



FAI Sporting Code

*Fédération
Aéronautique
Internationale*

Rules and Regulations Air Rally Flying

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*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: info@fai.org
Web: www.fai.org*

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

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¹ FAI Statutes, Chapter 1, para. 1.6

² FAI Sporting Code, General Section, Chapter 3, para 3.1.3.

³ FAI Statutes, Chapter 1, para 1.8.1

⁴ FAI Statutes, Chapter 2, para 2.1.1; 2.4.2; 2.5.2 and 2.7.2

⁵ FAI Bylaws, Chapter 1, para 1.2.1

⁶ FAI Statutes, Chapter 2, para 2.4.2.2.5,

⁷ FAI Bylaws, Chapter 1, para 1.2.3

⁸ FAI Statutes, Chapter 5, para 5.1.1; 5.5 and 5.6

⁹ FAI Sporting Code, General Section, Chapter 3, para 3.1.7

¹⁰ FAI Sporting Code, General Section, Chapter 1, paras 1.2. and 1.4

¹¹ FAI Statutes, Chapter 5, para 5.6.3

¹² FAI Bylaws, Chapter 1, para 1.2.2

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AIMS FOR RALLY FLYING

The sport of Rally Flying is aimed to improve fundamental flying skills to enable a team (Rally Crew) to navigate and handle their aircraft under Visual Meteorological Conditions (VMC) as independent of technical subsystems as possible. Thus Rally Flying enhances flying safety.

This overall aim for Rally Flying is achieved by:

- emphasizing the ability to navigate by following a set of route instructions, using basic equipment
- emphasizing the ability to follow a precise track while adhering closely to a timing test (punctuality test)
- emphasizing the ability to perform realistic observation tasks while navigating the aircraft on a timing test (observation test)
- emphasizing the ability to handle the aircraft on short and narrow landing strips (landing test)
- The above tasks would demonstrate the team's ability to perform accurately and safely.

A. COMPETITION RULES

A 1. INTRODUCTION

- A 1.1 The Fédération Aéronautique Internationale (FAI), represented by the GENERAL AVIATION COMMISSION (GAC), will normally organize a World Rally Flying Championship every two years and a Continental Rally Flying Championship during the alternate year. The Championships will be held in two categories; Unlimited and Advanced. The organization of these Championships will be delegated to an FAI member country.
- A 1.1.1 The unlimited category is characterized by highest level of demands and consists of difficult exercises. This category requires participation of crews which obtained the first 25 places in the two last events, European or World Rally Flying Championships and is open for any crews.
- A 1.1.2 The advanced category is characterized by basic level of demands and requirements. This category is open for beginners and for pilots and navigators who scored below 25th position of the two last events, European or World Rally Flying Championships. However this category is closed for winners (three first places) of any past competition in advanced class (any crew member).
- A 1.1.3 The NAC must declare in which category the crew will participate.
- A 1.2 Both Championships are International Events and will be organized and executed in accordance with the valid FAI Sporting Code and the current FAI Air Rally Championship Rules and Regulations; they might be combined with World Air Games.
- A 1.3 If national rules of the host country dictate more stringent rules than the rules contained in this regulation they will be used. (In this case the organizer must present the national rules to the Chief Judge and the Jury)
- A 1.4 Other International and National Rally Flying Championships should also be run in accordance with these Rules and Regulations.
- A 1.5 The competition will be held only in VMC as defined by ICAO and subject to national VFR standards. If the conditions deteriorate during the competition, it is the pilot's sole discretion and responsibility to continue or not.
- A 1.6 The competition, or any stage, may be postponed, modified or cancelled, due to prevailing weather conditions or any other reason at the discretion of the Competition Director after consultation with the Chief Judge.

A 2. GENERAL RULES

- A 2.1 The competition language will be English. Anyone using any other language on the radio will risk disqualification of themselves and their National Team.
- A 2.2 Smoking is prohibited during briefings and debriefings.
- A 2.3 Official competition time will be local time or UTC. A master clock, showing GPS time, will be available for competitors to set their timing.
- A 2.4 Each crew will fly the same aircraft throughout the competition. In case of a technical malfunction, the Competition Director may authorize a change to another aircraft.
- A 2.5 In the event of a technical malfunction (a/c or GNSS-FR), the crew must not leave their aircraft and must not communicate with their team. They will make a radio call to the competition management to explain the situation and follow the given instructions.
- A 2.6 Aircraft modifications are only accepted when certified by the responsible national authority. However, the crew may remove the wheel covers (spats) and paint the wheels according to A3.5.11. All landings will be recorded by at least two video cameras, to assist the Chief Landing Judge when in doubt about the exact landing position, or the Chief Judge in the event a complaint, or the Jury when dealing with protests.

