



FAI Sporting Code

*Fédération
Aéronautique
Internationale*

Rules and Regulations Air Rally Flying

2020 Edition

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1 FAI Statutes,Chapter 1, para. 1.6
 2 FAI Sporting Code, Gen. Section,Chapter 4, para 4.1.2
 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 By-Laws,Chapter 1, para 1.2.1
 6 FAI Statutes,Chapter 2, para 2.4.2.2.5
 7 FAI By-Laws,Chapter 1, paras 1.2.2 to 1.2.5
 8 FAI Statutes,Chapter 5, paras 5.1.1, 5.2, 5.2.3 and 5.2.3.3
 9 FAI Sporting Code, Gen. Section,Chapter 4, para 4.1.5
 10 FAI Sporting Code, Gen. Section,Chapter 2, para 2.2.
 11 FAI Statutes,Chapter 5, para 5.2.3.3.7
 12 FAI Statutes,Chapter 6, para 6.1.2.1.3

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AIMS OF 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 organization of these Championships will be delegated to an FAI member country.
- A 1.2 This championship is an International Event 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 the 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 2. GENERAL RULES

A 2.1 General Rules

- A 2.1.1 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 2.1.2 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 2.1.3 The competition language will be English. Anyone using any other language on the radio will risk disqualification of themselves and their national team.
- A 2.1.4 Smoking is prohibited during briefings and debriefings.
- A 2.1.5 Official competition time will be local time. A master clock, showing GPS time, will be available for competitors to set their timing.
- A 2.1.6 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.2.1.7 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 2.1.8 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.2.1.9 The organizer must plan to separate the take offs for crews of the same national team these teams by six minutes or more.
- A 2.1.10 The use of electronic aids and/or autopilot is not permitted. All unauthorized devices will be sealed or taken into custody during the flight by the organizer. Cellular telephones may be carried in the aircraft as a backup safety device but shall be switched off, wrapped with aluminium foil and sealed in a marked envelope. Breaking the seal during the competition will result in disqualification of the competitor.
- A 2.1.11 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 2.1.12 Before take-off a competition envelope containing the following items for the execution of the flight will be handed over to the crew at the aircraft.
- (1) Three competition maps.
 - (2) A task sheet.
 - (3) A time sheet.
 - (4) A set of turn point photographs.
 - (5) A set of en route photographs.
 - (6) A competition answer sheet.
 - (7) Taxi, departure and arrival instructions.
 - (8) Safety envelope containing a back-up map with TP's already plotted on it.
- This competition envelope will be handed over to the crews at time calculated as 2 minutes per turn point (including the start and finish point).
- A 2.1.13 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. 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 2.1.14 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 2.1.15 Until debriefing the crew must not communicate with anybody, except officials.
- A 2.1.16 All crews shall enter quarantine before the first take off.
- A 2.2. Entry**
- A 2.2.1 Each National Aero Club, member of FAI, may submit up to 10 entries.
- A 2.2.2 Each entry (crew) shall consist of a pilot and a co-pilot/navigator. (No passengers may be carried during the competition.)
- A 2.2.3 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 them.
- A 2.2.4 All crew members must hold a valid FAI sporting license, issued by the National Aero Club which submitted their entry forms.
- A 2.2.5 If the total number of entries exceeds 80 the organizer is permitted to reduce the maximum number of entries per countries.
- A 2.2.6 The organizer may invite and accept individual crews as guest participants.
- A 2.2.7 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.2.2.8 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 2.2.9 Each country may send international judges, judge observers, engineers, observers, helpers and supporters.
- A 2.3. Aircraft**
- A 2.3.1 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 2.3.2 The minimum allowable declared competition airspeed is 60 kts. Declared competition airspeeds should be in multiples of 5 kts only.
- A 2.3.3 Aircraft must have 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 2.3.4 All aircraft must be fitted with a serviceable communication radio approved for the country where the

competition will be held.

- A 2.3.5 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 2.3.6 Aircraft will be parked in the open. Each crew must provide their aircraft with its own tie-down material.
- A 2.3.7 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 2.3.8 Aircraft modifications are only accepted when certified by the responsible national authority.
- A 2.3.9 The crew is responsible for the removal of the wheel covers (spats). If they cannot be removed (or can only be removed with specialised equipment/manpower) the jury must be consulted, and may give permission for them to remain mounted.
- A 2.3.10 The organisers must paint the wheels according to A3.5.11.
- A 2.3.11 It is recommended that the same aircraft should not be used by more than two competing crews.

A 2.4. Flight Data Recording Equipment

- A 2.4.1 The use of a GNSS Flight Recorder is mandatory for Continental and World Championships. Organizers of other competitions should support the use of flight data recording equipment.
- A 2.4.2 Technical requirements for flight data recording equipment are documented in the Sporting Code, Section 2, Annex 4.
- A 2.4.3 The responsibility rests with each crew to carry and operate his individual GAC approved flight data recorder (GNSS-FDR) during the competition flights.
- A 2.4.4 Every crew must provide the organizers with downloading software (Windows based), and a connection cable (PC based) for their devices. They must be familiar with the downloading and clearing of their loggers.
- A 2.4.5 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 flight data recording system have to be covered during the opening briefing.
- A 2.4.6 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 2.4.7 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 2.4.8 The chief judge or appointed international judge must check all en route track deviations of more than 90° and all "critical" time gate passages.
- A 2.4.9 Any GNSS FDR (logger) will only be cleared by the organizer after clear approval of the competition crew.

A 3. COMPETITION DETAILS

A 3.1 General

- A 3.1.1 There will be **four** competition flights, and all four flights must be used when calculating the competition results.
- A 3.1.2 Each flight must have a length between 80 NM and 120 NM, measured from take off to landing, with a minimum of 10 legs and a maximum of 16 legs. Each leg must be between 5 NM and 15 NM.

- A 3.1.3 Each competition flight must consist of:
- flight preparation (plotting),
 - time test,
 - observation test (photographs, canvas ground targets),
 - landing test
- A 3.1.4 After take-off the pilot must follow the prescribed departure instructions.
- A 3.1.5 The Start Point (SP) shall be over-flown in the direction of the outbound track.
- A 3.1.6 The SP has an "extended 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 3.1.7 Turn points (TP's) and the Finish Point (FP) must be over-flown in the direction of the inbound track.
- A 3.1.8 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 on a leg defined by scenic features.
- A 3.1.9 Turns after passing the turn point 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 turn point gate.
- A 3.1.10 After passing the FP, the aircraft must follow the prescribed arrival instructions.
- A 3.1.11 Prescribed departure and arrival tracks will be checked using GNSS-FR data. Failure to follow the instructions will result in penalties according to A 4.4.

