



LOCAL REGULATIONS

FOR THE

14th FAI EUROPEAN MICROLIGHT CHAMPIONSHIPS

Nagykanizsa Airfield
Hungary
9 – 19 August 2017

ORGANISED BY : Kanizsa Repülő Klub

ON BEHALF OF THE FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

Organizer Address: 8866 Becsehely, Jókai u. 20, Hungary

Tel: +36 20 777 9007

E-mail : ferinc@t-online.hu, vizaknai.erezsebet@gmail.com

Official Web Site: TBA

AUTHORITY

These Local Regulations combine the General Section and Section 10 of the FAI Sporting Code with regulations and requirements specific to this championship. The FAI Sporting Code shall take precedence over the Local Regulation wording if there is omission or ambiguity.

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 4.2).

1.2 PROGRAMME DATES

Training days: 9th -11th August 2017

Opening Ceremony: 12th August 2017

Competition days: 12th-19th August 2017

Closing Ceremony: 19th August 2017

1.3 OFFICIALS

Event Director	Zoltán GÁL
Competition Director	Vince FERINC
Deputy Competition Director	Erzsébet VIZAKNAI
International Jury :	TBA
Stewards :	TBA
Monitor:	TBA

1.4 ENTRY

The Championships are open to all Active Member and Associate Member countries of FAI who may enter 6 pilots plus one all-female crew in each class.

Entries must be made on the official Entry Form.

If applications, with fees paid, are not received by 12th of August 2017, the entry may be refused.

The entry fee is:

450 EUR for pilot in each class if the fee is paid by 12 June or 500 EUR after this date.

450 EUR for each co-pilot or navigator if the fee is paid by 12 June or 500 EUR after this date.

100 EUR for each team leader if the fee is paid by 12 June or 130 EUR after this date.

50 EUR for accompanying persons if the fee is paid by 12 June or 70 EUR after this date.

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The entry fee includes:

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

The entry fee is to be transferred before 9th of August 2017 to Account nr: HU28 1160 0006 0000 0000 2641 4465 Erste Bank Hungary ZRT, **BIC** GIBAHUHB

1.4.1. Entry – refunds

Refund of entry fees If a CAT1 event is cancelled or does not take place, all entry fees that have been paid shall be returned in full and no CIMA sanction fees are due.

If a CAT1 event is stopped by Jury decision or by force majeure, a portion of the entry fees, to be determined by the CIMA Bureau, shall be returned. In this instance, CIMA sanction fees shall be paid in full.

Withdrawal from a CAT1 event Participants who withdraw from a CAT1 championship before the start of the official practice period shall be entitled to a refund of part of their entry fees according to the scale below. In this instance, no CIMA sanction fees are due.

30 days (or more) before = 100% * 29 days (or less) before = 50% * Participants who withdraw after the start of the official practice period shall receive no refund and CIMA sanction fees shall be paid in full.

1.5 INSURANCE

Third party insurance of minimum 750 000 SDR 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.
- FAI Diplomas will be awarded for those placed first to tenth.

1.8 CHAMPIONSHIP CLASSES

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

WL1T, WL2T, AL1T, AL2T, GL1T, GL2T

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

1.8.1 CLASS 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. (S10 4.3.2)

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 and at least one task of each type (navigation, economy, precision) has been valid.

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 identity.
- Valid FAI Sporting License for pilot and navigator.
- Aircraft Certificate of Airworthiness or Permit to Fly.
- Certificate of Insurance.
- Receipt for payment of entry fees.

The Registration Office will be open 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 (where appropriate) 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 or Paramotor at all times.

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.

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.

1.9.6 PRACTICE & REST DAYS

An official practice period of not less than 2 and not more than 5 days immediately preceding the opening of the Championships shall be made available to all competitors.

All the infrastructure for the competition (camping, maps, offices, scoring...) 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. (S10 4.7.3) Rest days will only be held on account of bad weather or unforeseen emergency.

