



Task Catalogue

version 2

12th FAI World Paramotor Championships 2025

Chambley Airfield, Chambley, FRANCE

https://wpc2025.fr



Task Catalogue

TASK CATALOGUE for WORLD PARAMOTOR CHAMPIONSHIPS 2025

AUTHORITY

This Task Catalogue is to be used in conjunction with the Local Regulations. The General Section and Section 10 of the FAI Sporting Code takes precedence over the Local Regulation and Task Catalogue wording if there is ambiguity.

CLARIFICATION

classes PF1, PF2, PL1, PL2

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Key to symbols used in the task catalogue				Marker Symbols
/	Line drawn before takeoff	FP 🗆	Finish point	н
1	Line drawn after takeoff	F₽△	Finish point with time gate	ĸ
	Free flight	ΔΠ	Marker identity given before takeoff	N
`►	Direction of travel	Ð	Home airfield	U
	Marker selected from list of Marker Symbols	1	Outlanding airstrSP	x D
0	Ground feature to be identified from photograph	11	Direction of landing	
\bigcirc	Tumpoint	51	Left hand circuit	Δ
Ô	Turnpoint to be identified from photograph	R.	Right hand circuit	
	Ground feature controlled by FR evidence.	/ _{600'}	Circuit height above ground in feet	
Δ	Timing point or gate	P	Windsock	
SP 🗆	Initial or Start point	Т	Landing direction indicator	
. L		MULTINGUM	Road or track	
SP△	Initial or Start point with time gate			

Key to symbols used in the task catalogue

Part 1

1.1 INTRODUCTION

This catalogue describes tasks which may be set in the FAI World Paramotor Championships 2025. It is modelled on S.10 A4, but where there are changes from the template, these have been tried out satisfactorily in national competitions and are clearly described and accepted when the FAI Microlight Commission (CIMA) approves the Local regulations.

Good tasks make for good championships, but tasks also drive the design direction for the aircraft. For example, Microlights would soon lose their short field capability if no more precision landing tasks into a 100m deck were given.

Flight planning and navigation tasks develop good pilot skills but they, too, affect the characteristics of competition aircraft so a Director must try to set a reasonable balance between tasks where ultimately speed is the advantage and economy is the advantage. These tasks should be as long as possible, so that pilot skills are tested by having to fly over new and different country.

Competition Directors are cautioned against setting a few complicated tasks in favour of lots of simple ones. It is all too easy for a Championship to end with the minimum of tasks required (S10 4.3.3) and there is nothing more likely to upset pilots than if they think they have not flown enough in a championship to properly demonstrate their skills.

1.2 TASK TYPES

1.2.1 GENERAL

Tasks fall into Three Categories:

- A Flight planning, navigation estimated time and speed. No fuel limitation.
- **B** Fuel economy, speed range, duration. Fuel limited to maximum 15 kg for aircraft flown solo and 22 kg for aircraft flown with two people.
- C Precision

The proportion of each task to be used is stated in S10, 4.29.3

Any task may be set more than once, either identically or with variations.

Distances should be as long as possible referring to the recommended still air range of the competing aircraft stated in S10 4.17.7.

In any task requiring pre-declaration of speed or elapsed time the Director may set up hidden gates through which the pilot would fly if on the correct flight path. Pilots failing to be checked through such gates or who are observed flying a devious path to adjust timing/speed errors may be penalised. No information will be given at briefing on the existence or whereabouts of hidden gates, or the method by which they are controlled.

The Director may set a time period for completion of a task in addition to the last landing time.

Where 2m Pylons are defined in tasks, at the discretion of the Competition Director these may be replaced by 12m (±1m) inflatable pylons.

The maximum number of photos to identify during one task must not exceed 10 per A4 page and one page should only cover a defined part of the task. This limit does not include features SP, TP, FP. The maximum number of photos to identify during one task must not exceed 20.

Part 2. Tasks for Paramotors

3.A1. PURE NAVIGATION

Objective

The goal is to follow a prescribed corridor between the start point (SP) and the finish point (FP).

