

CHAPTER 4, Championships

WORLD AND CONTINENTAL CHAMPIONSHIPS

4.1 GENERAL RULES

Sporting Code General Section References:

Chapter 1: FAI Authority

Chapter 3: Sporting Events

Chapter 4: Control of Sporting Events

Chapter 5: Protests, penalties.

4.2 PURPOSE

- 4.2.1 The purpose of the Championships is to provide a good and satisfying contest, to determine the World or Continental Champion in each class and to reinforce friendship amongst pilots of all nations.

4.3 VALIDITY OF A CHAMPIONSHIP

- 4.3.1 World and continental championships may be organised only by a NAC accepted by CASI as competent to run the event.
- 4.3.2 For a world or continental 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.
- 4.3.3 The title of champion shall be awarded only if there have been at least 6 separate valid tasks in the class.

4.4 CHAMPIONSHIP BIDS

- 4.4.1 A preliminary bid should be received by CASI two years before the event, with the detailed bid including the local regulations and task catalogue receiving acceptance by CASI if possible not less than one year before. As soon as possible after acceptance an invitation requesting a reply giving intention to enter should be circulated to all NACs.

4.5 CHAMPIONSHIP CLASSES

- 4.5.1 The championships shall be held in one or more of the championship classes (SC11 Ch 1) as approved by CASI.
- 4.5.2 If a championship is held in more than one class, each class shall be regarded as a championship in its own right and the organisers must, as far as possible, avoid interference of one class by another.
- 4.5.3 Each competing aircraft will be subject to inspection for compliance with class rules at any time during the championship.

4.6 GENERAL ORGANISATION

- 4.6.1 Championship flights shall be controlled in accordance with the regulations contained in the Sporting Code, (General Section and Section 11) and the published local regulations for the event.
- 4.6.2 The total period of the championships shall not exceed 14 days including the opening and closing ceremonies.
- 4.6.3 An official practice period of not less than 2 and not more than 5 days immediately preceding the opening of the championship shall be made available to all competitors. The entire infrastructure for the competition shall be ready for the first day of the official practice period. If practicable, on at least one practice day a task should be flown under competition conditions to test the integrity of the organisation. The scores thus generated shall not be counted.
- 4.6.4 To count as a championship task, all competitors in the class shall have been given the opportunity of having at least 1 competition flight in time to carry out the task.
- 4.6.5 There will normally be a rest day only after 6 consecutive days flying, unless this day is the last one of the championship. The policy for rest days shall be declared by the director at the first briefing.
- 4.6.6 FAI medals will be awarded to the first, second and third in each class with FAI diplomas for those placed first to tenth. FAI medals will be awarded to National teams and Aircraft teams placed first, second and third. The organisers may award prizes at their discretion.

4.7 STATUS AND TIMING OF LOCAL REGULATIONS

- 4.7.1 Local regulations including a task catalogue are the rules for a specific event prepared by the organisers. They must use the model document format in S11 A1 and any differences shall be listed separately and submitted to CASI for approval at least one year before the event. The CASI Approved local regulations and entry form shall be sent to NACs not less than 6 months before the event stating the amount of the entry fee and what it covers.

- 4.7.2 Once competition flying on the first contest day has started, no rules or regulations may be changed. Any additional requirements within the rules needed during the event must not be retrospective.

4.8 ENTRY FEE

- 4.8.1 As a minimum the following should be included in the entry fee:

- Use of airfield and task area during the event.
- A suitable place to protect unattended aircraft (eg hangars or marquees)
- Contest numbers, identity badges, opening and closing ceremonies, and all championship information.

4.9 PROGRAMME AND FACILITIES

- 4.9.1 The organisers shall provide all facilities necessary for the satisfactory operation of the championship, and circulate to each team leader the following information as a minimum, as far in advance as possible:

- Programme of the championship with dates and times.
- Names of the director, chief officials, jury and stewards.
- General operational information including meteorological and safety arrangements, repair facilities and communication information.
- Information on likely tasks and any hazardous considerations.
- Accident and emergency provisions and facilities.
- Accommodation and food arrangements including facilities for press and visitors.
- Plans of airfields or sites to be used showing flying layout, and location of entrances and administrative and domestic buildings, vehicle parks and campsites.
- Full list of documents and equipment to be provided by competitors.
- A provisional entry list on request.
- Any extra language or interpreting facilities.
- The number of specialists, if any, that may be brought by competitors in addition to the official team crew members.

