

LOCAL REGULATIONS

FOR THE

FAI European Microlight Championship

classes RAL1, RAL2, RWL1, RWL2

Place: **Leszno - Strzyzewice** Country: **Poland**

Date: **12 – 24 August 2008**

ORGANISED BY: Aero Club of Poland

ON BEHALF OF THE FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

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AUTHORITY

These Local Regulations are to be used in conjunction with the General Section and Section 10 of the FAI Sporting Code which shall take precedence over the Local Regulation wording if there is ambiguity

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PART 1

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 Chapter 4, 4.2).

1.2 PROGRAMME DATES

Arrivals	Tuesday 12-th August 2008
Registration, Training:	Tuesday - Thursday 12 – 14 th August 2007
Registration deadline:	Thursday 14-th August 12:00

Training Tasks:	Thursday – Friday 14 – 15 th August 2007
Opening Ceremony:	Saturday 16- th August 2007
First Competition briefing:	Saturday 16-th August 2007
Contest Flying Days	Saturday 16-th – Friday 22-th August 2007
Closing Ceremony, Prize-giving	Sunday 24-th August 2007

1.3 OFFICIALS

Event Director:	Ryszard Andryszczak, POL	"Dyrektor" <csleszno@it.pl>
Championships Director:	Jacek Kibinski, POL	Jacek.Kibinski@ifj.edu.pl
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Preparation Monitor	Antonio Marchesi, ESP	amarchesi@arquired.es

1.4 ENTRY

The Championships are open to all Active Member and Associate Member countries of FAI who may enter **6 pilots/crews** in each classic class - RAL1, RAL2, RWL1, RWL 2.

- Entries must be made on the official Entry Form.
- If applications, with fees paid, are not received by **15 th June 2008**, the entry may be refused.
- The entry fee is:

400 euros for pilot in each class

350 euros for each co-pilot (navigator)

150 euros for each Team Leader and official accompanying persons

free for accompanying persons

A discount of **30 euros** for each pilot and co-pilot will be allowed for all entry fees received

before 30- th April 2008

The entry fee has to be transferred to:

EMC 2008

Bank: WBK LESZNO,

Account no: 58 1090 1245 0000 0001 0857 5097

The entry fee includes:

- Competition operations (setting, controlling and evaluating the tasks)
- Competition materials (maps, task descriptions, etc.)
- Free use of the airport and free entry to all official events.
- Camping place for each team with water, electricity, toilets and showers

- Internet access

1.5 INSURANCE

Third party insurance of minimum **750 000 SDR** in conformity with the Regulation (EC) No 785/2004 of the European Parliament and the Council of 21 April 2004 is obligatory.

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

For registration the pilot has to sign an exclusion liability. Documentary proof of insurance as specified on the Entry Form must be presented to the Organizers at Registration. (GS. 3.9.6)

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 in the classic.
- FAI Diplomas will be awarded for those placed first to tenth.

1.8 CHAMPIONSHIP CLASSES

The Championships will be held in the following classes (S10 Chapter 1, 1.5):

RAL1, RAL2, RWL1, RWL2,

1.8.1 CLASS VIABILITY (S10 Chapter 4, 4.3.2)

For the championships to be valid there must be registered competitors from no less than **4** countries in a class, with entry fees paid.

1.8.2 CHAMPIONSHIP VALIDITY

The title of Champion in any class shall be awarded only if there have been at least **6** separate tasks.

GENERAL COMPETITION RULES

1.9.1 REGISTRATION

On arrival at WMC 2008 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 and accessory are required:

- **Pilot License and qualifications**
- **Evidence of competitor's nationality**
- **Valid FAI Sporting License for pilot and navigator**
- **Minor Consent Form if pilot or navigator is under the age of 18 years**
- **Aircraft Certificate of Airworthiness or Permit to Fly and minimum speed declaration (SC10, A.1)**
- **Evidence of conformity to class rules**

- **Certificate of mandatory third party Insurance**
- **Receipt for payment of entry fees.**
- **CIMA approved Flight Recorder (FR)**
- ***Certificate of personal accident insurance (highly recommended)***

All obligatory documents will be copied during registration.

