



## LOCAL REGULATIONS

For the

**12<sup>th</sup> FAI EUROPEAN MICROLIGHT CHAMPIONSHIPS 2013**  
Kamenica nad Cirochou, Slovak Republic, 10. – 17. August 2013

organised by

**Slovenský národný aeroklub**

and

**Aeroklub Kamenica**

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.



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MICROLIGHT CHAMPIONSHIP  
KAMENICA NAD CIROCHOU  
SLOVAK REPUBLIC**



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## 1 APPLIES TO ALL CLASSES

### 1.1 GENERAL

The purpose of the championships is to provide good and satisfying contest to determine the champion in each class and to reinforce friendship amongst pilots and nations (S10 4.2).

### 1.2 PROGRAMME DATES

Training, aircraft inspection, registration: 6<sup>th</sup> – 9<sup>th</sup> August 2013

Opening Ceremony: 10<sup>th</sup> August 2013

First Competition briefing: 9<sup>th</sup> August 2013

Contest Flying Days: 10<sup>th</sup> – 16<sup>th</sup> August

Closing Ceremony, Prize-giving: 17<sup>th</sup> August

### 1.3 OFFICIALS

Event Director: Arnošt Fof

Competition Director: Vladimír Šilhan

Deputy Competition Director: Marián Sluk

Chief Marshal: Miroslav Bouda

International Jury: to be voted

Stewards:

Jacek Kibinski (POL)

Marton Ordody (HUN)

Monitor:

Jacek Kibinski (POL)

### 1.4 ENTRY

The Championships are open to all Active Member and Associate Member countries of FAI who may enter 6 (six) crews **plus two crews of young pilots (younger than 27 years in the day of opening ceremony).**

Entries must be made on the official Entry Form.

- If applications, with fees paid, are not received by 30<sup>th</sup> of July, the entry may be refused.
- The entry fee:
  - 450 EUR for pilot
  - 450 EUR for co-pilot (navigator)
  - 150 EUR for team leader and team leader assistant.
- 10% discount will be given for entry fee paid before 15<sup>th</sup> May 2013.

For accompaniment will be fee 50 €, children below 10 years will be free. Fee for accompaniment will be paid in cash at the place.

The entry fee includes:

- Free use of the airport and free entry to all official events.
- One official map
- All competition materials (task descriptions, task maps, photos)
- All competition operations



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- Camping place for each team with electricity and services (parking place for cars and aircrafts, toilets, showers, waste management and free wifi connection in the camp).
- Free entry for Invitation and Good bye party.

Preferential prices of meal (15 € for day)

Hotel rooms in town Humenne (7 km from airfield) will be available on request, internet orders for hotel rooms and prices will be in organizers web from 1.2.2013. Prices of hotels aren't included in entry fee.

Fuel will be available at the airfield for commercial price (Automotive Shell 90, Avgas).

Bank details:

Account No: 0460861186/0900 Slovenská sporiteľňa Humenné

**IBANSK1509000000000460861186**

**BICGIBASKBX**

### 1.5 INSURANCE

Third party insurance of at least 750 000 SDR and a passenger insurance of at least 100 000

SDR (applicable to co-pilot) is required by Regulation (EC) No 785/2004 of the European

Parliament and the Council of 21 April 2004. Documentary proof of insurance as specified on the Entry Form must be presented to the Organizers at Registration. (GS. 3.9.6)

Personal accident insurance for team members and insurance against damage to aircraft and health care insurance are highly recommended.

### 1.6 LANGUAGE

The official language of the Championships is English.

### 1.7 MEDALS AND PRIZES

FAI medals will be awarded to:

- Pilots placed first, second and third in each class
- National teams placed first, second and third
- FAI Diplomas will be awarded for those placed first to tenth

A special Young pilots trophy will be awarded, if in one class will be registered at least 3 competitors (crews) from at least two countries.

### 1.8 CHAMPIONSHIP CLASSES

The Championships may be held in the following classes (S10 1.5):

WL1T, WL2T, AL1T, AL2T, GL1T, GL2T

Each class is a championship in its own right and as far as possible interference of one class by another shall be avoided.

#### 1.8.1 CLASS VALIDITY

For a championship to be valid there must be competitors from no less than 4 countries in a class, ready to fly the first task, and must start a minimum of one task. (S10 4.3)

#### 1.8.2 CHAMPIONSHIP VALIDITY

The title of champion shall be awarded only if there have been at least 6 separate valid tasks in the class and at least one task of each type (navigation, economy, precision) has been valid. (S10 4.3)



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### **1.9 GENERAL COMPETITION RULES**

#### **1.9.1 REGISTRATION**

On arrival the team leader and members shall report to the Registration Office to have their documents checked and to receive supplementary regulations and information. The following documents are required:

- Pilot License
- Passport or personal identification document
- Valid FAI Sporting License for pilot and navigator
- Aircraft Certificate of Airworthiness or Permit to Fly
- Certificate of Insurance
- Receipt for payment of entry fees.

The Registration Office will be open from 6<sup>th</sup> August from 10:00 to 18:00

#### **1.9.2 PILOT AND NAVIGATOR QUALIFICATIONS**

A competing pilot shall be of sufficient standard to meet the demands of an international competition and hold a valid pilot license or equivalent certificate. Both pilot and navigator must hold an FAI Sporting License issued by his own NAC. The navigator must have reached the age of 14 years. Persons younger than 18 years must have officially authenticated document with allowance for participation in championship made by their parents or legal representative.

#### **1.9.3 AIRCRAFT AND ASSOCIATED EQUIPMENT**

Aircraft and equipment provided by the competitor must be of a performance and standard suitable for the event. Each aircraft 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 aircraft or the country entering it or the country of the organizers. The aircraft must comply with the FAI definition of a Microlight at all times (S10 1.3). The aircraft shall fly throughout the championships as a single structural entity using the same set of components as used on the first day except that propellers may be changed provided that the weight limit is not exceeded and the Certificate of Airworthiness or Permit to Fly is not invalidated. (S10 4.17.4)

All aircraft must be made available during the Registration period for an acceptance check in the configuration in which they will be flown. The organizers have the right to inspect for class conformity and airworthiness and, if necessary, ground any aircraft for safety reasons at any time during the event.

All aircraft must be equipped with a simple method of sealing the fuel tank.

#### **1.9.4 TEAM LEADER RESPONSIBILITIES**

The team leader is the liaison between the organizers and his team. He is responsible for the proper conduct of his team members, for ensuring that they do not fly if ill or suffering from any disability which might endanger the safety of others and that they have read and understand the rules.

#### **1.9.5 STATUS OF RULES AND REGULATIONS**

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).
- Competitors may not be substituted, change to another class nor change their aircraft, except for the provisions in 1.10.5.



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### **1.9.6 PRACTICE & REST DAYS**

The official practice period from 6<sup>th</sup> to 9<sup>th</sup> August will be made available to all competitors. All the infrastructure for the competition will be ready for the first day of the official practice period. At least one practice day a task will be flown under competition conditions to test the integrity of the organization. The scores thus generated shall not be counted. (S10 4.7.3)

Rest days will only be held on account of bad weather or unforeseen emergency.

### **1.9.7 COMPLAINTS**

A competitor who is dissatisfied on any matter may, through his team leader, make a complaint in writing to the Director. Complaints shall be made, and dealt with, without delay but in any case must be presented not later than 6 hours after the respective Provisional Score sheet has been published, 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 or after the last competition day, when the time limit is 2 hours.

A complaint that could affect a task result must be dealt with and answered in writing before any official score sheet is issued. All complaints and their responses must be made and will be published at the official championship's information board.

### **1.9.8 PROTESTS**

If the competitor is dissatisfied with the decision about its Complaint, the Team Leader may make a protest to the Director in writing and accompanied by the protest fee of 50 EUR. The fee is returnable if the protest is upheld or withdrawn before the start of the proceedings. A protest may be made only against a decision of the Championship Director.

A protest must be presented not later than 6 hours after the respective Official score sheet has been published, except for the tasks of the last competition day, or for Official Score sheets published on or after the last competition day, when the time limit is 2 hours. The night time between 22:00 and 07:00 is never included. (S10 4.36)

### **1.9.9 INFORMATION BOARD AND OFFICIAL TIME**

Information board will be a classical information board with hard copies of documents (Task sheets, results, complaints and its answers, starting orders, briefing times etc. ; internet information board will be available too, but will be not official)

Official time will be local time – this is UTC + 2 hours. Official radio controlled clock will be available at the official information board.

## **1.10 FLYING AND SAFETY REGULATIONS**

### **1.10.1 BRIEFING**

Briefings will be held for team leaders each flying day. The time and place for briefing will be published at the official information board.

All briefings will be in English and will be recorded in notes, by tape recorder or video. A Full task description, , flight safety requirements, procedures, scoring system, penalties and details of any prohibited or restricted flying areas will be published in written (S10 4.21). Meteorological information will be available in championship website.

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

Team Leaders' meetings, in addition to briefings, may be called by the Director, but shall be held within 18 hours if requested by five or more team leaders. (S10 4.22)

### **1.10.2 COMPLIANCE WITH THE LAW**

Each competitor is required to conform to the laws and to the rules of the air of the Slovak Republic. (S10 4.23.1)





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### **1.10.3 PREPARATION FOR FLIGHT**

Each aircraft shall be given a pre-flight check by its pilot and may not be flown unless it is serviceable. (S10 4.23.3)

### **1.10.4 FLIGHT LIMITATIONS**

Each aircraft shall be flown within the limitations of its Certificate of Airworthiness or Permit to Fly. Any maneuvers hazardous to other competitors or the public shall be avoided. Aerobatics and flying in clouds is prohibited. (S10 4.23.2)

### **1.10.5 DAMAGE TO A COMPETING AIRCRAFT**

Any damage shall be reported to the organizers without delay and the aircraft may then be repaired. Any replacement parts must be replaced by an identical part, except that major parts such as a wing (S10.4.23.4)

An aircraft may be replaced by permission of the Director if damage has resulted through no fault of the pilot.

Replacement may be only by an identical make or model or by an aircraft of similar or lower performance and eligible to fly in the same class. (S10 4.23.5)

### **1.10.6 TEST AND OTHER FLYING**

No competitor may take-off on a competition day from the contest site without the permission of the Director. Permission may be given for a test flight but if the task for that class has started the pilot must land and make a competition take-off on the task. Practicing prior to a task is not permitted. (S10 4.25)

### **1.10.7 FITNESS**

- A pilot may not fly unless fit. Any injury, drugs or medication taken, which might affect the pilot's performance in the air, must be reported to the Director before flying.
- Every nation has the full responsibility to fight against doping. Anti-doping control may be undertaken on any competitor at any time.
- The decision to impose anti-doping controls may be taken by the FAI, the organizer or the organizer's national authority.
- All relevant information can be found on the FAI Web site: <http://www.fai.org/medical>

### **1.10.8 AIRFIELD DISCIPLINE**

Marshaling signals and circuit and landing patterns will be given at briefing and must be complied with. Noncompliance will be penalized.

### **1.10.9 COLLISION AVOIDANCE**

A proper look-out must be kept at all times. An aircraft joining another in a thermal shall circle in the same direction as that established by the first regardless of height separation.

