# FAI Sporting Code

*Fédération Aéronautique Internationale*

## Section 10 – Microlights and Paramotors

## Annex 8

MODEL LOCAL REGULATIONS FOR PARAMOTOR ENDURANCE CHAMPIONSHIPS

To Take Effect on 01 January 2024

Section 10 and General Section combined make up the complete Sporting Code for Microlights and Paramotors

*Maison du Sport International*
*Av. de Rhodanie 54*
*CH-1007 Lausanne*
*(Switzerland)*
*Tél. +41 (0)21 345 10 70*
*Fax +41 (0)21 345 10 77*
*E-mail: sec@fai.org*
*Web: www.fai.org*

**FEDERATION AERONAUTIQUE INTERNATIONALE**
**MSI - Avenue de Rhodanie 54 – CH-1007 Lausanne – Switzerland**

# Annex 8 to SECTION 10

## MODEL LOCAL REGULATIONS

## FOR THE ….th
## MICROLIGHT / PARAMOTOR 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 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.

### CLARIFICATION

Classes AL1, AL2, WL1 and WL2 are "Microlights" and classes PF1, PF2, PL1 and PL2 are “Paramotors”

### CONTENTS

**Annex 8 to SECTION 10** ..... **1**
AUTHORITY ..... 1
CLARIFICATION ..... 1
CONTENTS ..... 1

**Annex 8, Part 1. Model Local Regulations** ..... **3**
1 INTRODUCTION ..... 3
1.1 MISSION STATEMENT ..... 3
1.2 PROGRAMME DATES ..... 3
1.3 OFFICIALS ..... 3
1.4 ENTRY ..... 3
1.5 REFUND OF ENTRY FEES ..... 4
1.5.1 EVENT CANCELLATION ..... 4
1.5.2 WITHDRAWAL FROM A CAT1 EVENT ..... 4
1.6 INSURANCE ..... 4
1.7 LANGUAGE ..... 4
1.8 MEDALS AND PRIZES ..... 4
1.9 CHAMPIONSHIP CLASSES ..... 4
1.10 GENERAL COMPETITION RULES ..... 5
1.11 FLYING AND SAFETY REGULATIONS ..... 6
1.12 CHAMPIONSHIP TASKS ..... 8
1.13 CONTROL OF TASK FLIGHTS. ..... 10
1.14 GNSS FLIGHT RECORDERS ..... 10
1.15 SCORING ..... 11
1.16 RANGE ..... 12
1.17 THE LAUNCH AND LANDING DECKS ..... 12
1.18 CONTEST NUMBERS ..... 12
1.19 EMERGENCY EQUIPMENT ..... 12
1.20 PROTECTIVE EQUIPMENT ..... 12
1.21 PROHIBITED EQUIPMENT ..... 12
1.22 FLIGHT CONTROL ..... 12
1.23 FLYING THE TASKS ..... 13
1.24 SCORING ..... 14

**Annex 3, Part 2. Task Catalogue** ..... **15**

2.1 PRECISION CURVE NAVIGATION....15
2.2 PRECISION NAVIGATION WITH DECLARED SPEED....15
2.3 PRECISION NAVIGATION WITH CONSTANT SPEED....15
2.4 BONUS NAVIGATION TASK – TURN POINT HUNT....16
2.5 TURN POINT HUNT WITH LIMITED FUEL....16
2.6 SPOT LANDING....17
2.7 BOWLING LANDING....18
2.7 EXAMPLE COMPETITION MAPS....20
2.8 MAP AREA EXAMPLE WITH DOWNWIND OUTLANDING....21

**ENTRY FORM EXAMPLE....22**

# Annex 8, Part 1. Model Local Regulations

## 1 INTRODUCTION

### 1.1 MISSION STATEMENT

Paramotor Endurance is a new format for championships with an emphasis on navigation and endurance by maximising flying hours and the enjoyment of pilots. The intention is to promote real pilots' flying skills, both in flight and through flight planning on the ground, through a new format of competitions. The Paramotor Endurance format has been developed in Estonia since 2010, and further in the UK since 2018. The intention is to promote and test real pilots' flying skills, both through in-flight decision making and through flight planning on the ground, with primarily, many more airtime hours for pilots than 'classic' format championships allow.

Fundamentally, the competition is a compilation of precision navigational challenges, any of which can be attempted at any point during the allowed flying hours of the competition, that takes place over a period of several days. Further bonus points can be gained by collecting turn points en-route to and from the precision tasks. Pilots are permitted a maximum number of flying hours each day, within a longer flying window that utilises the majority of daylight hours. Pilots may make any number of refuelling stops within each daily flying period. Pilots will normally conclude their day's flying by returning to the airfield; occasionally an alternative final landing point may be briefed if windy conditions dictate. Careful flight and weather planning across the period of the competition is therefore essential, as is equipment selection to maximise the distance/fuel economy balance of long distance flight.

Key features of the paramotor endurance format are:

- Large competition area (in excess of 3000 $km^2$), with minimal restrictions and no fly zones.
- Many hours flying over spectacular and varied terrain.
- A strong focus on personal flight planning, airborne decisions and practical paramotoring and piloting skills.
- Free choice of flight windows up to a maximum (specified) limit of airtime hours per day, within a larger task window that utilises the majority of daylight hours.
- Principle task points available for precision navigation by flying prescribed routes. Some of these may also require pre-declared speed elements.
- Bonus task points available for collecting turn points en-route to and from precision tasks
- Bonus task points available for performing precision landings in designated areas.
- Minimum of briefings and penalties.
- Simple and fast scoring.

### 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 : ....., ....., .....

(Give 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:

For Paramotor championship ..... (put number) pilots plus one all-female crew in the PF1 & PL1 classes.

