



TASK CATALOGUE
Version 8 – August 29th 2018

**FOR THE 2018
BRITISH OPEN PARAMOTOR CHAMPIONSHIPS
AND
BRITISH NATIONAL PARAMOTOR CHAMPIONSHIPS**

**Location: Dairy House Farm, Worleston, UK
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1. Introduction

1.1 INTRODUCTION

For 2018, we present a significantly new format for championships, not previously used in the UK. The emphasis is on navigation and endurance by maximising flying hours and the enjoyment of pilots, and the avoidance of extensive or complex rules, and a minimum of briefings after the first initial one. This is based on the "Paramotor Endurance Championship" format, originally developed by Paap Kolar in Estonia, and now adapted for the British Open Championship context. Whilst incorporating many aspects of tasks that have been used before, the intention is to promote real pilots' flying skills, both through in-flight decision making and through flight planning on the ground, and provide a competition that is fun, accessible, and inclusive to all UK pilots, with primarily, lots of airtime hours!

Fundamentally, the competition is an extended, large-scale turnpoint hunt that takes place over a period of several days. Pilots are permitted a maximum number of flying hours each day, within a longer flying window that utilises the majority of daylight hours. Pilots may make a number of refuelling stops within each daily flying period, and can gain extra points from landing in particular designated zones on their route, or flying certain prescribed sections of the route accurately. They will normally conclude their day's flying by returning to the airfield; occasionally an alternative final landing point may be briefed if windy conditions dictate. Careful flight and weather planning is therefore essential, as is equipment selection to maximise the distance/fuel economy balance of long distance flight.

Key features of the paramotor endurance format are:

- Significantly enlarged competition map area (approximately 10,000 km²), with minimal restrictions and no fly zones.
- Many hours flying over spectacular and varied terrain.
- A strong focus on personal flight planning, airborne decisions and practical paramotoring and piloting skills.
- Free choice of flight windows up to a maximum (specified) limit of airtime hours per day, within a larger task window that utilises the majority of daylight hours.
- Bonus task points available for precision navigation by flying prescribed routes. Some of these may also require pre-declared speed elements.
- Bonus task points available for performing precision landings in designated areas.
- Minimum of briefings and penalties.
- Simple and fast scoring, using live GPS tracking to follow pilots.

1.2 DISCOVERY CLASS

In recent years, the 'Discovery Group' has been developed in British paramotor competitions as a means by which new pilots can get a taste for competition, and develop their skills without committing to the full intensity of officially scored tasks flown without GPS.

For the first time in 2017, Discovery pilots were fully integrated into the main competition tasks as much as possible, whilst providing appropriate modifications to improve accessibility for the newcomers. The tasks provide a framework that should enable discovery pilots to develop their skills, confidence, and enjoyment in competitions, without pushing them beyond safe limits of their experience level.

In 2018, The Discovery group is further integrated into the main championship by being included as a full competition class. Pilots will fly exactly the same tasks as the main championship, with the simple exception that they are permitted to use GPS for navigation, and are not subject to restrictions on the use of smartphones or other navigation aids. They are also not required to make pre-flight declarations (although they may do so if they wish), or to switch off their engines at 500ft for precision landing tasks. As a competition class, there will be trophies awarded for 1st, 2nd, and 3rd place in the Discovery class.

Specific details of 'Discovery Options' as a variation to the full task are described in the individual task catalogue sections.

1.3 CHAMPIONSHIP CLASSES

Competitors may enter in the following classes:

British Open Championship Classes:

PF1: Solo Footlaunch Paramotor
 PF2: Tandem Footlaunch Paramotor
 PL1: Solo Paramotor Trike

Discovery Classes:

PF1d: Solo Footlaunch Paramotor (Discovery)
 PF2d: Tandem Footlaunch Paramotor (Discovery)
 PL1d: Solo Paramotor Trike (Discovery)

1.4 COMPETITION MAPS

One full set of colour printed competition maps will be provided to each competitor. The following features will be indicated on the official competition map:

AF: Airfield.

Does not score as a turnpoint.

TP: A standard turnpoint to be flown through.