There is a quarantine before the event. The quarantine opens at a time defined during the event briefing.

The flight window is defined during the briefing. After entering quarantine and receiving the necessary documents from the race marshals, the competitor will perform free-launch from their designated deck once the flight window is open.

Landing must be performed in the landing deck before the end of the flight window.

Rules

The race director provides the map on which the navigation track is marked. The width of the corridor is communicated during the briefing.

The flight distance is counted between SP and FP.

Backtracking is prohibited in the flight corridor between SP and FP.

Task points

The task points Q of individuals are:

$$Q = 0.4 \frac{\min_{nb_{comp}} D}{D} + 0.6 \frac{d_{C\%}}{\max_{nb_{comp}} d_{C\%}}$$

Where:

D : flight distance between SP and FP.

d_{opt}: optimal flight distance between SP and FP (navigation track defined by the DC).

 $d_{C\%}$: percent of flight time in corridor (d_C) in function of optimal flight distance (d_{opt}): $d_{c\%} = d_C/d_{opt}$

The normalised task points \tilde{Q} are:

$$\tilde{Q} = 1000 \times \frac{Q}{Q_{max}}$$

Where:

 Q_{max} : maximal Q value among all competitors.

Example



3.A2. NAVIGATION WITH PRECISION ROUTE

Objective

The goal is to overfly as many markers as possible within a maximum flight duration between the start point (SP) and the finish point (FP). This duration is communicated during the event briefing.

There is a quarantine before the event. The quarantine opens at a time defined during the event briefing.

The flight window is defined during the briefing. After entering quarantine and receiving the necessary documents from the race marshals, the competitor will perform free-launch from their designated deck once the flight window is open.

Landing must be performed in the landing deck before the end of the flight window.

Rules

The race director provides the map on which the markers are indicated, as well as the points assigned to each marker.

Each marker is assigned a number of points between 1 and 4.

If the competitor has validated all markers and the maximum flight time has not been exceeded, they have the option to restart, provided they pass through SP again. FP can only be overflown once during the event. Passing over FP stops the clock and therefore ends the event.

Special penalties

Take off outside the flight window : 100%

Landing outside flight window: 100%

Time overrun between SP and FP \in]0; 1[*minute*: 10%

Time overrun between SP and FP \in [1; 2[minutes: 20%

Time overrun between SP and FP ∈ [2; 5[minutes: 40%

Time overrun between SP and FP \in [5; 10[minutes: 80%

Time overrun between SP and FP > 10 *min*utes: 100%

Task points

The task points Q of individuals are:

 $Q = nb_{M1} + 2nb_{M2} + 3nb_{M3} + 4nb_{M4} + 2$

Where:

nb_{M1}: number of validated 1 point markers

nb_{M2}: number of validated 2 point markers

nb_{M3}: number of validated 3 point markers

nb_{M4}: number of validated 4 point markers

The normalised task points \tilde{Q} are:

$$\tilde{Q} = 1000 \times \frac{Q}{Q_{max}}$$

Where:

 Q_{max} : maximal Q value among all competitors.

Example



3.A3. NAVIGATION, PRECISION & SPEED

Objective

To make a clean take-off from the deck, to fly a course between as many turn points or markers as possible within a given time, and to collect bonus points for landing at designated markers before returning to the deck.

Special rules

The clock starts the moment the marshal makes the signal to take off.

At the start, the pilot scores 300 bonus points for a clean take off at the first attempt, 200 for the second, 100 for the third, zero for any attempts thereafter.

In the case of landing markers, If the pilot elects to switch off his engine at least 5 m above the marker and:

- Makes a first touch on the marker: Landing bonus: 200 points
- Misses the marker: landing bonus: 50 points

If the pilot elects to not switch off his engine and:

Makes a first touch on the marker: Landing bonus: 100 points

If the pilot falls over as a result of a landing: zero landing bonuses for that landing.

If the pilot obstructs another competitor attempting to land at a landing marker penalties will apply.

