

## Changes in Rules and Regulations

### *Use of GPS loggers*

- A.1.2** Only equipment approved by the GAC may be used. Competitor must declare type of **GPS logger equipment** in entry form.
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### *Navigation test / A.2.2.18 use of GPS receivers*

- A.2.2.19** Competitor must declare type of equipment mentioned in A.2.2.18 in entry form (including fixed installed equipment). **For rental aircraft the declaration is made by the organizer.**
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### *Navigation test / return from flight*

- A.3.8** At the end of the flight, at the parking position, the competitor is allowed five minutes, while seated in his aircraft, for completing his markings on the map. The five minutes will begin after the aircraft has stopped at its parking slot **or assigned stop (for example: fuel station).**
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### *Landing test*

- A.4.2** The landing test will be run as a separate event to enable the participation of all international judges to judge the event.
- Each landing **shall be followed by a full stop is conducted as a full stop landing.**
  - The sequence of landings will be briefed.
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### *General rules*

- A.5.5** ~~No competitor is permitted to take any alcohol less than 10 hours prior to the start of daily competition.~~
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### *Protests*

- A.9.3** ~~Within 30 minutes of the release of the individual results the competitor and/or team manager may present a written request (complaint) to the International Chief Judge for clarification. If not satisfied with the clarification, a protest may be filed with the Competition Director within 30 minutes after the clarification was given, accompanied by the relevant protest fee.~~

**A.9.9** The prescribed fee in connection with any protest submitted to the jury will be EURO 100,- 50,- and shall accompany the written protest. The fee will be returned in the case of a successful protest only.

## Table of penalties

### A.10.3 LANDINGS

	1 Normal	2 Idle	3 Idle no flaps	4 Obstacle
Maximum penalties per landing	400	200	200	400
Outside the strip or no landing	300	200	200	300
Abnormal landing (A.3.10 a to h))	200	200	200	200
Rolling out of the landing strip to the side	200	150	150	200
Power on the ground in the strip <b>touch and go only</b>	50	50	50	50
Non permitted use of power (in the air)	-	200	200	-
Non permitted use of flaps or spoilers (in the air)	-	-	200	-
Touching, destroying the obstacle or "creeping" over obstacle	-	-	-	400

## Organisation rules

**B.1.8** Any display, show, demonstration or other activities should must not interfere with the competition.

**B.2.10** Telephone and teletax and Wi-Fi and internet access should be available at the airfield and accommodation. If the computer room is not established at the airfield, internet service must be available between airfield (debriefing) and computer room.

**B.5.3** Aircraft for hire should be checked by the host NAC and the following minimum standard guaranteed:

- a) Air speed indicator
- b) Altimeter
- c) Magnetic compass and directional gyre
- d) Turn and bank indicator and/or artificial horizon
- e) VHF/COM equipment with all appropriate frequencies
- f) Third party legal liability insurance to the level required in the host country.

Aircraft for hire should be checked by the host NAC and fulfil the requirements according country rules. Magnetic compass and directional gyro / or equivalent equipment must be installed.

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## Meteorology

- B.8.5** The weather minima for the navigation tests will not be less than 5 kilometers visibility with the cloud base 1000' above ground level ~~of the highest point of the course~~ including the highest point of the course. In the event that any part of the navigation course is within controlled airspace, consent must be given for the minimum to apply.

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## Organisation rules / Navigation test

- ~~**B.9.10** On return from the competition, the competitor will be taken to a security area. The competitor will be debriefed by members of the competition management who will examine his map. At this time the competitor may indicate all the targets he has seen and describe any feature in order to reduce the number of "complaints". Scoring will then take place. He will remain in the security area until the last competitor has entered the flight planning room. He must be further warned that any attempt whatsoever to communicate with anybody outside the security area following the completion of his navigation exercise or approaching the flight planning room, the apron or any competition aircraft prior to the time the last competitor has taken off on his navigational test, will result in his disqualification. Security area can be arranged by the organizer, so that pilots will be quarantined before their flight. In that case the quarantine period will begin when the first competitor leaves the flight planning room.~~

Security area has to be arranged by the organizer, so that pilots will be quarantined before their flight. The quarantine period starts when the first competitor leaves the flight planning room.