- A.2.7 Each crew will be provided with charts, not necessarily aeronautical, with a scale 1:200 000 or 1:250 000, to cover all tests. (1:200 000 is recommended)
- A 2.8 Before each stage, a list of starting sequence and times will be published. A minimum time of two minutes between take offs will be used.
- A.2.9 For crews of the same national team the Organizer must plan to separate the take offs for these teams by six minutes or more.
- A 2.10 The use of electronic aids and/or autopilot is at the discretion of the organizer. If not allowed, all unauthorized devices will be sealed or taken into custody during the flight by the organizer.
(GNSS-FR: see A 3.6.3)
- A 2.11 Aircraft, crews and personal baggage will be inspected for unauthorized navigation and communication equipment. The inspection must be completed 5 minutes before the flight instructions (envelope) are handed over.
- A 2.12 Before take off a competition envelope, containing all information and instructions for the execution of the flight, will be handed over to the crew at the aircraft.
For Unlimited category: between a minimum of 15 minutes and a maximum of 30minutes;
For Advanced category: between a minimum of 30 minutes and a maximum of 45 minutes;
- A 2.13 The competition flight is to be conducted according to these rules and the flight instructions.
- A 2.14 Any GNSS FR (logger) will only be cleared by the organizer after clear approval of the competition crew.
- A 2.15 The time of handing over the competition answer sheet must be recorded by the judge on the Answer Sheet or envelope and signed by one of the competition crew members.
- A 2.16 The organizer will use GNSS-FR data to check if the crew has executed their flight in accordance with the flight instructions. Each deviation will incur penalties in accordance with A 4.
- A 2.17 After landing, the crew will stay at the aircraft and are responsible for handing over the competition answer sheet to an Official before the specified time. This time is the actual time when passing finish point plus a time announced or specified by the Organizer.
- A 2.18 Thereafter the competition envelope, which must contain all maps with the route, the flight instructions and all photographs, as well as the logger, must be given to the Official.
- A 2.19 Until debriefing the crew must not communicate with anybody, except officials.
- A 2.20 Crews finishing a stage before the last take off of the same stage will be isolated.

A 3. COMPETITION DETAILS

A 3.1 Navigation Test

- A 3.1.1 There will be **four** competition flights. If all 4 flights are flown and valid, the first one will be disregarded when calculating the competition results .Each flight will have a length between 80 NM and 100 NM with a minimum of 10 legs and a maximum of 16 legs. Each leg will be between 5 NM and 15 NM.
- A 3.1.2 Each competition flight will consist of:
 - flight preparation (plotting),
 - time checks,
 - observation test (photographs, canvas ground targets),
 - landing test (minimum 1, maximum 2)
- A 3.1.3 After take-off the pilot must follow the prescribed departure instructions.
The Start Point (SP) shall be over-flown in the direction of the outbound track.
Turn points (TP's) and the Finish Point (FP) shall be over-flown in the direction of the inbound track.
- A 3.1.4 After passing the FP, the aircraft must follow the prescribed arrival instructions.

- A 3.1.5 Prescribed departure and arrival tracks will be checked using GNSS-FR data. Failure to follow the instructions will result in penalties according to A 4.5.
- A 3.1.6 Each turn of more than 90° from the track between SP and FP will incur penalties when the FR shows this deviation for more than 5 seconds in sequence except a leg defined by scenic features..
- A 3.1.7 Turns after passing the turnpoint gate must be executed in the shortest direction from the inbound to the outbound course. These turns don't fall under the "more than 90° rule" if the turn is completed within 45 seconds after passing the turnpoint gate.
- A 3.1.8 The SP has a "gate-line" of 1,0 NM to the right and 1,0 NM to the left of SP (2 NM long in total). Crossing this extended gate-line opposite to the direction of flight – at any time –will incur penalties for circling.

