



FAI Sporting Code

*Fédération
Aéronautique
Internationale*

Section 11 – Human Powered Aircraft

Annex 1

MODEL LOCAL REGULATIONS AND TASK CATALOGUE FOR CHAMPIONSHIPS

To Take Effect on 1st January 2015

Section 11 and General Section combined make up the
complete Sporting Code for Human Powered Aircraft

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LOCAL REGULATIONS & TASK CATALOGUE
FOR THEth
HUMAN POWERED AIRCRAFT CHAMPIONSHIPS

Place Country..... Date

ORGANISED BY :

ON BEHALF OF THE FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

Organizer Address:

Tel:

FAX:

E-mail

Official Web Site

AUTHORITY

These Local Regulations combine the General Section and Section 11 of the FAI Sporting Code with regulations and requirements specific to this championship. The Task Catalogue is to be used in conjunction with the Local Regulations. The FAI Sporting Code shall take precedence over the Local Regulation and Task Catalogue wording if there is omission or ambiguity.

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1 LOCAL REGULATIONS

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 (S11 4.2).

1.2 PROGRAMME DATES

Training, aircraft inspection, registration:

Opening Ceremony:

First Competition briefing:

Contest Flying Days

Closing Ceremony, Prize-giving

1.3 OFFICIALS

Director

Deputy Director

Paramotor Director (if any)

International Jury :(President),,

Stewards :,,

(Include nationality of Jury and Stewards)

1.4 ENTRY

The Championships are open to all Active Member and Associate Member countries of FAI who may enter:

Enter max. number of aircraft per nation per class, and max. number of pilots per aircraft.

For example: Class I-C: Two aircraft per nation with up to three crew(s) per aircraft.

- Entries must be made on the official Entry Form.
- If applications, with fees paid, are not received by(date), the entry may be refused.
- The entry fee is:

..... (currency & value) for each pilot except *(write the exception if any)*

..... (currency & value) for each Team Leaders and accompanying persons.

..... (currency & value) Other *(if any)*.

The entry fee includes: *(amend or delete as appropriate)*:

- Competition operations (setting, controlling and evaluating the tasks)
- All competition materials (maps, task descriptions etc.)
- Free use of the airport and free entry to all official events.
- Hangarage for the aircraft.
- Camping place for each team with water, electricity and one tent.
- Preferential prices to eat.

The entry fee is to be transferred before (date) to(Bank details)

1.5 INSURANCE

Third party insurance of minimum (currency & value) is obligatory. Personal accident insurance for team members and insurance against damage to aircraft are highly recommended. Documentary proof of insurance as specified on the Entry Form must be presented to the Organizers at Registration. (GS. 3.9.6)

1.6 LANGUAGE

The official language of the Championships is English.

1.7 MEDALS AND PRIZES

FAI medals will be awarded to:

- Pilots placed first, second and third in each class.
- National teams placed first, second and third.
- Aircraft teams placed first, second and third.
- FAI Diplomas will be awarded for those placed first to tenth.

Other trophies (*if any*) will be also awarded for (*describe*).

1.8 CHAMPIONSHIP CLASSES

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

1.9 CLASS VIABILITY

For a championship to be valid there must be competitors from no less than 4 countries in a class, ready to fly the first task, and must start a minimum of one task.

1.10 CHAMPIONSHIP VALIDITY

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

1.11 STATUS OF RULES AND REGULATIONS

Once competition flying on the first day has started:

- No rules or regulations may be changed. Any additional requirements within the rules needed during the event will not be retrospective.
- Competitors may not be substituted, change to another class nor change their aircraft.

1.12 GENERAL COMPETITION RULES

1.12.1 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:

- Evidence of competitor's nationality.
- Valid FAI Sporting License for pilot and navigator.
- 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.

1.12.2 PILOT QUALIFICATIONS

A competing pilot shall be of sufficient standard to meet the demands of an international competition and hold an FAI Sporting License issued by his own NAC.

1.12.3 AIRCRAFT AND ASSOCIATED EQUIPMENT

Aircraft and equipment provided by competitors must be of a performance and standard suitable for the event.

All aircraft must be free of unprotected sharp protrusions in the cockpit.

All aircraft must have been flight tested before any competition task is attempted.

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.

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.

1.12.4 TEAM LEADER RESPONSIBILITIES

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 all team members have read and understand the rules, that they do not fly if ill or suffering from any disability or their aircraft is unserviceable, or the prevailing weather is unsuitable for the aircraft.

The team leader will appoint at least one member of the team to administer first aid and to have a first aid kit available.

