

Local Regulations

Update:16.03.2002 (1.4; 1.7;)

LOCAL REGULATIONS
FOR THE
OPEN EUROPEAN MICROLIGHT CHAMPIONSHIPS
2002
(EMC'02)

Nagykanizsa Airport, Hungary

14-21 July for Classic Classes, 11-18 August for New Classes

Organised by the

Hungarian Aeronautical Association,

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

CLARIFICATION

Note:

Microlight aircraft classes AL1, AL2, WL1, WL 2 are "Classic Classes".

Microlight aircraft classes WF1, PF1, PL1, PL2 are "New Classes",

where:

Microlight aircraft class AL1/AL2 is "3 axis" or "rigid wing" models flown solo/with two persons,

Microlight aircraft class WL1/WL2 is "trikes" flown solo/with two persons,

Microlight aircraft class PF1 is "PPG" or "powered Para-Gliders" flown solo

Microlight aircraft class WF1 is "Powered Hang Gliders" flown solo

Microlight aircraft class PL1/PL2 is "Powered Paraglider Trikes" flown solo/with two persons

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Part 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 Chapter 4, 4.2).

1.2 PROGRAMME DATES

1.2.1 OPEN EUROPEAN CLASSIC-CLASSES MICROLIGHT CHAMPIONSHIPS

Training, aircraft inspection, registration	11 -13 July,
Opening Ceremony:	14 July
First Competition briefing:	14 July, 18.00 hours
Contest Flying Days	15 -20 July
Closing Ceremony, Prize-giving	21 July, 12.00 hours

1.2.2 OPEN EUROPEAN NEW CLASSES MICROLIGHT CHAMPIONSHIPS

Training, aircraft inspection, registration	8 -11 August,
Opening Ceremony:	11 August,
First Competition briefing:	11 August, 18.00 hours
Contest Flying Days	12 -17 August,
Closing Ceremony, Prize-giving	18 August, 12.00 hours

1.3 OFFICIALS

1.3.1 CLASSIC CLASSES

Director:	Marton Ordody
Deputy Director:	Laszlo Toth
International Jury :	Richard Meredith Hardy, UK (President),

Stewards: Carlos Trigo, Portugal.
Tomas Backman, Sweden
Jacek Kibinsky, Poland
Jan Bem, Czech Republic.

1.3.2 NEW CLASSES

Director: Marton Ordody
Deputy Director: Vince Ferinc
International Jury : Thomas Gunnarson USA, (President)
Keith Negal UK,
Jacek Kibinsky, Poland
Stewards: Joel Amiable

1.4 ENTRY

The Championships are open to all Active Member and Associate Member countries of FAI within the continental region of Europe (Sporting Code General Section 3.5.4.3.) Countries outside of this regions may enter a team at the invitation of the Organizer and will compete as "guest" teams. Guests cannot be awarded with the title of European Champion and will receive the trophies of the Organizer (see 1.7.).

All countries may enter 6 aircrafts (no more) in each class

The official registration place is

<http://www.flymicro.com/comps>

The entry fee is:

- 350 Euros for each pilot and each co-pilot in each sub-class
- 100 Euros for each Team Leaders and official team members.

The entry fee includes:

- Competition operations (setting, controlling and evaluating the tasks)
- All competition materials (maps, films, task descriptions, control point atlases, etc.)
- Free use of the airport and its sanitary instalments
- Free entry to all official events.
- Camping place with electricity for each team

The entry fee is to be transferred before 15 May to a bank account

Beneficiary's name: ON 2001 Kft.
Beneficiary's address: H-1027 Budapest, Margit krt. 1., Hungary
Town and country: Budapest, Hungary
Beneficiary's account no: 11702036-20634483
SWIFT Code: OTPVHUHB
Beneficiary's bank name: NATIONAL SAVINGS BANK
Beneficiary's bank address: H-1027 Budapest, Margit krt. 8-10, Hungary

20% late entry fee penalty applies from 15 May.. Entries paid after 15 June may be refused.

1.5 INSURANCE

Obligatory are:

- a third party insurance of minimum 200 000 Euros/aircraft,
- a suitable personal accident insurance for team members valid in Hungary and not excluding competing with microlight aircrafts.

Insurance against damage to aircraft is highly recommended.

Documentary proof of insurance as specified in Bulletin 2 must be presented to the Organizers at Registration. The Organizer will offer insurance services for those competitors who do not have sufficient coverage.