1.9.7 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. (S10 4.36)

1.9.8 PROTESTS

If the competitor is dissatisfied with the decision about its Complaint, the Team Leader may make a protest to the Director in writing and accompanied by the protest fee of 50 EUR. The fee is returnable if the protest is upheld or withdrawn before the start of the proceedings. A protest may be made only against a decision of the Championship Director.

A protest must be presented not later than 6 hours after the respective Official score sheet has been published, except for the tasks of the last competition day, or for Official Score sheets published on or after the last competition day, when the time limit is 2 hours. The night time between 22:00 and 07:00 is never included. (S10 4.36).

1.9.9 OFFICIAL NOTICE BOARD AND OFFICIAL TIME

The official notice board will have the form of a website. Competitors will be able to connect to the championship's intranet and teams are expected to bring their own computers with a wi-fi network interface.

Official time will be GPS local time.

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, 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. (S10 4.21)

Procedures for flight preparation, takeoff, flying the task, landing and scoring together with any penalties will be specified in each task description. (S10 4.21)

Flight safety requirements given at briefing carry the status of regulations. (S10 4.21)

Team Leaders' meetings, in addition to briefings, may be called by the Director, but shall be held within 18 hours if requested by five or more team leaders. (S10 4.22)

1.10.2 COMPLIANCE WITH THE LAW

Each competitor is required to conform to the laws and to the rules of the air of the country in which the championships are held. (S10 4.23.1)

1.10.3 PREPARATION FOR FLIGHT

Each aircraft shall be given a pre-flight check by its pilot and may not be flown unless it is serviceable. (S10 4.23.3)

1.10.4 FLIGHT LIMITATIONS

Each aircraft shall be flown within the limitations of its Certificate of Airworthiness or Permit to Fly. Any manoeuvre hazardous to other competitors or the public shall be avoided. Unauthorised aerobatics are prohibited. (S10 4.23.2)

Each pilot must assess the weather conditions with reference to his/her capabilities as a pilot and the performance of his/her equipment before making a decision to fly.

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 4.23.4)

An aircraft may be replaced by permission of the Director if damage has resulted through no fault of the pilot. Replacement may be only by an identical make or model or by an aircraft of similar or lower performance and eligible to fly in the same class.(S10 4.23.5)

1.10.6 TEST AND OTHER FLYING

No competitor may take-off on a competition day from the contest site without the permission of the Director.

Permission may be given for a test flight but if the task for that class has started the pilot must land and make a competition take-off on the task. Practising prior to a task is not permitted. (S10 4.25)

Once a task has been declared, reconnaissance of the route in any aircraft or vehicle is forbidden.

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.

Air Law must be observed and a proper look-up must be kept at all times. It is every pilot's responsibility to avoid a collision with another.

A competitor involved in collision in the air must not continue the flight if the structural integrity of the aircraft is in doubt. (S10 4.24.5)

1.10.10 CLOUD FLYING

Cloud flying is prohibited and aircraft shall not carry gyro instruments or other equipment permitting flight without visual reference to the ground. (S10 4.24.6)

1.10.11 ELECTRONIC EQUIPMENT

CIMA approved GNSS flight recorders and ELTs without voice transmission capability are permitted and may be carried. Sealed mobile phones, switched off, may be carried for use after landing or in an emergency, the director must be immediately informed if the seal is broken.

Unless otherwise briefed, then in the period between entering quarantine before flying a task and leaving quarantine after flying a task only materials issued by the organizer, mathematical calculators without any capability for any data transfer, and clocks may be used for preflight preparation and flight control. No other electronic devices with real or potential communication and/or navigation capabilities shall be available to, or accessed by the pilot or crew. (S10 4.27)

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

A document describing the device will be signed by the competitor when it is being sealed, and the document will be retained by the organization. After the task, provided the seal is not broken, documents will be returned to each competitor when he comes to unseal the device. If a document is still in the possession of the organization at the time of issuing the scores, the competitor will get a 100% task penalty.