Landing here is forbidden and invalidates the score. Pilots score 2 points for the first time each TP is crossed in the competition, and a further 1 point for each time they cross it thereafter, so long as a minimum of three other turnpoints have been crossed in the intervening period.

FD: A Fuel Depot point.

Marshal controlled refuelling point. Pilots should bring adequate spare fuel containers to provide marshals with reserves before flying each day. Performing a normal landing at these points will score the same as with turnpoints, 2 points for the first time it is used as a landing and 1 point each time thereafter. FD points may also contain a precision landing task, as per briefing. There will be a maximum of two of FD points.

NFZ: No-Fly Zone.

This may be CAA restricted airspace, or additional local restrictions. Incursions will typically incur a 50% reduction in the points scored for that day's flying, or more at the discretion of the director.

Not shown on the official map, but included for scoring purposes on precision routes:

HG: A Hidden Gate.

Hidden Gates are a straight line 250m wide perpendicular to the briefed track (i.e. 125m to each side). They are used for scoring navigation or timing accuracy as per tasks 2.2, 2.3, and 2.4

Pilots in Open Championship classes must fly only with the maps provided or the CAA air map and may not use any additional navigation aids.

Pilots in Discovery classes may fly with any additional maps, GPS units, google earth images etc that they wish to.

1.5 BRIEFINGS, TASK WINDOWS, AND FLYING HOURS

The intention of this format is to minimise the number and length of competition briefings. The first briefing will take place at 9pm of the evening before the first day's flying (Wednesday 29th August), at which all essential information relating to the tasks, the map area, and the flying site and local rules will be given.

Short 'top-up' briefings will be held at 9pm on each day of the competition thereafter, at which further specific information relating to the following day's flying will be given. According to requirements of weather or other factors, additional briefings may still be called at other points during the competition if necessary.

The task window will normally be open from 0700 to 2000 daily, throughout each day of the competition, unless briefed otherwise.

A maximum total number of airtime hours a pilot may fly for any particular competition day will be defined by the director at the evening briefing the night before. This will be based on weather forecasts, and will be no more than 5 hours for any one day. Airtime will be computed from the GPS track as the time a pilot's feet are off the ground, and there will be a penalty for exceeding this.

1.6 FUELLING

Competitors wishing to use the option to refuel at the FD (Fuel Depot) zones during the tasks should bring their own containers to the championship which they can give to the marshals who will be on duty in the FDs. There will be a maximum of two FDs designated for any particular day's flying. Competitors will be expected to carry their own oil with them for refuelling and should bring appropriate containers for this. Funnels, filters etc to enable refuelling will be provided at the Fuel Depot points.

For any particular flying day, the director may brief a maximum limit to the amount of fuel that can be used (as per task 2.2). When such a task is defined, landings and takeoffs will only be performed at the Airfield, i.e. where marshals can monitor pilots during refuelling. When fuel is limited in this way, the amount of fuel specified will be between 5 and 10 litres, to be defined by the director at the briefing. The amounts of fuel allowed may be different for each competition class. The period at which this task is most likely to take place will be indicated at the first briefing, based on updated weather forecasts.

Open Championship classes: fuelling to the specified limit will be done under supervision of marshals and fuel tanks will be sealed by marshals before flight.

Discovery classes: the same fuel limitation applies but Discovery pilots may carry as much fuel as they wish; fuel will be measured by weighing pilot+machine into and out of the flight deck.

1.7 LANDINGS / OUTLANDINGS

During the tasks, pilots may land in the Airfield, or in FD (Fuel Depot) points to refuel. Any of these landings may be used as a rest break or a pause for strategic reasons, and pilots may take as many breaks as they wish during the day. Breaks are encouraged for safety reasons.

Pilots are expected to conclude their day's tasks by landing back at the airfield, or at one of the FD points (from which transport will be provided back to the Airfield). Failure to do so will be considered an Outlanding.

Outlandings are classed as a landing anywhere other than that official Airfield or the FD points. An outlanding will invalidate all points scored by the pilot in the previous 30 minutes flying prior to the landing. If a pilot outlands with an engine or other problem during the task, they may, within the flying window, repair their aircraft, and continue flying to score more points for the day; these points will not be subject to any further penalty. If the aircraft can be repaired in the field, a pilot may take off again and continue the task without further penalty. Pilots may return to the airfield to make these repairs if necessary and if transport is available. Where possible, roving marshal teams in vehicles will be assigned to assist with retrievals.