Further information will be provided in Bulletin 2.

1.6 LANGUAGE

The official language of the Championships is English.

1.7 MEDALS AND PRIZES

FAI medals will be awarded to European pilots:

- Pilots placed first, second and third in each class.
- National European teams placed first, second and third in the Classic Classes and in Class PF1.
- FAI Diplomas will be awarded for those placed first to tenth.

The Organizers' trophies will be awarded to pilots being ranked according to the overall results calculated by taking into account performances of European and guest pilots together within a class independently of 1.8.1. Class Viability.

1.8 CHAMPIONSHIP CLASSES

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

A. Classic-Classes Microlight Championships:

WL1 with everyday word usage:	solo trikes
WL2:	two seater trikes
AL1:	solo 3axis
AL2:	two seater 3axis

B. New Classes Microlight Championships

PF1: with everyday word usage:	solo powered para gliders
PL1,	solo powered para trikes
PL2	two seater powered para trikes
WF1:	solo powered hang gliders

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

1.8.1 CLASS VIABILITY (S10 Chapter4, 4.3.2)

For the championships to be valid there must be competitors from no less than 4 European 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..

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 and qualifications
- Evidence of competitor's nationality
- Valid FAI Sporting License for pilot and navigator
- Aircraft Certificate of Airworthiness or Permit to Fly and minimum speed declaration
- Evidence of conformity to class rules
- Certificate of Insurance
- Receipt for payment of entry fees.

The Registration Office will be open as indicated on the information board.

Registration forms may be inspected by Team Leaders on request prior to the start of competition flying

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.

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, 1.3.1/1.3.2).

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, 4.19.4)

All aircraft must be made available during the Registration period for an acceptance check in the configuration in which they will be flown. The 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.

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.

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 (S10 Chapter 4, 4.19.4).

1.9.6 REST DAYS

Rest days. 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).

It is imperative that 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 of publication of the OFFICIAL task results, except that after the last contest task it is 2 hours. The protest fee is 50 Euros (Chapter 4, 4.30.1-2)

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.

Procedures for flight preparation, takeoff, flying the task, landing and scoring together with any penalties will be specified in each task description. (S10 Chapter 4, 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 country in which the championships are held. (S10 Chapter 4, 4.19.1)

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 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. Unauthorised aerobatics are 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 controlled aircraft 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 Chapter 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 control may be undertaken on any competitor at any time.
- The decision to impose anti doping 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

1.10.8 AIRFIELD DISCIPLINE

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

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 APPARATUS:

Radios, VOR, GPS and similar electronic navigation aids are prohibited. The normal penalty is disqualification from the competition. ELT's without voice transmission capability are permitted. Mobile phones may be carried in a pre-declared sealed container for use solely in the event of an emergency. The director must be immediately informed if the seal is broken. (S10 Chapter 4, 4.22.3)

Before each task the Director will ask marshals to check for infringements. The normal 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 Chapter 4, 4.22.1/2)

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. However in the event of a mechanical failure occurring within 5 minutes of take-off, a further start may be made without penalty. 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 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 Chapter 4, 4.25.3)

1.11.4 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.
- B Fuel economy, speed range, duration, with limited fuel.
- C Precision

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

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 championship or reverse championship order

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

Outlandings will normally 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 report and films. 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, 4.29.1)

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.

1.12 CONTROL OF TASK FLIGHTS.

1.12.1 TIMING

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

Data back cameras will be used for time calculation.

1.12.2 FUELLING

Fuel will be measured by weight or volume 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 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.

Control points may be: A geographical point, a ground marker, a landing marker (PF's) or a kicking stick (PF's)

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 photography
- by the competitor recording the symbol and position on the declaration sheet
- by a Marshall's report.
- by flight recorder evidence (Delete if FR's are not permitted).

The precise requirements will be described in the Task Description.

(Delete if FR's are not permitted). If the pilot fails to provide satisfactory or correct evidence according to the requirements above, but has GNSS flight recorder evidence, and can prove the flight recorder was physically in the aircraft in question, then, at the discretion of the competition director, this may be used as an alternative form of proof.