- 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 pilot in each class except *(write the exception if any)*

..... *(currency & value)* for each co-pilot or navigator

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

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

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

- 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 one tent
- Preferential prices to eat

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

## 1.5 REFUND OF ENTRY FEES

### 1.5.1 EVENT CANCELLATION

If a CAT 1 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 CAT 1 event is stopped by Jury decision or by force majeure, a portion of the entry fees, to be determined by the CMA bureau, shall be returned. In this instance, CIMA sanction fees shall be paid in full.

### 1.5.2 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.

## 1.6 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)

## 1.7 LANGUAGE

The official language of the Championships is English.

## 1.8 MEDALS AND PRIZES

FAI medals will be awarded to:

- Pilots placed first, second and third in each class (including PF1f if in compliance with S10 4.3.2).
- National 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)*.

## 1.9 CHAMPIONSHIP CLASSES

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

PF1m + PF1f, PF2, PL1, PL2.

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

### 1.9.1 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)

### 1.9.2 CHAMPIONSHIP VALIDITY

The title of Champion in any class shall be awarded only if there have been at least 10 available 'window open' flying hours during the period of the championship

## 1.10 GENERAL COMPETITION RULES

### 1.10.1 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.
- Minimum speed declaration (not required for Paramotors or foot-launched Microlights).
- Evidence of conformity to class rules.
- 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.

### 1.10.2 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.

### 1.10.3 AIRCRAFT AND ASSOCIATED EQUIPMENT

Each 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 and carburettor jets may be changed. Any further changes to equipment, i.e. replacement of parts as a result of damage, must be approved by the director.

Aircraft must be flown with manufacturer standard fuel systems only… i.e. no pilot modifications to fuel systems such as additional tanks are permitted, except for standard maintenance replacement of fuel pipes, bulbs, and filters. This restriction includes the use of header tanks or "comp bottles". There is no need to carry additional or extended fuel tanks because pilots may land to refuel as many times as they need to.

A protective helmet must be worn whenever the pilot is strapped into the harness of an aircraft. Paramotor engines may only be started on the back of the pilot (i.e. not resting on the ground), and when the pilot is wearing a helmet.

An emergency parachute system is mandatory.

All pilots' equipment may be subject to inspection by marshals at any time during the competition and the pilot may be prevented from flying if deemed to be unsafe.

### 1.10.4 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.

### 1.10.5 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. (S10 4.9.4).
- Competitors may not be substituted, or change to another class.

### 1.10.6 PRACTICE & REST DAYS

An official practice period of not less than 1 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.

### 1.10.7 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)

### 1.10.8 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 ..... *(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. (S10 4.36)

## 1.11 FLYING AND SAFETY REGULATIONS

### 1.11.1 BRIEFING

A primary objective of this competition format is to minimise briefings.

Therefore, the primary and most extensive briefing for team leaders and/or competitors will be held on the day preceding the first flights of the competition. At this briefing, detailed maps containing all the precision routes will be distributed to competitors.

A further short briefing will be held in the evening of each flying day for information updates. The time and place for briefing meetings and any postponements will be prominently displayed; There may also be short briefings at other times as weather and conditions dictate.

All briefings will be in English and be recorded in notes, by tape recorder or video. A Full task description, meterological 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)

### 1.11.2 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)

### 1.11.3 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)

### 1.11.4 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)

### 1.11.5 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 be replaced with any other in the same class during the competition 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)

### 1.11.6 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)

### 1.11.7 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

### 1.11.8 AIRFIELD DISCIPLINE

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

### 1.11.9 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.

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)

During a navigation along a leg, competitors must not backtrack along the track line against the direction of the task. If there is a need to backtrack, competitors must leave the track line and fly back well clear of it before rejoining the track line at an earlier point. All precision routes will be clearly defined with a start point, a finish point, and a direction in which they should be flown.

Backtracking is defined as flying with an angle of greater than 90 degrees in respect to the intended flight direction. This limitation is extended to the corridor defined by the width used to score gates in the task.

Backtracking is only applied if a competitor has crossed the start point of a precision task. If they are simply crossing the precision route as in progress between other turnpoints, it will not be considered backtracking, but competitors should apply good airmanship and maintain high awareness that they are traversing an active route.

### 1.11.10 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)

### 1.11.11 MANDATORY AND RECOMMENDED EQUIPMENT

A protective helmet must be worn whenever the pilot is strapped into the harness of an aircraft.

A reserve parachute system must be used on all aircraft.

### 1.11.12 ELECTRONIC EQUIPMENT

All pilots shall carry a Flight Recorder which will be issued by the competition organisers. This should be kept switched on and logging throughout flight to enable scoring. Competitors may carry a backup GPS unit of their own, but this must be sealed before flight and signed off by a marshal.

Competitors are not permitted to use any other navigational aids. Smartphones with Internet or GPS capability may be carried as a back-up but must checked as switched off and be sealed by marshals before flight. Competitors are advised to carry a ‘basic’ non-GPS or internet enabled phone, which may be carried unsealed during flight, and this number will be used for notification of task cancellations. This will also enable pilots to telephone marshals for retrieval in the event of landing out without further penalty.

Sealed devices may only be unsealed during a day’s flight in order to change batteries. This must be done in the presence of marshals at the airfield or at FD points.

### 1.11.13 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)

## 1.12 CHAMPIONSHIP TASKS

### 1.12.1 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.

In general, tasks and windows are the same for all classes, but the specific map area and designation of turnpoints as out-landing zones or not may vary between classes. This is due to the limitations on suitable landing fields for PL classes.

Precision tasks may be combined with other tasks or set separately.

### 1.12.2 MAPS

One full set of colour printed competition maps will be provided to each competitor. The following features will be indicated on the official competition map:

**AF:** Airfield.
Does not score as a turnpoint unless also briefed as a precision landing task.

**TP:** A standard turnpoint to be flown through, defined by a circle of 200m radius centered on a map feature. Landing here is forbidden and invalidates the score. Scores range between 1 and 3 points depending on distance from the airfield, and the values of each will be clearly indicated on the map. Pilots score the maximum available points for the first time each TP is crossed in the competition, and a further 1 point for each time they cross it thereafter, so long as a minimum of three other turnpoints have been crossed in the intervening period.