If a pilot has an outlanding, he/she must inform the organisers by telephone, with the minimum of delay and at the latest by the closing time of the task. If carrying a basic mobile phone (Open Championship Classes), they may do this without further penalty. If they need to break the seal on either a smartphone (or the fuel system, if defined), the 50% penalty for the day's flying up to the point of outlanding applies.

Upon outlanding, a pilot must fold up their canopy within 3 minutes of landing. A canopy that has not been folded within three minutes indicates that the pilot is in need of help. Any pilot who observes such a situation is obliged to render assistance and contact the organisation as soon as possible. A competitor landing to help an injured pilot shall not, at the discretion of the Director, be disadvantaged by this action.

The above procedure is evidently not applicable when the wing is being laid out for takeoff, but pilots should beware not to leave the equipment laid out ready and then wait for long periods before taking off.

1.8 ELECTRONIC EQUIPMENT

All pilots shall carry a Flight Recorder which will be issued by the competition organisers. This should be kept switched on and logging throughout flight to enable scoring. Competitors may carry a backup GPS unit of their own, but if competing in the Open Championship this must be sealed before flight and signed off by a marshal. The above rule does not apply to Discovery Class, who may use whichever GPS aids they wish to.

Competitors in Open Championship classes are not permitted to use any other navigational aids. Smartphones with Internet or GPS capability may be carried as a back-up but must be checked as switched off and be sealed by marshals before flight. Competitors are advised to carry a 'basic' non-GPS or internet enabled phone, which may be unsealed during flight, and this number will be used for notification of task cancellations. This will also enable pilots to telephone marshals for retrieval in the event of landing out without further penalty.

Sealed devices may only be unsealed during a day's flight in order to change batteries. This must be done in the presence of marshals at the airfield or at FD points.

1.9 AIRCRAFT AND OTHER EQUIPMENT

Each 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 and carburettor jets may be changed. Any further changes to equipment, i.e. replacement of parts as a result of damage, must be approved by the director.

Aircraft must be flown with manufacturer standard fuel systems only... i.e. no pilot modifications to fuel systems such as additional tanks are permitted, except for standard maintenance replacement of fuel pipes, bulbs, and filters. This restriction includes the use of header tanks or "comp bottles". There is no need to carry additional or extended fuel tanks because pilots may land to refuel as many times as they need to.

A protective helmet must be worn whenever the pilot is strapped into the harness of an aircraft. Paramotor engines may only be started on the back of the pilot (i.e. not resting on the ground), and when the pilot is wearing a helmet.

An emergency parachute system is mandatory.

1.10 ASSISTANCE TO PILOTS

Any assistance to pilots on the ground is encouraged, but no assistance may be given to Open Championship class pilots in-flight, or in any way regarding their navigation.

As described in 1.7, any pilot observing that another pilot has landed and has not folded their canopy within 3 minutes is obliged to render assistance. The director will decide on appropriate measures after the event to ensure that this does not disadvantage the pilot giving assistance.

1.11 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. At any time, the Director may decide to cancel the task, for sporting or safety reasons.

As weather across the whole competition area may vary significantly, it will be pilots' sole responsibility to make appropriate decisions whether and where to take off or not, where and when to fly and land and to take care of their safety.

A task cancellation system will be used only in extreme cases by decision of Competition Director. In the event of task cancellation, an SMS message with the word "CANCEL" will be broadcast to all competitors using basic non-GPS phones (or normal phones for Discovery Group). Competition and all scoring will stop at the time the text message is sent, and scores for the day will be calculated up to that time.

In the event of task cancellation, a red tarpaulin will be laid out over the center of the takeoff deck at the competition airfield. Pilots seeing this should land immediately, but should pay careful attention to their surroundings in case of the possibility that an air ambulance has been called in.

1.12 CHAMPIONSHIP VALIDITY

The Championship will be considered valid if a minimum of 5 hours task flying throughout the period of the championship is available and open to competitors.