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. Any pilot or navigator under the age of 18 years must have a duly signed Minors Consent Form.

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 organisers. The aircraft must comply with the FAI definition of a microlight at all times (S10 Chapter1, 1.3.1).

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 Chapter 4, 4.13.3)

All aircraft must be made available during the Registration period for an acceptance check in the configuration in which they will be flown. The organisers 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. All aircraft must be equipped with a simple method of draining the fuel tank

1.9.4 TEAM LEADER RESPONSIBILITIES

The team leader is the liaison between the organisers 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. The responsibilities of the team leader begin as soon as the team arrives on the site and end at the end of the closing ceremony.

All team members are expected to respect the rights and property of others. Loud noise and similar intrusive behaviour are prohibited. In case of disorder, organiser may impose sanctions.

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. Competitors may not be substituted, change to another class nor change their aircraft. .

1.9.6 REST DAYS Rest day will only be held on the account of bad weather or unforeseen emergency.

1.9.7 COMPLAINTS AND PROTESTS

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. Complaints concerning provisional scores must be made in writing within the time limit specified on the PROVISIONAL score sheet (see A3, 1.6.1.8). A complaint that could effect a task result must be dealt with and answered in writing before any official score sheet is issued. If the competitor is dissatisfied with the decision, the Team Leader may make a protest to the director in writing **within 12 hours** after any OFFICIAL score sheet is issued, except that after the last contest task it is **2 hours**. The protest fee is **50 Euros** (Chapter 4, 4.30)

1.10 FLYING AND SAFETY REGULATIONS

1.10.1 BRIEFING

Briefings will be held for team leaders and/or competitors on each flying day. The time and place for briefing meetings and any postponements will be prominently displayed. All briefings will be in English and be recorded in notes, by tape recorder or video. A Full task description, met information, flight safety requirements, penalties and details of any prohibited or restricted flying areas will be given in writing, as a minimum, to team leaders, Jury members and Stewards. (S10 Chapter4, 4.17.1)

Procedures for flight preparation, takeoff, flying the task, landing and scoring together with any penalties will be specified in each task description. (S10 Chapter4, 4.17.1/3/4)

Flight safety requirements given at briefing carry the status of regulations. (S10 Chapter 4,4.17.2).

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 Chapter 4, 4.18.)

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 Republic of Poland. (S10 Chapter 4, 4.19.1). Details will be briefed at the main briefing.

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 Chapter 4, 4.19.3)

1.10.4 FLIGHT LIMITATIONS

Each aircraft shall be flown within the limitations of its Certificate of Airworthiness or Permit to Fly. Any manoeuvre hazardous to other competitors or the public shall be avoided. Aerobatics are strictly prohibited.(S10 Chapter 4, 4.19.2)

1.10.5 DAMAGE TO A COMPETING AIRCRAFT

Any damage shall be reported to the organisers 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 for a

paraglider may be replaced by a similar model or one of lesser performance.

Note.

Change of major parts may incur a penalty. (S10 Chapter 4, 4.19.4)

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 Chapter 4, 4.19.5)

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. Practising prior to a task is not permitted. (S10 Ch. 4, 4.21)

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 and/or anti alcohol control may be undertaken on any competitor at any time. The decision to impose anti doping and/or anti alcohol controls may be taken by the FAI, the organiser or the organiser's national authority.
- All relevant information can be found on the FAI Web site: www.fai.org/medical
- It is the responsibility of each team leader to be informed and to comply with the Anti doping law.
- The Polish law will be applied in case of flight or ground traffic provided by person after using alcohol. Competitor penalized by law will be disqualified.

1.10.8 AIRFIELD DISCIPLINE

Marshalling signals and circuit and landing patterns will be given at briefing and must be complied with.

Safety and environment protection rules will be published on the first briefing.

Non compliance will be penalized as briefed.

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 Chapter 4, 4.20.5)

1.10.10 CLOUD FLYING

Cloud flying is prohibited and aircraft may not carry gyro instruments or other equipment permitting flight without visual reference to the ground. (S10 Chapter 4, 4.20.6)

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 may be carried for use after landing or in an emergency, the director must be immediately informed if the seal is broken. All other electronic devices with real or potential communication or navigation capabilities must be declared and approved for carriage by the Championship Director.