A 3.2. Plotting the Navigation Test

- A 3.2.1 All turn points (TP's) and legs must be described clearly in the flight instructions.
- A 3.2.2 All TP'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 TP'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 instructions given must not allow more than one plotting solution to be possible.
If a feature of the same description is within 0.5 Nm, a sketch or supplementary instruction must be given.
- A 3.2.4 All previously plotted TP'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 organiser may declare other objects on the map as "known positions", which have to be marked by the organiser on the competition maps. Locations well known to the organizer but unfamiliar to foreign crews are not "known positions".
- A 3.2.5 Instructions on a leg must be given as;
- a) A leg defined by scenic features {from TP (x) follow river until TP (x + 1)}. In this case the correct inbound track to the TP (x+1) must be given in the flight instructions. The approximate leg distance and exact time must also be given in the instructions.
 - b) A leg defined by an arc; arc {from TP (y) follow the arc to TP (y+1) (max 2 arcs in each flight)}. In this case the instructions for plotting the centre point of the arc must be given. The direction to be flown must be defined in the instructions, clockwise / counter clockwise / east / west etc.
 - c) The plotting instructions must be given in sequence, but the following TP may be used up to a maximum of 3 times per flight. (e.g. TP4 must be plotted in order to plot TP3)
- A 3.2.6 Tracks will be given in degrees magnetic or true. If magnetic, the organizer must declare the actual value of the magnetic variation rounded to the nearest degree to be used.
- A 3.2.7 Distances must be given in tenths of nautical miles or kilometres. A conversion factor from millimetre on the map to NM and/or km must be given.

- A 3.2.8 A back-up map with TP's already plotted on it must be placed in a sealed envelope (Safety Envelope). Opening the sealed envelope will incur penalties. (The backup map may be black & white and does not need to be to scale.)

A 3.3. Timing Test

- A 3.3.1 GPS time will be used during the competition. Times on the time sheet (hh:mm:ss) must be given either as elapsed time after the assigned take-off time (zero time) or local time. The time system must be specified in the local rules.

Take-off time, start point time, each turn-point time, finish point time and the time to hand over the competition answer sheet be in the flight instructions. The take off time will be measured from a T/O timing gate that is described during the briefing.

- A 3.3.2 Timing will be checked at take-off, at SP and FP, at a minimum of 75% of the TP's and when handing over the competition answer sheet.
- A 3.3.3 Timing will be checked when the aircraft crosses a gate perpendicular to the inbound track, (SP to the outbound track) running through the TP 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.

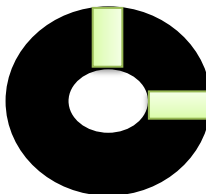
A 3.4. Observation Test

- A 3.4.1 The observation test begins at the SP, and ends at the FP. There will be no en route 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 3.4.2 The subject of the observation test will be photographs, and if possible, canvas ground targets.
- A 3.4.3 The crews will be provided with two sets of photographs.
a) A set of turn point photographs (min - 11, max -17)
b) A set of en route photographs (min - 15, max - 20)
- A 3.4.4 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. There may be a maximum of two TP's without photographs. The turn points without photographs, if they are excluded, will be the FP and the previous TP. 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 The en route photographs will be marked with letters and will not be in sequence. The en route photographs will be divided into two groups. Information about the use of these groups will be given on the photo sheets. 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 3.4.6 The en route canvas targets must be within 100m of track. There will be a maximum of 5.
- A 3.4.7 The distances to en route photographs or canvas targets will be directly measured from the previous turn point and must be written onto the answer sheet by the crew.
- ### **A 3.5. Landing Test**
- A 3.5.1 The landing test after a navigation route will be done as a full stop landing.
- 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 Touchdown must be on both main wheels, except when the chief landing judge has declared "crosswind conditions". In this case the aircraft may touchdown 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 land 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, in which case the box with the highest penalties will apply.
- A 3.5.7 In the case of a three point landing with a tail wheel aircraft, if the distance between touchdown of the tail wheel and main wheel(s) is less than the distance between main and tail wheel plus 5 meters, the touchdown of main wheels will be used for scoring, otherwise the tail wheel touchdown will be used.
- A 3.5.8 Crosswind conditions 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 pilot will be informed by radio, and the chief landing judge will attempt to change the landing direction. He will inform the competition director if this is not possible, in which case the landing test of that stage will be cancelled.
- A 3.5.10 Abnormal landings are defined as follows:
- a) Nose wheel not off the ground.
 - b) A tail wheel aircraft not in a configuration with the tail below the horizontal,
 - c) 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.
 - d) In authorized crosswind conditions, touchdown on the leeward main wheel.
 - e) Any part of the aircraft other than the wheels touching the ground.
 - f) Retraction of flaps and/or change of spoiler setting overhead the marked landing strip before touchdown.
 - g) Touchdown with locked wheels.
 - h) One or both main wheels leaving the ground, to a height of more than the diameter of the wheel, while the nose wheel remains on it.
 - i) Any abnormalities after a bounce, as defined in A 3.5.6 (see points 'a' to 'h' above) must be considered as an 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 3.5.12 All landings will be recorded by at least two video cameras, and a third video camera with instant replay ability at the landing strip (e.g. Tablet), to assist the chief landing judge when in doubt about the exact landing position, or the chief judge in the event of a complaint, or the jury when dealing with protests.