On return from the competition, the competitor will be taken to the debriefing area. The competitor will be debriefed by members of the competition management who will examine the map. At this time the competitor may indicate all the targets he has seen and describe any feature in order to reduce the number of "complaints". Scoring will then take place.

Time (30 minutes) for complaints starts immediately after the debriefing. Complaints will be handled by the international chief judge (or a special assigned judge) as quick as possible. The result will be communicated to the competitor as fast as possible. If the competitor is not satisfied with the judgement, he can file a protest.

Time (30 minutes) for protests starts immediately after the communication of the result of the complaint, accompanied by the relevant protest fee.

After leaving the debriefing area, the competitor can not file a complaint or a protest anymore.

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## Prizes and prize-giving

**B.14.5.1** Worldchampionships

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|---|--------------------------------|
| - City of Nottingham Trophy                   | World Champion                 |
| - Canada Trophy                               | Landing Champion               |
| - Royal Aero Club of the United Kingdom Sword | Navigation Champion            |
| - Ottley Trophy                               | Team Champion                  |
| - New Zealand Trophy                          | Landing Team Champions         |
| - Air BP-challengecup                         | Best low experienced pilot (*) |
| <br>  |                                |
| - Argentina Trophy                            | Best Woman Pilot               |

(\*) "Low experienced pilot" is defined as a pilot with a maximum of 300 ~~7500~~ flying hour's total time on Single Piston Engine Aircraft.

The sentence "Single Piston Engine Aircraft" Changed to "Single Engine Aircraft" conflicts with A0.1 (Class C aeroplanes). This will be corrected at next subcommittee meeting.

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## FAI / GAC - Precision Flying sub-committee

Annual Meeting - Billund, Denmark

All above / previous mentioned changes were approved at the plenary meeting.



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### *Organisation rules / Landings*

- B.10.17** An electronic recording system previously approved by GAC **must-may** be used. It must be in conjunction with visual judging. Only in the event of failure of the electronic recording system will visual judging will be used for that group.

Due to our discussion in subcommittee a separate approval by the plenary meeting of this change was requested.

At the plenary meeting it was decided to leave the rule as original (electronic system must be used).

A new suggestion for change and some additional about video judgment / system will be discussed and presented next year.

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### *New appendix for landing rules (Common Rally Flying, Precision flying and ANR)*

This new appendix is nearly done.

Special thanks to Frank Eckard and Jiri Dodal for their work to creating this new appendix.

In this year's draft edition of the rules, everything about landing rules and things that must be moved to the new appendix have been **marked with green color**. This draft document will be available for all to see and check.

In this way, we all have time to look it through and check if everything is ok.

The plan is to approve the new appendix next year.

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### *Landing system / WPFC Spain*

In the subcommittee we had a main subject discussing the use of video for judgment in the landing competition lately in Spain.

The story is that there was initiated a mail correspondence in late February/ start of marts, about 3 months before the Championship in Castellon. The subject was about using the use of electronic system for judging landings.

Due to costs, the organizer asked us about the possibility to use video instead.

There was an ongoing mail correspondence for a week or two. Before any decision was made totally clear, we got bulletin #3 from the organizer. This Bulletin stated, that the electronic was to be dismissed, due to a very heavy budget from the German electronic Landing System team.

The main discussion in subcommittee was, that we broke our own rules.

Now this world championship is history, but after a long discussion we agreed that we must find a solution to handle this kind of problems in the future.

The question is: Who can change the rules, or can any local rules be more applicable above the rules we have approved at our annual meeting.

We don't doubt that the rules we decide in committee and afterwards is approved here have the highest level of priority.

Allan Hansen

A handwritten signature in black ink that reads 'Allan Hansen'. The signature is written in a cursive style with a large initial 'A'.