**FD:** A Fuel Depot point.
Marshal controlled refuelling point. Pilots should bring adequate spare fuel containers to provide marshals with reserves before flying each day. Performing a normal landing at these points will score the same as with turnpoints, 2 points for the first time it is used as a landing and 1 point each time thereafter. FD points may also contain a precision landing task, as per briefing. There will be a maximum of two of FD points.

**HG:** A Hidden Gate.
Hidden Gates are a straight line 250m wide perpendicular to the briefed track (i.e. 125m to each side). They are used for scoring navigation or timing accuracy as per tasks 2.2, 2.3, and 2.4

**NFZ:** No-Fly Zone.
This may be CAA restricted airspace, or additional local restrictions. Incursions will typically incur a 50% reduction in the points scored for that day's flying, or more at the discretion of the director.

Pilots must fly only with the maps provided or the local official air map and may not use any additional navigation aids.

### 1.12.3 TASK PERIOD

Times for task windows, maximum daily flight duration, turn points and last landing will be announced in briefing and displayed in writing.

The maximum availably daily allowed airtime hours per pilot shall not normally exceed 4 hours. The only exception to this is the final day of the championship, only if a valid championship has not yet been achieved.

### 1.12.4 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. At any time, the Director may decide to cancel the task, for sporting or safety reasons.

As weather across the whole competition area may vary significantly, it will be pilots' sole responsibility to make appropriate decisions whether and where to take off or not, where and when to fly and land and to take care of their safety.

A task cancellation system will be used only in extreme cases by decision of Competition Director. In the event of task cancellation, an SNS message with the word "CANCEL" will be broadcast to all competitors. Competition and all scoring will stop at the time the text message is sent, and scores for the day will be calculated up to that time.

If flying is cancelled by the director, competitors will retain any points they have scored for the day up to the time of cancellation.

### 1.12.5 TYPES OF TASKS

Only tasks approved by CIMA or listed in S10 A8 will be used.

Tasks fall into categories of Navigation, Precision, and Economy.

A catalogue of tasks (and their scoring systems) to be implemented during the championship is attached to these local regulations.

### 1.12.6 FLYING THE TASKS

During a normal day of good flying weather, the director might (for example) open the flying window at 0700 and close it at 2000. During this 'window open' period, all navigation tasks are considered to be active.

Pilots may take off when they choose from the deck (free takeoff under marshal supervision), and have as many flights as they wish during this period, so long as their total airtime for the day does not exceed the maximum limit defined by the director (this limit shall not normally exceed 4 hours in one day). During their flights, pilots may choose to follow any of the precision routes marked on their maps, or simply collect turn points.

Order of take off will normally be open.

### 1.12.7 LANDINGS / OUTLANDINGS

During the tasks, pilots may land in the Airfield, or in designated FD (Fuel Depot) points to refuel. Any of these landings may be used as a rest break or a pause for strategic reasons, but the pilot must eventually take off again from these points and continue their flight, finally returning to the airfield (or such other final landing point as defined in the briefing) to complete the days tasks, in order for these not to count as an outlanding.

Pilots are expected to conclude their day's tasks by landing back at the airfield, or another final landing point only if defined in the briefing. Failure to do so, or landing at any point not designated as a landing zone, will be considered an Outlanding.

Outlandings as described above shall result in a 50% reduction in the points scored by the pilot for the day's flying up to the point of outlanding. If a pilot outlands with an engine or other problem during the task, they may, within the flying window, land if it is safe to do so, repair their aircraft, and continue flying to score more points for the day; these points will not be subject to any further penalty. Pilots may return to the airfield to make these repairs if necessary and if transport is available. When resources allow, roving marshal teams in vehicles will be assigned to assist with retrievals. Pilots may also use their own support teams for retrievals.

If a pilot has an outlanding, he/she must inform the organisers by telephone, with the minimum of delay and at the latest by the closing time of the task. If carrying a basic mobile phone (Open Championship Classes), they may do this without further penalty on top of the 50% for the outlanding. If the aircraft can be repaired in the field, a pilot may take off again and continue the task without further penalty. If they need to break the seal on either a smartphone (or the fuel system, if defined), the 50% penalty applies to all points scored up to the point at which the phone is re-sealed by a marshal.

Upon outlanding, a pilot must fold up their canopy within 3 minutes of landing. A canopy that has not been folded within three minutes indicates that the pilot is in need of help. Any pilot who observes such a situation is obliged to render assistance and contact the organisation as soon as possible. A competitor landing to help an injured pilot shall not, at the discretion of the Director, be disadvantaged by this action.

The above procedure is clearly not applicable when the wing is being laid out for takeoff, but pilots should beware not to leave the equipment laid out ready and then wait for long periods before taking off.

### 1.12.7 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)

The flight boundary shall be limited to the extents of the official competition map provided to competitors.

### 1.12.8 EMERGENCIES

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

### 1.12.9 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.

### 1.12.10 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 modyfy 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.

## 1.13 CONTROL OF TASK FLIGHTS.

### 1.13.1 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)

### 1.13.2 FUELLING

When an economiy task is set, 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 ± 10°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)

### 1.13.3 ACCURACY

Landing accuracy will be verified by video cameras.

### 1.13.4 GATES, TURNPOINTS AND MARKERS

Gates are normally a straight line 250m 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, a landing marker or a kicking stick.

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 will be taken by flight recorder evidence.

The precise requirements will be described in the Task Description.

## 1.14 GNSS FLIGHT RECORDERS

1.14.1 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.

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

1.14.3 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.

1.14.4 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.

1.14.5 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.

1.14.6 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= Rp/2 where Rp= 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).*

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

## 1.15 SCORING

### 1.15.1 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

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

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.