2. Task details

2.1 PRIMARY NAVIGATION TASK – TURN POINT HUNT

Objective

To fly a course of the pilot's choice between as many turn points or markers as possible within a given maximum time period. Bonus points are available for following certain prescribed routes between particular turn points.

This task runs as the standard format of flying throughout the competition. All other tasks are to be performed within and during the structure of this primary task.

Special rules

- This task runs daily throughout the competition. It is defined as a new task for each day of competition.
- Daily task window of available flight time to be specified by the director and briefed. Barring adverse weather conditions, this is expected to be between 0700 and 2000.
- Daily maximum number of pilot airtime hours to be specified by the director and briefed. 5 hours will be standard.
- All turnpoints shown on the maps provided are included in this task, unless otherwise briefed.
- Pilots must conclude the day's flying by landing at either the competition airfield or one of the refuelling zones (from which transport back to the airfield will be arranged).

Scoring

Each TP passed correctly in the air for the first time will score 2 points.

Each TP passed a second or more times in the air will score 1 point ONLY if a minimum of three additional TP points have been crossed since the previous crossing. This limitation applies across the duration of the competition: for example, If a pilots passes turnpoint A on the first day he scores 2 points, but only 1 point when he passes it again on the day after, or the day after that.

Penalty for exceeding land by time task window: 1 point per minute over allowed time.

There is no penalty for exceeding the maximum airtime window, pilots will simply not score any points after their allowed airtime is exceeded.

The penalty for returning to the airfield or refuelling zones by any means other than flight (i.e. outlanding): invalidation of all points scored in the previous 30 minutes flying prior to the point of outlanding.

2.2 TURN POINT HUNT WITH LIMITED FUEL

Objective

The task is flown as per task 2.1, with the exception that the director will impose a maximum limitation of fuel to be used within a given period of the championship, for example, one particular day's flying. The amount of fuel defined will be proportionate with the amount of flying achievable within the given time period, and will typically not be less than 8 litres.

Special rules

- Pilots in the Open Championship class will fly with limited fuel, measured by weight before takeoff.
- Pilots in Discovery class may carry as much fuel as they wish for the task to avoid risk of outlandings. If the fuel limit is exceeded, their score for the task will be reduced according to the penalties defined below. Pilot+Machine will be weighed at the airfield before take-off, and immediately upon landing.
- Fuel tanks will be sealed by marshals before takeoff, and checked again on landing.
- Normally precision landing tasks (2.6 and 2.7) will not be included when this task is set to avoid the risk of pilots burning fuel whilst stacking for a landing approach.

Scoring

Each TP passed correctly in the air for the first time will score 2 points.

Each TP passed a second or more times in the air will score 1 point ONLY if a minimum of three additional TP points have been crossed since the previous crossing. This limitation applies across the duration of the competition: for example, if a pilot passes turnpoint A on the first day he scores 2 points, but only 1 point when he passes it again on the day after, or the day after that.

Penalty for exceeding land by time task window: 1 point per minute over allowed time.

There is no penalty for exceeding the maximum airtime window, pilots will simply not score any points after their allowed airtime is exceeded.

Penalty for exceeding maximum allowed fuel limit (discovery class): 1 point per 100ml fuel over limit.

Penalty for breaking the seal on fuel tanks outside of marshal supervision: 100%

Penalty for returning to the airfield by any means other than flight (i.e. outlanding): invalidation of all points scored in the previous 30 minutes flying prior to the point of outlanding.

2.3 PRECISION CURVE NAVIGATION (“SNAKE”)**Objective**

To fly a prescribed course between two points as marked within the main competition map, without deviating from the width of the corridor defined by the hidden gates used in the task. Hidden gates will be placed at unknown points along the line.

Special rules

- TPs used to mark the course do not count for scoring the primary navigation task, and will not be designated LZ landing zones.
- The corridor for the course extends the width of the hidden gates, 125m perpendicularly to either side of the given track line.
- The number of hidden gates on the track line, and the approximate length of the curve, and the total point score available for the course, will be given in advance.
- The track line must be flown in the direction indicated on the map
- Backtracking within the width of the corridor, or flying the course in the wrong direction, results in 0 score for this particular precision part of the course. This is for obvious safety reasons.