Before each task the Director will ask marshals to check for infringements. The penalty is disqualification from the competition.

A document describing the device will be signed by the competitor when it is being sealed, and the document will be retained by the organization. After the task, provided the seal is not broken, documents will be returned to each competitor when he comes to unseal the device. If a document is still in the possession of the organization at the time of issuing the scores, the competitor will get a 100% task penalty.

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 Chapter 4, 4.22.1/2).

1.10.13 PROHIBITED AREAS

On registration competitors will be supplied with details of areas in which over flying is prohibited. Any competitor who over flies a prohibited area at any time from arrival to competition site till the end of the competition may be disqualified.

1.11 CHAMPIONSHIP TASKS

1.11.1 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 Chapter 4, 4.24.4)

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 Chapter 4, 4.25.2) Precision tasks may be combined with other tasks or set separately.

1.11.2 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.

1.11.3 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 Director shall cancel the task. Once all competitors in a class have taken off or had the opportunity to take off, the task may not be cancelled other than for reasons of force majeure. (S10 Chapter 4, 4.25.3)

1.11.4 TYPES OF TASKS

Only tasks approved by CIMA or listed in S10 Annex 4 or in the following task catalogue attached to these local regulations will be used:

A Flight planning, navigation estimated time and speed. No fuel limitation.

B Fuel economy: speed, range, duration, with limited fuel.

C Precision

1.11.5 FLYING THE TASKS

Any part of a competition task may be flown either

a along a set course in the direction specified at the briefing,

b along an in flight decided course in the direction selected by the pilot,

c according to a local pattern specified at the briefing.

The resulting complete task is the combination of the above.

Order of take off may be:

- a scheduled take off order, balloted by the Organiser,
- open window,
- Current or reverse championship registration order
- Championship order changed sequentially forward or back by certain number

The actual scheduled take off order is annexed to the relevant Task Description.

If a touch and go is required in order to separate parts of a task, details will be given in the Task Description and at the briefing.

1.11.6 OUTLANDINGS

Out landings shall be scored zero, unless specifically stated at the briefing. If a pilot lands away from the goal field or from base he must inform the organisers 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 photographs and the name and addresses of a witness other than the pilot's national team. On return to base the pilot must go immediately to Control with his Flight Recorder(s), report and other task documentation. Failure to follow this procedure without good reason may result in no score for the task, charges for any rescue services called out, or disqualification. (S10 Chapter 4, 4.27.1).

1.11.7 FLIGHT BOUNDARIES

Flights terminating beyond the boundaries of the organiser's country 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 Chapter 4, 4.28.1)

1.11.8 EMERGENCIES

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

1.11.9 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.

1.11.10 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.

1.12 CONTROL OF TASK FLIGHTS.

1.12.1 TIMING

All times are given, taken and calculated in local time to the nearest second.

1.12.2 FUELLING

Fuel will be measured by weight but will be consistent for any given refuelling session.

Measured fuel quantities include oil where it is mixed with petrol.

Refuelling will be in the order and in accordance with the instructions given at briefing. Failure of the aircraft to be present on time may result in penalty for the pilot.

1.12.3 ACCURACY

Landing accuracy will be scored by marshals or electric device and may be verified by video cameras.

1.12.4 GATES, TURNPOINTS AND MARKERS

Gates are normally a straight line 250m wide perpendicular to the briefed track.

Gates may be:

- Known gates. Their position and height to be crossed will be briefed.
- Hidden gates. The height to be kept along the sections of the course where they are situated will be briefed.

Proof of passing a gate and it's timing will be by Marshals report or GNSS flight recorder evidence, as

briefed.

Control points may be: A geographical point, a ground marker, a landing marker.

Control points may be:

- Known control (turn) points. Their position and description will be briefed.
- Hidden control points. The track along which they will be found and their description will be briefed.

Proof of reaching a control point may be:

- by flight recorder evidence
- by a Marshal's report.
- by the competitor recording the symbol and position on the declaration sheet

The precise requirements will be described in the Task Description.