A 3.2 Plotting the Navigation Test

- A 3.2.1 All check points (CP's) and legs will be described clearly in the flight instructions. Turning Points (TP's), SP and FP are checkpoints.
- A 3.2.2 All CP's must be exact points on the ground and on the map and must be placed not less than 3 NM from the edge of the competition map.
- A 3.2.3 Instructions for the plotting of all CP's and the centre points of the arcs must be given as one of the following:
a) a known position
b) co-ordinates (latitude and longitude)
c) any combination of track and/or distance from or to a) and b) above.
The information given should not allow more than one plotting solution to be possible.
- A 3.2.4 All previously defined CP's displayed on the map, the centre of any marked airfield, VOR/NDB symbols, or the crossing of printed coordinates on the competition map are "known positions". The organizer may declare other objects on the map as "known positions". All "known positions" have to be marked by the organizer on a master competition map and displayed on an announcement board.
- A 3.2.5 Locations well known to the organizer but unfamiliar to foreign crews are not "known positions".
- A 3.2.6 Instructions on a leg may be given as;
a) A leg defined by scenic features {from CP (x) follow river until CP (x + 1)}. In this case the correct inbound track to the CP (x+1) must be given in the flight instructions. The approximately leg distance and exact time must also be given in the instructions.
b) A leg defined by arc; arc {from CP (y) follow the arc to CP (y+1) } (max 3 arcs on the stage). In this case the instructions for plotting the centre point of the arc must be given.
c) In advanced category the plotting instructions must be given in sequence.
d) Only for unlimited category, a part of the route will be given in two sealed envelopes. One of the two envelopes will be opened depending on the correct/incorrect identification of the relevant CP-photograph. The instructions in the envelope must continue the route after at least four legs. The new plotting instructions in the envelope will contain a minimum of 2 and a maximum of 3 CP's. If the incorrect envelope is opened, additional penalties will apply.
- A 3.2.7 Tracks will be given in degrees magnetic or true. If magnetic, the organizer will declare the value of the magnetic variation to be used.
- A 3.2.8 Distances will be given in tenths of nautical miles or kilometres. A conversion factor from millimetre on the map to NM and/or km shall be given.
- A 3.2.9 No plot should proceed from a point not displayed on the competition map.
- A 3.2.10 In the Advanced category a back-up map with TP's already plotted on it will be placed in a sealed envelope (Safety Envelope). Opening the sealed envelope will incur penalties.

A 3.3 Timing Test

- A 3.3.1 GPS time will be used during the competition. Times (hh:mm:ss) may be given in local time, UTC or elapsed time after the assigned take-off time. Take-off time, each turn-point time, and the time to hand over the competition sheet will be in the flight instructions. The take off time will be taken at a clearly announced T/O timing gate.
- A 3.3.2 Timing will be checked during take-off, at a minimum of 75% of the TP's and when handingover the competition answer sheet.
- A 3.3.3 Time will be checked when the aircraft crosses a gate perpendicular to the inbound track, (SP to the outbound track) running through the CP and extending 0.5 NM either side of the track.
- A 3.3.4 Times from take-off to SP and from FP to landing should be less than 8 minutes, if possible.

A 3.4 Observation Test

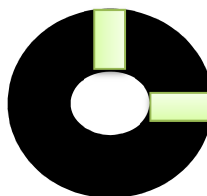
- A 3.4.1 The observation test begins at the start point (SP), followed by the turn points (TP's) and ends at the FP, except as per A.3.4.10.
- A 3.4.2 The subject of the observation test will be photographs, and if possible, canvas ground targets.
- A 3.4.3 For both Advanced and Unlimited categories the crews will be provided with two sets of photographs.
a) A set of turn point photographs (min - 10, max -18)
b) A set of en route photographs (min - 15, max - 20)
- A 3.4.4 In the Unlimited category turn point photographs may be taken from any direction. They may be correct or incorrect. If correct, the feature on the photo must be the TP. If the turn point photograph is incorrect, the feature shown on that photograph must not be within 1,0 NM of the turn point. The crew will decide and mark the appropriate box on the competition answer sheet. The photographs will be marked with the turn point number and will be in correct sequence. The feature on every TP photo must be ringed and must be as close as possible to the centre of the photo
- A 3.4.5 In the Advanced category turn point photographs will be taken from the inbound direction and will all be correct. The photographs will be marked with the turn point number and will be in correct sequence. There may be a maximum of two CP's without checkpoint photographs. The checkpoints without photographs, if they are excluded, will be the FP and the previous CP. The feature on every TP photo must be ringed and must be as close as the possible to the centre of the photo.
- A 3.4.6 In the Unlimited category en route photographs will be marked with letters and are not in sequence. The en route photographs will be divided into two groups. Information about the use of these groups will be given in the flight instructions. There may be a maximum of 10 photographs in each group, and a maximum of 20 in total. The object to be identified will be ringed on the photograph and must be within 300m of track.
- A 3.4.7 In the Advanced category en route photographs will be marked with letters and will be in sequence. The enroute photographs will be divided into two groups. Information about the use of these groups will be given in the flight instructions. The answer sheet will be marked with the leg number for each of the sequenced photographs. There may be a maximum of 10 photographs in each group and a maximum of 20 in total. The object to be identified will be ringed on the photograph and must be within 300m of track.
- A 3.4.8 The en route canvas targets will be situated only between the TP's and must be within 100m of track. There will be a maximum of 5.
- A 3.4.9 For every canvas ground target used there will be one photo less .(eg. 3 ground canvas target used and 17 photos max).
- A 3.4.10 There will be no enroute photographs and canvas targets prior to the SP, within the first 5 NM after SP, within 1,0 NM after any TP, and after FP.
- A 3.4.11 The distance to an en route photographs or canvas targets will be directly measured from the previous turn point and written onto the answer sheet.