A competitor involved in collision in the air must not continue the flight if the structural integrity of the aircraft is in doubt. (S10 4.24.5)

### **1.10.10 CLOUD FLYING**

Cloud flying is prohibited and aircraft shall not carry gyroscopic instruments or other equipment permitting flight without visual reference to the ground. (S10 4.24.6)

### **1.10.11 ELECTRONIC EQUIPMENT**

CIMA approved GNSS flight recorders and ELT's without voice transmission capability are permitted and may be carried. Sealed mobile phones, switched off, may be carried for use after landing or in an emergency; the director must be immediately informed if the seal is broken.

Unless otherwise briefed, then in the period between entering quarantine before flying a task and leaving quarantine after flying a task only materials issued by the organizer, mathematical calculators without any capability for any data transfer and clocks may be used for preflight preparation and flight control. No other electronic devices with real or potential



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communication and/or navigation capabilities shall be available to, or accessed by the pilot or crew. Breaking of this rule may result in disqualification. (S10 4.27)

**1.10.12 EXTERNAL AID TO COMPETITORS**

Any help in navigation or thermal location by non-competing aircraft, including a competing aircraft not carrying out the task of their own class is prohibited. This is to ensure as far as possible that the competition is between individual competitors neither helped nor controlled by external aids. (S10 4.26)





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## 2 CHAMPIONSHIP TASKS

### 2.1 GENERAL

To count as a valid championship task all competitors in the class concerned will be given the opportunity to have at least one contest flight with time to carry out the task.

A task for each class may be different and a task may be set for all classes. (S10 4.29.5)

A competitor will generally be allowed only one take-off for each task and the task may be flown once only. A competitor may return to the airfield within 5 minutes of take-off for safety reasons or in the event of a GNSS flight recorder failure. In this case a further start may in principle be made without penalty but equally the competitor must not benefit in any way from restarting. Exceptions and penalties will be specified in the Task Description. (S10 4.30)

Precision tasks may be combined with other tasks or set separately.

### 2.2 TASK PERIOD

Times for take-off, closing of take-off windows, turn points and last landing will be displayed in writing. If the start is delayed, given times will be correspondingly delayed unless specifically briefed to the contrary.

### 2.3 TASK SUSPENSION OR CANCELLATION

The Director may suspend flying after take-offs have started, if to continue is dangerous. If the period of suspension is sufficiently long to give an unfair advantage to any competitor, the task shall be cancelled. Once all competitors in a class have taken off or had the opportunity to do so, the task will not be cancelled except for reasons of force majeure. (S10 4.30)

### 2.4 TYPES OF TASKS

Only tasks approved by CIMA or listed in S10 A4 will be used:

A. Flight planning, navigation estimated time and speed. No fuel limitation. ("Navigation")

B. Fuel economy, speed, range, duration, with limited fuel. ("Economy")

C. Precision

A catalogue of tasks (and their scoring systems) to be implemented during the championship is attached to these local regulations.

#### 2.4.1 FLIGHT PLANNING

Flight planning has to be done individually. Task information will be given during the briefing only generally. Pilots will receive details just before they are allowed to start planning their flight. Individual planning shall be done in quarantine.

#### 2.4.2. FLYING THE TASKS

Information, instructions, limitations and restrictions for each task are included in task descriptions in task sheets.

#### 2.4.3. DEBRIEFING AND FLIGHT REPORTS

After finishing of competition navigation task competitors shall write their flight report. In task sheets will be set time for preparation of flight report. In this report should be described details of position of founded ground features, decisions, if founded ground features are correct or false etc in accordance with requirements written in task sheet. The form of flight report will be normally a competition map with marked position of ground features and/or a form, where requested information must be described.

After finishing of flight report pilot may be invited for debriefing, where recorded information will be checked and evaluated by scoring stuff.



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Position of founded ground features must be marked clearly by just one perpendicular to the track line (max 0,5 mm wide) with description of ground feature (number or letter of photography, shape of ground marker etc.). Evaluation and penalties are specified in general part of task sheet catalogue.

### **2.4.4 PROVE OF REMAINING FUEL AFTER ECONOMY TASKS.**

In task sheets for economy tasks will be specified requirements for remaining fuel, which must be in airplane after landing. Amount of remaining fuel may requested or in volume or in mass. Procedure of prove will be specified in briefing or in task sheet. Standard volumes of remaining fuel will be 2 liters or equivalent in grams.

### **2.4.5 OUTLANDINGS**

Outlandings shall be scored zero, unless specifically stated at the briefing. If a pilot lands away from the target field he must inform the organizers by telephone, with the minimum of delay and at the latest by the closing time of the task. He may break the fuel tank seal and fly home or return by road.

Evidence of the landing place must be obtained from GNSS flight recorder evidence. On return to base he must go immediately to Control with his evidence. Failure to follow this procedure without good reason may result in the pilot not being scored for the task, or charged for any rescue services which have been called out, or disqualification. (S10 4.32)

### **2.4.6 FLIGHT BOUNDARIES**

Flights terminating beyond the boundaries of the Slovak Republic shall score only to the point where a straight line between the start point or last turn point and the landing place last cuts the boundary, unless permission is given at briefing to cross such boundaries. (S10 4.33.1)

The organizers shall specify in the local regulations or at briefing controlled airspace or other areas where flight by competing aircraft is prohibited or restricted. Such areas shall be precisely marked on competition maps. (S10 4.33.2)

### **2.4.7 EMERGENCIES**

A competitor landing to help an injured pilot shall not, at the discretion of the Director, be disadvantaged by this action.

### **2.4.8 THE SECURE AREA**

This is a clearly marked area where the aircraft must be placed from time to time as instructed by the director. Once in the Secure Area and without the expressed permission of the director, no aircraft may be touched for any reason other than to remove it from the Secure Area. Competitors who do not respect the rules of the Secure Area may be liable to penalty.

### **2.4.9 QUARANTINE**

This is a clearly marked area to which aircraft and crew must go from time to time as instructed by the director, usually for the purposes of 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.

## **2.5 CONTROL OF TASK FLIGHTS.**

### **2.5.1 TIMING**

All times are given, taken and calculated in local time or simple elapsed time, rounded down to the most accurate permitted precision. (S10 5.2.6 and 5.2.7)



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### **2.5.2 FUELLING**

Fuel will be measured by weight. Measured fuel quantities include oil where it is mixed with petrol.

Fuel weighing will be done by a marshal.

Refueling will be in the order and in accordance with the instructions given at briefing. An official observer, or a team leader or competitor from a rival team must check if tank of airplane is empty and fuelling and check will be confirmed in refueling protocol.

Aircrafts will be refueled in the quarantine. No sealing of tanks will be provided.

### **2.5.3 PRECISIONS**

Landing accuracy will be EVALUATED by Marshals and verified by video cameras. For evaluation of timing tasks will be an official clock in the picture.

### **2.5.4 GNSS FLIGHT RECORDERS**

All aircraft shall carry one primary and one secondary FR which will be used for evidence.

Only CIMA approved FRs - MLR, Mini logger, Micro logger and Amod Logger may be used.

The FR to be used by a pilot in a championship will be supplied by the pilot. The FR case must be clearly labeled with the pilot's name and competition number and (if applicable) this information must be entered into the memory of the FR.

The pilot must make a data transfer cable and a copy of the transfer software available to the organization if required.

Before the championship starts, each FR must be presented to the scoring office for inspection, registration and recording of type and serial number.

Once the championship has started the pilot must always use the same FR. In the event of a failure, another FR may be used after it has been presented and registered by organizer.

It is the pilot's responsibility to ensure that he is fully aware of the functions and capabilities of his FR e.g. that it has sufficient battery power and that the antenna is correctly positioned etc.

Where FR data is to be used for scoring, the organizer must have visited every location which could affect the scoring and got a GNSS fix of that position.

### **2.6. GENERAL**

The overall results will be computed from the sum of the task scores for each competitor, the winner having the highest total score in the class. (S10 4.34.10)

A score given to a competitor shall be expressed to the nearest whole number, 0.5 being rounded up. (S10 4.34.13)

All distances not obtained from GNSS shall be calculated from the official map and rounded up to the next 0.5 km. (S10 4.34.14)

A pilot who did not fly scores zero and will be marked DNF or "Did Not Fly" on the score sheet. A

pilot who is disqualified scores zero and will be marked DSQ or "Disqualified". (S10 4.34.15)

Deduction of penalty points shall be made after scoring for that task is completed. (S10 4.34.16)

If a pilot's score is for any reason negative including penalties his score for the task shall be taken as zero. Negative scores shall not be carried forward. (S10 4.34.18)

The following standard symbols will be used for scoring:

V = Speed – unit will be km/h,

D = Distance – unit will be km or m for short distances,



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T = Time in format HH:MM:SS,

Calculations will be performed using full numerical precision. Rounding will only be done when calculating of results and will be done to the nearest integer value. Results will always be integers greater than or equal to zero. If a calculation results in a negative number, zero will be assigned as the result.

Score sheets shall state the date for the task and the date and the time when the score sheet was issued, the task number, classes involved, competitors name, country, competition number and score. Score sheets shall be marked Provisional, and Official, or if a protest is involved, Final. A Provisional score sheet shall only become Official after all complaints have been answered by the Director. Scores shall not be altered when the Provisional sheet is made Official. (S10 4.34.3)

If a failure in GNSS flight analysis or scoring is discovered before the end of the championship and the failure is due to a technical error which emanates from the equipment being used for the GNSS flight analysis or scoring, this failure must be corrected regardless of time limits for complaints and protests. (S10 4.34.19)

### 2.6.1 RANGE

All aircraft will be expected to have a still air range of 250 km.

### 2.6.2 CONTEST NUMBERS

The numbers supplied by the organizers shall be displayed on both sides of airplane.

### 2.6.3 PROTECTIVE EQUIPMENT

A protective helmet must be worn on all flights unless this restricts vision from within an enclosed Cockpit canopy with supine seating. An emergency parachute system is highly recommended. (S10 4.24.1)

### 2.7 VALUE OF TASKS

The total value of tasks flown in each class during the championships must as far as possible be very close to:

A Tasks for flight planning, navigation, etc. with no fuel limit: **55%** of the total value of the tasks flown.

B Tasks for fuel economy, speed, duration, etc. with limited fuel: **30%** of the total value of the tasks.

C Precision tasks: **15%** of the total value of the tasks flown.

### 2.7.1 WINNER

The winner of each class shall be the pilot or crew gaining the highest total points in the class. (S10 4.34.10)

### 2.7.2 TEAM PRIZE

The team prize shall be computed from the sum of the scores of the top three pilots from each country in each class in each task. The task score for which a pilot was disqualified shall not count for team scoring. Other valid tasks flown by this pilot are not affected. (S10 4.34.11)



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## 2.8 Entry form

**ENTRY FORM FOR  
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10. – 17. August 2013**

Name of National Aero Club .....

Address .....

Tel ..... fax .....

E-mail .....

We wish to enter the following competitors who qualify under the FAI Nationality or Residence Rules (GS 3.7):

NAME	AGE	GENDER	COMPETITION CLASS	ROLE IN TEAM (PILOT,NAVIGATOR TEAMLEADER, ASSISTANT)	SPORTING LICENCE No	PILOT LICENCE No

*Note : The maximum number of aircraft which may be entered is 6 + MAX 2 young pilots crew – see LR art. 1.4. with*

Name of Team Leader .....

Names/number of Assistants if known .....

.....