The clock stops the moment the pilot either crosses a line or lands back on the deck.

Any outside assistance: Score zero.

Scoring

The task points Q of individuals are:

$$Q = \left(500 \times \frac{nb_p}{nb_{max}}\right) + B_{TO} + \left(200 \times \frac{B_{LD}}{B_{LDmax}}\right)$$

Where, according to briefing;

Either:

- *nb_n*: the number of ground markers and/or turn points a pilot collects in the task
- nb_{max}: the maximum number of markers and/or turn points collected in the task

Or:

- nb_p : the distance flown by the pilot in the task
- nb_{max} : the maximum distance flown in the task

And:

- B_{TO}: pilot's takeoff bonus points

- B_{LD}: Pilot's landing bonus points
- B_{LDmax}: The maximum landing bonus points achieved.

The normalised task points \tilde{Q} are:

$$\tilde{Q} = 1000 \times \frac{Q}{Q_{max}}$$

Where:

 Q_{max} : maximal TP value among all competitors.

3.A4. NAVIGATION / ESTIMATED SPEED

Objective

To fly a course between any combination of turn points, markers and gates as defined at the briefing having declared estimated flight times or estimated times of arrival as required at the briefing, and return to the deck.

Special rules

The value of T, in seconds, will be given at the briefing.

Scoring

The task points Q of individuals are:

$$Q = \left(700 \times \frac{nb_p}{nb_{max}}\right) + (300 - T)$$

Where, according to briefing:

Either:

- nb_n: the number of ground markers and/or turn points a pilot collects in the task
- nb_{max}: the maximum number of markers and/or turn points collected in the task

Or:

- nb_n : the distance flown by the pilot in the task
- nb_{max}: the maximum distance flown in the task

And

T: The total difference in between pilot's estimated and actual times for all timed sectors. (>=300 = 300)

The normalised task points \tilde{Q} are:

$$\tilde{Q} = 1000 \times \frac{Q}{Q_{max}}$$

Where:

TP_{max}: maximal TP value among all competitors.

3.A5. NAVIGATION & ESTIMATED SPEED & PRECISION

Objective

To fly a course within flight corridors (defined by gates ($G_1, G_2, ..., G_n$) between the start point (SP) and the finish point (FP), where the competitor have to estimate the passage times for each gate. The width of the corridors is communicated during the event briefing.

There is a quarantine before the event. The quarantine opens at a time defined during the event briefing.

The flight window is defined during the briefing. After entering quarantine and receiving the necessary documents from the race marshals, the competitor will perform free-launch from their designated deck once the flight window is open.

Landing must be performed in the landing deck before the end of the flight window.

Rules

Competitors must fill out a declaration sheet in quarantine before take-off, indicating their estimated times for the gates that define the segments.

Before take-off, competitors submit their declaration sheets in quarantine to a race marshal.

Refering to example, the gates have to be passed in numerical order (SP, G1, G2, G3, G4, G5, FP).

There are no hidden gates.

Backtracking is prohibited within the flight corridors (defined by the segments between the gates).

Special penalties

Time penalties (P_{Ti}) are applied to each validated gate in case of a time difference (δt) between the estimated time at the gate *i* and the actual time:

$$if \ \delta t \le 5sec, \ P_{Ti} = 0$$
$$if \ \delta t > 180sec, \ P_{Ti} = 1$$
$$else, P_{Ti} = \frac{\delta t}{180}$$

Task points

The task points Q of individuals are:

$$Q = 0.6 \frac{\sum pts_i}{\max_{nb_{comp}} \sum pts_i} + 0.4 \frac{t_{C\%}}{\max_{nb_{comp}} t_{C\%}}$$

Where:

pts_i: points per segment *i* if validated: $pts_i = 100(1 - P_{Ti})$

 $t_{C\%}$: percent of flight time in corridor (t_c) in function of total flight time (T) : $t_{C\%} = t_c/T$

 $\max_{nb_{comp}} \sum pts_i$: maximal sum of all points per gate among all competitors

 $\max_{nb_{comp}} (t_{Fc\%})$: maximal flight time in percent among all competitors

The normalised task points \tilde{Q} are:

$$\tilde{Q} = 1000 \times \frac{Q}{Q_{max}}$$

Where:

 Q_{max} : maximal Q value among all competitors.