A 3.5 Landing Test

- A 3.5.1 The landing test after a navigation route will be done as maximum two landings after each stage.
- A 3.5.2 Each landing will be from a normal approach where the use of power, flaps, spoilers and sideslip is at the discretion of the pilot.
- A 3.5.3 Touch down must be on both main wheels, except when the Chief Landing Judge has declared "crosswind conditions". In this case the aircraft may touch down first on the windward main wheel.
- A 3.5.4 The nose wheel must be off the ground until one of main wheels have touched down. Tail wheel aircraft must be landed with the tail below the horizontal.
- A 3.5.5 If the main wheels touch in different boxes of the landing field, the box with the highest penalties will be taken for scoring.
- A 3.5.6 An aircraft is considered bouncing, when after any touchdown the aircraft jumps (all wheels in the air) over two or more landing field boxes.
- A 3.5.7 In the case of a three point landing with a tail wheel aircraft, if the distance between touchdown of the tailwheel and mainwheel(s) is less than the distance between main and tailwheel plus 5 meters, the touchdown of mainwheels will be used for scoring, otherwise the tailwheel touchdown will be used.
- A 3.5.8 Crosswind condition must be declared when the crosswind component is 8 knots or more. The wind direction and speed shall be measured close to the zero line at 2 meters high by suitable equipment and it must be recorded for each aircraft. The Chief Landing Judge will decide when crosswind conditions exist. Crews will be advised of the wind direction and velocity, by radio, as soon as possible after their final turn. If the cross wind component exceeds 15 knots, the landing test of that stage will be cancelled.
- A 3.5.9 The maximum tailwind component for a scored landings is 5 knots. If the tailwind component exceeds 5 knots the landing direction should be changed or the landing test of that stage will be cancelled.
- A 3.5.10 Abnormal landings are defined as follows:
- Landing not in accordance with A 3.5.4.
 - A tail wheel aircraft not in a configuration with the tail below the horizontal,
 - One main wheel off the ground to a height of more than one diameter of the main wheel at the initial touch down without authorized crosswind conditions.
 - In authorized crosswind conditions, touchdown on the leeward main wheel.
 - Any part of the aircraft other than the wheels touching the ground.
 - Retraction of flaps and/or change of spoiler setting overhead the marked landing strip before touchdown.
 - Touchdown with blocked wheels.
 - One or both main wheels leaves the ground, while the nose wheel remains on it.
 - Any abnormal configuration after any bounce must be considered as abnormal landing.

Penalties for abnormal landings will be given in addition to the other landing penalties.

- A3.5.11 All wheels (with the exception of a tail wheel) must be marked by two perpendicular white lines (width about 5 cm) on both sides of the wheel.



A 3.6 Flight Data Recording Equipment

- A 3.6.1 The use of GNSS Flight Recorder is mandatory for Continental and World Championships. Organizers of other competitions should support the use of flight data recording equipment.
- A 3.6.2 Technical requirements for flight data recording equipment are documented in the Sporting Code, Section 2, Annex 4.
- A 3.6.3 Each crew has to carry and operate his individual GAC approved Flight recorder (GNSS-FR) during the competition flights.
- A 3.6.4 Responsibility for the operation of the flight data recording system in the aircraft rests with the crew – consequently according point A.3.6.3.
- A 3.6.5. Every crew must provide to the organizers with downloading software (Windows based), and a connection cable (PC based) to their devices. They must be familiar with the downloading and clearing of their loggers.
- A 3.6.6 No competitor is allowed to manipulate the flight data recording system in any way, otherwise he may be disqualified. Specific issues concerning the use of a flight data recording system have to be covered during the Opening Briefing.
- A 3.6.7 The coordinates of the turn points must be provided to all team managers as soon as the last team is debriefed. Information about all photos and canvas ground targets must be displayed on the Master Map (at the official information board) as soon as possible after the last crew is debriefed.
- A 3.6.8 The Chief Judge or appointed International Judge must check all enroute track deviations of more than 90° and all “critical” time gate passages.