1.13 SCORING

1.13.1 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 are rounded up to the nearest 0.5 km. All times are taken to hours, minutes and seconds. (S10 Chapter 4, 4.29.5)

A pilot who did not fly scores zero and will be marked DNF on the score sheet. A pilot who is disqualified will be marked DSQ (S10 Chapter 4, 4.29.6)

Deduction of penalty points shall be made after scoring for that task is completed. (S10 Chapter 4, 4.29.7)

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, 4.29.8)

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, Competitors name, Country of competitors, the Competitors Number and Score. Score sheets shall be marked *Provisional*, *Official* or if a protest is involved, *Final*. (S10 Chapter 4, 4.29.1)

1.13.2 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.

Part 2, Applies to classes AL1, AL2, WL1, WL2 (Classic classes)

2.1 GENERAL REMARKS

2.1.1 RANGE

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 100m x 25m. The penalty for failing to take off or land entirely within the deck will be 20% - 50% of pilot score, as briefed.

2.1.3 CONTROL OF CLASS CONFORMITY:

Any aircraft may be weighed 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. The take-off weight must not exceed the FAI definition of a microlight for the class in which it is flown.

2.2 CONTEST NUMBERS

The numbers or letters supplied by the organisers 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. . Identification may also be required on other parts of each microlight (e.g. fin, cockpit side or pilot's helmet).

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 Chapter 4, 4.20.1)

2.4 FLIGHT CONTROL

2.4.1 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.

2.4.2 DISTANCE MEASUREMENTS

Distance will be measured for all competitors on the same official map, of a scale of 1:200 000. Measurement will be made to the nearest 0,5 km.

2.5 SCORING

2.5.1 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

2.5.2 PRECISION TASKS

Maximum score: 250 points per task or 2 x 250 points for the combined precision task.

2.5.3

The number of tasks flown in each class during the Championships must as far as possible be very close to: A:B:C = 0.5 : 0.25 : 0.25

2.5.4

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

The team prize shall be computed from the sum of the score of the top 3 pilots of each country in each task in the classic classes. The task score for which a pilot is disqualified shall not count for team scoring. Other valid tasks flown by this pilot are not affected.

Part 3, Applies to classes PF1

3.1 GENERAL REMARKS

3.1.1 RANGE

All aircraft will be expected to have a still air range of 100 km.

3.1.2 THE SECURE AREA

Is a clearly marked area where aircraft must be placed from time to time as instructed by the director. Once in the Secure Area and without the express 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.

3.1.3 A "CLEAN" TAKE OFF

Is defined as a take off attempt in which the canopy does not touch the ground between the moment it first leaves the ground and the moment ten seconds after the entire aircraft including the pilot is airborne.

3.1.4 THE LANDING DECK

- - A landing deck is a clearly marked area 100m x 100m.
- - There will be one landing deck provided for every 30 competitors within one class.
- - A landing deck will have a windsock within 100m of its boundary.
- - There will be no significant obstacles within 200m of the boundary of a landing deck.
- - Unless otherwise briefed, penalties will be awarded to Pilots if any part of their aircraft's touching the ground anywhere outside the landing deck during a task.

3.2 CONTEST NUMBERS

PFs shall carry the number centrally on the underside of the canopy, top towards the leading edge.

3.3 EQUIPMENT

3.3.1 EMERGENCY EQUIPMENT

An emergency parachute is not to be considered as a part of the structural entity of an aircraft and may be removed or added during a competition.

3.3.2 PROTECTIVE EQUIPMENT

A protective helmet must be worn whenever the pilot is strapped into the harness of an aircraft. An emergency parachute system is highly recommended.

3.3.3 PROHIBITED EQUIPMENT

In addition to those items detailed in Part 1 of the local regulations: Disposable ballast & binoculars.

3.4 FLIGHT CONTROL

3.4.1 TIMINGS

Normally, take-off times are taken at the moment the aircraft leaves the ground.

Normally, landing times are taken at the moment a pilot's feet or any other part of the pilot or the aircraft touches the ground.

Timings may also be taken when the pilot kicks a stick or flies overhead an observer as briefed for the task in question.

In the case of a take-off time window, the precise time of take-off is entirely at the discretion of the pilot but should be within the overall time window. The clock start running either at that moment or in a moment given to the pilot to fly overhead the Initial Point of the course.

In the case when a particular take-off time is given, the clock will start running at that moment and the pilot may subsequently take-off at any time.

3.4.2 DISTANCE MEASUREMENT

Distance will be measured for all competitors on the same official map, of a scale not smaller than 1:100 000. Measurement will be made to the nearest 0.5 km.