A.4. PENALTIES

		Limit	Penalties
A 4.1	Passing take off time gate:		
	Takeoff time 0 to + 60 seconds	60	0
	Per seconds advance/delay		3
			max. 100
A 4.2	Time test:		
	Overhead at given time +/-2 sec	2	0
	More than +/-2 sec advance/delay per second	2	3
	Passing a timed TP outside time gate		100
			max. 100
A 4.3	Observation test:		
	<u>En route photos between turn points, each</u>		
	Correct identification within 0,5 NM of actual position	0.5	0
	> 0,5 NM to 1,0 NM	0.5 to 1.0	15
	Not observed		30
	Incorrect or outside limit	>1.0	50
	<u>En route canvas targets on ground, each</u>		
	Correct identification within 0,5 NM of actual position	0.5	0
	> 0,5 NM to 1,0 NM	0.5 to 1.0	15
	Not observed		30
	Incorrect or outside limit	>1.0	50
	<u>Photos at Turn Points, each</u>		
	Correct identification		0
	Not observed		50
	Incorrect identification		100
A 4.4	Passing outside a gate, not timed		100
	Infringement of safety and flight rules		600
	Flying below the minimum prescribed altitude		200
	Failing to follow the prescribed departure and arrival instructions		200
	Opening Safety Envelope with backup map		400
	Carrying of unauthorized electronic equipment		Disqualification
A 4.5	Manoeuvres of more than 90° from track for more than 5 seconds between SP and FP, each time.	5	100
	Maximum per flight		1000
A 4.6	Landing test (see APPENDIX AI):		
	White line		0
	Area "A"		10
	Area "B"		20
	Area "C"		30
	Area "D"		40
	Area "E"		60
	Area "F"		80
	Area "G"		100
	Area "H"		120
	Area "X"		60
	Area "Y"		120
	Landing out of the landing box or rolling out of the box to the left or right		200
	Applying power after touchdown, within the landing box,		50
	Go around without touching ground, (without being forced)		200
	Go around instead of full stop		200
	No attempt to land at designated landing field		300
	Abnormal landing		150
	Penalties for abnormal landings will be given in addition to other landing; however, the maximum per landing will be		300

	Late submission of competition answer sheet or infringement of A 2.1.13		300
A 4.7	Not monitoring a prescribed frequency		200
A 4.8	If a crew lands at an airfield different from the official routing and continues the flight, no time allowance will be made.		
A 4.9			

A 5. DISQUALIFICATION

- A 5.1 Disqualification of a crew may result from:
- any misconduct or bad behaviour on the ground or in the air,
 - dangerous flying, endangering people, aircraft or structures,
 - general protests against other competitors,
 - failure to comply with the relevant rules and regulations,
 - violating FAI anti-doping rules,
 - manipulation of the flight recording system.
 - 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 proven 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.