Example



3.A6. NAVIGATION OVER A KNOWN CIRCUIT

Follow a known circuit, finding markers or identifying ground features from photographs and locating their positions on a map or crossing hidden gates.

It may be required to distinguish between on-track and off-track markers and ground features.

There may be timing gates to take times if part of the task must be evaluated for time precision or for speed.

The task may finish with an outlanding.

Summary

Competitors will be given:

A series of headings to follow or lines drawn on a map or a description of the procedure to draw them.

The location of a start point (SP) before which no markers, ground features or gates will be found.

The time at which they must overfly the start point.

The location of a finish point (FP) after which no markers or ground features will be found.

Photos of any ground features or description of canvas markers to be identified.

If the task is to contain a speed prediction element before takeoff the competitor must either:

Declare the ground speed at which he plans to fly, or

Select a ground speed from those specified at the briefing, or

Declare crossing times at certain turn points.

The task will normally start and finish with a Deck Takeoff and Deck Landing and after completing the landing the competitor will be required to enter a Quarantine area for scoring.

Scoring

Spatial precision:

- V_h : value assigned to crossing a hidden gate or properly placing a mark on the map (e.g. 100)
- N_h Number of hidden gates correctly crossed or properly placed marks on the map (less than 2 mm error).

Markers placed between 2 and 5 mm error score ½ point.

More than 5 mm score zero.

- Out of track marks score zero.
- $Q_h = V_h \times N_h$

Time precision (when included in the task):

- V_t : gate value (e.g. 180)
- E_i: absolute error in seconds in gate *i*. Maximum error is Vt. Time gates not crossed do not add error.
- $Q_t = \sum (V_t E_i)$ (sum of gate value minus time error each gate crossed)

Speed (when included in the task):

- V_S: Relative value for the speed term
- S: Pilot's speed in the speed section
- $Q_V = V_S \times S/S_{max}$

The task points TP of individuals are:

$$Q = Q_h + Q_t + Q_V$$

The normalised task points \widetilde{TP} are:

$$\tilde{Q} = 1000 \times \frac{Q}{Q_{max}}$$

Where:

 Q_{max} : maximal Q value among all competitors.

Penalties

Each photo or marker correctly identified and located on the map to within 2mm and any ground speed element will score as briefed. The following penalties will apply:

Takeoff deck penalty: 20%

Landing deck penalty: 20%

Backtracking against the task direction or crossing a hidden gate backwards: 100%

Breach of Quarantine: 100%

Crossing a hidden gate twice invalidates the gate.

Examples



3.A7. NAVIGATION WITH UNKNOWN LEGS

Follow a series of headings or known lines, finding markers and identifying ground features from photographs, and locating their positions on a map or crossing hidden gates.

It may be required to distinguish between on-track and off-track markers and ground features.

Certain of the ground features or markers will indicate a change of heading or the start of a leg to another point.

There may be timing gates to take times if part of the task must be evaluated for time precision or for speed. The task may finish with an outlanding.

Summary

Competitors will be given:

A series of headings to follow or lines drawn on a map or a description of the procedure to draw them.

The location of a start point (SP) before which no markers, ground features or gates will be found.

Details of which markers or ground features indicate a point from which a new line must be drawn.

The location of a finish point (FP) after which no markers or ground features will be found

Depending on the specific task design, competitors may be given:

Sealed instructions giving the location of next turn points or outlanding sites.

The time at which they must overfly the start point.

Photos of any ground features or description of canvas markers to be identified.

If the task is to contain a speed prediction element before takeoff the competitor must either:

Declare the ground speed at which he plans to fly, or;

Select a ground speed from those specified at the briefing.

Declare crossing times at certain turn points.