3.4.3 FUEL MEASUREMENT

Fuel will be measured by weight or volume but will be consistent for any given refuelling session. 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. Competitors must be able to demonstrate that their entire fuel system is empty.

3.4.4 FLIGHT ACCURACY MEASUREMENT

Ground markers

- - Certain ground markers may be designated as "Landing markers", where a bonus score may be available in the task for landing on the marker. Landing markers are min. 4m x 4m.

Kick sticks

- - Some tasks may involve the use of "Kicking sticks". A valid strike on a stick is one where the pilot or any part of the aircraft has been clearly observed to touch it.
- - The stick should be approx. 2m in height, visible from a range of at least 250 meters, and of a construction such that it is unlikely to enter an aircraft's propeller once struck. (Standard ski slalom posts are recommended).
- - One or more sticks may be used in a task for the purposes of separating elements of that task (e.g. to take a time) and a bonus score may be available for successfully kicking a sequence of sticks in a given order and/or time.

3.5 FLYING THE TASKS

3.5.1 PROPORTIONS

The proportion of the tasks accumulated during the Championships is approximately A: B:C = 1/3:1/3:1/3

3.5.2 ASSISTANTS

Help from assistants is positively encouraged until an aircraft enters the deck to start a task. From that moment onwards, all external assistance is forbidden except from marshals or those people expressly appointed by the Director, until the moment the aircraft leaves the deck having finished a task, or otherwise lands according to the outlanding rules.

3.5.3 TAKE-OFF

A PF must be foot launched for all tasks.

No pilot may take-off without permission from the Director or a Marshal.

Open window or given order of take off may be applied to tasks.

All take-offs, unless otherwise briefed, must be effected entirely within the landing deck, except for emergency provisions given at briefing. Failure to comply will result in a penalty of 20% of the pilot's score.

Before departure a pilot and/or his aircraft may be inspected at any time for contravention of any regulations. It is the duty of competitors to assist marshals as much as possible in assisting and expediting any inspection.

Except in specified tasks, an aborted take-off does not in principle attract any penalty, however the pilot must comply with any instruction from the marshals to expedite a re-launch or the pilot risks being relegated to the end of the queue.

In the case where the take-off order is given - No more than six pilots are permitted on a take off deck at any one time.

- - The first 6 pilots must be ready to takeoff at the start of the task.
- - Every pilot must take off before the sixth pilot in order after him has taken off or a 20% penalty will apply.
- - If a marshal considers a pilot to be causing unreasonable delay (has been on the deck more than 20 minutes with the opportunity to take off), a 20% penalty will apply.

In the case where a particular take-off time is given, the clock will start running at that moment and the aircraft may subsequently take-off at any time.

3.5.4 FLIGHT LIMITATIONS

Aerobatics and manoeuvres such as stalls, B-line stalls, deep stalls and spins are prohibited. 'Big ears' is accepted.

3.5.5 LANDING

All landings, unless otherwise briefed, must be effected entirely within the landing deck, except for emergency provisions given at briefing. Failure to comply will result in a penalty of 20% of the pilot's score. The pilot may be liable to penalty if he or any part of his PF touches the ground outside the deck before he has removed his aircraft.

- - Upon landing, pilots must immediately remove their PFs from the deck.
- - Landings outside the landing deck but within the airfield boundary will attract a 20% penalty.
- - Pilots 'abandoning' their PFs on the landing deck will be liable to penalty.

In tasks where PF pilots are asked to make a precision landing or to land on a marker, the objective is for the pilot to make a good landing on his own two feet without falling over. "Falling over as a result of the landing" will be interpreted as:

- - GOOD: If the pilot falls to ONE knee - landing score as achieved.
- - BAD: If the pilot falls to TWO knees OR if any part of the power unit touches the ground during the landing process - zero landing score.

In tasks where the pilot is asked to switch off his engine above specific heights, the heights will be determined by:

- - 500 Ft: "The engine must be stopped & propeller stationary for a minimum period of 60 seconds before any part of the aircraft or the pilot touches the ground."
- - 15 ft: "The engine must be stopped & propeller stationary for a minimum period of 2 seconds before any part of the aircraft or the pilot touches the ground."

Obstruction at landing markers: If a pilot or any part of his PF obstructs the attempted landing or the takeoff of another competitor at a landing marker then a 20% penalty will apply. However, any pilot who scores more than zero for his landing at a landing marker has exclusive use of the area immediately surrounding the marker for a maximum period of one minute in which to clear his aircraft from the area.