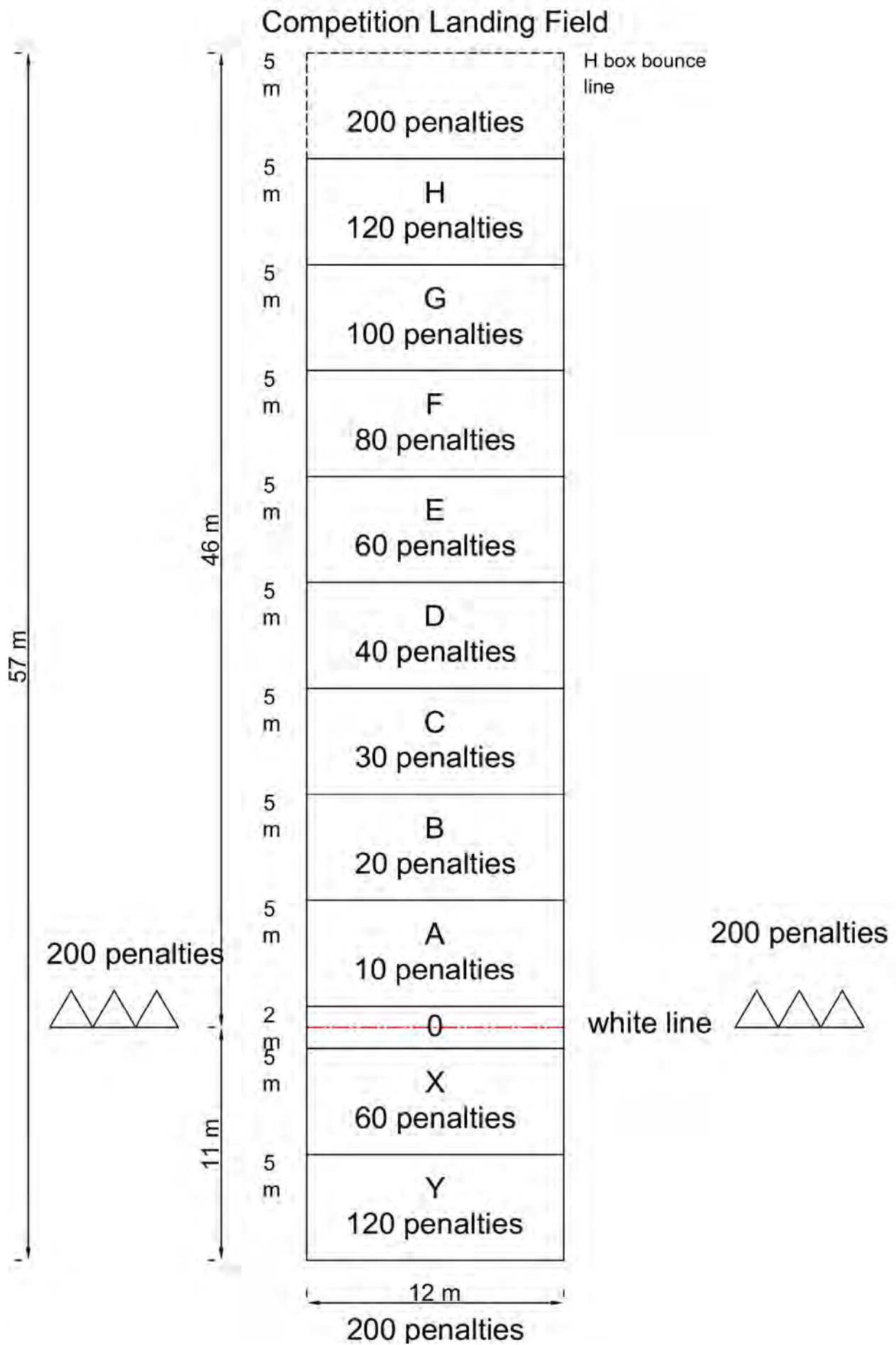
A 6. COMPLAINTS AND PROTESTS

- A.6.1 The chairman of the jury and the other jury members will be appointed by FAI-GAC in accordance with the Sporting Code, General Section. Their duties include observing and ensuring that the championship is being run in accordance with the FAI sporting code and championship rules. They also rule on all formal protests. In the event of a replacement of any member, the new member will be appointed by the president of GAC after consultation with the rules committee.
- A.6.2 The competition director will publish individual results as quickly as possible by the best available method. The results will be marked "preliminary and subject to protest".
- A.6.3 Within 30 minutes of the release of the individual results the crew and/or team manager may present a written request (complaint) to the international chief judge for clarification. If not satisfied with the clarification, a protest may be filed with the competition director within 30 minutes after the clarification was given, accompanied by the relevant protest fee.
- A.6.4 The video recordings of the landing may be used by the chief judge and two independent international judges for checking the results of landings before final judging of the landings. After final judging, the video recordings of landing may be used by the jury when dealing with protests and may be shown/given to the crew/team manager.
- A.6.5 When the prescribed fee has been paid to the competition management and the protest filed in writing, the protest becomes official and is referred to the international jury for a decision. The team manager and crew have the right to address the jury if desired.
- A.6.6 If the correction of the international chief judge at complaints or the ruling of the jury affects another or other crews, the appropriate alterations will be made to the results.
- A.6.7 Protests against other crews are forbidden.
- A.6.8 The jury must be available at all time during the championship to deal with protests.
- A.6.9 The prescribed fee in connection with any protest submitted to the jury will be EURO 100, - and shall accompany the written protest. The fee will be returned in the case of a successful protest only.


A 7. FINAL RESULTS

- A 7.1 To determine the order of placing of each crew the penalty points awarded in each of the individual tests will be totalled.
- A 7.2 The World or Continental Champion will be the crew with the least number of penalty points. 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 7.3 In the case of a tie, the crew flying the aircraft with the highest declared competition speed will be placed first.
- A 7.4 In the case of a further tie the crew with the least punctuality penalties will be placed first
- A 7.5 For the team competition, the final results of the two best crews from each country will be added together.
- A 7.6 The team winners are the two best crews with the least total.
- A 7.7 The landing champion will be the crew with least number of penalty points for landings from valid stages. For a World or Continental Championship a minimum of two landings will be performed. if only one landing can be performed, there will be a landing winner but not a champion.
- A 7.8 In the case of tie in landing competition, the crew flying the aircraft with the highest declared competition speed will be placed first.
- A 7.9 In the case of a further tie in landing competition, the crew with least penalty after deduction of their worst landing penalty will be placed first.
- A 7.10 The World or continental Low Time Crew Champion will be the crew with the least number of penalties, where pilot's age is less than 29 years at the beginning of the Championship.
- A 7.11 World or continental Women Crew Champion will be crew, consist of women only, with the least number of penalties. In case, less than three Women crews will participate, no Women Crew Champion will be declared.

APPENDIX AI Competition Landing Field



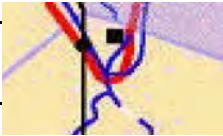
APPENDIX A II Example Competition Task Sheet

World Rally Flying Championships 2018		Task Sheet		Day1
Variation: 16.8		Conversion Factor: 1 mm = 0.2 Km = 0.107991 Nm		Stage: RED Date: 15/08/2018
TP	Information / Sketch	DESCRIPTION	NOTES	
SP		Road River Crossing 3.2 Km. - 092°T to FABS		
TP01		Water Tank on southern Line of Trig Beacon 1445 S 25° 36' 46.25" - E027° 42' 08.54"		
TP02		Canal Rail Crossing 10.4 Nm - 214° T from SP	Between TP02 and TP03, Fly SE along an arc with centre point at Farm House S 25° 46' 12.77" E 27° 37' 0.43" leg distance 5.4 Nm	
TP03		Road T Junction 191.8° M from TP01 5.2 Nm from TP02		
TP04		Road T Junction S 25° 52' 51.90" - E 27° 37' 17.43"	Between TP04 and TP05 follow the Red Road approximately 10.7 nm	
TP05		Road T Junction 4.9 Nm from TP03 139.0° T from TP03		
TP06		Tar Road Y-Junction 13.4 Nm - 102.6° T from TP02	Between TP06 and TP07 follow the Red Road through Slikaatsneck, leg distance 5.7 Nm	
TP07		Cross Road 10.0 Nm - 163.7° M from SP		

**World Rally Flying
Championships 2018**

Task Sheet

Day1

Variation: 16.8		Conversion Factor: 1 mm = 0.2 Km = 0.107991 Nm		Stage: RED
				Date: 15/08/2018
TP	Information / Sketch	DESCRIPTION	NOTES	
TP08		Canal River Crossing S 25° 34' 38.82" - E 27° 50' 36.90"		
TP09		School 13.7 Km. - 252.1° T to FABS		
TP10		Road T Junction 232.3° M from TP11 - 331.2° T from TP09		
TP11		Trig Beacon 4.5 Km - 017.6° T from S 25° 20' - E 27° 55'	Between TP11 and TP123, Fly NW along an arc with centre point at T Junction S -25.375192° E 0 27.863878° leg distance 8.7 Nm	
TP12		Road T Junction 8.0 Nm. - 266.0° T from TP11		
TP13		Cross Roads 13.2 Km. - 312.6° T from TP14		
TP14		Cross Roads 5.2 Nm. - 033.5° M from SP		
FP		Canal Road Crossing S 25°31' 32.77" - E027° 48' 47.36"		

APPENDIX A III Example Time Sheet.

World Rally Flying Championships 2018 16 August 2018 Brits RED						
Number	1	Rules	Advanced		Papers	-00:30:00
Pilot					Take Off	00:00:00
Navigator					To Start	00:07:00
Callsign		Type				
Speed	75			Ground Speed Kts	Time Schedule	MIN ALTITUDE
Wind Dir	0	Wind Vel	0		Hrs:Min:Sec	
Take Off					00:00:00	
Start				75.0	00:07:00	
TP01				75.0	00:11:20	
TP02				75.0	00:15:28	
TP03				75.0	00:19:47	
TP04				75.0	00:28:15	
TP05				75.0	00:36:49	
TP06				75.0	00:42:16	
TP07				75.0	00:46:52	
TP08				75.0	00:51:23	
TP09				75.0	00:56:11	
TP10				75.0	01:01:27	
TP11				75.0	01:07:32	
TP12				75.0	01:14:30	
TP13				75.0	01:20:06	
TP14				75.0	01:25:50	
Finish				75.0	01:29:58	
Last Landing Time					01:36:58	
Answer Sheet Hand Over Time					01:41:58	

APPENDIX A IV Example Turn Point Photo Sheets.