The team leader must carry out a risk assessment on behalf of the team which includes but is not limited to the following items:

Hazard	Control measure
Weather too gusty or too strong a wind (10kt+)	Suspend flying
Structural failure	Static load tests, preflight inspection
Loss of control in flight	Load testing and inspection of control system. Full, free and correct sense (including battery charge) checks before flight. Preflight check of aircraft rigging and balance. Limitation of height to 15m maximum AGL. Carry airspeed indicator or stall warner.
Loss of control on takeoff	Stop pedalling. Assess wind direction.
Pilot experience	All pilots must have some actual or simulated relevant flying experience.
Ground handling hazards	Brief ground handlers on what to hold and how to control the aircraft on the ground. Brief on trip/damage hazards of propeller and cables.

1.12.5 PRACTICE & REST DAYS

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.

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

1.12.6 COMPLAINTS

A competitor who is dissatisfied on any matter may, through his team leader, make a complaint in writing to the Director.

Complaints shall be made, and dealt with, without delay but in any case must be presented not later than 6 hours after the respective Provisional Score sheet has been published, not counting the time between 22:00 and 07:00, except for the tasks of the last competition day, or for Provisional Score sheets published on or after the last competition day, when the time limit is 2 hours.

A complaint that could affect a task result must be dealt with and answered in writing before any official score sheet is issued. All complaints and their responses must be published on the official notice board.

1.12.7 PROTESTS

If the competitor is dissatisfied with the decision about its Complaint, the Team Leader may make a protest to the Director in writing and accompanied by the protest fee of (*currency & value*). The fee is returnable if the protest is upheld or withdrawn before the start of the proceedings. A protest may be made only against a decision of the Championship Director.

A protest must be presented not later than 6 hours after the respective Official score sheet has been published, except for the tasks of the last competition day, or for Official Score sheets published on or after the last competition day, when the time limit is 2 hours. The night time between 22:00 and 07:00 is never included.

1.13 FLYING AND SAFETY REGULATIONS

1.13.1 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, meteorological information, flight safety requirements, penalties and details of any prohibited or restricted flying areas will be given in writing, as a minimum, to team leaders, Jury members and Stewards.

Procedures for flight preparation, takeoff, flying the task, landing and scoring together with any penalties will be specified in each task description.

Flight safety requirements given at briefing carry the status of regulations.

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.

1.13.2 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.

1.13.3 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.

1.13.4 FLIGHT LIMITATIONS

Each aircraft shall be flown within the limitations of its design.

No aircraft shall be intentionally flown more than 15m (50ft) above ground level.

1.13.5 DAMAGE TO A COMPETING AIRCRAFT

Any damage shall be reported to the organisers without delay and the aircraft may then be repaired.

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.

1.13.6 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.

1.13.7 CONTEST NUMBERS

The numbers or letters supplied by the organisers shall be displayed at all times.

1.13.8 PROTECTIVE EQUIPMENT

A protective helmet must be worn on all flights; an approved bicycle helmet may be used.

1.13.9 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.
- Pilots taking medically prescribed drugs which could put them at risk of a positive doping test must have obtained a Therapeutic Use Exemption (TUE) prior to arrival at the competition site.
- All relevant information can be found on the FAI Web site: www.fai.org/medical

1.13.10 AIRFIELD DISCIPLINE

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

1.13.11 COLLISION AVOIDANCE

A proper look-out must be kept at all times by pilots and ground assistants. A competitor involved in a collision must not continue the flight.

1.13.12 EXTERNAL AID TO COMPETITORS

As far as possible, the contest shall be between individual competitors, neither helped nor controlled by external aids. Towing, winching, kite assistance or control of the aircraft by persons other than the pilot is forbidden.

Unless stated otherwise in the task brief: Takeoff assistance from up to 3 runners is permitted.

1.14 CHAMPIONSHIP TASKS**1.14.1 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.

A competitor will generally be allowed only one take-off for each task and the task may be flown once only.

One or more tasks may be set for a single flight.

A task is only valid once the majority of aircraft teams have made an attempt at starting the task.

1.14.2 TASK PERIOD

Times for take-off 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.

Each competitor must start within 10 minutes of his allotted time or go to the back of the launch queue.

1.14.3 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.

1.15 CONTROL OF TASK FLIGHTS

1.15.1 ACCURACY

All times are given, taken and calculated in local time or simple elapsed time, rounded down to 1 1/10 Sec.

Distance measurements of:

- Less than 100m shall be to the nearest 0.01 Metre (1 cm),
- 100m – 1000m shall be to the nearest 0.1 Metre (10 cm),
- More than 1 Km shall be to the nearest 1 Metre.

1.15.2 GATES

Gates are normally a straight line perpendicular to the briefed track with its extents marked by small flags.

When a gate must be passed above a stated height the flags will be the same height as the minimum height.