Names/number of accompanying technical officials if known .....



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**2.9 PUBLICITY:**

Photography and a short biographical note for each pilot, navigator and the team leader should be provided by non-official internet entry form includes following information (internet entry form will be available from beginning of February):

Name and surname

Team role (Pilot, Navigator, Team Leader, Assistant)

Competition class: AL1 AL2 WL1 WL2 GL1 GL2

Date of birth

Post address

Country

Cell phone

Email:

Digital photo

Clothing size      S M L XL XXL

Short curriculum vitae:

(profession, previous participation in FAI 1<sup>st</sup> category competitions, best results, hours flown, instructor rating, Colibri badges etc).

Requirement for hotel accommodation

Date from - to      Number of persons

Accommodation in own tent - caravan

Date from - to      Number of persons

Information about Aircraft

Manufacturer:

Year:

Type (for weightshifts type of trike):

Wing type (weightshifts only):

Engine type:

Registration mark

Country of registration





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MICROLIGHT CHAMPIONSHIP  
KAMENICA NAD CIROCHOU  
SLOVAK REPUBLIC**



**2.10 OFFICIAL LOGO:**

**12<sup>th</sup> FAI EUROPEAN MICROLIGHT  
CHAMPIONSHIP**







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### 3. TASK CATALOGUE

#### 3.1 GENERAL CONDITIONS

##### 3.1.1 Abbreviations:

CG	check point, check gate
CHP	change point - The 1 <sup>st</sup> set of photos is intended for first part of task, the 2 <sup>nd</sup> for the second part of task. CHP is the point, where sets should be changed and it is or briefed or drawn in the competition map)
CP	construction point
FIX	recorded information of position of an aircraft in Flight recorder's record in recorded time
FP	finish time gate
HTG	hidden time gate
KTG	known time gate
LR	local regulation
MK	ground marker
F	photography
SP	starting time gate
T <sub>p</sub>	time for planning – in this time will be given maps, photos and all other instructions to the competitor.
T <sub>1</sub>	Take off time
T <sub>2</sub>	Time for passing of the starting gate
T <sub>3</sub>	time limit for landing after passing of the FP in minutes
TG	time gate
TP	turn point
FR	flight recorder, GNSS, logger

##### 3.1.2. EVALUATION OF FLIGHTS:

All tasks with the exception of those on precision landing are scored with the aid of the GNSS recording equipment.

The recording devices are set up for recording in 1-second intervals, unless specified otherwise for a particular task. Each competitor is responsible for correctly setting up their recording equipment and for the condition of their batteries.

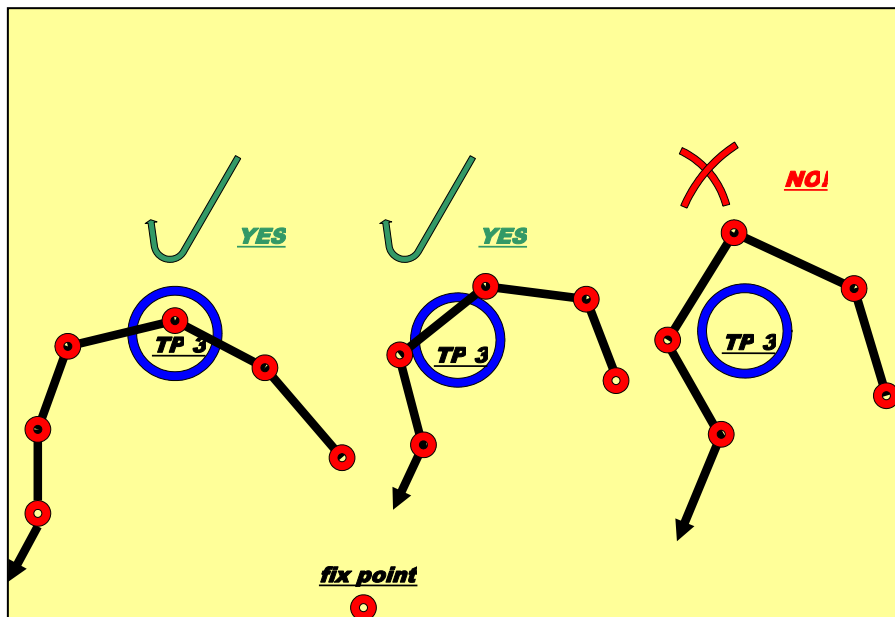
The recording equipment records location in values of co-ordinates and parallels of latitude, altitude above the sea-level and the time of performing each particular recording at preset intervals. The location in which the recording was taken is called a fixed point or "a fix".

In the event an error is made or any competitor becomes disadvantaged as a result of incorrect setting or placement of the recording equipment, discharged batteries or a technical failure, the organizers cannot be held responsible for such occurrence and competitor may not request an adjustment or change to be made to his results.

A competitor may utilize two FR and, in the event of failure or of limited functionality of one FR, the other FR or a combination of both recorders may be used by the organizers. Should the recording not be continuous and it wasn't possible to substantially prove flight continuity and assess the flight with the aid of both recorders, then the flight shall not be evaluated.

### 3.1.3 TURN POINTS AND CHECK POINTS:

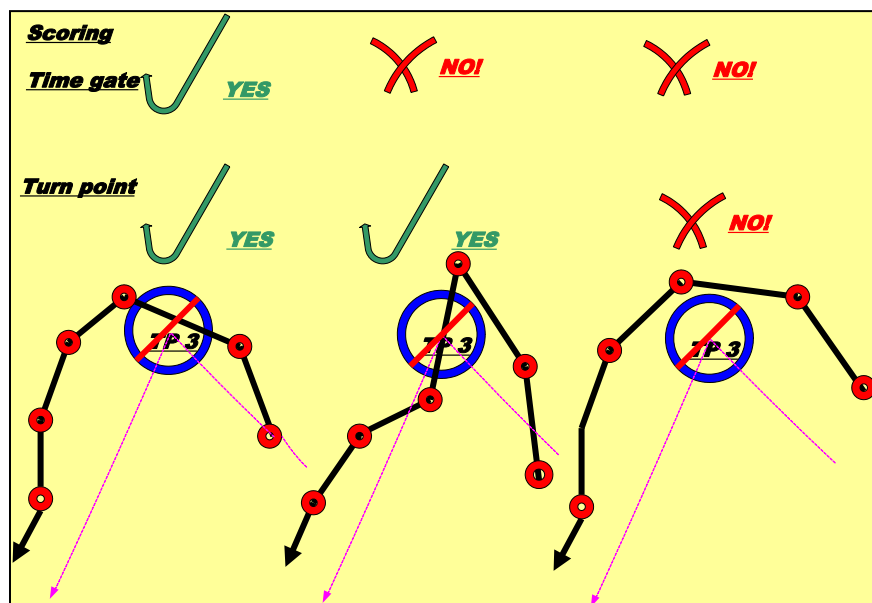
Reaching the turn points – A turn point has been reached when a minimum of one fix point of the recording is located inside the marked zone or when a straight line connecting two consecutive fix points runs through the marked zone. The scoring zone is a cylinder of infinite height, perpendicular to the earth surface (vertical), with its center at a defined point, and of a 200 – 1000 m radius by task sheet. The organizer may expand the radius by a value compensating for variation caused by the inaccuracy of this measuring method ( 25 m covers for the GPS measurements inaccuracy and inaccuracy caused by rounding off the co-ordinates values in the evaluating program).



This permissible variation, compensating for the measuring method inaccuracy, does not primarily provide the competitors with the benefit of an enlarged marked zone. It ensures that the competitor who had correctly passed over a turn point within the 200 metre radius is always properly evaluated and receives his points. A procedural turn performed past the turn point at a sharp angle shall not be considered to be flying in the opposite direction or circling over the route; there shall, however, be no time added for this turn.

### 3.1.4 GATES :

A time gate is surface perpendicular both to the earth surface and to the route, of a 200 – 1000 (by relevant task sheet)m width + 25 m permissible variation (to compensate for the measuring method inaccuracy) on



each side of the route's axis, and of infinite height. The route contains both known and hidden gates. The known gates will usually be the SP and the FP, unless specified otherwise at the briefing. A gate will always be formed by either a geographical object depicted in the official map (such as a highway, a road, crossroads, a railway, a water stream, the dam of a water reservoir and other similar objects).

The time gates must always be passed through in the correct direction. Flying through a time gate in the opposite direction shall not be recognized as a legitimate flight through it. A time gate

may be located even on a turn point.

### 3.1.5 THE TIME AND SPEED MEASURING

- The time is primarily measured by subtracting the time of the appropriate fix point of the FR recording in a defined location – the time gate.
- The first measured time is the time measured at the start point.
- The time of the fix point is a time of fix located immediately before the gate.
- In task sheet may be fixed for legs, where the maximal or minimal speed will be measured and evaluated, that will be measured the nearest fix point before starting gate and first fix point behind the finish gate.
- Permissible variation of  $\pm 5$  seconds is granted while measuring time for check of declared speed at relevant leg. Each flight crew is assigned their take-off time by the take-off list. It is determined by the hour, minute and the second. HH:MM:SS. (for example. 12:05:00). It is each competitor's duty to take off at the predetermined time at the earliest and within the 60 seconds following this predetermined time at the latest. A premature or delayed start shall be penalized, unless specified otherwise at the briefing, at 10 % of the task value.

- Speed is determined by a calculation using this formula  $v = \frac{s}{t}$  where

$v$  is speed in m/s,  $s$  is distance in m and  $t$  is time in seconds. Velocity in km/h will be calculated



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### 3.2 STANDARD PROCEDURES

#### 3.2.1 Starting list:

Starting list will be set by declared speed from the highest to the lowest. Purpose is avoiding of collisions during a flight.

Team Leaders shall declare speeds of their competitors no later than 2 hours before 1<sup>st</sup> T<sub>p</sub> time. The 1<sup>st</sup> T<sub>p</sub> time will be published in the relevant briefing. The starting list will be published as soon as possible, no later than 1 hour before 1<sup>st</sup> T<sub>p</sub> time.