4.10 PREPARATION MONITOR

- 4.10.1 At the time a bid is accepted CASI shall nominate a monitor to ensure preparations are complete and on time. The monitor shall be a jury member, steward, or person with specialised knowledge of championships. The monitor shall be invited to visit the championship site approximately 6 weeks before the start of the event and any prior rehearsal competition held prior to the event.

4.11 COMPETITION DIRECTOR

- 4.11.1 The NAC organising the championships shall appoint a championships director acceptable to CASI not later than 6 months prior to the event. Any change of director must be approved by CASI.
- 4.11.2 Evidence of experience shall be provided to CASI in the form of a comprehensive CV supported by the NAC presenting the bid and verified by the CASI Bureau or a nominated CASI representative.
- 4.11.3 The director or his named deputy shall be available at the championship site at all times during the contest flying period.
- 4.11.4 The director shall take overall operational responsibility for the event, including the programme of tasks to be flown. He is also responsible for publishing a final entry list and the names of key officials by the start of briefing on the first flying day, for issuing the daily results with minimum delay and on demand, make public all the circumstances that have had any bearing on the scoring for the tasks and for reporting the full results, including details of protests or serious problems encountered, to his NAC with copies to FAI and the CASI president.

4.12 INTERNATIONAL JURY

- 4.12.1 There shall be a nominated jury of 3 persons of different nationalities excluding that of the organisers. The president and members of the jury shall be appointed by CASI.

4.13 STEWARDS

- 4.13.1 The organisers shall appoint not less than 1 steward.
- 4.13.2 All stewards will be of different nationalities excluding that of the organiser, except that in the event of a last minute failure to attend a replacement steward of any nationality and acceptable to the other stewards may be invited.

- 4.13.3 Stewards must be able to speak a common language, preferably English, and have experience of international FAI competitions.

One steward should if possible be able to speak the language of the organisers.

One steward should if possible be a pilot of the type of aircraft being flown in the championships preferably with experience as a competitor in that type at an international level.

- 4.13.4 At least 1 steward shall be present at each championship site or contest area throughout all operational activities (GS 4.3.4.2).

4.14 NATIONAL TEAMS

- 4.14.1 The organizers shall state in the local regulations the maximum number of aircraft which may be entered by a NAC in each class. Each national team shall have a nominated team leader.

- 4.14.2 Each NAC shall select its own team leader, deputy team leader, competitors and crews, provided that they qualify under the rules. Ground crews may be of any nationality.

- 4.14.3 The team leader may be a competitor or crew but it is strongly advised that he/she should be additional to them. If not a competitor the team leader may be of any nationality.

4.15 AIRCRAFT TEAMS

- 4.15.1 The organizers shall state in the local regulations the maximum number of pilots which may be entered by a NAC to fly each aircraft

4.16 TEAM LEADER RESPONSIBILITIES

- 4.16.1 The team leader is the liaison between the organisers and his team and is responsible for the proper conduct of his team members, for ensuring that competitors do not fly if ill or suffering from any disability or their aircraft is unserviceable, and that they have read and understand the rules.

4.17 PILOT AND NAVIGATOR QUALIFICATIONS

- 4.17.1 A competing pilot shall be of a sufficient standard to meet the demands of an international championship.

- 4.17.2 Each competing pilot shall hold a valid FAI sporting licence issued by his own NAC.

4.18 AIRCRAFT AND ASSOCIATED EQUIPMENT

- 4.18.1 Aircraft and other equipment which are provided by the competitors must be of a performance and standard suitable for the event. An aircraft that does not comply with the Human Powered Aircraft definition may not fly in the competition.

- 4.18.2 Aircraft must have been flight tested before any competition task is attempted.

- 4.18.3 Aircraft must be free of unprotected sharp protrusions in the cockpit.

- 4.18.4 The following are permitted:

- 1) Small energy storage devices solely for the purpose of powering avionics and controls and which cannot possibly provide any meaningful propulsive effort.
- 2) Auto stabilization.
- 3) An autopilot which can be overridden and turned on or off by the pilot.