The task will normally start and finish with a Deck Takeoff and Deck Landing and after completing the landing the competitor will be required to enter a Quarantine area for scoring.

Scoring

Spatial precision:

- V_h : value assigned to crossing a hidden gate or properly placing a mark on the map (e.g. 100)

- *N_h* Number of hidden gates correctly crossed or properly placed marks on the map (less than 2 mm error).

Markers placed between 2 and 5 mm error score 1/2 point.

More than 5 mm score zero.

Out of track marks score zero.

 $Q_h = V_h \times N_h$

_

Time precision (when included in the task):

- *V_t*: gate value (e.g. 180)
- *E_i*: absolute error in seconds in gate *i*. Maximum error is Vt. Time gates not crossed do not add error.
- $Q_t = \sum (V_t E_i)$ (sum of gate value minus time error each gate crossed)

Speed (when included in the task):

- V_s: Relative value for the speed term
- S: Pilot's speed in the speed section
- $Q_V = V_S \times S / S_{max}$

The task points TP of individuals are:

$$Q = Q_h + Q_t + Q_V$$

The normalised task points \widetilde{TP} are:

$$\tilde{Q} = 1000 \times \frac{Q}{Q_{max}}$$

Where:

 Q_{max} : maximal Q value among all competitors.

Penalties

Each photo or marker correctly identified and located on the map to within 2mm and any ground speed element will score as briefed. The following penalties will apply:

- Take-off deck penalty: 20%.
- Landing deck penalty: 20%.
- Backtracking against the task direction or crossing a hidden gate backwards: 100%
- Breach of quarantine: 100%
- Crossing a hidden gate twice invalidates the gate.
- A penalty will be specified for braking an envelope seal.

Examples



Sequential navigation



Circular navigation and diameter



Circular navigation, diameter and reverse.





Drawn circular navigation

Circle and two lines





Speed spiral and two lines

Triangle and three lines





Objective

Take-off with a measured quantity of fuel and stay airborne for as long as possible and return to the deck.

Rules

No quarantine before the task.

Free take-off within the time window.

Departure from view of the marshals or egress from the permitted flight area will incur penalties.

Special penalties

Land outside the airfield boundary: 100%.

Land inside the airfield boundary but outside the deck: 20%.

Task points

The task points Q of individuals are:

Q = T

Where:

T pilot's flight time between take-off and landing instants

The normalised task points \tilde{Q} are:

$$\tilde{Q} = 1000 \times \frac{Q}{Q_{max}}$$

Where:

 Q_{max} : maximal Q value among all competitors.

Example



3.B2. ECONOMY & DISTANCE

Objective

To take off from the deck with a given quantity of fuel.

Fly as many sections as possible around a course of one or more sections and land in the landing deck. Sections are defined between turn points.

Return to the deck.

Rules

No quarantine before the task.

Free take-off within the time window.

Departure from view of the marshals or egress from the permitted flight area will incur penalties.

The considered distances are the distances between two validated turn points.

A turnpoint is validated if it is bypassed as shown in example.

Task points

The task points Q of individuals are:

$$Q = 0.2 \frac{T}{\max_{nb_{comp}}(T)} + 0.8 \frac{D}{\max_{nb_{comp}}(D)}$$

Where:

T: flight duration

D: flight distance calculated as the sum of the validated sections

 $\max_{nb_{comp}} (T)$: maximal flight duration among all competitors

 $\max_{nb_{comp}} (D)$: maximal flight distance among all competitors

The normalised task points \tilde{Q} are:

$$\tilde{Q} = 1000 \times \frac{Q}{Q_{max}}$$

Where:

Q_{max}: maximal Q value among all competitors.

Example



If $[TP_3, A, TP_6] \ge [TP_3, TP_5, TP_6]$ (green path), TP_5 is validated and the segments $[TP_3, TP_5]$ and $[TP_5, TP_6]$ are validated.

If $[TP_3, A, TP_6] < [TP_3, TP_5, TP_6]$ (red path), TP_5 is not validated and only the segment $[PT_3, PT_6]$ is validated.