Each valid class shall be scored on a separate score sheet.

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)

### 1.15.2 PENALTIES

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

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.

g. Interference with the firmware or software of a CIMA approved GNSS flight recorder

## 1.16 RANGE

All aircraft will be expected to have a still air range of 100 km.

## 1.17 THE LAUNCH AND LANDING DECKS

- The launch and landing decks are clearly marked areas defined at the briefing.
- Under this format, the same area may be used for both launch and landing.
- Both launch and landing decks will normally be allocated as large an area as is available given the size of the airfield and any other space requirements imposed by the specific task being flown.
- A minimum of 100m x 100m is required per 30 competitors and should be scaled and/or reshaped, at minimum, proportionally according to competitor numbers.
- All delineating borders of a landing deck shall be clearly visible from the air.
- A landing deck will have a windsock within 100m of its boundary.
- There will be no significant obstacles within 200m of the boundary of a landing deck.
- Unless otherwise briefed, penalties will be awarded to Pilots or any part of their aircraft touching the ground anywhere outside the landing deck during a task.
- Launch areas shall be arranged and used such that no class of aircraft may launch or land from behind and/or overhead any other class.

## 1.18 CONTEST NUMBERS

Aircraft shall carry the number centrally on the underside of the paraglider, top towards the leading edge.

## 1.19 EMERGENCY EQUIPMENT

An emergency parachute is not to be considered as a part of the structural entity of an aircraft.

## 1.20 PROTECTIVE EQUIPMENT

A protective helmet must be worn whenever the pilot is strapped into the harness of an aircraft. An emergency parachute system is mandatory.

## 1.21 PROHIBITED EQUIPMENT

In addition to those items detailed in Part 1 of the local regulations: Disposable ballast & binoculars.

## 1.22 FLIGHT CONTROL

### 1.22.1 TIMINGS

To improve safety, timings for flights are not taken from when a pilots feet leave or touch the ground.

Normally, Take-off times are taken at the moment a pilot exits a cylinder of 500m radius centered on a designated airfield. Normally, Landing times are taken at the moment a pilot enters a cylinder of 500m radius centered on a designated airfield. This eliminates the need to force a fast landing around other pilots in order to avoid losing points for late arrival.

Timings may also be taken when the pilot kicks a stick or flies overhead an observer as briefed for the task in question.

A task is deemed to have started the moment the first pilot to take-off is ready to take-off and ends the moment the last pilot has landed and has exited the landing deck.

In the case of a take-off time window, the precise time of take-off is entirely at the discretion of the pilot but shall be within the overall time window. In the case where a particular take-off time is given, the clock will start running at that moment and the pilot may subsequently take-off at any time.

The task window will extend throughout the period of the competition. The director will specify the opening and closing times of the task window each day, which will typically maximise the use of available daylight hours.

Pilots may fly for a maximum total number of airtime hours per day, to be specified by the director.

Pilots may have a maximum number of refuelling stops during their task period each day, also to be specified by the director.

For example, for a particular championship, the director may specify:

Task window open: 0700 – 20:00 daily

Maximum pilot airtime hours per day: 4

Maximum number of refuelling stops per day: 2

### 1.22.2 DISTANCE MEASUREMENT

All distance not obtained from FR's shall be calculated from the same official map, of a scale not smaller than 1:100,000. and rounded up to the next 0.5 km.

### 1.22.3 FUEL MEASUREMENT

Fuel will be measured by weight or volume but will be consistent for any given refuelling session. 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.

Competitors must be able to demonstrate that their entire fuel system is empty.

## 1.23 FLYING THE TASKS

### 1.23.1 ASSISTANTS

Help from assistants on the ground (i.e. in all matters except navigation assistance) is positively encouraged throughout the championship, provided that the assistants are competent and experienced in paramotor environments and dangers. Team assistants must be registered with the competition organisers.

### 1.23.2 TAKE-OFF

In all tasks a PF must be foot launched and a PL must take off on its wheels.

No pilot may take-off without permission from the Director or a Marshal.

The main championship tasks will be an Open window for take off. If additional bonus or precision tasks are set by the director, a given order of take off may be applied to tasks.

All take-offs, unless otherwise briefed, must be effected entirely within the designated airfields or Fuel Depot zones, except for emergency provisions given at briefing. Failure to comply will be considered an outlanding and penalised as per 1.12.6.

Before departure, a pilot and/or his aircraft may be inspected at any time for contravention of any regulations. It is the duty of competitors to assist marshals as much as possible in expediting an inspection.

Except in specified tasks, an aborted take-off does not in principle attract any penalty, however the pilot must comply with any instruction from the marshals to expedite a re-launch or the pilot risks being relegated to the end of the queue.

In the case where the take-off order is given:

- The first 6 pilots must be ready to takeoff at the start of the task.
- Every pilot must take off before the sixth pilot in order after him has taken off or a 20% penalty will apply.
- If a marshal considers a pilot to be causing unreasonable delay (has been on the deck more than 20 minutes with the opportunity to take off), a 20% penalty will apply.

In the case where a particular take-off time is given, the clock will start running at that moment and the pilot may subsequently take-off at any time.

### 1.23.3 FLIGHT LIMITATIONS

Aerobatics and manoeuvres such as stalls, B-line stalls, deep stalls and spins are prohibited. 'Big ears' is accepted.

### 1.23.4 LANDING

All landings, unless otherwise briefed, must be effected entirely within the landing deck, except for emergency provisions given at briefing. Failure to comply will result in a penalty of 20% of the pilot's score. The pilot may be liable to penalty if he or any part of his aircraft touches the ground outside the deck before he has removed his harness.

- Upon landing, pilots must immediately remove their aircraft from the deck.
- Landings outside the landing deck but within the airfield boundary will attract a 20% penalty.
- Pilots 'abandoning' their aircraft on the landing deck will be liable to penalty.