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

1.10.12 EXTERNAL AID TO COMPETITORS

Any help in navigation or thermal location by non-competing aircraft, including a competing aircraft not carrying out the task of their own class is prohibited. This is to ensure as far as possible that the competition is between individual competitors neither helped nor controlled by external aids. (S10 4.26)

Help from assistants is positively encouraged until a competitor enters the take-off / landing deck or pilot weighing area to start a task. From that moment onwards, all external

assistance is forbidden except from marshals or those people expressly appointed by the Competition Director, until the moment the competitor leaves the deck having finished a task, or otherwise lands according to the outlanding rules.

Assistance from fellow competitors is not permitted unless authorised by a marshal.

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 4.29.5)

A competitor will generally be allowed only one take-off for each task and the task may be flown once only. A competitor may return to the airfield within 5 minutes of take-off for safety reasons or in the event of a GNSS flight recorder failure.

In this case a further start may in principle be made without penalty but equally the competitor must not benefit in any way from restarting. Exceptions and penalties will be specified in the Task Description.

(S10 4.30) Precision tasks may be combined with other tasks or set separately.

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 4.30)

1.11.4 TYPES OF TASKS

Only tasks approved by CIMA or listed in S10 A4 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 shall 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 GNSS flight recorder evidence. On return to base he must go immediately to Control with his evidence. Failure to follow this procedure without good reason may result in the pilot not being scored for the task, or charged for any rescue services which have been called out, or disqualification. (S10 4.32)

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 4.33)

1.11.8 EMERGENCIES

A competitor landing to help an injured pilot shall not, at the discretion of the Director, be disadvantaged by this action.

1.11.9 THE SECURE AREA

This is a clearly marked area where the aircraft must be placed from time to time as instructed by the director. Once in the Secure Area and without the expressed permission of the director, no aircraft may be touched for any reason other than to remove it from the Secure Area.

Competitors who do not respect the rules of the Secure Area may be liable to penalty.

1.11.10 QUARANTINE

This is a clearly marked area to which aircraft and crew must go from time to time as instructed by the director, usually for the purposes of scoring, fuel measurement and scrutineering of fuel tank seals, fuel systems, telephone seals etc.

Once in the Quarantine and without the expressed permission of the Quarantine Marshal, the crew may not communicate with anyone else and may not modify or otherwise change the configuration of their aircraft and items carried. Competitors who do not respect the rules of the Quarantine area may be liable to penalty.

1.12 CONTROL OF TASK FLIGHTS.

1.12.1 TIMING

All times are given, taken and calculated in local time or simple elapsed time, rounded down to the most accurate permitted precision. (S10 5.2.6 and 5.2.7)

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. Fuel measured by volume shall be within $\pm 10^{\circ}\text{C}$ of the ambient temperature.

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.

An official observer, or a team leader or competitor from a rival team must control fuelling. Official observers will collect documentary evidence that all competitor's fuel systems are sealed immediately after fuelling, and that all competitor's fuel systems seals have been inspected after landing.

Sealing of tanks is optional if aircraft are moved under supervision of officials directly to the take off place.

If there is no separate class for aircraft with electric engines there shall be no fuel limit for them in any task. (S10 4.17.9)

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 400 m 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 or GNSS flight recorder evidence, as briefed.

Control points may be: A geographical point, a ground marker or a landing marker.

Control points may be:

- Known control (turn) points. Their position and description will be briefed.
- Hidden control points. The track along which they will be found and their description will be briefed.

Proof of reaching a control point may be:

- by the competitor recording the symbol and position on the declaration sheet.
- by a Marshal's report.
- by flight recorder evidence.

The precise requirements will be described in the Task Description.