#### 3.2.2 Pre take off quarantine and take off procedure

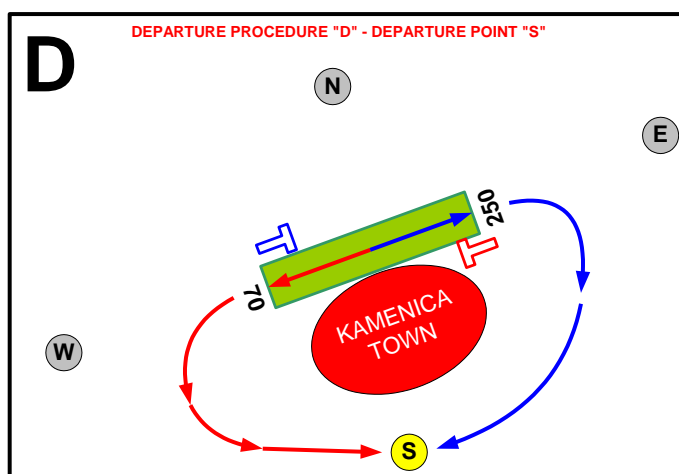
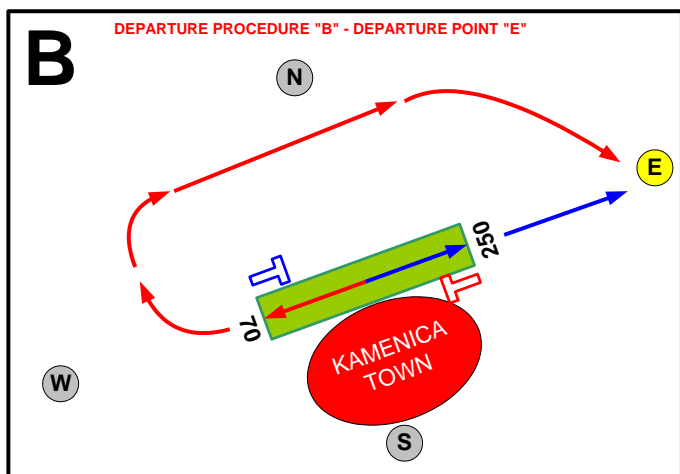
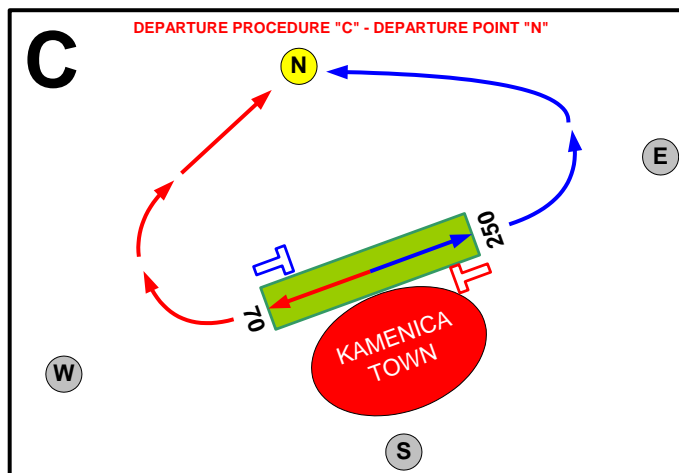
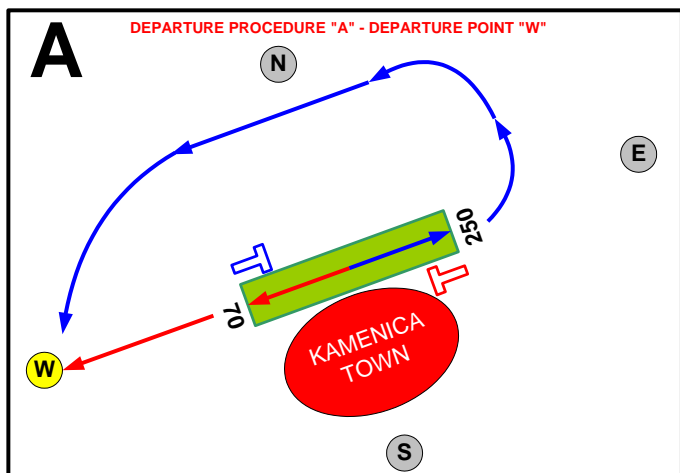
All competitors must place their aircraft to the preparation line at the place marked by their contest number no later than 30 minutes before 1<sup>st</sup> T<sub>p</sub> time and **anchored it** and shall leave the quarantine area. If some landing in some other airfield will be planned, pilot shall have anchoring equipment in airplane (only anchorages and ropes, hammer or axe will be available for use at relevant airfield). **Pilot don't leave not anchored airplane!** For potentially weighing may be anchorage equipment removed from the airplane.

**Pre take off quarantine will be provided in airplanes or in immediate vicinity of an airplane.** Crew must be in immediate vicinity of their airplane at least 5 minutes, max 10 minutes before their T<sub>p</sub> time. In these 5 minutes will be provided the airplane inspection and sealing of mobile phones by a marshal and unanchor the airplane by its crew.

**In time T<sub>p</sub> will be given maps, photos and any other instructions to the competitor.** All preparations must be made in the airplane or in immediate vicinity of his (their) airplane. Competitor mustn't leave his airplane or immediate vicinity of his airplane and mustn't communicate with anybody other. Only tools and instruments may be used, which are defined in LR. If leaving of the airplane will be necessary (hygienic reasons), competitor must ask a marshal for assistance but no time will be added for planning and preparation.

**After finishing of preparation** a competitor (crew) will push their airplane to the "warming up line" (20 or 30 meters). At the warm up line they will enter on their airplane and warm up the engine. No marshal's allowance will be given for replacing from preparation line to the warming up line and for starting of engine. In time T1 – 2 minute competitor shall taxi to the "pre take off line" next the take off deck. At this line pilot (crew) shall get their declaration to a marshal. In time T1 – 1 minute pilot shall taxi into the take off deck and shall place his airplane into the deck with marshal's assistance. No any other marshal's advices or instructions will be given during this procedure with exemption of safety reasons. If will be not briefed something other, marshals will only record the time T<sub>1</sub>, no advices or instructions will be given

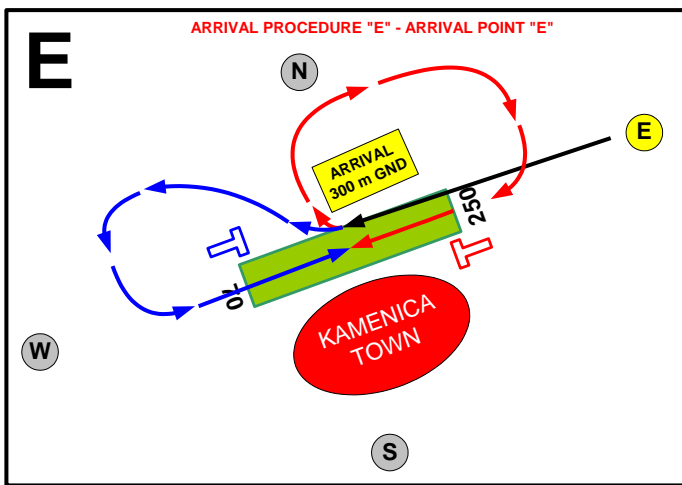
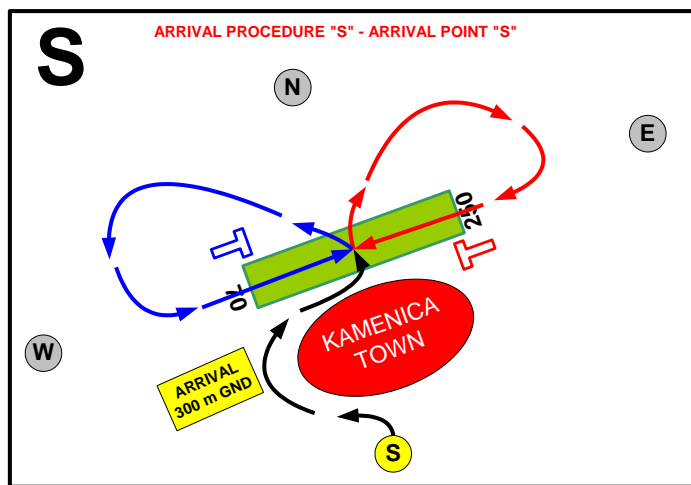
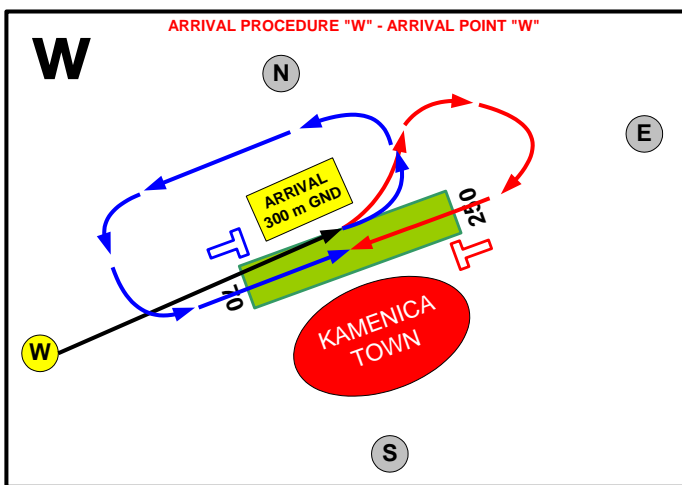
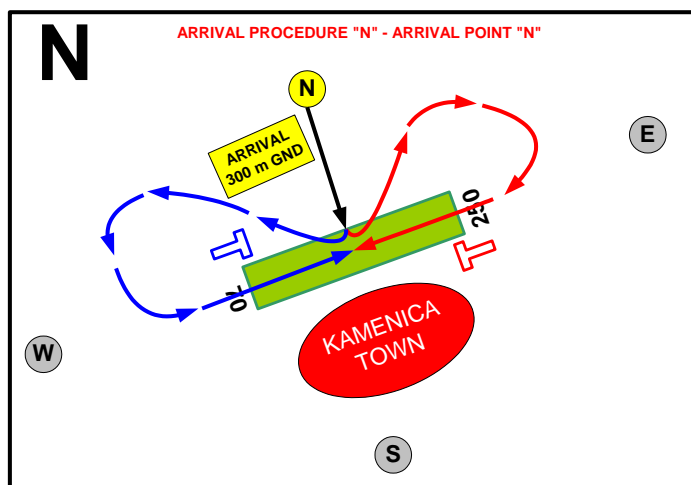
If will be some departure procedure briefed, pilot shall keep this procedure. If no procedure will be briefed, pilot shall follow standard departure procedure defined by departure point. Departure points N, W, E, S are defined for whole championship. After departure pilot shall cross the SP in time T<sub>2</sub> and follow in competition flight by relevant task sheet instructions.



### 3.2.3 Landing and after landing quarantine

After passing of final point pilot shall fly straight to airfield of destination, shall follow briefed final approach procedure and land into the landing deck. Competitor should be above the airfield of landing no later, than in time of passing the  $FP + T_3$ .

See standard final approach procedures N,S,W,E in Kamenica. Non flying zone (town Kamenica nad Cirochou) must be respected.



In others airfields pilots shall follow briefed instructions. If no final procedure will be briefed, pilot can make his own decision, but he must follow a heading of final approach and landing in accordance with the T marker. Normal circuit is left circuit. Priorities shall be given in accordance with the general flying rules (Annex 2 ICAO).

After landing pilot shall taxi into the quarantine zone. Quarantine zone specification will be briefed in general briefing for Kamenica airfield and specifically for landings in some other airfields.

Immediately after parking of his aircraft competitor shall give his flight recorder to the marshal. Pilot has 15 minutes following after parking for preparing of his flight report. Before these 15 minutes will end, he must give his report to the marshal. Any discussions in quarantine with anybody excl. marshals after landing before



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giving the flight report to the marshal will be the reason for disqualification in the task. Pilot (crew) will be invited for de briefing procedure after overhanding of their report. After de briefing pilots (crews) may communicate with other pilots (crews) which passed de-briefing procedure. If will be no any airplane in the pre flight quarantine, pilots after de-briefing shall be released. Till releasing, phones or any other communication device mustn't be used. Marshals shall check if phones are sealed before releasing.

### **3.2.4. Pilots declarations**

If will be competitor asked for some declaration, he shall fill in this declaration form in the frame of pre flight preparation and take over the declaration to a marshal at the "pre take off line". Pilot must sign his declaration and he may make a copy of its. Marshal mustn't receive non signed declaration. Pilot may ask marshal for confirmation of his copy by signature. If will be some difference between these declarations, marshal is rightful to reject confirmation of pilots copy.