In tasks where pilots are asked to make a precision landing or to land on a marker:

**In PF**: The objective is for the pilot to make a good landing on his own two feet without falling over. "Falling over as a result of the landing" will be interpreted as:

- GOOD: If the pilot falls to ONE knee - landing score as achieved.

- BAD: If the pilot falls to TWO knees OR if any part of the power unit touches the ground during the landing process - zero landing score.

**In PL**: The objective is for the pilot to make a good landing after which the aircraft comes to rest the right way up and without any damage. Zero landing score if the aircraft comes to rest off all its wheels or is structurally damaged in any way, although failure to restart the engine will not incur a penalty.

In tasks where the pilot is asked to switch off his engine above specific heights, the heights will be determined by:

- 500 Ft: "The engine must be stopped & propeller stationary for a minimum period of 60 seconds before any part of the aircraft or the pilot touches the ground."
- 15 ft: "The engine must be stopped & propeller stationary for a minimum period of 2 seconds before any part of the aircraft or the pilot touches the ground."

Obstruction at landing markers: If a pilot or any part of his aircraft obstructs the attempted landing or the takeoff of another competitor at a landing marker then a 20% penalty will apply. However, any pilot who scores more than zero for his landing at a landing marker has exclusive use of the area immediately surrounding the marker for a maximum period of one minute in which to clear his aircraft from the area.

### 1.23.5 EMERGENCIES

All pilots must fold up their canopies immediately upon landing. A canopy that has not been folded within three minutes indicates the pilot is in need of help. Any pilot who observes such a situation is obliged to render assistance and contact the organization as soon as possible.

## 1.24 SCORING

### 1.24.1 ALL TASKS

Scores available to a pilot are allocated per task as defined in the task catalogue in Section 2 of this Annex.

The winner of the class shall be the pilot gaining the highest total points in the class.

The team prize is computed from the sum of the scores of the top three pilots of each country in each task in each valid class which has minimum of 8 pilots.

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 4.34.12)

# Annex 3, Part 2. Task Catalogue

## 2.1 PRECISION CURVE NAVIGATION

### Objective

To fly a prescribed course between two points as marked within the main competition map, without deviating from the width of the corridor defined in the task. Hidden gates will be placed at unknown points along the line.

### Special rules

- TPs used to mark the course do not count for scoring the primary navigation task, and will not be designated LZ landing zones.
- The corridor for the course extends the width of the hidden gates, 125m perpendicularly to either side of the given track line.
- The number of hidden gates on the track line, and the approximate length of the curve, and the total point score available for the course, will be given in advance.
- The track line must be flown in the direction indicated on the map
- Backtracking within the width of the corridor, or flying the course in the wrong direction, results in 0 score for this particular precision part of the course. This is for obvious safety reasons.

### Scoring

Each Hidden Gate passed correctly in the air will score 5 points.

.

## 2.2 PRECISION NAVIGATION WITH DECLARED SPEED

### Objective

To fly a prescribed course between two or more turnpoints, declaring the time of arrival at each turnpoint, in seconds from the start point of the track. Hidden gates will be placed at unknown points along the line.

### Special rules

- TPs used to mark the course do not count for scoring the primary navigation task, and will not be designated LZ landing zones.
- The corridor for the course extends the width of the hidden gates, 125m perpendicularly to either side of the given track line.
- The track line must be flown in the direction indicated on the map
- Backtracking within the width of the corridor, or flying the course in the wrong direction, results in 0 score for this particular precision part of the course. This is for obvious safety reasons.
- Pilots intending to participate in this task must submit their declaration sheet to marshals before their first takeoff from the airfield each day.

### Scoring

Arrival at each timing point:

< +/- 10 seconds of declared time: 4 points

< +/- 20 seconds of declared time: 3 points

< +/- 30 seconds of declared time: 2 points

> 30 seconds difference from declared time: 0 points

Each Hidden Gate passed correctly in the air will score 2 points.

## 2.3 PRECISION NAVIGATION WITH CONSTANT SPEED

### Objective

To fly a prescribed course between two or more turnpoints, at constant speed on each leg. Hidden timing gates will be placed at unknown points along the line, for which an ETA will be calculated from pilot's time of arrival at the next turnpoint in the course.

### Special rules

- TPs used to mark the course do not count for scoring the primary navigation task, and will not be designated LZ landing zones.
- The corridor for the course extends 125m perpendicularly to either side of the given track line.
- The number of hidden gates on the course line will be given in advance
- The track line must be flown in the direction indicated on the map
- Backtracking within the width of the corridor, or flying the course in the wrong direction, results in 0 score for this particular precision part of the course. This is for obvious safety reasons.

### Scoring

Arrival at each timing point:

< +/- 10 seconds of target time: 4 points

< +/- 20 seconds of target time: 3 points

< +/- 30 seconds of target time: 2 points

> 30 seconds difference from target time: 0 points

## 2.4 BONUS NAVIGATION TASK – TURN POINT HUNT

### Objective

To fly a course of the pilot's choice between as many turn points or markers as possible within a given maximum time period.

This task is intended to allow pilots to gain bonus points en-route to and from the other navigation tasks in this catalogue

### Special rules

- This task runs daily throughout the competition. It is defined as a new task for each day of competition.
- Daily task window of available flight time to be specified by the director and briefed. Barring adverse weather conditions, this is normally expected to be between 0700 and 2000.
- Daily maximum number of pilot airtime hours to be specified by the director and briefed. 5 hours will be standard.
- All turnpoints shown on the maps provided are included in this task, unless otherwise briefed.

### Scoring

Turn point score weightings will vary between 1 and 3 points according to their distance from the Airfield. These will be clearly indicated on the published maps.

Each TP passed correctly in the air for the first time will score its full point value.