3.5.6 EMERGENCIES

All pilots must fold up their canopies immediately upon landing. A canopy that has not been folded within three minutes indicates the pilot is in need of help. Any pilot who observes such a situation is obliged to render assistance and contact the organization as soon as possible.

3.6 SCORING

3.6.1 ALL TASKS

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

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

Where: Q = pilot scores, Q max = best score for the task, P = Total score

but, depending on the task, absolute scores for pilots' performance may also be awarded either in combination with the above or exclusively. Where a combination is used the total available absolute score shall not be more than 50% of the total available score.

e.g.: $P = Q/Q_{\max} \times 750 + y$ (where the maximum value of y would be 250)

OR $P = y$ (where the maximum value of y could be 1000)

In all cases: P = Total score, Q = pilot score, Q max = best score for an element of the task, y = an absolute score

The winner of the class shall be the pilot gaining the highest total points in the class

The team prize is computed from the sum of the scores of the top 3 pilots of each country in each task, provided that there are at least 4 teams with a minimum of two pilots in each. 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.

Part 4, Applies to classes WF1

4.1 GENERAL REMARKS

4.1.1 RANGE

All aircraft will be expected to have a still air range of 100 km.

4.1.2 THE SECURE AREA

Is a clearly marked area where aircraft must be placed from time to time as instructed by the director. Once in the Secure Area and without the express 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.

4.1.3 A "CLEAN" TAKE OFF

Is defined as a take off attempt in which the wing does not touch the ground between the moment it first leaves the ground and the moment ten seconds after the entire aircraft including the pilot is airborne.

4.1.4 THE LANDING DECK

- - A landing deck is an area marked with concentric circuits with a + canvas sign as the centre. Radiuses of the circuits range from from R=2m to R=50m.
- - A landing deck will have a windsock within 100m of its boundary.
- - There will be no significant obstacles within 200m of the boundary of a landing deck.
- - Unless otherwise briefed, penalties will be awarded to Pilots if any part of their aircraft's touching the ground anywhere outside the landing deck during a task.

4.2 CONTEST NUMBERS

WFs shall carry the number on the underside of the right wing, top towards the leading edge.

4.3 EQUIPMENT

4.3.1 EMERGENCY EQUIPMENT

An emergency parachute is not to be considered as a part of the structural entity of an aircraft and may be removed or added during a competition.

4.3.2 PROTECTIVE EQUIPMENT

A protective helmet must be worn whenever the pilot is strapped into his harness. An emergency parachute system is highly recommended.

4.4 FLIGHT CONTROL

4.4.1 TIMINGS

Take-off times are taken at the moment the pilot's feet leave the ground.

Landing times are taken at the moment a pilot's feet or any other part of the pilot or the aircraft touches the ground.

Timings may be taken

- · when the pilot flies overhead an observer, or
- · when touches the ground, goes on and flies the remaining part of the task.

A task is deemed to have started the moment the first pilot is ready to take-off and ends the moment the last pilot has landed and has exited the landing deck.

In the case of a take-off time window, the precise time of take-off is entirely at the discretion of the pilot but take off should fall within the overall time window. The clock starts running either at the moment the pilot's feet leave the ground or as briefed.

In the case when a particular take-off time is given, the clock will start running at that moment and the pilot may subsequently take-off at any time.

4.4.2 DISTANCE MEASUREMENT

Distance will be measured for all competitors on the same official map, of a scale not smaller than 1:100 000. Measurement will be made to the nearest 0.5 km.

4.4.3 FUEL MEASUREMENT

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

Competitors must be able to demonstrate that their entire fuel system is empty.

4.4.4 FLIGHT ACCURACY MEASUREMENT

Ground markers are constructed of canvases pegged onto the ground with measures of 4m x 0.7 m and with a colour differentiating them from the ground. The shape of the markers is taken from a marker-catalogue.

4.5. FLYING THE TASKS

4.5.1 PROPORTIONS

The proportion of the tasks accumulated during the Championships is approximately A: B:C = 1/4:1/2:1/4

4.5.2 ASSISTANTS

Help from assistants is positively encouraged until an aircraft enters the deck to start a task. From that moment onwards, all external assistance is forbidden except from marshals or those people expressly appointed by the Director, until the moment the aircraft leaves the deck having finished a task, or otherwise lands according to the outlanding rules.