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### 3.3 General penalties

may be applied in spite of aren't specify in task sheet for task. If in task sheet are some same penalties specified differently, will be applied penalties specified in task sheet.

General penalties:

- 1) Not anchored airplane in parking – 20% from next task.
- 2) Take off before  $T_2$  time: 10% from the task
- 3) Landing after  $T_3$  limit: 10% from the task up to 1 minute delay, 50% up to 3 minutes, 100% over 3 minutes. This penalty will be not applied, if delay will be effect of operational situation at ground or in air, but pilot mustn't fly away from circuit and he must land as soon as possible.
- 4) Circling at the track = 50% from the task for each curve over 90 degrees.
- 5) Back track – flight in opposite direction = 100 %
- 6) Not stopping in landing deck (if is required)= 100% in precision tasks, 20% in other tasks.
- 7) Touch of ground by any part of airplane before landing deck = 100% in precision tasks, 20% in other tasks.
- 8) Breaking of rear line of the departure deck during take-off - 100% in precision tasks, 20% in other tasks.
- 9) Touch of ground by any part of airplane after take off deck = 100% in precision tasks, 20% in other tasks.
- 10) Breaking of side line of the deck during take-off or landing without marshals allowance = 100% in precision tasks, 20% in other tasks.
- 11) Breaking of safety rules or general aviation rules - disqualification in the relevant task or disqualification in championship - dependently on proportion of risk and guilt.
- 12) Using of unauthorized equipment for flight preparation or during the flight – disqualification in the relevant task (if this will be not case of item 16)
- 13) Out landing – disqualification in the relevant task
- 14) Breaking of sealing - disqualification in the relevant task
- 15) Breaking of quarantine – disqualification in the relevant task
- 16) Deliberate breaking of competition rules and fair play principle – disqualification in championship.
- 17) Using of any drugs or alcohol before flight or during flight - disqualification in championship.
- 18) Test flight or free flight without allowance of championship director – 100% from next task .
- 19) Breaking of restricted or prohibited areas – disqualification in the relevant task.
- 20) Time deviations - 2% from value of relevant gate for each second over tolerance.
- 21) Speed deviations - 10% from value of relevant leg for each 1 km/h over tolerance.
- 22) Marking of any ground feature over 2 mm tolerance to 5 mm from correct position – ground feature will be scored 0.
- 23) Marking of any ground feature over 5 mm from correct position – ground feature will be scored minus value of ground feature (100 points is standard).



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## **3.4 TASK SHEETS**

### **TASK SHEET A navigation with known track**

Competitor(s) shall take off from the departure deck in  $T_1$ , in the time  $T_2$  pass the SP, follow the drawn track, find the ground features and mark it into the map, keep the declared speed. The lines connecting turn points may be straight lines, parts of circles or irregular curves. Task finishes at the FP. Following landing will be independent precision task.

#### **Instruction:**

$T_p$  – by the starting list,  $T_1$  by the starting list,  $T_2 = T_1 + \underline{\hspace{1cm}}$  minutes,  $T_3 = \underline{\hspace{1cm}}$  minutes,  $CHP = TP_x$ , SP and FP are KTG, 16 Photos in 2 sets will be given for finding and drawing into the competition map. Undefined number of MK may be at the track, undefined number of CG may be at the track, undefined number of HTG may be at the track.

Departure procedure: Standard procedure:  $\underline{\hspace{1cm}}$ , Final approach procedure: Standard procedure  $\underline{\hspace{1cm}}$

#### **The track description :**

point	Description:	Distance (in km rounded to 0,1)		Time declaration HH:MM.SS
		From previous	from SP	
SP				
TP1				
TP2				
TP3				
TP4				
TP5				
FP				

#### **The scoring system: ( may be altered during the briefing session )**

Description	Points
For correctly clearing of each SP, FP, TP, CP	100 points
For correctly identifying and recording a marker/photograph within 2 mm	100 points
Recording of a marker/photograph with a margin of error $> 2\text{ mm}; \leq 5\text{ mm}$	0 points
Recording of a marker/photograph with a margin of error $> 5\text{ mm}$	Penalty – 100 points
For each time gate passed in the limit	300 points
Greater than a 5 second deviation from the calculated (declared) time in the gates	-6 points for each second

#### **Other penalties:** by general part

Once all the flight crew scores have been marked, recalculation of the scores to 1000 points will be performed using the following

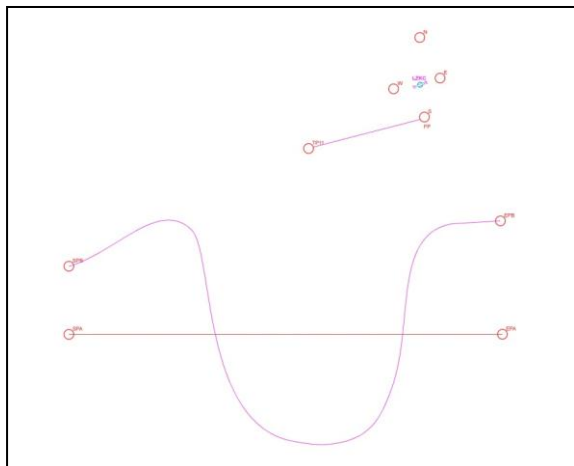
formula:  $RESULT = \left( \frac{scoreC}{scoreW} \times 1000 \right) - penalty$ , where *score C* is the competitors score, *W* is the score of the best competitor.

#### *Variety A1*

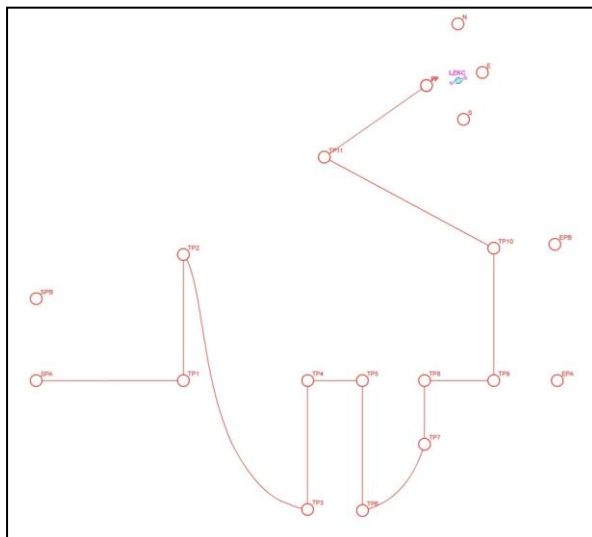
*Pilots may be requested for time declaration at turn points. In this case will be declared times in TP's and no hidden gates may be used. This Variety may be used in windy conditions and pilot may change his ground speed for each leg.*

## TASK SHEET B - navigation with the partialy known track - finding of an intersections

**Instruction for construction of the unknown parts of the track: Pilots will receive a competition map, where will be drawn straight line SPA, FPA, curve, SPB, FPB, TP11 and FP.**



and must be passed in correct direction. In constructed TP's may be finish timing gate of measured sector and must be passed in correct direction. Costructed points will have radius 500 m.  
At any part of curve may be a check point gate with radius 200m.



SPA and FPA defines beginning and end of straight line, SPB and FPB are beginning and end of a curve.

Flight starts at the SPA and follows in direction to FPA. At the straight line is TP1 defined by the photo marked TP1. From TP1 pilot shall draw perpendicular and in intersection with the curve is TP2. Flight will follow by the curve, where is TP3 defined by photo TP3. Pilot shall draw a perpendicular from straight line to the point TP3. In intersection of the perpendicular and straight line is position of TP4 etc – look at the picture.

Pilot shall find and draw points TP1, TP3, TP5, TP7 and TP9 and construct TP2, TP4, TP6, TP8 and TP10, draw line between TP10 and TP11, fly over the track and he has to keep the declared speed. Speed will be checked at straight lines or at combination of several straight lines (for example between points TP3 to TP5). No speed measuring will be at any part of the curve. After finding of TP1, 3, 5, 7 and 9 pilot may make a procedural curve for drawing of the turnpoint and relevant perpendicular. In the founded TP may be a entry timing gate with the radius 200 m

and must be passed in correct direction. In constructed TP's may be finish timing gate of measured sector and must be passed in correct direction. Costructed points will have radius 500 m.  
At any part of curve may be a check point gate with radius 200m.

### Photos:

Two sets of photos will be given to pilots. Set A is relevant for track from SPA to TP5 and will contain photos of TP1, TP2, TP3, TP4, TP5, and Photos F1, F2 and F3. SET B is relevant from TP 5 to FP and will contain photos TP6, TP7, TP8, TP9, TP10 and photos F4, F5 and F6.

Photos TP1, TP3, TP5, TP7 and TP9 are correct and they are snapped from direction of the flight. In these photos are some objects pictured in the map. Photos TP2, TP4, TP6, TP8 and TP 10 may be correct or incorrect and pilots shall make decision, if are correct or not. These photos may be snapped from any direction and height of flight. If turpoints were visited, pilot must make decision, no decision will be penalized as incorrect. If turnpoints TP2, 4, 6, 8 and 10 weren't visited and no decision will be made, score will be zero. If turnpoint will be not visited and decision will be made, negative score (penalty) will be given. Photos F1 – F6 has to be found and drawn into the competition map. These may be correct or false.

Tp, T1 - by the starting list, T2 = T1 + \_\_ minutes, T3 = \_\_ minutes

CHP = TP 5, departure procedure and Final approach procedure will be specified in the briefing.

The scoring system: ( may be altered during the briefing session )

Description	Points
For correctly clearing: start point, final point, check point, turn point	100 points
For correctly identifying and recording a marker/photograph within 2 mm	100 points
Correct decision if foto is correct or incorrect	100 points
Wrong decision	-100 points
For keeping of declared speed	300 ints
Greater than a 2 km/h deviation from the declared speed	-30 points for each km/h over tolerance

**Other penalties:** by general part

### **TASK SHEET C - navigation with partially known track “Triangle in triangle”**

Competitors should provide take off from the departure deck in  $T_1$ , in the time  $T_2$  shall pass the SP gate, follow the drawn track, find the ground features and mark it into the map, draw unknown part of track in accordance with the following instructions, keep the declared speed over the whole track. After passing of final point shall pilot fly directly to airfield of destination and land into the landing deck. Landing after passing the FP will be a independent precision task.

#### **Instructions for construction of the unknown parts of the track and the Task description:**

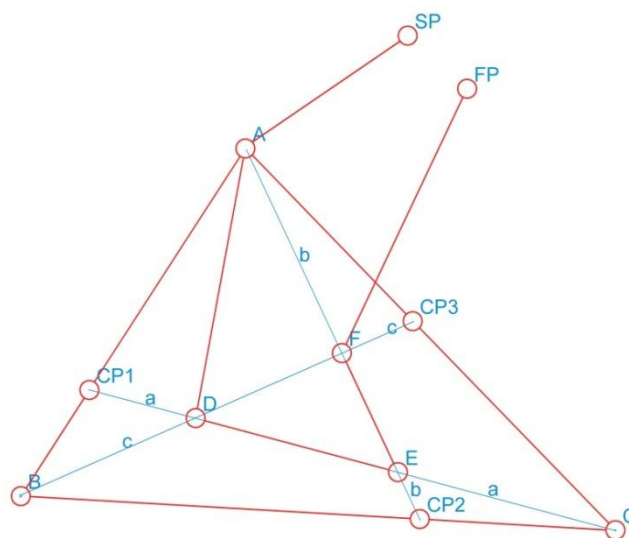
In the competition map will be drawn:

SP, turn points A, B and C, FP and lines creating triangle TP A, TP B, TP C.