WRFC 2018 - TurnPoints 1

Start



TP01



TP02



TP03



TP04



TP05



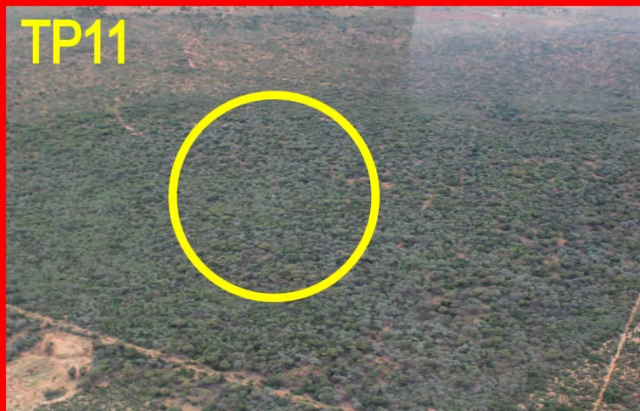
TP06



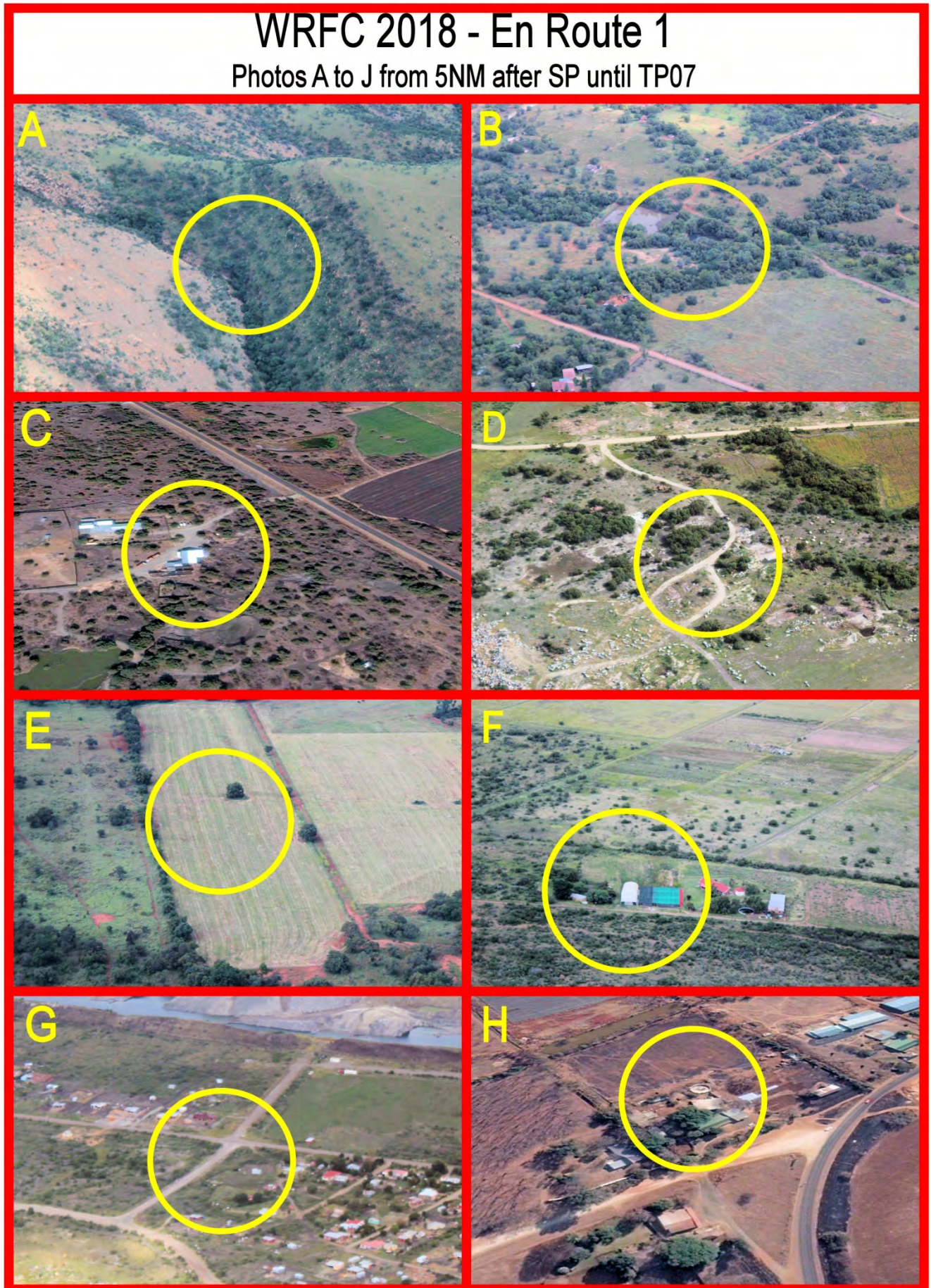
TP07



WRFC2018 - TurnPoints 2



APPENDIX A V Example En Route Photo Sheets.