A 4. PENALTIES

A 4.1	Passing take off time gate: Take off time + 60 seconds Per seconds advance/delay	0 penalties 3 penalties max. 100 penalties
A 4.2	Time test for Unlimited category; Overhead at given time +/-2 sec More than +/-2 sec advance/delay per second Passing a timed TP outside time gate	0 penalties 3 penalties 100 penalties max. 100 penalties
A 4.3	Time test for Advanced category; Overhead at given time +/-5 sec More than +/-5 sec advance/delay per second Passing a timed TP outside time gate	0 penalties 3 penalties 100 penalties max. 100 penalties
A 4.4	Observation test for both categories; <u>Enroute photos between turn points, each</u> correct identification within 0,5 NM of actual position > 0,5 NM to 1,0 NM Not observed Incorrect or outside limit	0 penalties 15 penalties 30 penalties 50 penalties
	<u>Enroute canvas targets on ground, each</u> correct identification within 0,5 NM of actual position > 0,5 NM to 1,0 NM Not observed Incorrect or outside limit	0 penalties 15 penalties 30 penalties 50 penalties
	<u>Photos at turn points- Unlimited category-each:</u> Correct identification Not observed Incorrect identification	0 penalties 50 penalties 100 penalties
A 4.5	Passing outside a gate, not timed Infringement of safety and flight rules Flying below the minimum prescribed altitude Failing to follow scrupulously the prescribed instructions Opening incorrect envelope with instruction Opening Safety Envelope with map Carrying of unauthorized electronic equipment	100 penalties 600 penalties 200 penalties 200 penalties 100 penalties 300 penalties Disqualification
A 4.6	Manoeuvres of more than 90° from track for more than 5 seconds between SP and FP, each time.	200 penalties
A 4.7	Landing test (see APPENDIX II): White line Area "A" Area "B" Area "C" Area "D" Area "E" Area "F" Area "G" Area "H" Area "X" Area "y" Landing out of the landing box, rolling out of the box (left/right), Applying power after touchdown, within the landing box, Go around without touching ground, (without being forced) Go around instead of full stop No attempt to land at designated landing field Abnormal landing	0 penalties 10 penalties 20 penalties 30 penalties 40 penalties 60 penalties 80 penalties 100 penalties 120 penalties 60 penalties 120 penalties 200 penalties 50 penalties 200 penalties 200 penalties 300 penalties 150 penalties

- Penalties for abnormal landings will be given in addition to other landing penalties; however, the maximum per landing will be 300 penalties
- A 4.8 Late submission of competition answer sheet or infringement of A 2.15 300 penalties
- A 4.9 Not monitoring a prescribed frequency 200 penalties
- A 4.10 If a crew lands at an airfield different from the official routing and continues the flight, no time allowance will be made.
- A 5 DISQUALIFICATION**
- A 5.1 Disqualification of a crew may result from:
- a) any misconduct or bad behaviour on the ground or in the air,
 - b) dangerous flying, endangering people, aircraft or structures,
 - c) general protests against other competitors,
 - d) failure to comply with the relevant rules and regulations,
 - e) violating FAI anti-doping rules,
 - f) manipulation of the flight recording system.
 - g) any kind of cheating.
- A 5.2 Disqualification of a National Team may result from use of the radio during the competition in a language other than English, and/or on a frequency not allocated in the instructions, and/or with other than authorized persons, and/or from use of forbidden communication or navigation equipment. If it can be proved that only one crew of a National Team is involved in the violation, only that crew may be disqualified.
- A 5.3 A decision to disqualify a crew or a National Team will be made by the Competition Director in consultation with the Chief Judge.
- A 6. ENTRY**
- A 6.1 Each National Aero Club, member of FAI, may submit up to 7 entries for the unlimited and 7 entries for the advanced category. The total of entry may not exceed 10. The NAC is responsible for the selection of the number of crews competing in each category.
- A 6.2 Each entry (crew) shall consist of a pilot and a co-pilot/navigator.
- A 6.3 Each pilot must adhere to the regulations currently in force in the aircraft's registration country and organizer's country. They must be familiar with these rules and be able to apply with them.
- A 6.4 All crew members must hold a valid FAI sporting license, issued by the National Aero Club which submitted their entry forms.
- A 6.5 Each crew must comprise of 2 (two) persons only. No passengers may be carried during the competition.
- A 6.6 If the total number of entries exceeds 80 the organizer is permitted to reduce the maximal number of entries per countries.
- A 6.7 The organizer may invite and accept individual crews as guest participants.
- A 6.8 Each country must have a Team Manager, who will act as their spokesman. The Team Manager must be able to speak and understand the English language.
- A.6.9 A pilot or co-pilot/navigator may be nominated as Team Manager. In this case, the Organizer must be informed as soon as possible, but not later than on arrival.
- A 6.10 International Judges: see D 3.
- A 6.11 Each country may send engineers, observers and supporters.

