

# World and Continental Helicopter Championships

## Chapter 3

### Organisation and Venue Rules

#### **A.1. GENERAL**

A.1.1. Prior to any National Aero Club offering to host a World or Continental Helicopter Championship, the National Aero Club must be able to satisfy FAI – CIG on the following points:

A.1.2. Sufficient experience exists in the Host Country to ensure a high standard.

A.1.3. There should be at least 4 officials experienced in the discipline and be able to provide their knowledge and experience in respect to organising Championships.

A.1.4. It is advantageous but not compulsory that the Host Aero Club combine with their National Military or Government in an offer to host an event. FAI – CIG would give consideration to 2 National Aero Clubs offering to jointly host a Championship on their National Borders subject to the respective Government approval.

A.1.5. The Host National Aero Club must provide an airfield with limited traffic. An airfield with bi-lingual controlling at any time during practice or the championship must be avoided.

A.1.6. The Host National Aero Club must satisfy FAI – CIG that a championship can be run with regard to the reasonable cost of participation by individuals.

A.1.7. In selecting a venue the Host Aero Club must be able to provide acceptable reasonable accommodation close to the airfield with facilities for adequate parking and local championship transportation.

A.1.8. The Host National Aero Club must develop a close working relationship from the time that approval is given with both the President of the International Jury and the Championship Chief Judge.

A.1.9. The Host National Aero Club must comply with the following Rules and Regulations. If any doubts exist to the their interpretation the advice of the President of the Jury should be sought at an early stage.

A.1.10. The Host Country must not run other local competitions at the same time unless they are under identical rules. Practice time on the airfield or in the navigation area is reserved for Championship Events with spare time only for any local event practice.

A.1.11. Practice for display, demonstrations, etc. must not interfere with the Competition Practice Schedule. This has priority.

A.1.12. Any display, demonstration or show must not interfere with competition flying.

A.1.13. The Host National Aero Club may accept participants for outside the competition but without causing any interference to the Official Championships. Their results will not be shown on any total list. Only individual results may be handed to them.

A.1.14. The Host National Aero Club will take out adequate insurance coverage for all personnel who for any reason have to be present, close or adjacent to the competition area, either in practice or in competition. This will include all Jury Members, Judges, operational officials, secretaries, team managers or other crews observing practice.

A.1.15. The Host National Aero Club will be required to enter into the FAI Contract and to pay the fees as set down by FAI-CIG.

## **A.2. VENUE**

A.2.1. When considering the location of a Championship site careful consideration should be given to the type of terrain readily available. Mixed terrain, both low lying and high ground is recommended, in an area that is neither too easy nor too difficult to navigate over.

A.2.1.1. It is preferable to have the sole use of an airfield or be able to adopt a dominant role in respect to air traffic movements.

A.2.1.2. The navigation area, where competition traffic is relatively low, military low level flights through the area are unacceptable. Appropriate Notams must be issued in respect to low level helicopter flying including manoeuvring and searching.

A.2.1.3. The whole of the navigation course must be on one chart.

A.2.1.4. There should be no prohibited areas or danger areas within 10 nautical miles of the navigation route.

A.2.2. The airfield should have a large open unrestricted grass area upon which the championship tasks can be carried out. Routing in and out of the airfield should be from different directions, pre-planned and marked on the ground for all events taking place on the airfield.

A.2.3. Seating areas (low level stands) should be available for spectators within reasonable distance of the competition area. Separate facilities must be provided for international press including TV and Sponsored video teams. A separate press centre should be made available by the organiser.

A.2.4. The airfield must provide adequate full time air traffic control, fire and ambulance services, hangarage, fuel both for piston and turbine helicopters. A fast refuelling facility on the airfield is vital for the smooth running of a championship.

A.2.5. Catering facilities, for the sole use of those associated with the championship, must be provided. The organiser should allow for staggered mealtimes i.e. running continuous buffet.

A.2.6. The airfield shall be located not more than 15 minutes travel time from the residential accommodation provided for the participants.

A.2.7. The airfield should be available for full familiarisation and practice in the week prior to the championship, during which time the airfield will be run under strict Local Rules which all participants must adhere. In the event that a military base is used the organiser must provide an alternative training airfield immediately adjacent to the navigation area in order that navigation training may take place in the week prior to the championship.

A.2.8. A detailed weather history within the competition area must be provided to FAI – CIG at the time that the bid is made.

A.2.9. Special attention should be given to the location and size of the briefing and rest room. This should not be used for catering purposes. Sufficient seating should be provided for a minimum 150 people with additional facilities for press and TV crews.

### **A.3. SPONSORSHIP**

A.3.1. The Host National Aero Club are encouraged to obtain sponsorship either for the whole or individual events within the championship in order that the overall cost of the event to the participants is reduced.

A.3.2. FAI – CIG are of the opinion that hosting championships should not be taken by the National Aero Club as a means of making substantial profit at the expense of the participant.

### **A.4. PRESS AND TELEVISION (The Media)**

A.4.1. FAI – CIG will, in considering bids for hosting Championships, put considerable emphasis upon the quality and coverage given by International, Continental and Local Media. This is particularly important for television.

A.4.2. Facilities must be available for international and local press, television and video crews. It is essential that there is wide coverage both nationally and internationally. Full details of daily international and national programme coverage must form part of any bid.