WRFC 2018 - En Route 2

Photos A to J from 5NM after SP until TP05



WRFC 2018 - En Route 2

Photos K to T from TP05 to FP



WRFC 2018 - En Route 3
Photos K to T from TP05 to FP



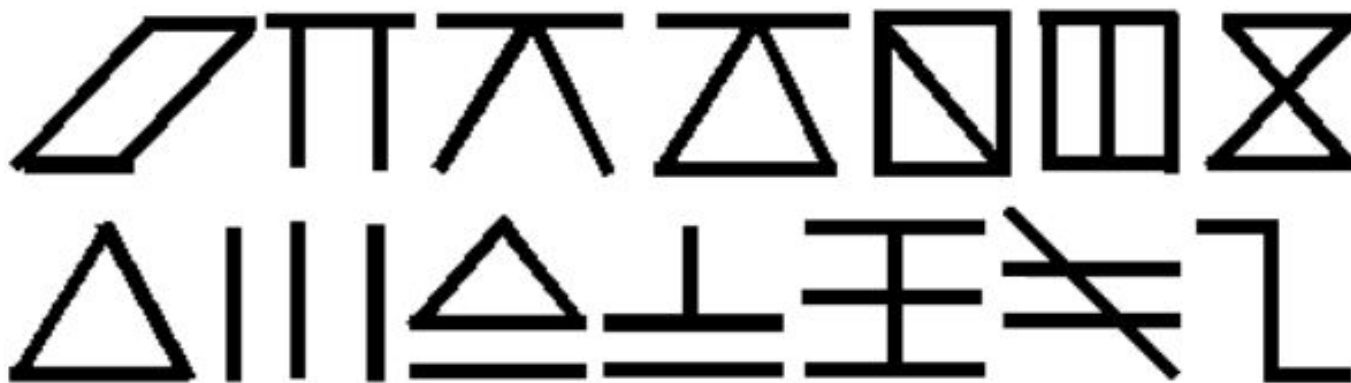
APPENDIX A VI Competition Answer Sheet

Event																	
COMPETITION ANSWER SHEET																	
Rally No.:				Name:				Hand over Time:									
A/C Reg.								Signature:									
Photos at Checkpoints						Official use only		Enroute-Photos			Official						
CP-No.		Description		Correct/ Incorrect		Penalties CP Photos		Photo ID Letter		Distance In NM		From TP		Use only Penalties			
SP								A									
TP01								B									
TP02								C									
TP03								D									
TP04								E									
TP05								F									
TP06								G									
TP07								H									
TP08								I									
TP09								J									
TP10								K									
TP11								L									
FP								M									
								N									
								O									
								P									
								Q									
								R									
								S									
								T									
		Total A															
ENROUTE- CANVAS						Official						Total B:					
CANVAS SHAPE				DISTANCE IN NM		From Previous TP		Use only Penalties						Total D:			
				Total C:										Total A+B+C=D			
Sign Flight Crew										Sign Judge:							

APPENDIX A VII**CANVAS TARGET INFORMATION**

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

Permitted signs:



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

Canvas targets will be located on the centreline of the track or within 100 meters to the left or right of the centreline of the track. They are not to be placed in wide-open spaces, but close to woods, hedges and other obstacles. However they must 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 horizontal plane.

In order to facilitate checks and handling of a possible complaint / protest, the GPS position of all canvas targets must be recorded when the canvas is laid down. One or more pictures of the canvas target showing the surroundings must also be taken. This information must be given to the international chief judge as soon as practical.

APPENDIX A VIII**INTERMEDIATE LANDING APPENDIX****1. INTRODUCTION**

While intermediate landings used to be included in the rally rules, these were removed in 2011, because they were difficult to arrange. It is now proposed that they are re-introduced as an optional item for route planners, when convenient, and with another option for relaxed manpower requirements.

2. INTERMEDIATE LANDING RULES.

If an intermediate landing is planned for a rally, the rules will be as follows:

- 2.1. The rally will end at the Intermediate Finish Point. (IFP) and restart at the Intermediate Start Point (ISP).
- 2.2. The IFP and ISP will replace the corresponding turn points, and will be included in the total number of turn points. The distance for the circuit and landing must be included in the maximum total distance.
- 2.3. The observation (en-route photographs and ground markers) will stop at the IFP and resume at the ISP.
- 2.4. The circling rule does not apply between the IFP and ISP.
- 2.5. The route planner must allow sufficient time in the schedule between the IFP and ISP for the completion of the approach, circuit, landing and route to the ISP. (Total distance or required routing at 70 Kts + 3 minutes)
- 2.6. The landing will be executed as a touch-and-go landing.
- 2.7. An Approach and Departure Sheet will be issued for the Intermediate Landing Airfield.
- 2.8. A marshal shall man the frequency at the intermediate Landing Airfield. The competitor must contact the marshal on the airfield frequency and the marshal will give the runway in use and wind conditions.
- 2.9. The landing may be scored in accordance with the Landing Appendix, however to reduce manpower requirements, it may be scored as "in the box = 0" or "out the box or no landing" = 200.
- 2.10. The home airfield may not be used as an intermediate landing as the increased traffic will cause interference between the competitors who are taking off, intermediate landings, and final landings.
- 2.11. The intermediate landing and the scoring will be clearly briefed at the daily briefing.

B. ORGANIZATIONAL RULES

B. 1 GENERAL

- B.1.1 Before any National Aero Club (NAC) offers to host a continental or world championship, that NAC must be able to satisfy the FAI on the following points:
- B.1.1.1 That sufficient experience in the discipline exists in the host country to ensure a high standard.
- B.1.1.2 That there should be at least 3 officials experienced in the discipline and able to provide their capabilities of organizing the championship.
- B.1.2 The host NAC must be able to provide an airfield with limited traffic. An airfield with bilingual air traffic control during practice or any championship must be avoided.
- B.1.3 The host NAC must be able to provide reasonable accommodation close to the airfield. (See also B 4.1)
- B.1.4 The host NAC should develop a close working relationship at an early stage with the president of the jury and the international chief judge.
- B.1.5 The host NAC must follow the rules and regulations. If any doubts exist as to interpretation, then the advice of the international chief judge and/or the president of the jury should be sought.
- B 1.6 The host country must not run other competitions at the same time, on the same airfield or in the competition area.
- B.1.7 Practice for displays, demonstrations, etc. must not interfere with the competition practice schedule, which must have priority.
- B.1.8 Any display, show or demonstration must not interfere with the competition.
- B 1.9 The host NAC will take adequate insurance coverage for all competitors as required by the national law. In any case all international personnel (i.e. jury, judges, and support personnel) must be insured by the organizer against third party legal liability risk.
- B 1.10 The host NAC will provide a budget in accordance with Appendix B1 to GAC together with the Local Rules.
- B 1.11 To ensure that the organizers of the World and Continental Championships abide by the appropriate rules and regulations and fulfil their commitments, an amount equal to the entry fee for five crews will be given to the president of the jury prior to the start of competition. This is to be held by him until the jury certifies at the close of the competition that the event has been conducted correctly, the complete results prepared for transmission to FAI headquarters, and the sanction fee has been transferred to FAI. At this time the amount withheld shall be returned to the organizers. Should the jury determine for any reason that the competition was not properly conducted, the total amount will be forwarded immediately by the president of the jury to FAI headquarters, to be held there until the matter can be reviewed at the next plenary meeting of the GAC.

B.2 VENUE

- B.2.1 It is necessary when considering the location of the championship to give careful consideration to the type of terrain readily available around possible airfields. It is ideal to arrange for mixed terrain of flat and high ground and to select an area that is neither too easy nor too difficult to navigate over. Further reduction of possible sites will be appropriate after studying the aeronautical charts for each aerodrome so as to ensure that a competition course can be laid out on one chart without the expense of having special charts made for an event.
- B.2.2 Consideration should be given to the general air traffic flow within the competition area, and to control zones, prohibited areas and danger areas which exist and would hinder the setting of a competition navigation course.