A 7. AIRCRAFT

- A 7.1 Aircraft eligible for the competition are piston engine aircraft and propeller turbine engine aircraft as listed in subclasses C-1 (a, b, c, d) and C-3 (a, b, c) in the FAI Sporting Code, Section 2, latest Edition and Motor Gliders as defined in the FAI Sporting Code, Section 3, latest Edition, with an integrally mounted non-retractable engine and conventional 3 wheel landing gear (Touring Motor Glider).
- A 7.2 The minimum allowable declared competition airspeed is **60kts**. Declared competition airspeeds should be in multiple of 5 kts only.
- A 7.3 Aircraft must have an endurance equal to maximum stage length at competition speed plus 10 %, and additionally a VFR fuel reserve to meet the legal requirements of the host country.
- A 7.4 All aircraft must be fitted with a serviceable communication radio approved for the country where the competition will be held.
- A 7.5 Each aircraft involved in the competition (competition aircraft and support aircraft) must be insured against 3rd party liability claims. A certificate of insurance in English shall be delivered to the Organizer.
- A 7.6 Aircraft will be parked in the open. Each crew must provide their aircraft with its own tie-down material.

A 8. PROTESTS

- A 8.1 The Competition Director will provide each crew with the preliminary individual results for the stage, as soon as the result of a stage is available after debriefing.
- A 8.2 The Competition Director will distribute the preliminary results of a stage at the next Team Manager meeting. Each team manager will be provided with the results of his crews only.
- A 8.3 Each team manager then has the opportunity to consider the results and, if not satisfied, to enter a complaint within one hour in writing. This complaint is to be signed by one of the crew concerned, No payment is required for a complaint.
- A 8.4 The team manager and the crew concerned will then be able to inspect the relevant marking sheets and at this time any obvious errors will be corrected.
- A 8.5 If after examination the team manager is still dissatisfied, he may then make an official protest in writing to the Competition Director. The protest must be signed by the team manager and one of the crew concerned, and must be accompanied by the prescribed fee.
- A 8.6 Competitors are the only persons who have the right to file a protest through their Team Manager.
- A 8.7 The Competition Director will refer this protest to the International Jury for a decision as soon as possible. The team manager and the crew concerned have the right to address the Jury and to be shown all relevant information regarding the protest, if desired.
- A 8.8 A protest will not be accepted later than one hour following the rejection of a complaint; or not later than the end of the protest time, declared in the local rules or daily briefing. A protest will not be accepted without first having completed the complaint procedure.
- A 8.9 A preliminary overall results list must be available at the earliest possible time but not before the end of the protest time – marked "Preliminary Results before Protest".
- A 8.10 Protests against other competitors are forbidden, however, violations of flying safety rules should be reported to the Competition Director. The Competition Director must investigate these incidents and to report the result to the International Chief Judge.
- A 8.11 If a Jury ruling affects other competitors, the appropriate alterations will be made to the results.
- A 8.12 According to the provisions of the FAI Sporting Code, General Section, the Jury's decision is final and binding upon the crew concerned; however, the NAC has the right to appeal to the FAI.
- A 8.13 After the team manager is advised of the Jury's decisions, the results of the protests will be posted on

the competition notice board.