1.13 GNSS FLIGHT RECORDERS

1.13.1 The status of GNSS flight recorder evidence relative to other forms of evidence is as follows:

- All aircraft shall carry a FR which will be used as primary evidence.
- In the event of a failure of the primary FR, a second FR may be used as secondary evidence.

1.13.2 Only CIMA approved FR may be used and they must be operated in strict accordance with their approval documents. (S10 Annex 6)

1.13.3 The FR to be used by a pilot in a championship will be supplied by the pilot. The FR case must be clearly labelled with the pilot's name and competition number and (if applicable) this information must be entered into the memory of the FR. If the pilot uses two FR, he/she must mark them FR 1 and FR 2.

1.13.4 The pilot must make a data transfer cable and a copy of the transfer software on CD or floppy disk available to the organization if required. Before the championship starts each FR must be presented together with its CIMA approval document to the organization for inspection and recording of type and serial number. The pilot must be sure it fully complies with any requirements in the approval document e.g. that manufacturer's seals are intact and it is equipped with a data-port sealing device if it is required or it will be rejected by the organization.

Once the championship has started the pilot must always use the same FR. In the event of a permanent failure, another FR may be used after it has been presented together with its CIMA approval document to the organization for inspection and recording of type and serial number.

All FR's must be presented to the organization for inspection immediately before the start of each task. If secondary evidence is presented then both sets must be clearly marked 1 and 2. Only one set of evidence will be used to verify the flight.

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

1.13.6 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, e.g. turn points, hidden gates etc. Points that will not require FR evidence for scoring (eg. because a marshal is taken times at a hidden gate) must be specifically briefed.

1.13.7 The scoring zone for FR's is independent of any other zone or sector (eg. photo sector). A scoring zone will normally be a cylinder of 200 m radius and of infinite height. To score a fix point must either be within this circle, or the line connecting two sequential track fixes must pass through the circle. Additionally the task may require one of these fixes to be associated with a pilot event mark (PEV).

Complaints about the physical miss-positioning of a scoring zone relative to a turn point will not be accepted unless it can be shown that the physical position of the location is outside a circle of radius:

$R = R_p/2$ where

R_p = Radius or size of the scoring zone defined by the Organizers (i.e. the physical location must lie inside an inner circle half the width of a gate or radius of a scoring zone).

1.13.8 Gate or point time is taken from the fix immediately before it is crossed.

1.14 SCORING

1.14.1 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 Chapter 4, 4.29.1) A score given to a competitor shall be expressed to the nearest whole number, 0.5 being rounded up. (S10 Chapter 4, 4.29.4)

All distances not obtained from GNSS FR shall be calculated from the official map and will be rounded up to the nearest 0.5 km. All times are taken to hours, minutes and seconds. (S10 Chapter 4, 4.29.4) 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 4.29.7) Deduction of penalty points shall be made after scoring for that task is completed. (S10 Chapter 4, 4.29.6)

If a pilot's score is for any reason negative including penalties his score for the task will be taken as zero. Negative scores will not be carried forward. (S10 Chapter 4, 4.29.7)

The following standard symbols will be used for scoring:

V = Speed, D = Distance, T = Time

The scoring system to be used shall be approved by the FAI Microlight Commission and attached to the Local regulations.

Score sheets shall state the Date for the task and the date and the time when the score sheet was issued, the task description, Task number, classes involved, and competitor's name, Country, the Competitors Number and Score.

Score sheets shall be marked *Provisional*, *Official*, or if a protest is involved, *Final*.

A Provisional score sheet may only become Official after all complaints have been addressed. Scores may

not be altered when the Provisional sheet is made Official. (S10 4.29.1)

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 either the Competition Director, or the scoring staff, or 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 4.29.11)

1.14.2 PENALTIES

In general, any infringement of any flying, safety or task regulation will result in penalty. Actions which will normally result in disqualification:

- a. Bringing the event, its organisers, the FAI or the sporting code into disrepute. The use of hostile 'tactical protests' falls into this category.
- b. The use of banned substances.
- c. Unauthorised interference with an aircraft in a Secure Area.
- d. Flight outside the specified flight envelope of the aircraft or dangerous flying.
- e. Flight or attempted flight with prohibited equipment.
- f. Unauthorised assistance during a task.
- g. Interference with the firmware or software of a CIMA approved GNSS flight recorder

PART 2

GENERAL REMARKS

2.1.1 RANGE

During the event all aircraft will be expected to have a still air range of **250 km**.