4.5.3 TAKE-OFF

A WF must be foot launched for all tasks.

No pilot may take-off without permission from the Director or a Marshal.

Open window or given order of take off may be applied to tasks.

All take-offs, unless otherwise briefed, must be initiated from within the landing deck, except for emergency provisions given at briefing.

An aircraft may be inspected at any time for contravention of any regulations. It is the duty of competitors to assist marshals as much as possible in assisting and expediting any inspection.

Except in specified tasks, an aborted take-off does not in principle attract any penalty, however the pilot must comply with any instruction from the marshals to expedite a re-launch or the pilot risks being relegated to the end of the queue.

4.5.4 FLIGHT LIMITATIONS:

Aerobatics are prohibited.

4.5.5 LANDING

All landings, unless otherwise briefed, must be effected entirely within the landing deck, except for provisions given at briefing. Failure to comply will result in a penalty of 20% of the pilot's score. The pilot may be liable to penalty if he or any part of his WF touches the ground outside the deck before he has removed his aircraft.

- - Upon landing, pilots must immediately remove their WFs from the deck.
- - Landings outside the landing deck but within the airfield boundary will attract a 20% penalty.
- - Pilots 'abandoning' their WFs on the landing deck will be liable to penalty.

In tasks where WF pilots are asked to make a precision landing or to land on a marker, the objective is for the pilot to make a good landing on his own two feet without falling over. "Falling over as a result of the landing" will be interpreted as:

- - GOOD: If the pilot falls to ONE knee - landing score as achieved.
- - BAD: If the pilot falls to TWO knees. Parts of the power unit designed to hold the unit while landing or taking off may touch the ground.

In tasks where the pilot is asked to switch off his engine above specific heights, the heights will be determined by the task description.

Obstruction at landing markers: If a pilot or any part of his PF obstructs the attempted landing or the takeoff of another competitor at a landing marker then a 20% penalty will apply. However, any pilot who scores more than zero for his landing at a landing marker has exclusive use of the area immediately surrounding the marker for a maximum period of one minute in which to clear his aircraft from the area.

4.5.6 EMERGENCIES

In unattended places pilots must disconnect themselves from their wings immediately upon landing. A pilot standing under the wing not in the body-position of taking off is in need of help. Any pilot who observes such a situation is obliged to render assistance and contact the Organization as soon as possible.

4.6 SCORING

4.6.1 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

4.6.2 PRECISION TASKS

According to Task Catalogue. Maximum score 250 for the best of the task.

4.6.3.

The winner of the class shall be the pilot gaining the highest total points in the class. The team prize is computed from the sum of the scores of the top 3 pilots of each country in each task, provided that there are at least 4 teams with a minimum of two pilots in each. 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.

Part 5, Applies to class PL1 and PL2

5.1 GENERAL REMARKS

5.1.1 RANGE

All aircraft will be expected to have a still air range of 100 km.

5.1.2 THE SECURE AREA

Is a clearly marked area where aircraft must be placed from time to time as instructed by the director. Once in the Secure Area and without the express 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.

5.1.3 A "CLEAN" TAKE OFF

Is defined as a take off attempt in which the wing does not touch the ground again after the entire wing gets into the air.

5.1.4 THE TAKE OFF AREA

According to the relevant task description.

5.2 CONTEST NUMBERS

PLs shall carry the number centrally on the underside of the canopy, top towards the leading edge.

5.3 EQUIPMENT

5.3.1 EMERGENCY EQUIPMENT

An emergency parachute is not to be considered as a part of the structural entity of an aircraft and may be removed or added during a competition.

5.3.2 PROTECTIVE EQUIPMENT

A protective helmet must be worn whenever the pilot is strapped into the seat. An emergency parachute system is highly recommended. .

5.4 FLIGHT CONTROL

5.4.1 TIMINGS

Take-off times are taken at the moment wheels leave the ground.

Landing times are taken at the moment the wheels touch the ground.

Timings may be taken

- when the pilot flies overhead an observer, or
- when touches the ground, goes on and flies the remaining part of the task.

A task is deemed to have started the moment the first pilot is ready to take-off and ends the moment the last pilot has landed and has exited the landing deck.

In the case of a take-off time window, the precise time of take-off is entirely at the discretion of the pilot but take off should fall within the overall time window. The clock starts running either at that moment or as briefed.

In the case when a particular take-off time is given, the clock will start running at that moment and the pilot may subsequently take-off at any time.