3.B3. ECONOMY & SPEED TRIANGLE & OUT AND RETURN

Objective

Within a flight window defined during the briefing, competitors must:

- take-off from the deck with a given quantity of fuel;
- perform a defined triangular circuit as quickly as possible from start point (*SP*) to *P*₁ (see example). These are often the same;
- with the remaining fuel, follow the direction of an axis starting from *P*₁ to cross this axis as far as possible (*B*);

- Return to the deck.

Rules

No quarantine before the task.

Free take-off within the time window.

Departure from view of the marshals or egress from the permitted flight area will incur penalties.

Flight time is calculated between SP and P_1 .

The flight distance is the distance between P_1 and B.

Special penalties

Speed triangle: SP or gates are not validated: 100% for speed triangle points (flight duration)

Out and return: the competitor does not cut the axis: 100% for out and return points (flight distance)

Task points

The task points Q of individuals are:

$$Q = 0.5 \frac{\min_{nb_{comp}} (T)}{T} + 0.5 \frac{D}{\max_{nb_{comp}} (D)}$$

Where:

T: flight duration between SP and P_1 (see example)

D: flight distance between P1 and B

 $\min_{nb_{comp}}(T)$: minimal flight duration among all competitors

 $\max_{nb_{comp}}(D)$: maximal flight distance among all competitors

The normalised task points \tilde{Q} are:

$$\tilde{Q} = 1000 \times \frac{Q}{Q_{max}}$$

Where:

Q_{max}: maximal Q value among all competitors.

Example



3.B4. ECONOMY & OUT AND RETURN

Objective

Within a flight window defined during the briefing, competitors must:

- take-off from the deck with a given quantity of fuel;
- Cover the greatest distance as possible along an axis or a segment defined with two turn points;
- Return to the deck.

Rules

No quarantine before the task.

Free take-off within the time window.

Departure from view of the marshals or egress from the permitted flight area will incur penalties.

Task points

The task points Q of individuals are:

Where:

D:

- On axis: distance between SP and B.
- On segment: the length $D = n[TP_1; TP_2] + [TP_1; B]$, where *n* represents the number of segments $[TP_1; TP_2]$ fully covered by the competitor.

Q = D

The normalised task points \tilde{Q} are:

$$\tilde{Q} = 1000 \times \frac{Q}{Q_{max}}$$

Where:

Q_{max}: maximal Q value among all competitors.

Example



3.B5. ECONOMY & DISTANCE CIRCUIT

Objective

Within a flight window defined during the briefing, competitors must:

- take-off from the deck with a given quantity of fuel;
- Complete the greatest number of segments by following a defined course marked by visible turn points (pylons, windsocks, flames, etc.).
- Return to the deck.

Rules

No quarantine before the task.

Free take-off within the time window.

Departure from view of the marshals or egress from the permitted flight area will incur penalties.

The flying direction is defined during the briefing must be respected by all competitors.

The distance is calculated as the cumulative length of completed segments, with each segment being validated at the following turn point.

There are one or more landing areas throughout the circuit, which are accessible only via dedicated decision zones.

The inside zone of the circuit is prohibited except for landings. It can only be accessed through decision zones.

Backtracking is prohibited on segments except in decision zones or inside zone of the circuit (via a decision zone) for the purpose of landing. No segments will be counted after backtracking.

Special penalties

Fly inside the circuit without passing through a decision zone: 50%

No respect of flying direction: 100%

Task points

The task points Q of individuals are:

Where:

D sum of validated segments

The normalised task points \tilde{Q} are:

$$\tilde{Q} = 1000 \times \frac{Q}{Q_{max}}$$

Q = D

Where:

Q_{max}: maximal Q value among all competitors.

Example



3.B6. ECONOMY & TRIANGLE

Objective

Within a flight window defined during the briefing, competitors must:

- take-off from the deck with a given quantity of fuel;
- Complete the largest equilateral triangle as defined below.
- Return to the deck.