Pilot shall pass SP and shall follow the drawn track to TP A, TP B, TP C and again TP A.

At line from TP A to TP B is position of construction point CP 1. At line from TP B to TP C is position of construction point CP 2, at line from TP C to TP A is position of CP 3. Constructions points CP 1, CP 2 and CP 3 are defined by ground features pictured in photos CP 1, CP 2 and CP 3. Pilot shall draw lines:

- line “a” from CP 1 to TP C,
- line “b” from CP 2 to TP A,
- line “c” from CP 3 to TP B.
- Point of intersection of lines “a” and “c” creates TP D,
- point of intersection of lines “a” and “b” creates TP E,
- point of intersection of lines “b” and “c” creates TP F.



***In the briefing may be published different instructions, here above instructions are for purpose of explanation only !!!.***

Whole track has these turn points in sequention : SP, TP A, TP B, TP C, TP A, TP D, TP E, TP F, FP.

**No time will be added for drawing and during flight preparations!**

Radiuses of turnpoints and gates at known track are 200m, at unknown track 500 m.

If ground features needed for construction of points D, E, F will be not found, pilot shall fly after the second passing off point A directly to FP.

Pilot will receive 3 sets of photos.

1<sup>st</sup> set – includes photos CP A, B, C and photos of TP D, E and F. Photos CP A, B and C are correct, pictured ground features are drawn in the competition map and position of these objects is max 50 m from the track axis line. Shots are made from direction of flight with deviation max 15,° from ALT 150 – 300m GND. In photos D, E, F are ground features, which may be or correct, or false. Shots of these pictures may be made from indefind height and from indefind direction. Competitors shall decide, if these pictures are correct or not. Correct decision will be scored, incorrect decision will be penalized. If turpoints were visited, pilot must make decision, no decision will be penalized as incorrect. If turnpoints D, E, F weren't visited and no decision will be made, score will be zero. If turnpoint will be not visited and decision will be made, negative score (penalty) will be given. One turn 360° is allowed for each photo D, E and F for recognizing if photo is correct or incorrect, but no time will be added for this turn.



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2<sup>nd</sup> set includes a track photos No 1-8 and ends at TP C, 3<sup>rd</sup> set includes a track photos No 9-16 and is relevant from TP C to FP. In 2<sup>nd</sup> and 3<sup>rd</sup> sets may be or correct or false photos. All photos at unknown track are correct.

No photos will be at least 3 km behind any CP.

SP, TP D, TP E, TP F and FP are KTG. At known track may be HTG's where time will be checked, no HTG will be at least 3 km behind any CP point.

## **Information:**

$T_p, T_1$  - by the starting list,  $T_2 = T_1 + \text{___ minutes}$ ,  $T_3 = \text{___ minutes}$

**CHP = TP C**

Departure procedure: Standard procedure: \_\_, Final approach procedure: Standard procedure \_\_ **(will be specified in the briefing)**

**The scoring system:** ( may be altered during the briefing session )

• Description	• Points
• For correctly clearing: SP, TPA, TPB, TP C and FP	• 100 points
• For correctly clearing: TPD, TPE, TPF	• 300 points
• For correctly identified Photo D, E, F	• 100 points
• For incorrectly identified Photo D, E, F	• -100 points
• For each time gate passed in the limit $\pm 5$ seconds	• 100 points
• Greater than a 5 second deviation from the calculated time	• -5 points for each second

**Other penalties:** by general part

Once all the flight crew scores have been marked, recalculation of the scores to 1000 points will be performed using the following formula:

$$\text{RESULT} = \left( \frac{\text{score}_C}{\text{score}_W} \times 1000 \right) - \text{penalty}, \text{ where score } C \text{ is the competitors score, } W \text{ is the score of the best competitor.}$$



### **TASK SHEET D - navigation with the partially known track – Honey comb**

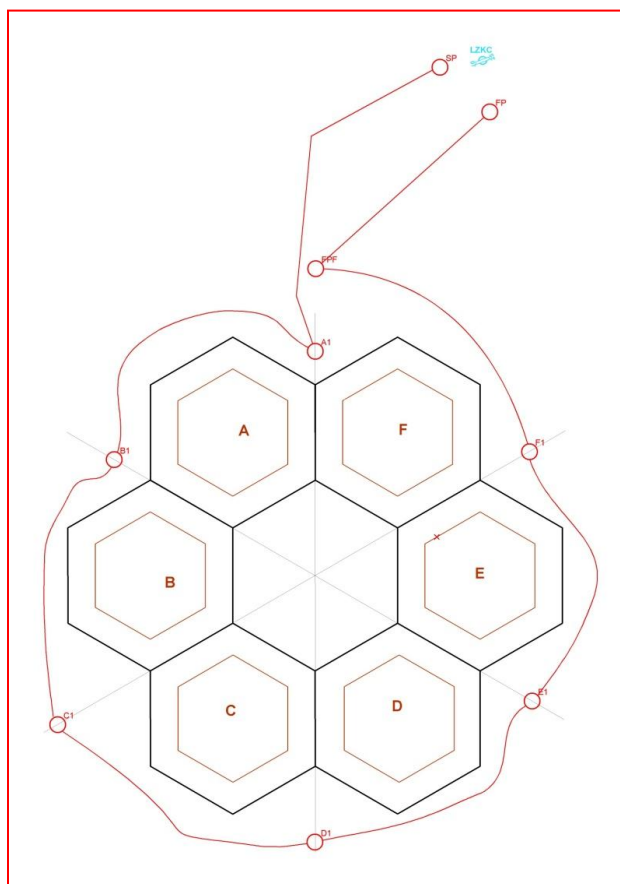
Competitors should provide take off from the departure deck in  $T_1$ , in the time  $T_2$  shall pass the SP gate, follow the drawn track, find the ground features and mark it into the map, draw unknown part of track in accordance with the following instructions. After passing of final point shall pilot fly directly to airfield of destination and land into the landing deck. Landing after passing the FP will be independent precision task.

**Instructions for construction the unknown parts of the track and the Task description:**

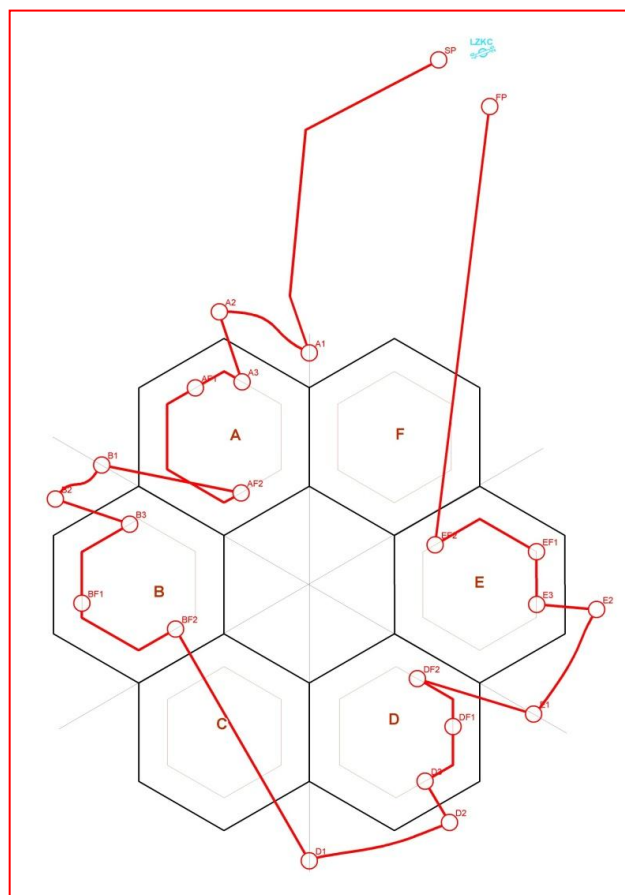
**In the competition map will be drawn:**

SP, turn points (sector entry points) A1;B1;C1;D1;E1;F1;FPF point – this is final point of the track drawn around the honey comb and FP, lines between turnpoints (sector entry points) and drawing of the Honey comb. Honey comb is divided to 2 sections, the first is section ABC, the second is DEF. Each section is divided to three sectors (A, B, C) and (D, E, F) see picture A.

**Picture A**



**Picture B**







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Pilot shall follow line from SP to A1 and follow the drawn track around the honey comb (counter clock wise or clock wise – will be briefed).

For example, at the line joining A1-B1 will be a ground feature (photography), which identifies turn point A2. From this found turnpoint will be drawn line to the center of the honeycomb. Intersection of this drawn line and inner cell (first intersection from drawn track) defines turn point A3. Pilot shall follow boundry of inner cell (counter clock wise direction or clock wise direction – will be briefed) and shall find 2 photos and draw their position into the competition map. Position of the second photo creates turn point AF2. From AF2 shall be drawn straight line to turn point B1. After passing B1 will be procedure repeated in following sectors, but only in two cells in sectors A, B and C and in two sectors in sectors D, E and F are some photos. After identification of the second photo in second cell in section ABC shall pilot draw straight line from position of this photo to the turnpoint D1 and shall follow drawn track. After identification of the second photo in the second cell in section DEF shall pilot draw straight line to the FP and shall follow drawn track. (see picture B) Two sets of photos will be givent to the pilot. In each set will be 2 photos marked by letters (W and X in first set and Y, Z in the second one) and 4 photos marked by numbers (1 – 4 in the first set, 5 – 8 in the second set). Photos marked by letters defines ground features at the drawn track, photos marked by numbers defines ground features at the inner cells. Photos No 2, 4, 6 and 8 defines turn points at inner cell's boundry. All photos are correct.

Radiuses of turnpoints and gates at known track are 200m, at unknown track 500 m.

If ground features needed for construction will be not found, pilot shall follow drawn track. If position of the second photo will be not recognized, pilot shall follow whole inner cell boundry and after passing of constructed entry point (A3, B3, C3, D3, E3 and F3) shall fly to the next sector entry point.

Only SP and FP will be timing gates.

## **Information:**

$T_p, T_1$  - by the starting list,  $T_2 = T_1 + \text{___ minutes}$ ,  $T_3 = \text{___ minutes}$

**CHP = TP C**

SP and FP are KTG, 8 photos of CoP will be given for construction purposes,

Departure procedure: Standard procedure: \_\_, Final approach procedure: Standard procedure \_\_

## **The scoring system: ( may be altered during the briefing session )**

Description	Points
For keeping of time T2 in correct time in 5 sec tolerance	100 points
Penalty for time in SP	5 points for each second over tolerance
For correctly passing: SP, any TP, FP	100 points
For correctly identifying and recording photography within 2 mm	100 points

**Scoring: sum of points for passing of points and photographs of pilot (crew) / sum of points for passing of points and photographs of best pilot (crew) \*700 + time of pilot (crew) in seconds/ time of fastest pilot (crew) in seconds\*300.**

**The score for speed will be given only, if all turnpoints were identified and whole track was correctly flown.**

**TASK SHEET E - RALLY navigation with known track  
constructed by competitor before flight -**

Competitor(s) shall take off from the departure deck in  $T_1$ , in the time  $T_2$  pass the SP, follow the drawn track, find the ground features and mark it into the map, keep the declared speed. The lines connecting turn points will be straight lines.