1.13 GNSS FLIGHT RECORDERS

1.13.1 The status of GNSS flight recorder evidence relative to other forms of evidence is as follows:

- All aircraft shall carry a FR which will be used as primary evidence.

- In the event of a failure of the primary FR, a second FR or observer's report may be used as secondary evidence.

1.13.2 Only CIMA approved FRs may be used and they must be operated in strict accordance with their approval documents. (S10 A6)

1.13.3 The FR to be used by a pilot in a championship will be supplied by the pilot. The FR case must be clearly labelled with the pilots name and competition number and (if applicable) this information must be entered into the memory of the FR.

1.13.4 The pilot must make a data transfer cable and a copy of the transfer software available to the organization if required.

Before the championship starts, each FR must be presented together with its CIMA approval document to the organization for inspection and recording of type and serial number. The pilot must be sure it fully complies with any requirements in the approval document e.g. that manufacturer's seals are intact and it is equipped with a data-port sealing device if it is required or it will be rejected by the organization.

Once the championship has started the pilot must always use the same FR. In the event of a permanent failure, another FR may be used after it has been presented together with its CIMA approval document to the organization for inspection and recording of type and serial number.

All FR's must be presented to the organization for inspection immediately before the start of each task. If secondary evidence is presented then both sets must be clearly marked 1 and 2. Only one set of evidence will be used to verify the flight.

1.13.5 It is the pilots responsibility to ensure that he is fully aware of the functions and capabilities of his FR eg. that it has sufficient battery power and that the antenna is correctly positioned etc.

1.13.6 Where FR data is to be used for scoring, the organizer must have visited every location which could affect the scoring and got a GNSS fix of that position. E.g. turnpoints, hidden gates etc. It is not acceptable to extract positions from a map in any circumstances. Points that will not require FR evidence for scoring (eg. because a marshal will be taking times at a hidden gate) must be specifically briefed.

1.13.7 The scoring zone for FR's is independent of any other zone or sector (eg. one with ground observers). A scoring zone will normally be a cylinder of 200 m radius and of infinite height. To score, a track fix point must either be within this circle, or the line connecting two sequential track fixes must pass through the circle. Additionally the task may require one of these fixes to be associated with a pilot event mark (PEV).

Complaints about the physical mis-positioning of a scoring zone relative to a turnpoint will not be accepted unless it can be shown that the physical position of the location is outside a circle of radius $R = R_p/2$ where $R_p =$ Radius or size of the scoring zone defined by the organizers (*ie the physical location must lie inside an inner circle half the width of a gate or radius of a scoring zone*).

1.13.8 Gate or point time is taken from the fix immediately before it is crossed.

1.14 SCORING

1.14.1 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 4.34.10)

A score given to a competitor shall be expressed to the nearest whole number, 0.5 being rounded up. (S10 4.34.13)

All distances not obtained from GNSS shall be calculated from the official map and rounded up to the next 0.5 km. (S10 4.34.14)

A pilot who did not fly scores zero and will be marked DNF or "Did Not Fly" on the score sheet. A pilot who is disqualified scores zero and will be marked DSQ or "Disqualified". (S10 4.34.15)

Deduction of penalty points shall be made after scoring for that task is completed. (S10 4.34.16)

If a pilot's score is for any reason negative including penalties his score for the task shall be taken as zero. Negative scores shall not be carried forward. (S10 4.34.18)

The following standard symbols will be used for scoring:

V = Speed, D = Distance, T = Time, Q = Partial/intermediate score, P = Total score before penalties

The scoring system to be used shall be approved by the FAI Microlight Commission and attached to the Local regulations.

Calculations will be performed using full numerical precision. Rounding will only be done when calculating Q and P values and will be done to the nearest integer value. Q and P variables will always be integers greater than or equal to zero. If a calculation results in a negative number, zero will be assigned as the result.