A gate is deemed to be passed correctly when the aircraft fuselage has passed between the extents of the gate and (if applicable to the task) the lowest part of the aircraft or crew is above the minimum height.

1.15.3 TURNPOINTS

Turnpoints are a 3 dimensional object, a flag or pylon.

The entire aircraft must round the turnpoint for it to be deemed to be passed correctly.

1.16 SCORING

1.16.1 GENERAL

A score given to a competitor shall be expressed to the nearest whole number, 0.5 being rounded up.

No score is given unless the aircraft is serviceable after the task. If there is any doubt, a takeoff shall be demonstrated within one hour.

A pilot who did not fly scores zero and will be marked DNF or "Did Not Fly" on the score sheet. A pilot whose aircraft is unserviceable after a task scores zero and will be marked U/S or "Unserviceable" on the score sheet. A pilot who is disqualified scores zero and will be marked DSQ or "Disqualified".

Deduction of penalty points shall be made after scoring for that task is completed.

If a pilot's score is for any reason negative including penalties his score for the task shall be taken as zero. Negative scores shall not be carried forward.

The following standard symbols will be used for scoring:

V = Speed, D = Distance, T = Time

Score sheets shall state the date for the task and the date and the time when the score sheet was issued, the task number, classes involved, competitors name, country, competition number and score.

Score sheets shall be marked Provisional, and Official, or if a protest is involved, Final. A Provisional score sheet shall only become Official after all complaints have been answered by the Director. Scores shall not be altered when the Provisional sheet is made Official.

If a failure in scoring is discovered before the end of the championship and the failure is due to a technical error which emanates from the equipment being used for the scoring, this failure must be corrected regardless of time limits for complaints and protests.

1.16.2 PENALTIES

In general, any infringement of any flying, safety or task regulation will result in penalty. Unless stated otherwise the standard penalty is 20% task score.

Actions which will normally result in disqualification:

- a. Bringing the event, its organisers, the FAI or the sporting code into disrepute.

- b. The use of banned substances.
- c. Unauthorised interference with an aircraft in a Secure Area.
- d. 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.

1.16.3 INDIVIDUAL RANKING

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.

1.16.4 AIRCRAFT TEAM RANKING

The overall results shall be computed from the sum of the scores of the top two pilots of each aircraft in each class in each task.

1.16.5 NATIONAL TEAM RANKING

The overall results shall be computed from the sum of the scores of the top three pilots of each country in each class in each class.

2 TASK CATALOGUE

2.1 UNASSISTED TAKEOFF

Measured according to the distance taken for the whole aircraft to leave the ground from a standing start, under pilot power alone.

One assistant only is allowed, to stabilize but not propel the aircraft.

Pilot score: $(150 - \text{toDist}) \times 10$

Where: toDist = distance in metres from start to takeoff.

2.2 DURATION

Is measured according to the time the whole aircraft remains airborne.

Pilot score: 5 points per second up to a maximum of 1500 points (5 minutes).

2.3 200m TIME TRIAL

A flying start and finish over a 0.75m high marker at the beginning and end of the measured distance.

The pilot's starting position is at his discretion.

Points are scored according to elapsed time between the markers.

Pilot score: V^3

Where V = the average speed in m/sec over the course.

2.4 1 Km TIME TRIAL

A flying start and finish over a 0.75m high marker at the beginning and end of the measured distance.

The pilot's starting position is at his discretion.

Points are scored according to elapsed time between the markers.

Pilot score: $V^{3.25}$

Where V = the average speed in m/sec over the course.

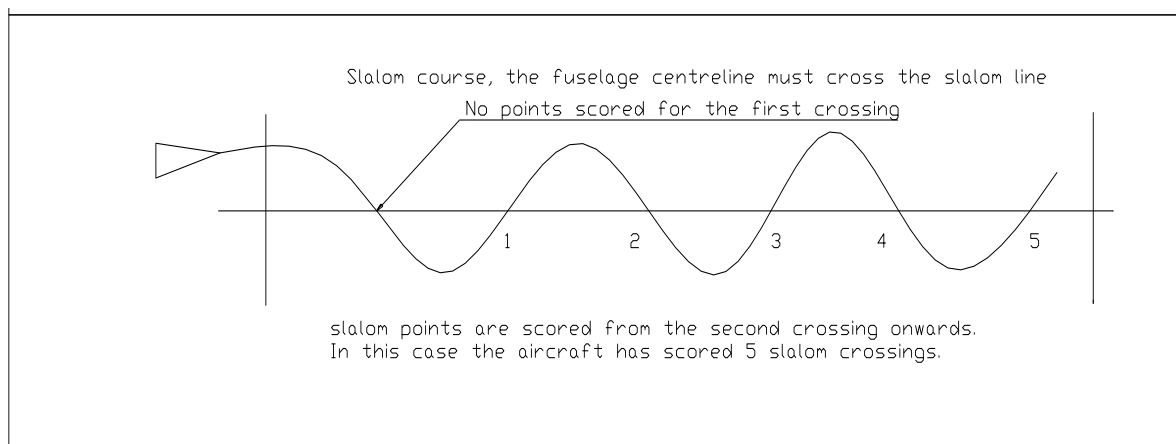
2.5 SLALOM

Is measured over a 500m long course beginning and ending with a 0.75m high marker.