- B.2.3 Reference must be made to the facilities offered at each aerodrome, including those of air traffic control, fire fighting and ambulance service, availability of fuel, hangar space, aircraft maintenance etc.
- B.2.4 It is an advantage if the airfield provides either a restaurant or adequate clubhouse facilities for competitors and spectators.
- B.2.5 The airfield should not be located more than 30 minutes travel time from the residential accommodation that will be provided for the participants.
- B.2.6 The airfield should be available for formal familiarization and practice in the week prior to the championship, during which time the airfield will be run under strict local rules to which all participants will be expected to adhere. There must be no charge for practice landings.
- B.2.7 The airfield should be provided with concrete or hard surface runways wherever possible. An airfield where the runways do not have a uniform surface at least 15 meters wide is not acceptable.
- B.2.8 When selecting the time frame for the championship the weather history within the area of the competition should be considered.
- B.2.9 Special attention should be given to the placing and size of the flight planning and briefing room. For competitions the room should have ample space to hold sufficient tables where pilots waiting can relax, be seated and be in the shade
- B.2.10 Cell phone reception and free WI-FI facilities should be available for all competitors at all times at the airfield and at the accommodation.
- B.2.11 The venue at the airfield must have the following facilities within walking distance of the apron where the competition aircraft are parked:
1. Flight planning/briefing room
 2. Team managers' post boxes for information distribution
 3. Shop that sells drinks and snacks
 4. Adequate toilet facilities.
 5. Covered area where pilots can wait.

B.3 TRANSPORT

- B 3.1 If the airfield is not within walking distance from the accommodation, it will be necessary for the competition management to arrange suitable transportation. Normally a regular coach service will be necessary. Times of coaches should be published and adhered to.
- B 3.2 It is recommended that for social functions in the evening, transportation by coach is provided for all participants. This avoids the necessity of separate briefings regarding the location of functions together with their associated problems.
- B 3.3 The international chief judge and the jury must each be provided with their own independent transportation.

B.4 ACCOMMODATION

- B 4.1 It is convenient but not vital for all participants to be housed close together. this reduces many problems for the organizer and for competitors and "streamlines" the overall organization; however, there should always be two types of accommodation available, one higher priced and one lower priced hotel.
- B 4.2 In order to find the most suitable accommodation at an acceptable price the organizer should try to get at an early stage the approximate numbers of people planning to attend the competition, i.e.:
- Number of competitors, (including accompanying family),
 - International support personnel (team managers, engineers, etc.)
 - Jury, international judges
 - National judges and national support personnel, etc.
- B 4.3 Consideration should be given to "package deals" to include all meals during competition. During the practice phase accommodation should be available on a bed-and-breakfast basis, providing the opportunity for participants to arrange their own training, sightseeing and meals.

- B 4.4 The competition management must be sympathetic to pilot rest requirements. It is essential that absolute quiet is assured between the hours of 22.30 and 07.00 to permit sensible sleep periods.

B.5 AIRCRAFT HIRE

- B.5.1 The host NAC must be prepared to initiate arrangements for the hire of aircraft for competitors who are unable to bring their own competition aircraft.
- B.5.2 Competitors planning to avail themselves of this service should initiate a request at least six months before the event, specifying type, length of hire, hours to be flown, etc. They should also furnish details of their own licenses and experience.
- B.5.3 Aircraft for hire should be checked by the host NAC and the following minimum standard guaranteed:
- a) Air speed indicator
 - b) Altimeter
 - c) Magnetic compass and directional gyro
 - d) Turn and bank indicator and/or artificial horizon
 - e) VHF/COM equipment with all appropriate frequencies
 - f) Third Party Legal Liability Insurance to the level required in the host country.

B 6. TRAINING PRACTICE

- B 6.1 Practice should be arranged within a time table giving equal opportunity to each nation.
- B 6.2 Flying practice should be possible daily between 08:00 to 18:00 hours.
- B 6.3 Competition practice must not be interrupted for display or show practice.
- B 6.4 The organizer must provide a sample of the competition map to every participating crew, at least one month before the competition, together with the explanation of all symbols used on the map. This could be available as a download on the competition website.
- B 6.5 The host NAC must prepare 3 training routes of the same level as competition routes with 2 (A3) maps each and free of charge for each crew. A result sheet with coordinates of turn points and photos targets must be included with each route. (A Google Earth file as a download from the competition website would satisfy this requirement.)

B 7. BRIEFING

- B 7.1 The attendance of the personnel mentioned below is mandatory during briefings.
- B 7.2 Judges briefing will be given by the international chief judge, attended by all international and local judges.
- B 7.3 Opening briefing will be given by the competition director and will be attended by the route planner, jury, international and local judges, team managers and all crews. All competition officials shall be introduced. The objective is to explain the running of the competition, the program, restrictions, channels of communication, and the basis for judging. Specific issues concerning the use of flight data recording equipment must be covered during the opening briefing.
- B 7.4 Competitors briefing will be given by the competition director and attended by the jury, international judges, team managers and all crews. The objective is to explain the operating procedures. This briefing may be combined with the opening briefing.
- B 7.5 Daily Briefing must be attended by the competitors and team managers, concerning the day's program. A weather briefing must be included. The organizer must brief an alternative course of action to provide for the eventuality that the flight cannot be completed as planned, because of weather conditions.

B 8. METEOROLOGY

- B 8.1 A competent meteorologist shall be available for the weather briefings.
- B 8.2 The meteorologist should be familiar with the competition area weather and with VFR flying.
- B 8.3 Actual weather and forecasts must be published prior to take-off and shall be in clear writing, NOT CODE, in English. A forecast for the next day should also be available.

- B 8.4 General forecasts will be displayed on a convenient notice board outside the briefing room, before the first daily briefing commences, and will be updated.
- B 8.5 The weather minima during the competition are:
- Ceiling at least 1000`feet
- Visibility not less than five kilometres. (See also A 1.3)
- B 8.6 Throughout each stage there should be an aircraft available to check deterioration of weather. Either a member of the jury or the chief judge will accompany the check flight.
- B 8.6 The organizer will take the forecasted average wind in excess of 15 kts into account when computing the time schedule. He should use his judgment to decide the amount of the forecasted wind which will be used in the computation; the value will be noted in the flight instructions.
- B 8.7 If the wind speed near the ground is more than 25 kts, gusts included, flying will be stopped. If the crosswind component, gusts included, exceeds the lowest published maximum demonstrated crosswind or a stated limit, flying will be stopped on the runway in use. The maximum crosswind component for the competition will be announced before the competition starts.