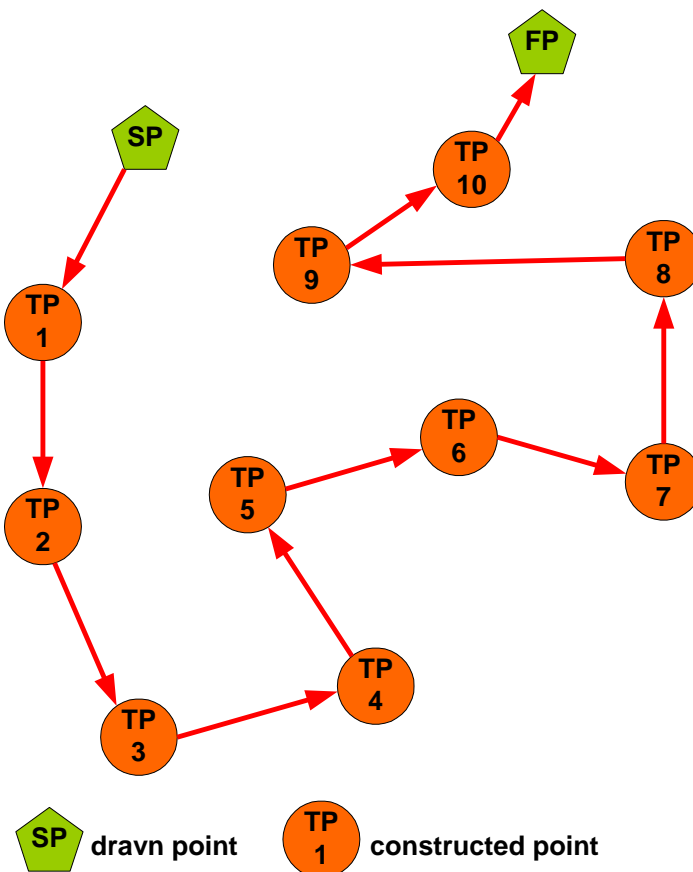
Task finishes at the FP. Following landing will be independent precision task.

Description of construction:

Pilot will receive the competition map, where will be drawn SP and FP and list of data for the whole track constructing. Preparation time will be limited for 40 minutes for classes AL 1, WL 1, GL 1, GL 2 and WL 2; 20 minutes for AL 2. (There is a presumption, that navigator in airplane may follow in preparation during the flight).

Instruction for constructing of a track will be:

- distance from 2 known points,
- distance and true heading from one known point,
- distance from one point and true heading from second point,
- true heading from two points
- or similar simple instruction for drawing of a points.



**EXAMPLE:**

*Pilot will obtain this information*

TP NO	FROM TP	FROM TP	DESCRIPTION
TP1	Heading from SP 209°	Distance from TP5 12.1 km	"T" road junction
TP2	Heading from TP1 180°	Distance from TP9 23,4 km	"X" road junction
TP3	Heading from TP5 204°	Heading from TP2 156°	"X" road junction
TP4	Heading from TP8 214°	Heading from TP1 133°	Church
TP5	Distance from FP 33,6 km	River Kamenica S from SP	Bridge
TP6	Distance from TP5 13,8 km	Distance from TP9 15,8 km (SE intersection from TP9)	"Y" road junction
TP7	Distance from TP4 22,4 km	Distance from TP9 25,9 km East intersection of circles	"T" road junction
TP8	Heading from TP6 41°	Distance from TP3 44,5 km	Railway bridge over road
TP9	Distance from SP 13 km	Heading from SP 127°	Churche
TP10	Distance from TP7 24,6 km	Heading from SP 91°	Little pond

**Optimal order for construction steps is: TP5 and TP9, 2) TP1 and TP6, 3) TP2, 4) TP3, 5) TP8, 6) TP4. 7) TP7 8) TP10**

**This is only an example; really information will be briefed and given to pilots in quarantine for flight planning!!**



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## **Instruction:**

$T_p$  – by the starting list,  $T_1$  by the starting list,  $T_2 = T_1 + \text{__ minutes}$ ,  $T_3 = \text{__ minutes}$ ,  $CHP = TP_5$ , SP and FP are KTG, Undefined number of HTG will be at the track, 16 Photos in 2 sets will be given for finding and drawing into the competition map. Undefined number of MK may be at the track, undefined number of CG may be at the track.

Departure procedure: Standard procedure: \_\_, Final approach procedure: Standard procedure \_\_

## **The scoring system:** ( may be altered during the briefing session )

Description	Points
For correctly clearing of each SP, FP, TP	100 points
For correctly identifying and recording a marker/photograph within 2 mm	100 points
For each time gate passed in the limit	300 points
Greater than a 5 second deviation from the calculated (declared) time in the gates	-10 points for each second

## **Penalties:** by general part

Once all the flight crew scores have been marked, recalculation of the scores to 1000 points will be performed using the following formula:

$$\text{RESULT} = \left( \frac{\text{score}_C}{\text{score}_W} \times 1000 \right) - \text{penalty}, \text{ where score } C \text{ is the competitors score, } W \text{ is the best competitors.}$$



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## **TASK SHEET F - endurance with limited fuel**

### **Goals:**

To fly for the longest time possible with limited amount of fuel.

### **A summary:**

The competitors will receive 7 kg of fuel for two seaters, 5 kg for one seaters

This task will start by take-off from the airfield within a specified flight window. Measuring of time will be commenced by leaving a circle of 1 km radius centered around a specified point of the airport, measuring of time will conclude at entering the same circle. The landing shall proceed on the surface in the specified space at the airfield prior to ending of the flight window. The remaining-fuel will be required in amount of 2 litres.

### **Safety:**

Especially in those tasks which require flying until fuel tanks are empty, the pilots must pay carefull attention in terms of the other aircraft preparing to land with their engines turned off. They must maintain the correct scope of vision for the entire duration of their flight.

Any aircraft joining another plane in a thermal stream must circle in the same direction the first plane is circling in, irregardless of their altitude difference.

### **Awarding points and penalties:**

#### **Awarding points**

The flight crew achieving the best time earns 1000 points, the other ones get proportionately fewer points as per the following formula

$$\text{Score} = \left( \frac{\text{scoreC}}{\text{scoreW}} \times 1000 \right) - \text{penalties}$$

#### **Penalties**

Flight after sun set	100%
Flying outside the specified boundaries or flying in the prohibited space	100%
Landing outside the specified airport	100 %
less then 2 l amount of remaining fuel was demonstrated	50%
less then 1 l amount of remaining fuel was demonstrated	100%

**TASK SHEET G- maximal speed and flying range and cruising speed with limited fuel**

**Name of task: SPIDER WEB**

Goal – to fly so fast as possible and fly over the greatest possible distance with the limited fuel.

Summary:

This task will begin by a free take-off from the airport within the specified time flight window. Procedure will be specified during the briefing.

Competitor shall fly to the specified gate Economy SP and fly so fast as possible through the speed leg defined by the gates SP, TG1 and TG2.

**TG 2 must be crossed in the minimal altitude 1500 m AMSL.**

After crossing the TG2 gate competitor shall fly to the "turn points hunt diagram" and he shall fly the greatest possible distance with the greatest possible cruising speed. Landing will be in specified space at the airfield. The remaining-fuel will be required in amount 2 litres.

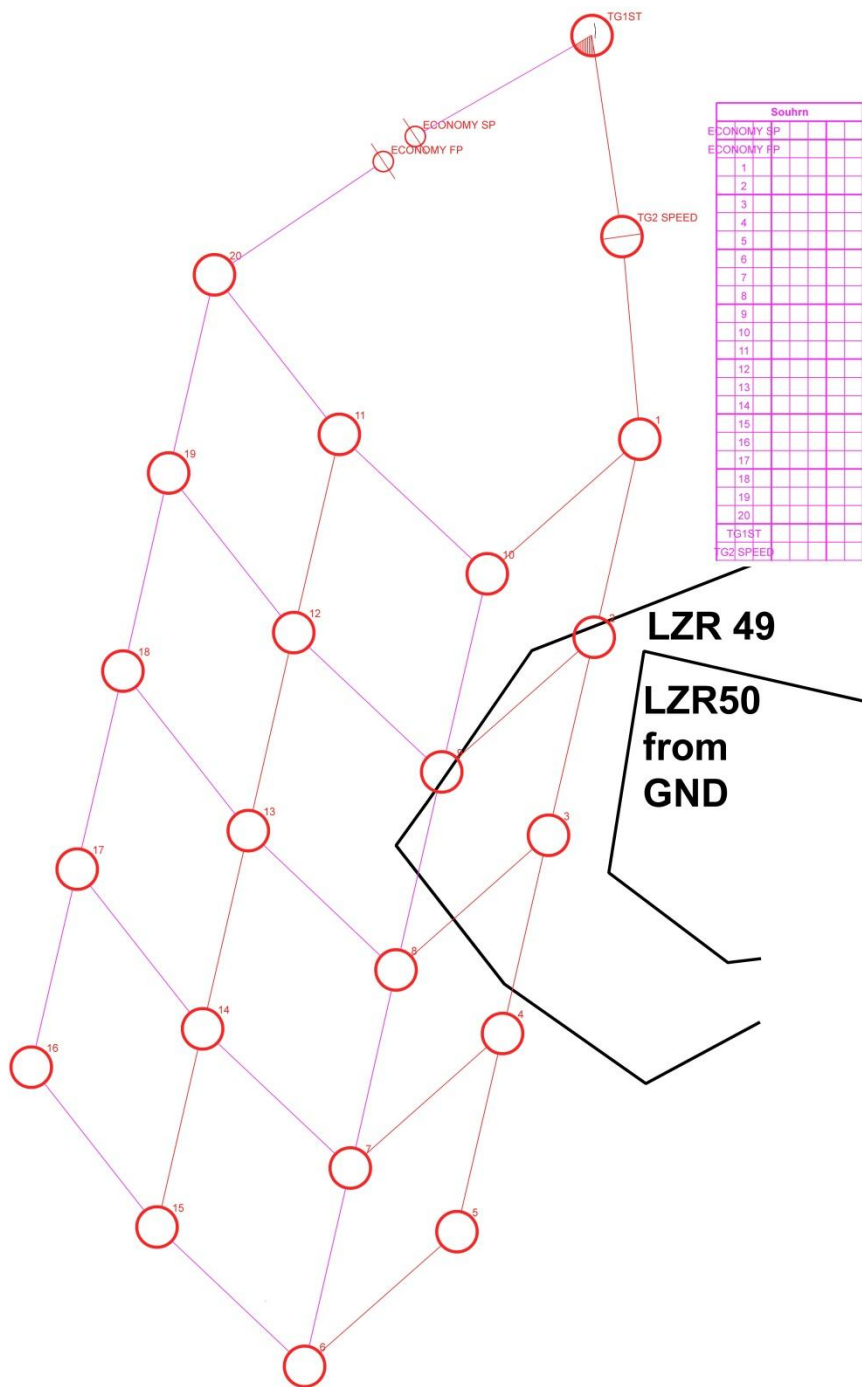
Turn points hunt diagram is in the picture. Pilot must fly from lower number to higher number and he must follow drawn lines. Distance between two correctly passed points is 10,00 km.