Each TP passed a second or more times in the air will score 1 point ONLY if a minimum of three additional TP points have been crossed since the previous crossing. This limitation applies across the duration of the competition: for example, If a pilots passes turnpoint A on the first day he may score 3 points, but only 1 point when he passes it again on the day after, or the day after that.

Penalty for exceeding maximum defined airtime or task window: 1 point per minute over allowed time.

Penalty for returning to the airfield by any means other than flight (i.e. outlanding): 50% of that day's points scored up to the point of landing. This includes any points scored on precision tasks.

## 2.5 TURN POINT HUNT WITH LIMITED FUEL

### Objective

The task is flown as per task 2.4, with the exception that the director will impose a maximum limitation of fuel to be used within a given period of the championship, for example, one particular day's flying. The amount of fuel defined will be proportionate with the amount of flying achievable within the given time period, and will typically be between 5 and 10 litres.

### Special rules

- Pilots in the Open Championship class will fly with limited fuel, measured by weight before takeoff.
- Pilots in Discovery class may carry as much fuel as they wish for the task to avoid risk of outlandings. If the fuel limit is exceeded, their score for the task will be reduced according to the penalties defined below. Pilot+Machine will be weighed at the airfield before take-off, and immediately upon landing.
- Fuel tanks will be sealed by marshals before takeoff, and checked again on landing.
- Normally precision landing tasks (2.6 and 2.7) will not be included when this task is set to avoid the risk of pilots burning fuel whilst stacking for a landing approach.
- When this task is set, all other tasks (i.e. the precision routes described in 2.1, 2.2, and 2.3) are deactivated for the period of this task.

### Scoring

Turn point scores in this task will be either double or triple their normal values that are assigned in task 2.4; the multiplier will be announced in the briefing and will be defined by the director based on how many opportunities are available for this task, and the need to balance out the competition in the points between navigation and economy.

When this task is set, all turn points are considered to be ‘new’ and score their full value, regardless of whether or not a pilot has crossed them during a previous task of the competition.

Each TP passed correctly in the air for the first time will score its full point value.

Each TP passed a second or more times in the air will score 1 point ONLY if a minimum of three additional TP points have been crossed since the previous crossing within this task.

Penalty for exceeding maximum defined airtime or task window: 1 point per minute over allowed time.

Penalty for exceeding maximum allowed fuel limit (discovery class): 1 point per 100ml fuel over limit.

Penalty for breaking the seal on fuel tanks outside of marshal supervision: 100%

Penalty for returning to the airfield by any means other than flight (i.e. outlanding): 75% of the points scored up to the point of landing during this task only.

## 2.6 SPOT LANDING

### Objective

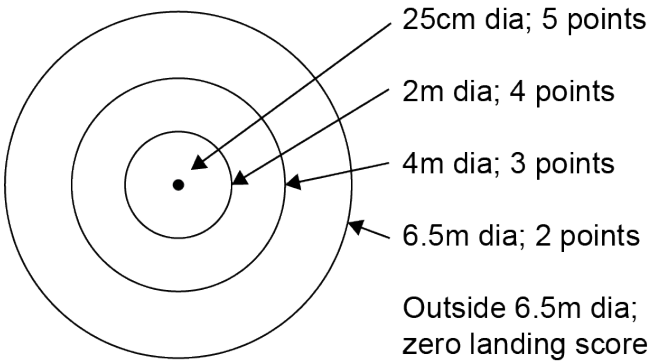
To land with engine off as near as possible to a target.

### Description

This task will be located at the airfield or at one or more of the FD fuel depot points, as briefed. The location will be briefed in advance.

On approach, the pilot should circle the field at minimum 500ft to indicate to marshals that they are intending to attempt the task. If there are other pilots ahead of them in the queue, they should stack in a circuit above them, over a field to the side of the target. Circuit locations will be briefed in advance.

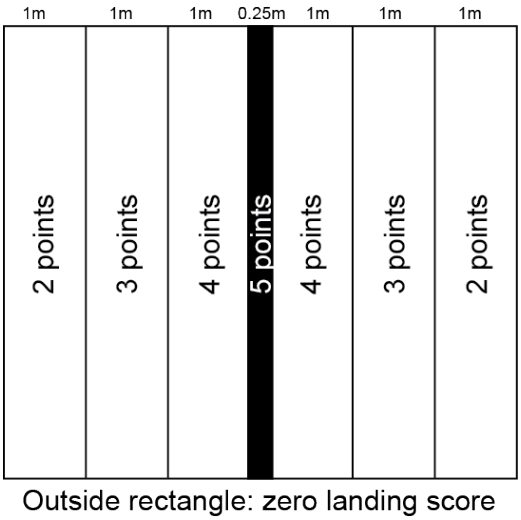
When given a green flag by marshals, they should pass at least 500ft directly overhead the target, cut the engine and try to make a first touch as near as possible to the centre of a target consisting of:




- A series of concentric circles for PF1 and PF2 classes.
- A series of 5m wide parallel strips for PL1 and PL2 classes

### Special rules

- There are no points awarded for flying through or simply landing in an FD point without attempting the landing task.
- A pilot may only attempt each available landing task once per day of flying. They may still land normally in FD points for fuel or rest breaks.
- The circuit to be flown will be detailed at briefing.
- The first touch of the ground by the pilot's foot (PF) or the aircraft wheels (PL) is the point from which the pilot's score will be derived. A first touch on the line scores the higher score. When more than one PL wheel touches simultaneously, the point chosen is the one in favour of the pilot.
- For PF classes, there will be no penalty applied for any part of the aircraft touching the ground prior to the first scoring touch of the foot or wheels, so long as a 'good' landing is achieved, as described in S.10 A3, 3.3.5.
- If a pilot runs out of fuel whilst in a queue for the task, they will be permitted to refuel and attempt the task again.




### Penalties

Not crossing the gate or crossing it with engine on: zero landing score.

Flying less than 45 seconds with no engine: zero landing score (Open championship classes only).

Falling over during landing or two knees on the ground: zero landing score.