- 4.18.5 All aircraft must be made available to the organisers during the period of registration for an acceptance check in the configuration in which they will be flown.

- 4.18.6 The organizers have the right to inspect for airworthiness and if necessary, ground for safety reasons, any competing aircraft at any time during the championships.

4.19 INSURANCE

- 4.19.1 Documentary proof of insurance as specified by the organiser on the entry form or in the local regulations shall be made available to the organisers before starting to fly from the competition site.

4.20 CONTEST NUMBERS

- 4.20.1 The organisers shall allocate numbers or letters to each competing aircraft which shall normally be displayed on the underside of the right wingtip with the top of the numbers or letters towards the leading edge. The same numbers or letters should also be displayed on the pilot's helmet.

- 4.20.2 The size of the figures and the area on the wing to be kept clear for this purpose shall be not less than 0.5m tall. National registration letters or numbers shall not be obscured.

4.21 REGISTRATION

- 4.21.1 On arrival at the championships site each team leader and the team members shall report to the registration office to have their documents checked and to receive any supplementary regulations or information. The local regulations shall state the times of the opening and closing of the registration office.
- 4.21.2 After registration no changes of crew member or aircraft may be made.
- 4.21.3 Registration information may be available to team leaders on request until the start of flying on the first contest day.

4.22 BRIEFING

- 4.22.1 The organisers shall hold a briefing for team leaders and/or competitors as a minimum on each flying day at which full meteorological and operational information concerning the tasks shall be given. Task, weather and any special requirements shall be in writing either on a large permanent display briefing boards or as printed handouts to team leaders, jury members and stewards.
- 4.22.3 Flight safety requirements given at briefing shall carry the status of regulations.
- 4.22.4 Briefing may be postponed from the set time in the event of bad weather and further briefings given. This information must be prominently displayed.

4.23 TEAM LEADERS' MEETINGS

- 4.23.1 Communication between the organisers and competitors is, in addition to daily briefing, normally through team leaders' meetings. These shall be held at the director's initiative but shall also be held within 18 hours if 5 or more team leaders request a meeting.

4.24 OPERATIONAL REGULATIONS

- 4.24.1 **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 championship is held.
- 4.24.2 **Airworthiness.** Each aircraft shall be flown within the limitations of its design.
- 4.24.3 **Preparation for flight.** The pilot must satisfy himself that the aircraft is fit for flight before takeoff including a full, free and correct sense controls check.
- 4.24.4 **Damage to a competing aircraft.** Any damage shall be reported to the organisers without delay and the aircraft may then be repaired.
- 4.24.5 **Replacing of an aircraft.** An aircraft may only be replaced (temporarily or permanently) if damage has resulted through no fault of the pilot. If permission is given to replace the aircraft it may be replaced only by one of similar performance and eligible to fly in the same class.

4.25 FLIGHT SAFETY

- 4.25.1 **Maximum height.** No aircraft shall be intentionally flown more than 15m (50ft) above ground level.
- 4.25.2 **Safety systems.** A protective helmet must be worn on all flights.
- 4.25.3 **Other safety systems.** Other safety systems may be detailed in the local regulations.
- 4.25.4 **Fitness.** A pilot shall not fly unless he is fit. Any injury, drugs, or medication which might affect the pilot's performance in the air must be reported to the director before flying.
- 4.25.5 Any infringement of any safety rule shall result in penalty.

4.26 TEST OR OTHER FLYING

- 4.26.1 No competitor shall take off during a competition day from the competition site without the permission of the director. This may be given for test flying except that 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 forbidden.

4.27 EXTERNAL AID TO COMPETITORS

- 4.27.1 As far as possible, the contest shall be between individual competitors, neither helped nor controlled by external aids.
- 4.27.2 Towing, winching, kite assistance or control of the aircraft by persons other than the pilot is forbidden.
- 4.27.3 Unless stated otherwise in the task brief: Takeoff assistance from up to 3 runners is permitted.

4.28 CHAMPIONSHIP TASKS

- 4.28.1 The Task Catalogue shall be approved by CASI and precisely set out in the local regulations together with the method of scoring.
- 4.28.2 On each flying day tasks shall be set from the task catalogue, unless prevented by the weather.