2.1.2 TAKE-OFF AND LANDING

Unless it is stated differently in the task description - all competition take-offs and landings must be completed within a deck. The length of standard size deck **100m x 25m** will be adjusted for density altitude and will be briefed. The penalty for failing to take off or land entirely within the deck will be applied to pilot score 20% - 50% as briefed.

2.1.3 CONTROL OF CLASS CONFORMITY:

Each competing aircraft will be subject to inspection for compliance with class rules at any time during the Championships (S10 Ch.4 4.2.23).

All aircraft will be weighed before the event, and any aircraft may be weighed again at any time in the championships. The take-off weight is the weight of the aircraft ready to fly including pilot(s), fuel, and any supplementary equipment, but excluding an emergency parachute. The take-off weight must not exceed the FAI definition of a microlight for the class in which it is flown. Evidence of the weight of the emergency parachute (max. 22,5 kg) must be provided by means of manufacturer certificate or the system must be removable to be weighted separately.

2.1.4 CONTEST NUMBERS AND AIRCRAFT IDENTIFICATION

The numbers or letters of aircraft registration **shall** be displayed on a suitable space on the underside of the wing with their top towards the leading edge. The underside wing number shall be of a colour contrasting to the background.

Contest numbers received at registration consist of 3 digits, the first is assigned to the class. 1 = RWL1, 2 = RWL2, 3 = RAL1, 4 = RAL2, next two digits are ordering number.

Contest numbers will be delivered by Organizers in white or black (on request), to be placed on both sides of pilot's cabin (class RAL) or on the front part of the cockpit (class RWL).

Using existing contest numbers from previous championships can be accepted if they are in good shape and the first digit is proper for the class.

2.1.5 PROTECTIVE EQUIPMENT

A protective helmet must be worn on all flights unless this restricts vision from within an enclosed cockpit.

An emergency parachute system is highly recommended. (S10 Chapter 4, 4.20.1)

2.2 FLIGHT CONTROL

2.2.1 FUEL

Prior to fuelling for economy tasks competitors must be able to demonstrate that their aircraft tanks are empty and that the engine cannot run in either the ground or in-flight attitude of the microlight. The engine will then be run for 60 seconds to ensure all systems are free of air. Where possible this process will take place immediately prior to the task to enable engines to be warmed up. When tanks are required to be sealed before a task the penalty for returning to the Quarantine area with a broken or a missing seal will be 100% of the pilot score.

2.2.2 DISTANCE MEASUREMENTS

Distance will be measured (S10 Chapter 5, 5.2.6) for all competitors on the same official map, of a scale of **1:200 000**.

2.3 SCORING

2.3.1 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: 50% of the total value of the tasks flown.

B Tasks for fuel economy, speed, duration, etc with limited fuel: 20% of the total value of the tasks.

C Precision tasks: 30% of the total value of the tasks flown.

2.3.2 The winner of each class shall be the pilot or crew gaining the highest total points in the class.

(S10 4.29.2)

2.3.3 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 4.29.3)

2.3.4 CROSS COUNTRY TASKS

The maximum score may be up to 1000 points per task and is calculated as follows:

$$P = Q/Q_{\max} \times 1000$$

where: Q = pilot score, Q_{max} = best score for the task, P = Total score

2.3.5 PRECISION TASKS

The scoring formula for each precision task is to be found in A4 the task catalogue.

2.4 GENERIC TASKS

2.4.1 FLIGHT PLANNING, NAVIGATION TASKS

2.4.1.1 OBJECTIVES

The objectives of a flight planning navigation task include testing the competitors' ability to: plan a flight from information provided follow an accurate course in the prevailing conditions maintain a given or predicted ground speed.

2.4.1.2 SUMMARY

Competitors are required to fly accurately along a course provided by means of:

A straight line, an arc, a circle, a polygon, an irregular line or any combination of these drawn on a map.