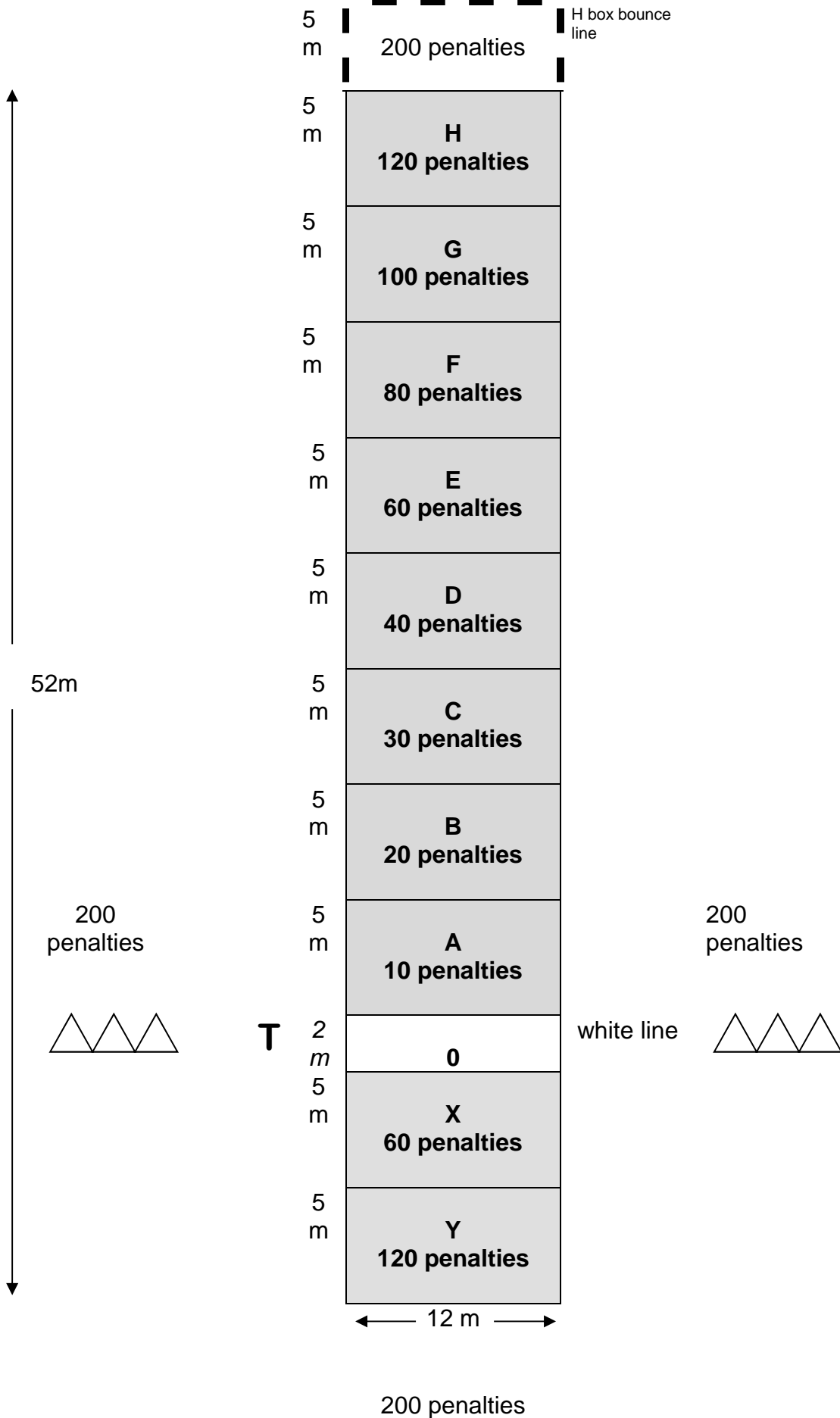
- A 8.14 A final overall list must be available at the earliest possible time after the Jury's decision.– marked "Final Results".
- A 8.15 The fee for a protest is 100 Euro and will be refunded if the protestor withdraws his protest prior to the Jury hearing or if the protest is successful.
- A 8.16 No jury deliberations, hearings or review of records will be permitted between 22.30 and 07.30 hours local time, unless all involved parties agree to them.
- A 8.17 Air Traffic Control recordings will not be used as evidence within a competition.

A 9. FINAL RESULTS

- A 9.1 To determine the order of placing of each crew in each category the penalty points awarded in each of the individual tests will be totalled.
- A 9.2 The World or Continental Champion will be the crew in each category with the least number of penalties. For a World or Continental Championship a minimum of two stages will be flown. If only one stage can be flown there will be a competition winner but not a champion
- A 9.3 In case of a tie, the crew flying the aircraft with the highest declared competition speed will be placed first.
- A 9.4 In case of a further tie the crew with the least punctuality penalties will be placed first
- A 9.5 For the team competition, the final results of the two best crews from each country in each category will be added together.
- A 9.6 The team winners in each category are the two best crews with the least total added penalties.
- A 9.7 Winners of the first three places in the Advanced category must participate in the unlimited category in future championships.

APPENDIX AI




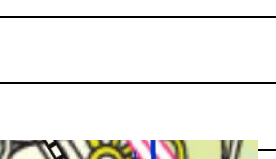
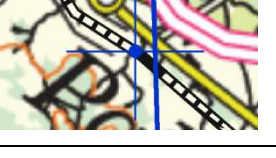
Competition Landing Field



APPENDIX A II Example Competition Task Sheet

Task Sheet

World Rallye Flying Championship
WRFC 2012. Group IIStage: **Stage A**Date: **02/11/2012**

Nº Rally	Crew	Country	R. Mark	Type	Speed
2					75
		Wind: 0° 0 km/h^a			
CP	Information / Sketch	DESCRIPTION	TIME	NOTES	
SP		Round point urban roads 7.6 Km. - 246° from LECN	0:06:00	Photos A to I from 5NM after SP until TP07	
TP01		South Y junction black roads 315° to N039° 55' 00" - W000° 15' 00" 051° from N039° 45' 00" - W000° 15' 00"	0:13:36		
TP02		Y junction of rivers (channels) 2.8 NM from N039° 45' 00" - W000° 15' 00" 22.1 Km from N039° 50' 00" - E000° 00' 00"	0:19:36		
TP03		Railway pass over white road 13.4 Km - 274° from TP02	0:25:22	Between TP03 and TP04 fly following the railway. Distance. 7.2 NM	
TP04		Railway pass over black road 28.6 Km. - 214° from TP07	0:30:24	Open envelope according identification Photo on TP04. Corr./Incorr.	
TP05		Black road crossing river 10.8 Km. To TP04 - 230° from TP06	0:35:07		
TP06		Y junction yellow roads 165° from TP07 - 040° to SP	0:40:38		
TP07		River estuary to the lake (Dam) 8.5 NM - 286° from SP	0:48:09	Photos K to T from TP07 until FP	
TP08		Y junction of rivers 8.0 NM - 322° from SP	0:52:19		