- 4.28.5 The task for each class may be different and a task may be set for one class only.
- 4.28.6 The director shall state at briefing the times of take-off and the time at which aircraft must land, as appropriate.
- 4.28.7 Where possible and practicable, the task director should try to set an additional or alternative task at briefing for use, should the weather conditions change from those forecast at the time of the briefing.

4.29 START OF A TASK

- 4.29.1 The order in which competitors shall take-off shall be given at briefing or may be left free within an open window period.
- 4.29.2 A competitor shall be permitted more than one start for a task if specified in the task description however each task may be flown only once. A failed take-off shall count as one of the permitted number of starts unless the cause was the fault of the organisers. In this case the director shall authorise a further start.
- 4.29.5 After take-offs have started the organisers may suspend flying if to continue is dangerous. If the period of suspension is sufficiently long to give an unfair chance to any competitor the director shall cancel the task. Once all competitors in a class have taken off, or had the opportunity to take off, the task may not be cancelled other than for reasons of force majeure.

4.30 FLYING THE TASK

- 4.30.1 A set course shall be flown in the direction specified at briefing.
- 4.30.1 A speed task, or speed section of a task, shall be timed from take-off or by a line on the ground using official observers, or by a timed touch and go as given at briefing.
- 4.30.1 Precision landing tasks and their control shall be detailed in the local regulations.

4.31 FLIGHT BOUNDARIES

- 4.31.1 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 to cross such boundaries in the local regulations.
- 4.31.2 The organisers 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.

4.32 SCORING

- 4.32.1 The scoring system to be used shall be approved by CASI and attached to the local regulations.
- 4.32.2 Score sheets shall state the date when the task took place, and the date and time when the score sheet was issued, the task number, classes involved in the task, competitor names, country, competitor number and score.
- 4.32.3 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.
- 4.32.4 The time of issue is the moment when a score sheet is posted on the official score board and carries the time when this is done, together with the signature of the championship director. In the case of an electronic score publishing system, the director's signature won't be necessary as long as the publishing system is directly managed by the director and his scoring team.
- 4.32.5 The provisional score sheet must be posted within 6 hours after finishing the task. The official score sheet must be posted as soon as possible thereafter. In the case of the last task, the time limit is 2 hours after the posting of the provisional score sheet.
- 4.32.6 Overall scores will be posted as soon as the provisional scores for the second task are available.
- 4.32.7 Team scores will be posted as soon as the provisional scores for the first task are available.
- 4.32.8 Overall scores and team scores will be updated at least:
- When the first provisional scores for a new task are posted.
 - When a task scoring goes official or final.
- 4.32.9 Overall scores will reflect the status of each individual task (provisional, official, final).
- 4.32.10 The overall results shall be computed from the sum of the task scores for each competitor, the winner having the highest total score in the class.
- 4.32.11 The aircraft team score shall be computed from the sum of the scores of the top two pilots of each aircraft in each class in each task

- 4.32.12 The national team score shall be computed from the sum of the scores of the top three pilots of each country in each class in each task.
- 4.32.13 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.
- 4.32.14 A score given to a competitor shall be expressed to the nearest whole number, 0.5 being rounded up.
- 4.32.15 A pilot who did not fly scores zero and is indicated DNF or "Did Not Fly" on the score sheet. A pilot who is disqualified will be indicated DSQ or "Disqualified" on the score sheet.
- 4.32.16 Deduction of penalty points for a task shall be made after scoring is completed.
- 4.32.17 If a pilot's score is for any reason negative, including penalties, his score for that task shall be taken as zero. Negative scores shall not be carried forward.

4.33 COMPLAINTS

(Ref. GS, Chapter 5)

- 4.33.1 A competitor who is dissatisfied on any matter may, through his team leader, make a complaint in writing to the director.
- 4.33.2 Complaints 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.
- 4.33.3 Complaints shall be made and dealt with without delay. A complaint that could affect a task result, must be dealt with and answered in writing before any official score sheet is issued. The complaint and its response must be published on the official notice board.

4.34 PROTESTS

(Ref. GS, Chapter 5)

- 4.34.1 If a 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. 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.
- 4.34.2 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.
- 4.34.3 The amount and currency of the protest fee shall be stated in the local regulations.