It will be scored by the number of times the aircraft fuselage centerline crosses the course line, after the initial crossing, before the course ends.

If the aircraft lands before the 500m marker, the score is still counted.

Pilot score: 200 points per crossing .

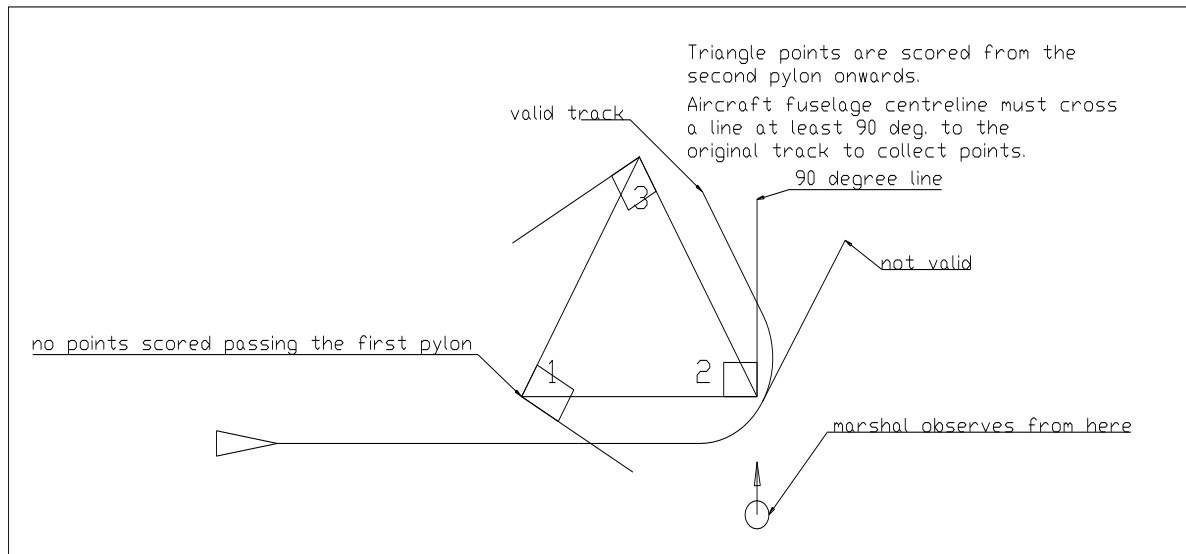


2.6 DISTANCE IN A CIRCUIT

Measured around a 1.5km equilateral triangular course by the number of pylons passed.

The bottom of the aircraft fuselage must be at least 0.75m high when passing around the outside of each pylon.

Pilot score: 500 points per pylon for each turn through at least 90 degrees.



Note – At the competition director's discretion and for safety or site restricted reasons the triangle may be reduced in size or made non-equilateral, provided it remains the same throughout the competition.

2.7 LANDING ACCURACY

Distance of touchdown from a landing line, after the aircraft has passed a 0.75m high marker 50m before the landing line.

Pilot score: $(33.3 - L_{dist}) \times 6$

Where L_{dist} = the distance from the landing line to the point any part of the aircraft or crew first touches the ground. (either before or after the line).

ENTRY FORM

ENTRY FORM FOR *(Title of Championships, Dates, Location, Country)*

Name of National Aero Club

Address

Tel fax

E-mail

We wish to enter the following competitors who qualify under the FAI Nationality or Residence Rules (GS 3.7):

Name	Age	Gender	Comp. class	P1 ASST TL	Sporting Licence N°

Note : The maximum number of aircraft which may be entered is with not more than in any class.

Name of Team Leader

Names/number of Assistants if known

Names/number of accompanying technical officials if known

ENTRY FEES

	Fee	Number	Total Entry fee
Pilot			
Assistant			
Team Leader			
Technical Official			

This amount is enclosed/will be paid by _____ (date) in the form of _____ (currency)

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

We declare that the above information is true.

Signed : Position in NAC

Print Name Date

PUBLICITY: *A passport type photograph and a short biographical note for each pilot and the team leader must be provided either with this Entry Form or at latest at Registration.*