### Scoring

Bullseye: 5 points

Inner ring: 4 points

2nd ring: 3 points

Outer ring: 2 points

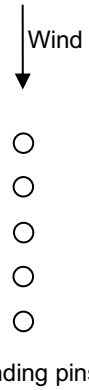
### Discovery class

Discovery pilots are not required to switch their engine off for the task, but should idle it and attempt not to use the throttle on approach unless necessary for safety reasons.

## 2.7 BOWLING LANDING

### Objective

Land with the engine off, hitting as many pins as possible.




### Description

This task will be located at the airfield, or at one or more of the FD fuel depot points, as briefed. The location will be briefed in advance.

5 or more pins are placed along a line into wind in the landing area at regular intervals between 1 and 2 m. The pins are 50 cm high for PF classes and 100 cm high for PL classes and they are covered by dense foam. Pins will be simply standing on the ground. A pin is said to be hit when it is knocked down.

On approach, the pilot should circle the field at minimum 500ft to indicate to marshals that they are intending to attempt the task. If there are other pilots ahead of them in the queue, they should stack above them, over a field to the side of the target. Circuit locations will be briefed in advance.

When given a green flag by marshals, they should pass at least 500ft directly overhead the target, and cut the engine.

They will fly a minimum of 45 seconds and will try to hit as many pins as possible before touching the ground. Each pin knocked down before touching the ground is scored as a successful hit.

### Special rules

- There are no points awarded for flying through or simply landing in an FD point without attempting the landing task.
- A pilot may only attempt each available landing task once per day of flying. They may still land normally in FD points for fuel or rest breaks.
- The circuit to be flown will be detailed at briefing.
- The first touch of the ground by the pilot's foot (PF) or the aircraft wheels (PL) is the point from which the pilot's score will be derived. A first touch on the line scores the higher score. When more than one PL wheel touches simultaneously, the point chosen is the one in favour of the pilot.
- For PF classes, there will be no penalty applied for any part of the aircraft touching the ground prior to the first scoring touch of the foot or wheels, so long as a ‘good’ landing is achieved, as described in S.10 A3, 3.3.5.
- If a pilot runs out of fuel whilst in a queue for the task, they will be permitted to refuel and attempt the task again.

### Scoring

Each pin hit successfully is worth 1 point.

### Penalties

Not overflying the target or crossing it with engine on: zero landing score.

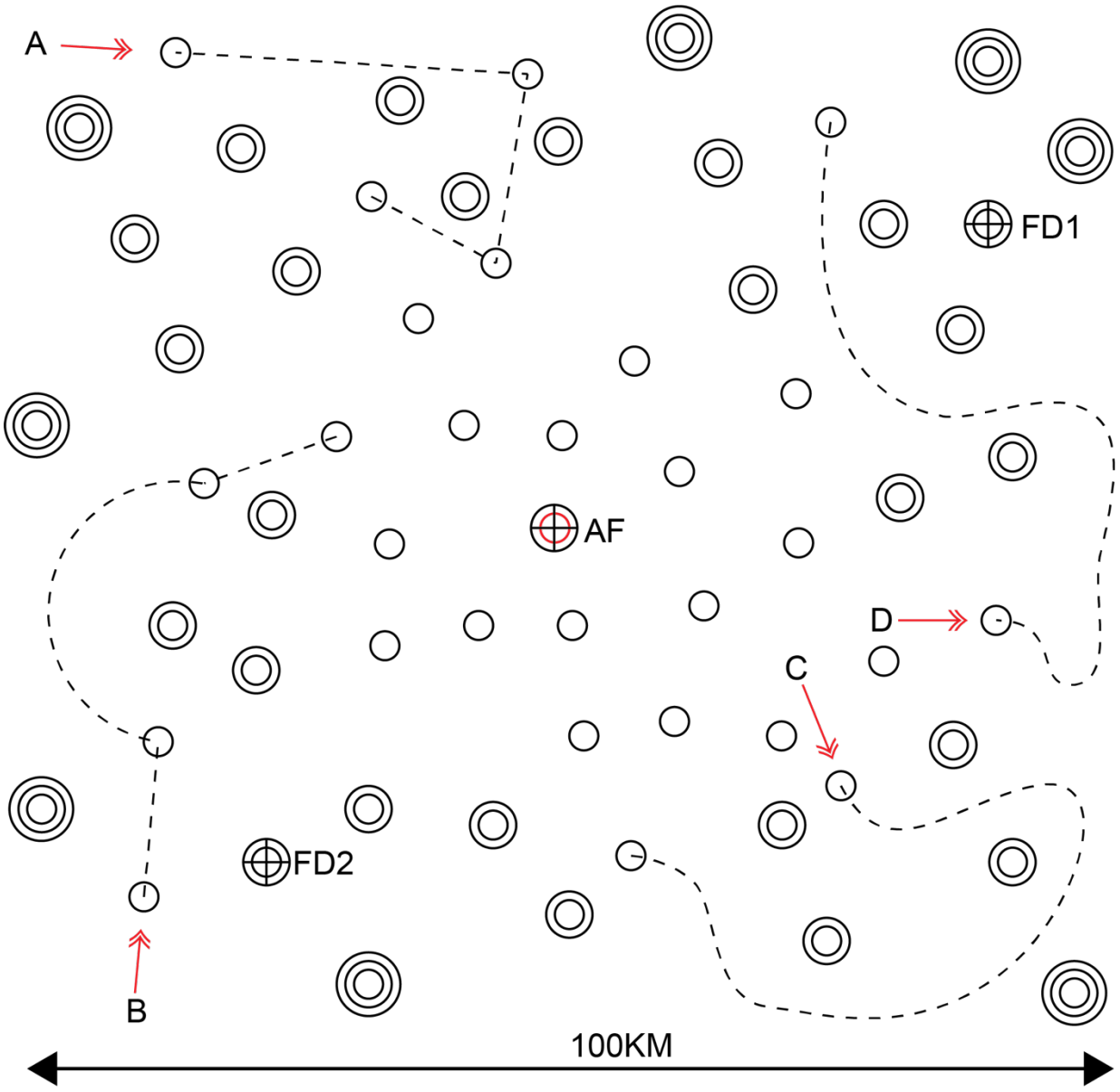
Flying less than 45 seconds with no engine: zero landing score (Open Championship classes only)

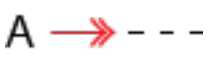
Falling over during landing or two knees on the ground: zero landing score.