Scoring

Each HG passed correctly in the air will score 4 points. The total number of points available for each precision navigation task will be indicated on the map.

2.4 PRECISION NAVIGATION WITH DECLARED SPEED**Objective**

To fly a prescribed course between two or more turnpoints, declaring the time of arrival at each turnpoint, in seconds from the start point of the track.

Special rules

- TPs used to mark the course do not count for scoring the primary navigation task, and will not be designated LZ landing zones.

- The corridor for the course extends 125m perpendicularly to either side of the given track line.
- The track line must be flown in the direction indicated on the map
- Backtracking within the width of the corridor, or flying the course in the wrong direction, results in 0 score for this particular precision part of the course. This is for obvious safety reasons.
- Pilots intending to participate in this task must submit their declaration sheet to marshals before their first takeoff from the airfield each day.

Scoring

Arrival at each timing point:

- < +/- 10 seconds of declared time: 4 points
- < +/- 20 seconds of declared time: 3 points
- < +/- 30 seconds of declared time: 2 points
- > 30 seconds difference from declared time: 0 points

2.5 PRECISION NAVIGATION WITH CONSTANT SPEED

Objective

To fly a prescribed course between two or more turnpoints, at constant speed on each leg. Hidden timing gates will be placed at unknown points along the line, for which an ETA will be calculated from pilot's time of arrival at the next turnpoint in the course.

Special rules

- TPs used to mark the course do not count for scoring the primary navigation task, and will not be designated LZ landing zones.
- The corridor for the course extends 125m perpendicularly to either side of the given track line.
- The number of hidden gates on the course line will be given in advance
- The track line must be flown in the direction indicated on the map
- Backtracking within the width of the corridor, or flying the course in the wrong direction, results in 0 score for this particular precision part of the course. This is for obvious safety reasons.

Scoring

Arrival at each timing point:

- < +/- 10 seconds of target time: 4 points
- < +/- 20 seconds of target time: 3 points
- < +/- 30 seconds of target time: 2 points
- > 30 seconds difference from target time: 0 points

2.6 SPOT LANDING

Objective

To land with engine off as near as possible to a target.

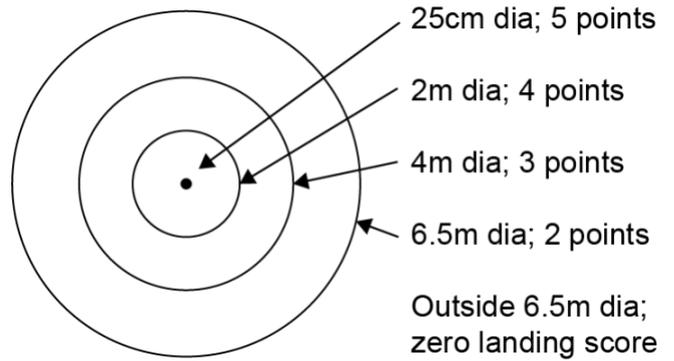
Description

This task will be located at the airfield or at one or more of the FD fuel depot points, as briefed. The location will be briefed in advance.

On approach, the pilot should circle the field at minimum 500ft to indicate to marshals that they are intending to attempt the task. If there are other pilots ahead of them in the queue, they should stack in a circuit above them, over a field to the side of the target. Circuit locations will be briefed in advance.

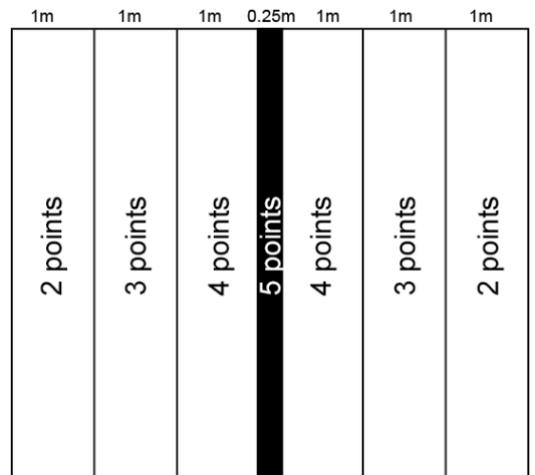
When given a green flag by marshals, they should pass at least 500ft directly overhead the target, cut the engine and try to make a first touch as near as possible to the centre of a target consisting of:

