11.7 Judging equipment

Time: MatSport Infrared sensors
Pending for a new system

Swoop: Judge by marshals

11.8 Scoring and penalties

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

Main notes:

- Cell out – The pilot who misses the finish gate sees attributing the maximum of points.
- Cell in – The pilot who misses the entry gate sees attributing the maximum of points + 2.
- Error – The pilot who makes an error during the circuit sees attributing the maximum of points + 4.
- DNF – The pilot who does not fly sees attributing the maximum of points + 6.

Penalties in seconds are attributed in the following cases:

- The pilot touches a pylon with the leading edge of the lines = 4 seconds.
- The pilot or the machine touches the ground (tip, feet, frame) = 4 seconds.
- Any situation is considered “limit” and entails an imbalance in the flight (collapse, departure in twist, departure in spin or stall) = 2 seconds.
- The pilot misses the swoop = 5 seconds each part.
- The pilot misses the 360 touch = 5 seconds.
- The pilot doesn't do the 360 = 15 seconds.

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

11.9 Selection rounds – from 3rd to 9th

The selection rounds are made with all the pilots from 3rd to 9th. This schedule can change if the weather conditions don't allow the normal progress.

At the end of the selection rounds, the cut will retain the 16 better pilots. Other pilots will run a round where the 4 better will go to join the 16.

In case of bad weather conditions this round will not take place and the 4 pilots to join the group of 16 will be selected regarding the ranking before the cut. If there are one or more equalities, the pilots will be decided according to rank obtained during the selection rounds.

Eg: the pilot A and the pilot B finish the selection rounds with 23 points.

- The best ranking of the pilot A is twice 3rd , 6th and 9th.
- The best ranking of the pilot B is 3rd, 5th and 6th.
- The pilot A is qualified.

11.10 Final rounds – from 10th to 11th

- 8th final: the 16 + 4 better pilots
- 4th final: the 8 + 3 better pilots
- Semi-final: 4 + 2 better pilots
- Final: 2 + 1 better pilots

The first final eliminates the 3rd pilot.

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

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

12. LIST OF PARTICIPANTS

1	BRA	MARINI	Luis H.
2	CHN	YUNAN	Nie
3	CZE	KLEMENT	Milan
4	CZE	KOUDELA	Jiri
5	CZE	MATOUSEK	Petr
6	ESP	MORILLAS SALMERON	Ramon
7	ESP	PALMERO	Vincente
8	ESP	SKINNER	Karen
9	FRA	AUBERT	Nicolas
10	FRA	MATEOS	Alexandre
11	FRA	MATEOS	Coralie
12	FRA	PENONE	Jeremy
13	GBR	JENNINGS	Philip
14	GBR	MORGAN	Mark
15	GBR	TELUS	Teresa
16	GER	SCHULZ	Peter
17	GRE	CHRISTOPOULOS	Harris
18	LTU	SAKAITIS	Mantas
19	POL	BERNAT	Marcin
20	POL	FICEK	Piotr
21	POL	MANKOWSKI	Kamil
22	QAT	MOHAMMED AHMED	Alyafei
23	ROU	BARNA	Laszlo
24	RSA	JACKSON	Paul
25	SUI	CANTIN	Stéphane
26	THA	CHUYNOEY	Janejira
27	THA	PHROMMAT	Kittiphop
28	THA	THANASAKUNKORNSAENG	Pongkorn
29	UAE	AL FALASI	Mohamed
30	UAE	AL MANSOORI	Helal
31	UAE	AL MANSOORI	Zayed
32	USA	SHAW	Ryan

13. COMPETITION SITES

Skydive Dubai Palm DZ: Mean sea level (MSL).

Sufouh Beach: Mean sea level (MSL).

Skydive Desert Campus DZ: 520 feet above MSL



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