A line with beginning and end points marked on a map or provided as map references with geometric instructions specifying the line between them.

A line start point marked on the map or provided as a map reference with geometric instructions specifying the route to be followed.

A start point located on the ground with a true or magnetic heading or geometric instructions specifying the route to be followed.

The task may consist of one or several legs, each using any of the above. In addition competitors may be required to fly all or part of the course at a given or predicted ground speed.

2.4.1.3 EVIDENCE

Evidence of the accuracy with which the competitors have flown may be provided by means of:

- a GNSS FR record of the flight – track log
- marks made by competitors on a map indicating the location of on-track ground features identified from photographs provided

- marshals observing and recording the time that aircraft pass through on-track gates or pass over waypoints or turn points

Competitors may be required to provide a pre-flight declaration which may include:

- a list of waypoints or turn points to be visited
- the order in which waypoints or turn points are to be visited
- the time a waypoints or turn points is to be visited
- the predicted ground speed over any part or parts of the course

2.4.2 FUEL ECONOMY, SPEED RANGE, DURATION TASKS

2.4.2.1 OBJECTIVES

The objectives of a fuel economy task include testing the competitors' ability to:

- maximise aircraft fuel performance
- predict aircraft fuel consumption
- use prevailing weather conditions to supplement fuel

2.4.2.2 SUMMARY

Competitors are required to fuel their aircraft with a measured volume or weight of fuel, or with the amount of fuel they predict they will need to fly a given task in the prevailing conditions, to seal their fuel tanks and then:

- fly as far as possible before landing at a designated landing area
- fly for as long as possible before landing at a designated landing area
- fly a multi-leg task in which each leg may have different performance objectives, or
- fly a planned task before landing in a designated landing area

or any combination of these.

Competitors must land with quantity of fuel, sufficient for performing required landing pattern and taxing out of the deck. In the case of unexpected stopping the engine, if failure will be caused by lack of fuel, the pilot will be scored zero for all tasks flown in the flight.

2.4.2.3 EVIDENCE

Evidence of competitors' performance may be provided by means of:

- A GNSS FR record of the flight – track log
- marks made by competitors on a map indicating the location of ground features identified from photographs provided to prove distance travelled
- marshals observing and recording the time that aircraft pass through gates on or off the airfield to prove distance or time travelled

Evidence of fuel consumption may be provided by:

- verifying that the competitors' fuel tanks and systems are empty before fuelling
- measuring the fuel with which the tank is filled
- sealing the fuel tank before the flight

- verifying after the flight that seals on the fuel tank are intact

2.4.3 PRECISION TASKS

2.4.3.1 OBJECTIVES

The objectives of a precision task involve testing the competitors' ability to handle their aircraft, where possible in circumstances similar to those that may be encountered during normal or emergency flying activity.

2.4.3.2 SUMMARY

Competitors are required to demonstrate:

- normal takeoffs
- short takeoffs
- powered landings
- engine-off landings
- short landings

2.4.3.3 EVIDENCE

Evidence of competitors' skill may be provided by means of:

- observation recorded by marshals with reference to marks or measurements on or near the ground
- tapes, ribbons, balloons or other items that may be cut or broken by an aircraft without causing damage to the aircraft or injury to the crew or observers
- electrical or electronic equipment that records the passage of the aircraft

2.4.4 COMPOSITE OR SEQUENTIAL TASKS

2.4.4.1 OBJECTIVES

The objective of a composite task, which may combine any of the above, is to make the competition more demanding and more interesting for the competitors. The objective of a sequential task, in which any of the above tasks may follow another without a break, is to enable a competition director to run two tasks in a shorter time than would otherwise be possible.

2.4.4.2 SUMMARY

Composite tasks may combine any or all of the Navigation, Economy & Precision tasks, although such tasks must be carefully designed in order to ensure that one aspect of the task does not compromise another. For example, precision tasks may usefully be combined sequentially with Navigation or Economy or other Precision tasks. Care must be taken to ensure that a problem in the first task does not invalidate the next task in sequence. A timed economy task that ends with an engine off precision landing may be compromised by congestion around the landing deck.

