

**LOCAL REGULATIONS FOR EUROPEAN MICROLIGHT CHAMPIONSHIPS 2015
WŁOCŁAWEK, POLAND**



AEROKLUB POLSKI

LOCAL REGULATIONS

for the

13th FAI EUROPEAN MICROLIGHT CHAMPIONSHIPS 2015

Włocławek, Poland, August 2015

Organized by

Aeroclub of Poland and Aeroclub of Włocławek

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

PURPOSE

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).

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1.1 LOCATION

Aeroclub of Włocławek

Airport Włocławek Kruszyn EPWK;

Radio 122.4

Coordinates: N 52°35'03.9" E 19°00'44.4";

Elevation: 217 ft;

Main Runway: 1000 x 100 m; 087 / 267

Secondary Runway N 52°35'04.4" E 19°01'02.4", 600x100 m, 177 / 357;

Website: www.emc2015.pl, www.aeroklub.wloclawek.pl

Postal address: Lotnisko Kruszyn, 87-853 KRUSZYN, Poland

Phone 0048 54 2355444, Fax 0048 54 2355443

E-mail: biuro@aeroklub.wloclawek.pl

1.2 PROGRAMME DATES

Arrival, training, aircraft inspection, registration:	14 - 15.08.2015
Registration deadline	15.08.2015
Training task	15.08.2015
Opening Ceremony:	15.08.2015
Contest Flying Days:	15 - 21.08.2015
Closing Ceremony:	22.08.2015

1.3 OFFICIALS

NAC Officials

President of Aeroclub of Poland	Włodzimierz Skalik
Secretary General of Aeroclub of Poland	Bohdan Włostowski

MANAGEMENT

Event Host	Władysław Kubiak
Event Director:	Marek Koziński
Competition Sport Director:	Anna Tatarczuk
Deputy Competition Sport Director:	Wojciech Jarmuszcak
Deputy Competition Sport Director:	Stanisław Szpera
Scorer:	Krzysztof Opęchowski
Chief Marshall:	Jacek Górzyński

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Event Office Chief
Public Relations
Official Interpreter

Kacper Kolibowski
Marcin Michalski
Aleksandra Hans

CIMA OFFICIALS

International Jury: Tormod Veiby, Rob Hughes, Wolfgang Lintl

Stewards: (Suggested) one or two persons from the WMC 2016 team from Great Britain

Monitor: Tormod Veiby (NOR)

1.4 ENTRY AND REGISTRATION

The Championships are open to all Active Member and Associate Member countries of FAI who may enter 6 pilots/crews in each classic class - AL1, AL2, WL1, WL 2., GL1, GL2

Entry fees:

450 Euro for pilot in each class

450 Euro for each co-pilot (navigator)

150 Euro for each Team Leader and Team Leader Assistant

50 Euro for accompanying person or Guest

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
- * Participator cards, gifts and souvenirs.

Camping place for each team with electricity and services (parking place for cars and aircrafts, toilets, showers, and free wifi connection in the camp) will be open at airfield

Serving meals (Catering) on site will be arranged.

NOTES

Entry fees must be received by the Organizers April 30th, 2015.

For entry fees received later than April 30th, 2015 participants will pay an additional fee of 10%. The entry fee paid at the contest site will be increased by 20%.

Receipt for payment of entry fees will be necessary for registration

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PAYMENT AND BANKING INFORMATION

Bank information:

Beneficiary address: Lotnisko Kruszyn 87-853

Beneficiary name: Aeroklub Wloclawski

Bank name: Al. Jerozolimskie 123A 02-017 Warszawa

IBAN: PL94 1160 2202 0000 0000 8330 1354

A/C No.: 94 1160 2202 0000 0000 8330 1354

BIG /Swift code/: BIGBPLPWXXX

Note: Please do mark all payments with “EMC-2015”.

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:

* Entry Form for each Team and publicity form (optionally)

- 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 15th August from 10:00 to 18:00

Additionally each team leader shall bring:

- Two national flags 1.0 m * 1.5 m;
- One CD with national anthem in MP3 format;

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

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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

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)

1.9 GENERAL COMPETITION RULES

1.9.1 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.

1.9.2 AIRCRAFT AND ASSOCIATED EQUIPMENT

Aircraft and equipment provided by the competitor must be of a performance and standard

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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.

1.9.2.1 AIRCRAFT RANGE

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

1.9.2.2 CONTEST NUMBERS

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

1.9.2.3 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)

1.9.3 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.

1.9.4 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.

1.9.5 PRACTICE & REST DAYS

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The practice from 12th to 14th August will be available to all competitors.

“Free Flights” can be open by Director in certain hours after finishing contest flights.

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

1.9.6 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

1.9.7 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)

1.9.8 INFORMATION BOARD AND OFFICIAL TIME

Copies of documents Task sheets, results, complaints and its answers, starting orders, briefing times etc. will be displayed on the Information Board. Internet information on above matter 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. Briefings will be recorded.

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The time and place for briefing will be published at the official information board.

All briefings will be held in English. 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 Republic of Poland (S10 4.23.1)

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

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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 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)

All other electronic devices with real or potential communication or navigation capabilities must be declared and approved for carriage by the Championship Director.

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

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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.

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

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)

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 canceled. Once all competitors in a class have taken off or had the

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opportunity to do so, the task will not be canceled except for reasons of force majeure.
(S10 4.30)

2.4 TYPES OF TASKS

Only tasks approved by CIMA or listed in S10 Annex 4 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

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 staff.

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.

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

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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

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 .penalized.

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 penalized.

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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)

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 fueling 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 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 GNSS flight recorder evidence, as briefed.

Control points may be: a geographical point a ground marker, or 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 the competitor recording the symbol and position on the declaration sheet.
- by flight recorder evidence.

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- by Marshal's report.

2.5.5 GNSS FLIGHT RECORDERS

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

Only CIMA approved loggers 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.

2.6. GENERAL SCORING RULES

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,

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

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)

2.7 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, with no fuel limit: **50%** of the total value of the tasks flown.

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

C Precision tasks: 20% 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

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4.34.11)

2.8 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 organizers, the FAI or the sporting code into disrepute.
- b. The use of banned substances.
- c. Unauthorised interference with an aircraft in a Secure Area.
- d. Entering Prohibited Area of the Airspace.
- 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 flight recorder

3. TASK CATALOGUE

Tasks for every day will be selected and announced by the Director from the

FAI Sporting Code - Section 10, Annex 4 edition 2014.

published by FAI and attached to the Championship Local Regulations. **S10a3a4.pdf**

Hard copies of relevant parts of the Annex will be distributed on request.

Detailed descriptions of a task, task sheet and map will be given on briefing .

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Name of Team Leader

Names/number of Assistants if known

.....
.....

Names/number of accompanying technical officials if known

.....
.....

ENTRY FEES

	Fee	Number	Total Entry fee
Pilot / Nav			
Assistant			
Team Leader			
Technical Official			

This amount is enclosed/will be paid by (date)

in the form of (currency)

Note : The closing date for the receipt of entry fees is 28 days before the start of the event.
Late entries may not be accepted.

We declare that the above information is true.

Signed : Position in NAC

Print Name Date

**LOCAL REGULATIONS FOR EUROPEAN MICROLIGHT CHAMPIONSHIPS 2015
WŁOCŁAWEK, POLAND**

PUBLICITY FORM (OPTIONAL)

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 1st 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 weight shift type of trike):

Wing type (weight shift only):

Engine type:

Registration mark

Country of registration