**Scoring zone will have radius 1000 m.**

If one turnpoint will be missed, no score will be given for distance from the last correctly passed turnpoint up to the first next correctly passed turnpoint.

**Example: Competitor flew from TP1 to TP 6 via TP2, 3, 4 and 5.**

Turnpoints 1, 2, 4 and 6 were passed correctly, turn points 3 and 5 were missed. Only the distance TP 1 –TP2 will be scored.





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## **Scoring:**

(Distance achieved by pilot (crew)/ the best distance \*400) + (cruise speed achieved by pilot (crew) / best cruising speed \*300) + (speed at speed leg achieved by pilot (crew) / best speed \*300) - penalty. (scoring may be altered in the briefing)

## **Special penalties:**

**Requirement for altitude 1500m (4921ft) AMSL above the TG 2 is a safety rule.**

Measuring of altitude by GNSS record isn't absolutely accurate. Keeping of altitude 1500 m as minimal is highly recommended.

The track between points 2, 3, 4 and 8, 9 is **belowe restricted area LZR 49 Sobrance**. The maximal altitude is 396m (1300ft) AMSL. Near the track (3 km) is **LZR 50 – CTR UH from GND to 396 m (1300ft) AMSL**. **Not respecting of these LZR's will be penalized 100% of the task.**

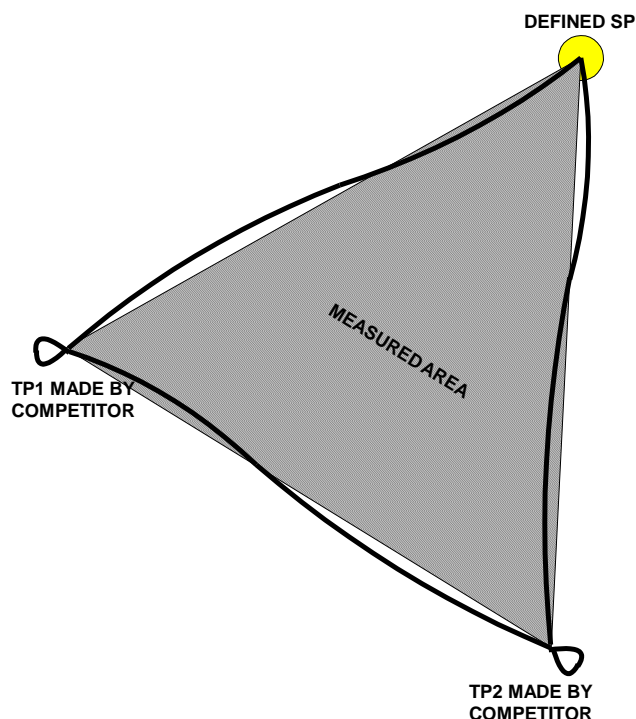
Height of terrain is 100 m AMSL or less. Recommended altitude for flight is 300 m AMSL.

Flying outside the specified boundaries or flying in the restricted or prohibited space	100%
Landing outside the specified airport	100 %
less then 2 l amount of remaining fuel was demonstrated	50%
less then 1 l amount of remaining fuel was demonstrated	100%
Passing of TG 2 belowe 1400 m AMSL	100% from speed leg
Passing of TG 2 belowe 1300 m AMSL	100% from task

**Notice: Only for this task will be map in the scale 1:250 000 !!!!**

## TASK SHEET H - cruising speed and triangle area with limited fuel

### Name of task: Triangle area



Goal: to fly over the triangle with the greatest possible area and achieve the biggest cruising speed as possible with the limited fuel.

Summary:

This task will begin by a free take-off from the airport within the specified time flight window. Procedure will be specified during the briefing.

Competitor shall fly to the specified starting gate with radius 500 m. Competitor shall make his own 2 turn points in the country, which will be defined by intersection of track log of procedural curve made by competitor to achieve the biggest area of triangle and shall return back and cross the starting gate again, fly to the airfield and make landing in specified space. At the track competitor shall fly so fast as possible for achieving of greatest cruising speed. The circumference of triangle will be taken as distance for calculation of cruising speed, time will be taken between first and second crossing of the given starting gate.

2 litres of remaining fuel are requested.

Attention:

Any curving at the track may create TP and the first and the second TP will define triangle! Missing of given starting gate will have result zero points for the task !!!

Scoring:

(Area in km<sup>2</sup> of competitor/ biggest area achieved by best competitor \* 500) + (cruising speed of competitor/ cruising speed of fastest competitor \* 500) - penalty.

Flying outside the specified boundaries or flying in the restricted or prohibited space	100%
Landing outside the specified airport	100 %
less then 2 l amount of remaining fuel was demonstrated	50%
less then 1 l amount of remaining fuel was demonstrated	100%





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<b>TASK SHEET</b>	<b>I</b>	-	Precision landing with the engine running
	<b>J</b>	-	Precision landing with the engine off

## The objective:

The objective is to have the aircraft touch the landing deck and to stop the aircraft as near the beginning of the deck as possible. This task simulates landing on board aircraft carrier ship, deck has under ISA conditions (international standard atmosphere - 0 altitude AMSL, QNH 1013,25 HPa, 15°C) the following measurements – length of 100 meters and width of 25 meters. The length will be recalculated to the length corresponding with our above-sea level and with the average daily temperature for the month. (conditions Kamenica nad Cirochou 172 m AMSL, daily temperature in August 25°C).

The first 25 metre section of the deck is divided into five strips of five metres each, which carry scores of 250 to 50 points. The remaining part of the deck is scored at 25 points. The main wheels of the aircraft must touch the deck in the specified strip and the aircraft must reach a full stop inside the deck in order to earn any points. While stopping the aircraft must not leave the deck nor perform a turn greater of 90 degrees. Crossing the side boundary lane of the deck is considered leaving the deck.

The competitors may leave the deck only after achieving a full stop and upon the Marshall's instructions, and that only in a specified manner. The competitors must not cross the side boundary lines of the deck while departing, unless instructed otherwise by the Marshall.

## Take-off:

The take-off sequence shall be specified at the briefing. Pilot must follow the referee's directions for his plane placement and must not take off until directed to do so by the referee. The form of signal used by the referee for this purpose shall be specified at the briefing.

## Climbing by circling:

The procedure for climbing by circling shall be specified at the briefing.

Turning the engines off: (only K task sheet)

The aircraft must reach the deck in the direction of landing at an altitude of approximately 1000 feet. While completing the task of precision landing with the engine off, the engine must be turned off prior to passing over the beginning of the deck. The aircraft must then pass over the entire length of the deck before commencing it's circling descent.

## Circling descent:

The circling descent procedure shall be specified at the briefing.

## Landing:

Upon the commencement of the aircraft final approach, no diversion greater of 90 degrees of the centre axis of the deck is allowed, neither in the air or on the ground. The aircraft must be brought to a complete standstill and must not be manipulated with until directed to do so by the referee.

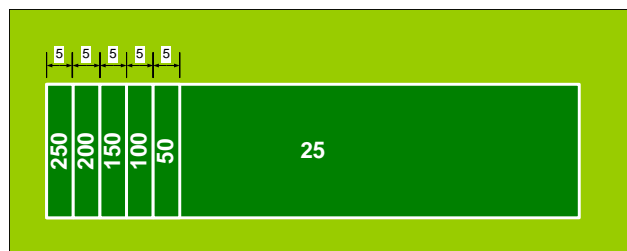
## Points scoring:

Points shall be awarded for the value of the strip in which both of the main wheels touched the ground and 1 point for every meter of distance between the nearest wheel and line on the end of the deck.

Results will be recalculated for 250 points by formula:

$$\text{score} = \left( \frac{\text{score}_C}{\text{score}_W} \times 1000 \right) - \text{penalties},$$

where score c is algebraic sum of competitors score for strip of the deck and score for distance up to the end of deck, score w is the best algebraic sum of these scores.





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## **Penalties:**

The aircraft doesn't take off from the deck	20%
Take-off performed prior to the referee's instructions	100%
The engine not turned off prior to passing over the deck during the task of landing with engine off.	100%
The aircraft does not pass over the entire length of the deck prior to it commencing it's descent during the task of landing with engine off. .	100%
The aircraft turns by more than 90 degrees of the centre line of the deck between the commencement of it's landing manoeuvre and bringing the aircraft to a full stop.	100%
Any part of the plane touches the ground before reaching the deck.	100%
The aircraft doesn't fully stop inside the deck boundaries.	100%
The aircraft moves off the deck prior to receiving the referee's direction to do so.	100%
The aircraft is damaged and unable to move, drive or take off without receiving assistance ( there shall be no penalty for failing to start the engine ).	100%

**ATTENTION: Crossing of any boundary line of the deck constitutes not landing in the deck or not taking off from the deck.**



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## **TASK SHEET J - Precision landing with a time limit,**

This task is an application of the previous task with the difference that the flight crews shall be assigned a specific amount of time within which to land on the deck, for example 4 minutes. The flight crew must not take off prior to the time designated by the starting document, but no later than 15 seconds after this time. The pilot takes off independently and doesn't wait for the Marshall's instructions. Clock with accurate time will be available at the deck. This is pilots duty to obey the Marshall's direction, if it is prohibiting his take-off or landing. This direction shall be given by the posting of a red flag. In the event the competitor was stopped before his take-off, he shall be allocated a new departure time – this is invalid in the event that he had already exceeded the pre-determined 15 second time limit for take-off and the Marshall had posted the red flag after this time period had passed. In the event a pilot is not allowed to land, he shall have the right to a new flight. Premature take-off or a late take-off ( after the expiry of the 15 second time limit ) both result in the flight crew's disqualification in this task.

## **Scoring**

The flight crews must, within the specified time limit, perform a round trip flight of the route, approach and landing on the landing deck all within the time allocated for take-off + time predetermined for the circle flight and landing. The time of landing on the deck is measured by the referee at the precise moment of the first part of the aircraft crossing the front deck boundary. The time will be checked by radiocontrolled clock in the view of camera. The limit of tolerance for the full score for this task is 2 seconds. Each 1 second over the limit will be penalized 10 points. The maximum complement of points for crossing the deck boundary within the range of tolerance is 250 points.

No points for a timely crossing of the deck boundary shall be awarded a flight crew which didn't make the full stop landing in the deck. Scoring points for landing in the deck in this task is equivalent to the scoring in the task J, but distance to end of the deck will be not measured and evaluated by the safety reason, because any delay in the deck can make risky situation, or non fair conditions for next competitor.

The final total score for the task shall be determined by adding together the points for time and the points for landing.

## **Penalties:**

The aircraft doesn't take off from the deck	20%
Take-off performed prior to the correct time	100%
The aircraft turns by more than 90 degrees of the centre line of the deck between the commencement of it's landing manoeuvre and bringing the aircraft to a full stop.	100%
Any part of the plane touches the ground before reaching the deck.	100%
The aircraft doesn't fully stop inside the deck boundaries.	100%
The aircraft moves off the deck prior to receiving the marshals instruction to do so.	100%
The aircraft is damaged and unable to move, drive or take off without receiving assistance ( there shall be no penalty for failing to start the engine ).	100%

Score : points for time + points for landing