- A series of concentric circles for PF1 and PF2 classes.
- A series of 5m wide parallel strips for PL1 and PL2 classes



Special rules

- There are no points awarded for flying through or simply landing in an FD point without attempting the landing task.
- A pilot may only attempt each available landing task once per day of flying. They may still land normally in FD points for fuel or rest breaks.
- The circuit to be flown will be detailed at briefing.
- The first touch of the ground by the pilot's foot (PF) or the aircraft wheels (PL) is the point from which the pilot's score will be derived. A first touch on the line scores the higher score. When more than one PL wheel touches simultaneously, the point chosen is the one in favour of the pilot.
- For PF classes, there will be no penalty applied for any part of the aircraft touching the ground prior to the first scoring touch of the foot or wheels, so long as a 'good' landing is achieved, as described in S.10 A3, 3.3.5.
- If a pilot runs out of fuel whilst in a queue for the task, they will be permitted to refuel and attempt the task again.



Outside rectangle: zero landing score

Penalties

Not crossing the gate or crossing it with engine on: zero landing score.

Flying less than 45 seconds with no engine: zero landing score (Open championship classes only).

Falling over during landing or two knees on the ground: zero landing score.

Scoring

Bullseye: 5 points

Inner ring: 4 points

2nd ring: 3 points

Outer ring: 2 points

Discovery class

Discovery pilots are not required to switch their engine off for the task, but should idle it and attempt not to use the throttle on approach unless necessary for safety reasons.

2.7 BOWLING LANDING

Objective

Land with the engine off, hitting as many pins as possible.

Description

This task will be located at the airfield, or at one or more of the FD fuel depot points, as briefed. The location will be briefed in advance.

5 or more pins are placed along a line into wind in the landing area at regular intervals between 1 and 2 m. The pins are 50 cm high for PF classes and 100 cm high for PL classes and they are covered by dense foam. Pins will be simply standing on the ground. A pin is said to be hit when it is knocked down.

On approach, the pilot should circle the field at minimum 500ft to indicate to marshals that they are intending to attempt the task. If there are other pilots ahead of them in the queue, they should stack above them, over a field to the side of the target. Circuit locations will be briefed in advance.

When given a green flag by marshals, they should pass at least 500ft directly overhead the target, and cut the engine.

They will fly a minimum of 45 seconds and will try to hit as many pins as possible before touching the ground. Each pin knocked down before touching the ground is scored as a successful hit.



Landing pins

Special rules

- There are no points awarded for flying through or simply landing in an FD point without attempting the landing task.
- A pilot may only attempt each available landing task once per day of flying. They may still land normally in FD points for fuel or rest breaks.
- The circuit to be flown will be detailed at briefing.
- The first touch of the ground by the pilot's foot (PF) or the aircraft wheels (PL) is the point from which the pilot's score will be derived. A first touch on the line scores the higher score. When more than one PL wheel touches simultaneously, the point chosen is the one in favour of the pilot.
- For PF classes, there will be no penalty applied for any part of the aircraft touching the ground prior to the first scoring touch of the foot or wheels, so long as a 'good' landing is achieved, as described in S.10 A3, 3.3.5.
- If a pilot runs out of fuel whilst in a queue for the task, they will be permitted to refuel and attempt the task again.

Scoring

Each pin hit successfully is worth 1 point.

Penalties

Not overflying the target or crossing it with engine on: zero landing score.