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

Score sheets shall be marked Provisional, and Official, or if a protest is involved, Final. A Provisional score sheet shall only become Official after all complaints have been answered by the Director. Scores shall not be altered when the Provisional sheet is made Official. (S10 4.34.3)

If a failure in GNSS flight analysis or scoring is discovered before the end of the championship and the failure is due to a technical error which emanates from the equipment being used for the GNSS flight analysis or scoring, this failure must be corrected regardless of time limits for complaints and protests. (S10 4.34.19)

1.14.2 PENALTIES

In general, any infringement of any flying, safety or task regulation will result in penalty.

1) Not anchored airplane in parking – 20% from next task.

5) Back track – flight in opposite direction = 100 %

6) Not stopping in landing deck (if is required)= 100% in precision tasks, 20% in other tasks.

7) Touch of ground by any part of airplane before landing deck = 100% in precision tasks, 20% in other tasks.

- 8) Breaking of rear line of the departure deck during take-off - 100% in precision tasks, 20% in other tasks.
- 9) Touch of ground by any part of airplane after take off deck = 100% in precision tasks, 20% in other tasks.
- 10) Breaking of side line of the deck during take-off or landing without marshals allowance = 100% in precision tasks, 20% in other tasks.
- 11) Breaking of safety rules or general aviation rules - disqualification in the relevant task or disqualification in championship - dependently on proportion of risk and guilt.
- 12) Using of unauthorized equipment for flight preparation or during the flight – disqualification in the relevant task (if this will be not case of item 16)
- 13) Out landing – disqualification in the relevant task
- 14) Breaking of sealing - disqualification in the relevant task
- 15) Breaking of quarantine – disqualification in the relevant task
- 16) Deliberate breaking of competition rules and fair play principle – disqualification in championship.
- 17) Using of any drugs or alcohol before flight or during flight - disqualification in championship.
- 18) Test flight or free flight without allowance of championship director – 100% from next task .
- 19) Breaking of restricted or prohibited areas – disqualification in the relevant task.
- 22) Marking of any ground feature over 2 mm tolerance to 5 mm from correct position – ground feature will be scored 0.
- 23) Marking of any ground feature over 5 mm from correct position – ground feature will be scored minus value of ground feature (100 points is standard).

2. Applies to Microlights

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 the marked deck. 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:

2.1.3.1 Weighing equipment shall be made available to competitors during the practice period. All aircraft may be weighed again 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.

2.1.3.2 Any competitor attempting to start a task overweight will be disqualified from that task.

2.1.4 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).

2.1.5 PROTECTIVE EQUIPMENT

A protective helmet must be worn on all flights unless this restricts vision from within an enclosed cockpit canopy with supine seating. An emergency parachute system is highly recommended. (S10 4.24.1)

2.2 FLIGHT CONTROL

2.2.1 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.

The engine will then be run for 60 seconds to ensure all systems are free of air. Where possible, this process will take place immediately prior to the task to enable engines to be warmed up.

When tanks are required to be sealed before a task the penalty for returning to the quarantine area with a broken or a missing seal will be 100% of the pilot score.

2.2.2 DISTANCE MEASUREMENT

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.

2.2.3 POSSIBLE MARKERS

H, I, K, L, N, T, U, X, =, □, Δ

2.2.4 WINNER

The winner of each class shall be the pilot or crew gaining the highest total points in the class. (S10 4.34.10)

2.2.5 TEAM PRIZE

The team prize shall be computed from the sum of the scores of the top three pilots from each country in each class in each task. The task score for which a pilot was disqualified shall not count for team scoring. Other valid tasks flown by this pilot are not affected. (S10 4.34.11)

ENTRY FORM

ENTRY FORM FOR FAI European Microlight Championships 2017 Nagykanizsa, Hungary, 9–19 August 2017

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 NAV ASST TL	Sporting Licence N°	Pilot 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

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 Names/number of accompanying technical officials if known

ENTRY FEES

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

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

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

We declare that the above information is true.

Signed : Position in NAC

Print Name Date