5.4.2 DISTANCE MEASUREMENT

Distance will be measured for all competitors on the same official map, of a scale not smaller than 1:100 000. Measurement will be made to the nearest 0.5 km.

5.4.3 FUEL MEASUREMENT

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. .

5.4.4 FLIGHT ACCURACY MEASUREMENT

Ground markers are constructed of canvases pegged onto the ground with measures of 4m x 0.7 m and with a colour differentiating them from the ground. The shape of the markers is taken from a marker-catalogue.

5.5. FLYING THE TASKS

5.5.1 PROPORTIONS

The proportion of the tasks accumulated during the Championships is approximately A: B:C = 1/2:1/4:1/4

5.5.2 ASSISTANTS

Help from assistants is positively encouraged until an aircraft enters the deck to start a task. From that moment onwards, all external assistance is forbidden except from marshals or those people expressly appointed by the Director, until the moment the aircraft leaves the deck having finished a task, or otherwise lands according to the outlanding rules.

5.5.3 TAKE-OFF

No pilot may take-off without permission from the Director or a Marshal.

Open window or given order of take off may be applied to tasks.

All take-offs, unless otherwise briefed, must be initiated from within the landing deck, except for provisions given at briefing.

An aircraft may be inspected at any time for contravention of any regulations. It is the duty of competitors to assist marshals as much as possible in assisting and expediting any inspection.

Except in specified tasks, an aborted take-off does not in principle attract any penalty, however the pilot must comply with any instruction from the marshals to expedite a re-launch or the pilot risks being relegated to the end of the queue.

5.5.4 FLIGHT LIMITATIONS

Aerobatics are prohibited.

5.5.5 LANDING

All landings, unless otherwise briefed, must be effected entirely onto the landing deck, except for provisions given at briefing. Failure to comply will result in a penalty of 20% of the pilot's score. The pilot may be liable to penalty if he or any part of his PL touches the ground outside the deck before he has removed his aircraft.

- - Upon landing, pilots must immediately remove their PLs from the deck.
- - Landings outside the landing deck but within the airfield boundary will attract a 20% penalty.
- - Pilots 'abandoning' their PLs on the landing deck will be liable to penalty.

In tasks where the pilot is asked to switch off his engine above specific heights, the heights will be determined by the task description.

Obstruction at landing markers: If a pilot or any part of his PL obstructs the attempted landing or the takeoff of another competitor at a landing marker then a 20% penalty will apply. However, any pilot who scores more than zero for his landing at a landing marker has exclusive use of the area immediately surrounding the marker for a maximum period of one minute in which to clear his aircraft from the area.

5.5.6 EMERGENCIES

All pilots must fold up their canopies immediately upon landing. A canopy that has not been folded within three minutes indicates the pilot is in need of help. Any pilot who observes such a situation is obliged to render assistance and contact the organization as soon as possible.

5.6 SCORING

5.6.1 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

5.6.2 PRECISION TASKS

According to Task Catalogue. Maximum score 250 for the best of the task.

5.6.3.

The winner of the PL class shall be the pilot gaining the highest total points in the class. The team prize is computed from the sum of the scores of the top 3 pilots of each country in each task in both PL Classes, provided that there are at least 4 teams with a minimum of two pilots in each. 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.

Weight policy EMC'02

Director's policy statement regarding the weight of microlights.

The following will happen at Nagykanizsa Airport before the start of the championships.

At Registration every microlight will be given a competition identification number which is to be placed onto the wing according to information given. With

- number on the wing,
- pilots in full gear,
- cabin with full equipment,
- tank full

the aircraft is to be taken to the recording place. Here the configuration, shape and colors will be recorded, and aircrafts selected by the Director or the ones volunteering to get measured will be scaled.

After any task during the competition the aircraft and crew may be asked by the Director to go under configuration and weight control. Aircrafts are tested for conformity and will be found appropriate if during flying the task:

- a 2 seat microlight weighed less than 450 kg, with
 - the pilot or 84kg (whichever is greater)
 - the co-pilot or 84kg (whichever is greater)
 - full fuel or 22 kg (whichever is less)
- a solo microlight weighed less than 300 kg, with
 - the pilot or 84kg (whichever is greater)
 - full fuel or 15 kg (whichever is less).

If a parachute system is carried, this may be removed before weighing and fitted again after weighing.

For your reference, have a look at Sporting Code Section 10, para 1.3.

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