A.4.3. The organiser will provide facilities for press and television. This will include appropriate stands in the vicinity of the competition area on the airfield. Television crews may be escorted into the competition area but not the navigation area, but they cannot be accompanied by more than 2 others. (Maximum 3) They must be escorted at all times by a member of the Competition Director's staff whose duty will be to ensure that they do not interfere in any way with competitive flying, judging or cause a hazard.

A.4.4. The Host National Aero Club will provide an experienced commentator who can provide an exciting, interesting and regular flow of information and results to be broadcast to the public enclosure and to the briefing area.

A.4.5. Facilities will be made available for the broadcast of music used during the freestyle event. It would be an advantage to have a practice prior to the championship to facilitate smooth running of the event. The position of loudspeakers must be placed so that competing pilots can clearly hear them.

## **A.5. ACCOMMODATION**

A.5.1. It is beneficial but not vital for all participants to be housed together in one complex. This will reduce the problems of communication and enables a central information centre to be set up. Competitors must have priority over supporters.

A.5.2. The cost of accommodation is of prime importance to participants. Expensive hotels are unwelcome. Hostels, university residences, etc. are more appropriate. Participants require reasonable accommodation at an acceptable price.

A.5.3. The accommodation should provide for a running breakfast timings of which will be governed by the competition programme.

A.5.4. The residential site must be within easy reach of the competition airfield. The Competition Management must be sympathetic to pilots rest requirements.

A.5.5. It is essential that absolute quiet is given between the hours of 23.00 – 07.00 to give sensible sleep periods. No parties will be held in the residential accommodation between these times whilst competition flying is still in progress.

A.5.6. Two officials will be available between 06.30 and 23.30 throughout the Championships to assist with problems relating to accommodation and transportation. Their telephone numbers must be available to all participants.

## **A.6. CATERING**

A.6.1. Breakfast will be taken at the residential accommodation.

A.6.2. It is recommended that airfield catering is provided on the basis of a running buffet to cater for the staggered requirements of all participants in the championship. Regular hot and cold drinks should be available at all times. The catering area should be designed to provide seating accommodation of 150 at any one time.

A.6.3. Self service is recommended.

A.6.4. The Host National Aero Club will arrange for the Opening and Closing Ceremonies to be held on the airfield in front of the public. Opening and Closing Banquets can be held at other venues away from the airfield and may be separately sponsored. Any event away from the airfield or the residential area must have a transport service provided for all participants.

A.6.5. Consideration should be given to the provision of vegetarian or other special catering needs. The entry form should require the appropriate information to be given well in advance.

## **A.7. TRANSPORT**

A.7.1. The Competition Management shall undertake the arrangement of suitable daily transport between the residential site and the airfield. Pick up points and timetables will be provided to every participant and will be published on a notice board both at the residential site and in the briefing room.

A.7.2. It would be ideal for each team to be provided with separate transport. In the likely event that this is not feasible an adequate coach service must be provided.

A.7.3. The Jury and the Chief Judge will be provided with their own independent transportation.

A.7.4. Transportation will also be required to take teams of judges and assistant judges out to and return from the navigation area.

## **A.8. AIRCRAFT HIRE**

A.8.1. The Host National Aero Club must be prepared to initiate arrangements for the hire of helicopters for participants unable to bring their own competition aircraft.

A.8.2. Crews planning to hire helicopters should initiate a request at least 6 months before the event specifying type, length of time, hours to be flown, etc. They should furnish full details of their own licences and experience.

A.8.3. Helicopters for hire should be checked by the Host National Aero Club to ensure that they are of an adequate standard for competitive flight and that Certificates of Airworthiness and Third Party Liability Insurance are included.

A.8.4. Under no circumstances shall the same helicopter be used in the navigation test by more than 3 competing crews.

## **A.9. TRAINING PRACTICE**

A.9.1. Practice and familiarisation of the navigation area should be available in the week prior to the week of the Championship.

A.9.2. Navigation practice should take place without affecting the normal airfield routine.

A.9.3. During practice it is essential that Airfield Routine Regulations are fully observed. It is also necessary for other non competitive traffic, using the airfield, to be under similar guidance. Strict RT control will be necessary.

A.9.4. Daily flying should be restricted to 09.00 – 17.00.

A.9.5. Training practice must not be interrupted for display, show or exhibition flights.

A.9.6. The Host National Aero Club must provide a sample of the competition map for approval by FAI – CIG at least 6 months before the start of the championship.

#### **A.10. BRIEFINGS**

A.10.1. Full briefings must be attended by all concerned.

A.10.2. The Opening General Briefing must be attended by Judges, Operational Officials, Team Managers and Crews. The object is to explain the running of the championship, the programme to be adhered to including the social programme and channels of communication.

A.10.3. Competitors and Event Briefings must be attended by Judges, Operational Officials, Team Managers and Crews. The Briefing will define operating procedures. Discussions on the Rules will not be allowed in briefings.

A.10.4. Daily Briefings must be attend by Team Managers the object being to define the day's programme.

A.10.5. Set Briefings will be attended by crews and team managers.

#### **A.11. METEOROLOGY**

A.11.1. A competent meteorologist will be available on site throughout the Championship.

A.11.2. The meteorologist will be present at General Opening and Event Briefings.