Task Sheet

World Rallye Flying Championship
WRFC 2012. Group II



Stage: **Stage A**

Date: **02/11/2012**

Nº Rally	Crew	Country	R. Mark	Type	Speed
2					75

PC	Information / Sketch	DESCRIPTION	TIME	NOTES
TP09		<p>Castle</p> <p>9.7 Km. - 068° from TP08</p>	0:56:33	
TP10		<p>White road pass over river</p> <p>040° from TP09 - 106° to FP</p>	1:01:26	
TP11		<p>Yellow road pass over river</p> <p>40° 18' 54" N - 0° 7' 25" E</p>	1:08:28	
TP12	Instructions in the envelope			
TP13	Instructions in the envelope			
TP14	Instructions in the envelope			
FP		<p>White road crossing river</p> <p>10.6 NM - 075° from TP09</p>	1:38:03	
		Time to Landing 12 minutes		
		Actual time on FP plus 25 minutes		

APPENDIX A III

COMPETITION ANSWER SHEET

Rally No.:

A/C Reg.

Name:

Photos at Checkpoints			Official use only Penalties CP Photos
CP-No.	Checkpoint Photo		
	correct	incorrect	
SP			
TP1			
TP2			
TP3			
TP4			
TP5			
TP6			
TP7			
TP8			
TP9			
TP10			
FP			
		Total A	

Enroute-Photos			Official Use only Penalties
Photo ID Letter	Distance In NM	From Previous TP	
A			
B			
C			
D			
E			
F			
G			
H			
I			
K			
L			
M			
N			
O			
P			
R			
S			
T			
		Total B:	

ENROUTE- CANVAS			Official Use only Penalties
CANVAS SHAPE	DISTANCE IN NM	From Previous TP	
		Total C:	
Total A+B+C+D+E			

Sign Flight Crew

OPENED WRONG ENVELOPE	
Total D:	

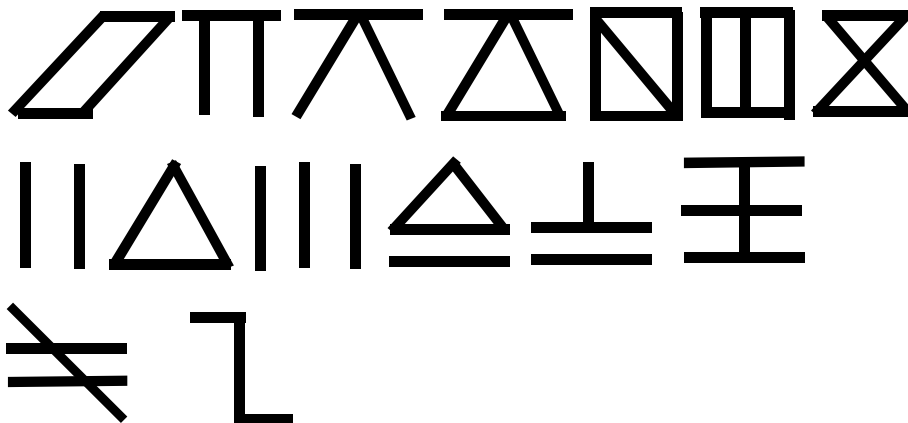
OPENED BACK-UP MAP-ENV.	
Total E:	

Sign Judge:

APPENDIX A IV**CANVAS TARGET INFORMATION**

Canvas targets shall be white and made of strips 0.5 meters wide and the total overall size between 3 and 4 meters.

Permitted signs:



The shapes of the signs should be sketched by the crew on his answer sheet, as seen.

Canvas targets will be located on the centerline of the track or within 100 meters to the left or right of the track centerline. In the case of canvas targets these are not to be placed in the center of wide-open spaces, but close to woods, hedges and other obstacles. However canvas targets shall be clearly visible to crews from not less than 600 meters before passing them at an altitude of 1000 AGL. To enable observation of canvas targets, there must be an obstacle free area of at least 45° on either side of the track measured in the vertical plane.