### Discovery class

Discovery pilots are not required to switch their engine off for the task, but should idle it and attempt not to use the throttle on approach unless necessary for safety reasons.

## 2.7 EXAMPLE COMPETITION MAPS

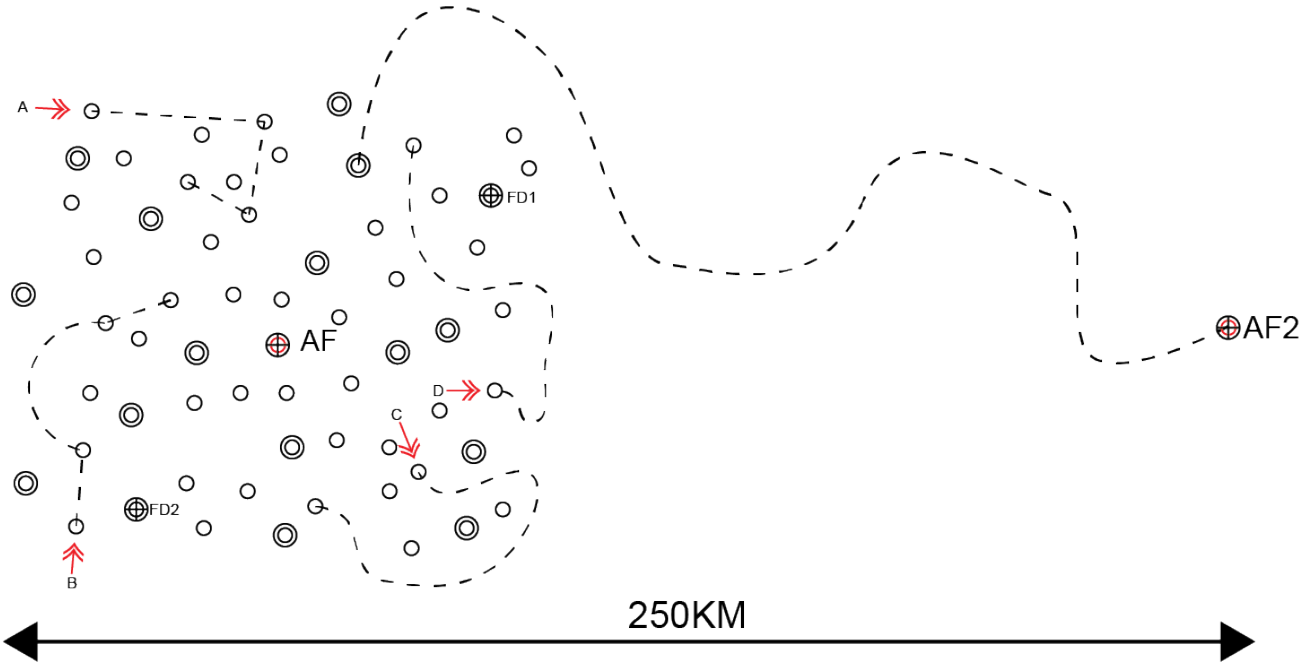



| FEATURE | NOTES | POINTS VALUE |
|---|---|---|
|  | TP – Standard Turnpoint | No. of rings indicates value of points for first crossing in the air.<br>i.e. 1 ring = 1 point, 2 rings = 2 points, 3 rings = 3 points<br>1 point for each further crossing<br>(only after minimum 3 other TPs have been crossed in between) |
|  | FD – Fuel Depot | 2 points for first landing<br>1 point for each further landing<br>(only after minimum 3 other TPs have been crossed in between) |
|  | AF - Airfield | No points for flying through or performing normal landing.<br>Up to 5 points for precision landing (if available as briefed).<br>Pilots must conclude each competition day by flying back to Airfield to complete the day's task or accept 50% penalty on points for day as an outlanding. |
|  | Route A. Task 2.3<br>Precision Navigation with Declared speed | 5 timing declaration points on the turnpoints, worth up to 4 points each.<br>Total available for this task: total 20 points<br>Route may only be flown once in the competition per pilot |
|  | Route B. Task 2.4<br>Precision Navigation with constant speed | 4 timing gate points, worth up to 4 points each<br>Total available for this task: 16 points<br>Route may only be flown once in the competition per pilot |

| | | |
|---|---|---|
| C →- - - | Route C. Task 2.2<br>Precision Navigation | 6 hidden gate points, worth 5 points each<br>Total available for this task: 30 points<br>Route may only be flown once in the competition per pilot |
| D →- - - | Route D. Task 2.2<br>Precision Navigation | 8 hidden gate points, worth 5 points each<br>Total available for this task: 40 points<br>Route may only be flown once in the competition per pilot |
| | | |

## 2.8 MAP AREA EXAMPLE WITH DOWNWIND OUTLANDING

An external outlanding with a downwind precision navigation may be defined in the event of strong wind conditions;



# ENTRY FORM EXAMPLE

**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 NAV ASST TL | Sporting Licence Nº | Pilot Licence Nº |
|---|---|---|---|---|---|---|
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

*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 / 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 .....

**INSURANCE:**
Each competing aircraft shall be covered for public liability risk to the value of _____ *(value & currency)*. Proof of cover must be provided at Registration and before the aircraft is flown. Competitors are strongly advised to take out personal accident cover.

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