Rules

No quarantine before the task.

Free take-off within the time window.

Departure from view of the marshals or egress from the permitted flight area will incur penalties.

The flying direction is defined during the briefing must be respected by all competitors.

The sides of the triangle are measured as follows (see example):

- The distance [FP, B], where B is the farthest crossing point from FP on the axis (FP, B).
- The distance [FP, C], where C is the farthest crossing point from FP on the axis (FP, C).

The triangle considered for scoring is equilateral (see example).

Special penalties

No respect of flying direction: 100%

Task points

The task points Q of individuals are:

Q = D

Where:

$$D = \min([FP, B], [FP, C]) * 3$$

The normalised task points \tilde{Q} are:

$$\tilde{Q} = 1000 \times \frac{Q}{Q_{max}}$$

Where:

Q_{max}: maximal Q value among all competitors.

Example



3.C1. PRECISION LANDING

Objective

Perform a landing, engine off, at the center of a target (PF1, PF2) or an aircraft carrier (PL1, PL2).

Rules

At the marshal's command, each competitor will take-off in turn. After ascending, they will pass vertically over the field a minimum altitude of 500ft above ground level (AGL). They will cut the engine directly above the target (a minimum of 45 seconds before landing) and land as near as possible of the target.

After landing, the competitor must not fall. A tolerance allows placing a knee on the ground.

The target consisting of (see example):

- A series of concentric circles for PF1 classe.
- A series of wide parallel strips for PL1 and PL2 classes.

Special penalties

During flight: engine cut less than 45 seconds before landing: 100%

During landing: see Local Regulations for definition of a good and bad landing: 100%

particular case

In case of technical problem (e.g., inability to cut the engine), the competitor must land near the target, clearly indicating to the marshal that they are not attempting a precision landing (movement of the legs). After notifying the Marshal or the Race Director, the competitor will be allowed to redo the event, provided it is before the last competitor has passed.

Task points

The task points Q of individuals are:

$$Q = \begin{cases} 250 \text{ if zone} = \text{center or } A\\ 150 \text{ if zone} = 1 \text{st circle or } B\\ 100 \text{ if zone} = 2 \text{nd circle or } C\\ 50 \text{ if zone} = 3 \text{rd circle or } D\\ 0 \text{ if off target} \end{cases}$$

The normalised task points \tilde{Q} are:

$$\tilde{Q} = 250 \times \frac{Q}{Q_{max}}$$

Where:

Q_{max}: maximal Q value among all competitors.

Example





3.C2. BOWLING LANDING

Objective

Perform a landing, engine off and knock over as many pins as possible.

Rules

At the marshal's command, each competitor will take-off in turn. After ascending, they will pass vertically over the field at an altitude 500ft above ground level (AGL). They will cut the engine directly above the target (a minimum of 45 seconds before landing) and attempts to touch or knock over the pins.

5 or more pins are placed facing the wind at regular intervals between 1 and 2 meters apart.

The pins are approximately 50 cm in height for PF1, and about 1 meter for PL1 and PL2.

A pin is counted when it is touched or knocked over before the competitor's first contact with the ground.

After landing, the competitor must not fall. A tolerance allows placing a knee on the ground.

Special penalties

During flight: engine not cut 45 seconds before landing: 100%

During landing: Touch the ground with a part of the body above the knee or with the paramotor: 100%

particular case

In case of technical problem (e.g., inability to cut the engine), the competitor must land near the target, clearly indicating to the marshal that they are not attempting a precision landing (movement of the legs). After notifying the Marshal or the Race Director, the competitor will be allowed to redo the event, provided it is before the last competitor has passed.

Task points

The task points Q of individuals are:

 $Q = 50 \times nb_{Pins}$

Where:

nb_{Pins}: number of pins touched or knocked over before the competitor's first contact with the ground.

The normalised task points \tilde{Q} are:

$$\tilde{Q} = 250 \times \frac{Q}{Q_{max}}$$

Where:

 Q_{max} : maximal Q value among all competitors.

Example