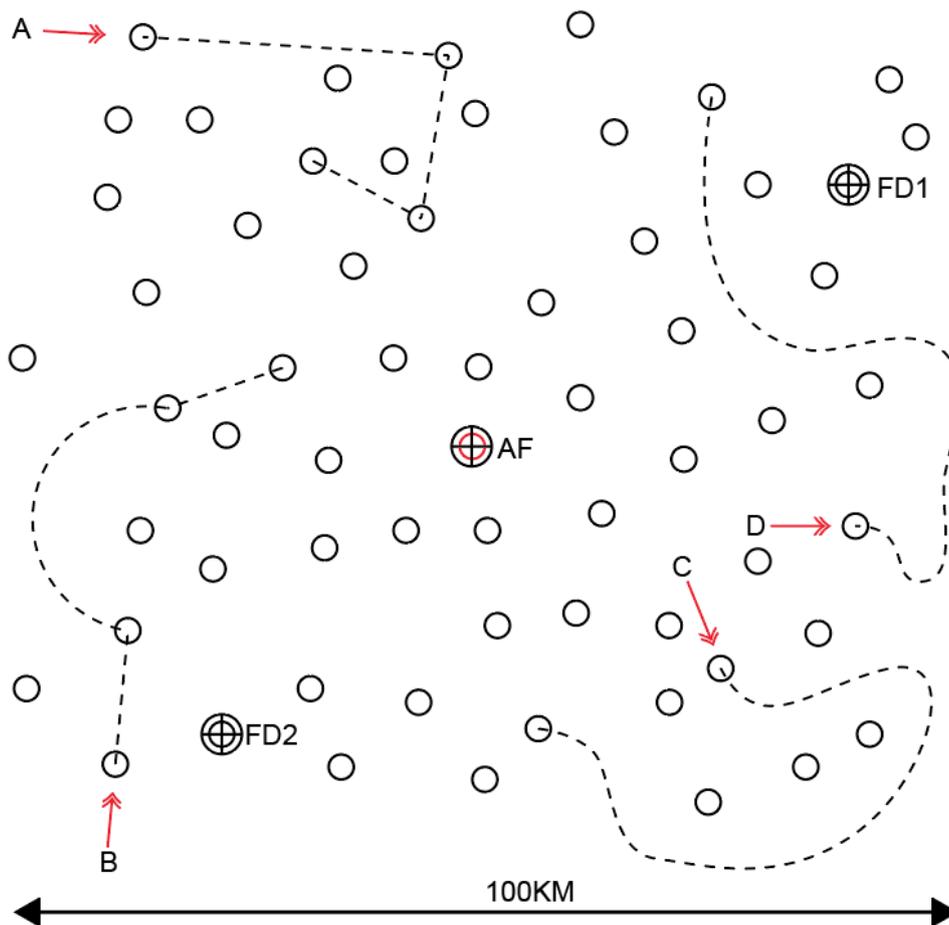
Flying less than 45 seconds with no engine: zero landing score (Open Championship classes only)

Falling over during landing or two knees on the ground: zero landing score.

Discovery class

Discovery pilots are not required to switch their engine off for the task, but should idle it and attempt not to use the throttle on approach unless necessary for safety reasons.

3. Example Competition Maps and Information for Pilots



FEATURE	NOTES	POINTS VALUE
	TP – Standard Turnpoint	2 points for first crossing in the air 1 point for each further crossing (only after minimum 3 other TPs have been crossed in between)
	FD – Fuel Depot	2 points for first landing 1 point for each further landing (only after minimum 3 other TPs have been crossed in between)
	AF - Airfield	No points for flying through or performing normal landing. Up to 5 points for precision landing (if available as briefed). Pilots must conclude each competition day by flying back to Airfield to complete the day's task or accept 50% penalty on points for day as an outlanding.
A	Route A. Task 2.3 Precision Navigation with Declared speed	5 timing declaration points on the turnpoints, worth up to 4 points each. Total available for this task: total 20 points Route may only be flown once in the competition per pilot
B	Route B. Task 2.4 Precision Navigation with constant speed	4 timing gate points, worth up to 4 points each Total available for this task: 16 points Route may only be flown once in the competition per pilot
C	Route C. Task 2.2 Precision Navigation	15 hidden gate points, worth 1 point each Total available for this task: 15 points Route may only be flown once in the competition per pilot
D	Route D. Task 2.2 Precision Navigation	10 hidden gate points, worth 2 points each Total available for this task: 20 points Route may only be flown once in the competition per pilot

3.1 MAP AREA EXAMPLE WITH DOWNWIND OUTLANDING

An external outlanding with a downwind precision navigation may be defined in the event of strong wind conditions;