B 9. NAVIGATION COURSE

- B 9.1 In selecting a course for the navigation event, the route planner should give thought to the type of terrain available to him. Routes should not be made easy and should avoid, wherever possible, following motor ways or long stretches of rivers or rail tracks. A course flown over predominantly high ground or predominantly flat ground should be avoided wherever possible.
- B 9.2 The navigation course must be planned and plotted on the same map the crews will use in the competition.
- B 9.3 At least four (4) navigation tests, two of which should be "bad weather" routes, and 3 training routes, must be available. The layout of the training routes must avoid conflicts so that they can be flown simultaneously by the competitors in the training week while others are flying landing practices. If such conflict points cannot be avoided, these "hot spots" must be published on the information board.
- B 9.4 Operational officials should be trained before the competition takes place, and their training should include basic knowledge of the Sporting Code, knowledge of the Competition Rules, equipment familiarization, communication terminology and the correct procedures for marking sheets and notes.
- B 9.5 The route planner must consider the following points:
- Appoint an assistant route planner, and between the two, check all aspects of the route to eliminate errors.
 - Use checkpoints which are exact points on the ground,
 - When using crossings, junctions, bridges, etc. as TP's, for which no sketch is provided to the competitor, the middle of the object will be the timing point,
 - For turn point photos, the timing point must be marked,
 - If no exact digital map is available during route planning, the map must be verified using Google Earth or similar program working on the WGS84 coordinate system. Each TP must be check and if the position on the map is not within 100 m of the position on Google Earth, it may not be used
 - SP and FP should be at least 2 nautical miles apart from each other and positioned to accommodated safe departure and arrival routes to the relevant airfield and so that the aircraft do not have to cross the start line or finish line on their way from and to the airfield.
 - A minimum altitude to fly at SP, CP's and FP must be given in the flight instructions,
 - Taxi procedure, departure and arrival procedure must be available as a sketch.
 - Appoint an independent expert to check all aspects of the route. This check must be performed manually, on the printed maps, and the corrections completed before submission to the chief judge.
- B 9.6 All photographs must be in colour and of good quality, minimum size 6 to 9 cm. The recommended centreline width should be between 250 m and 600m. They shall be neither too old nor taken in different climatic conditions than those prevailing at the season of the competition.

- B 9.7 Photographs of turn points can be taken from any direction. En route photographs should be taken from a position as close as possible to the track and into the direction of the next TP (deviation not more than +/- 45° from the inbound course) and within an angle of 30° to 60° below the horizon.
- B 9.8 The object on the photograph to be identified must be clearly visible to the crew from not less than 600m before passing it at a height of 1000 ft AGL while on track.
- B 9.9 Competitors may be split into more than one group, with the faster aircraft in each group being dispatched first. In the case of several groups, the order of the groups or pilots must be permuted so that different crews fly the championship in morning / afternoon / evening conditions, if possible.
- B 9.10 The competition director may define an undisturbed radio frequency to be used during the navigation event. Competitors may be issued with other frequencies to be used in the case of emergency. Failing to monitor a prescribed frequency during the navigation test will result in penalties.
- B 9.11 In the event of a delayed start to a navigation flight for a reason of technical failure or ATC, the crew may be rescheduled to fly later. In such a case the crew must return the complete envelope to an official immediately

B 10. LANDINGS and GROUND MOVEMENTS

- B 10.1 The appropriate runway will be duly marked out prior to the practice days with the markings to be used during the competition. (See Appendix A I).
- B 10.2 In locating the position of the landing strip on the runway, consideration should be given to the position of judges, video camera operators and spectators. Neither judges nor video camera operators should be looking into the sun. Spectators, conditions permitting, should not be allowed nearer than 30 meters from the landing strip. Wherever possible, the spectator area should be fenced off for safety reasons. Only team managers will be allowed to observe the landings from a position opposite the judges, at the touchdown line, 15 meters from the runway, if safety conditions and local regulations so permit.
- B 10.3 Aircraft ground movements should be carefully planned to ensure a steady flow of traffic.
- B 10.4 Suitable marshals and ground controllers should be located in prominent positions, the ground controllers being in direct communication with the competition director.
- B 10.5 The traffic pattern must be flown as published or briefed. An infringement of this rule will result in penalties in accordance with A 4.4.
- B 10.6 The chief landing judge will be provided with a handheld radio, tuned to the landing frequency, for transmission of information about the wind direction and velocity, crosswind condition and for emergency transmissions during landings.
- B 10.7 For the correct and impartial judging of the landing event, it is vital that the landing line is clearly marked by canvas on both sides of the runway.
- B 10.8 There should be clear distance markers along the runway. Landing judges should be placed about five meters outside the distance markers on each landing line, or an automatic measuring device, authorized by GAC, may be used. Each report of obvious or suspected abnormal landing by any judge must be registered, and must be checked by video. In case an automatic measuring device is used, at least two international judges will be assigned to judge abnormal landings.
- B 10.9 The chief landing judge or an appointed international judge will be responsible for communicating the landing results to the recording official for entering into the scoring.
- B 10.10 The chief landing judge will be provided with the equipment to measure wind direction and speed, in order to enable him to make the required decisions concerning crosswind or tailwind.
- B 10.11 To support the judging, all landings will be documented with two digital video cameras, one at each side of the landing field and a third video camera with instant replay ability at the landing strip (e.g. Tablet),
- If any landing judge has a doubt about the accuracy of his score, he must make the chief landing judge aware of his doubt, and the landing score will be declared "to be checked later".

B 11. JUDGES, OPERATIONAL OFFICIALS, OBSERVERS

- B 11.1 The various roles must be made clear to all officials and participants at the opening briefing. The basic document governing these rules is the valid version of the FAI Sporting Code, General Section.
- B 11.2 The competition director will not participate in judging in any way whatsoever.
- B 11.3 The landing test will be run under the control of a chief landing judge, appointed by the international chief judge for each landing site. In case of an abnormal landing the chief landing judge should consult at least two other landing judges and must check video recordings. (See also B.10.11)
- B 11.4 The judges will be provided only with the information necessary for their task. The scoring lists should contain only the following information:
- Competition number,
 - Aircraft registration,
 - Aircraft type and colour
 - Crew names are not permitted on these lists.

B 12. POSITION/ DUTIES OF INTERNATIONAL JURY AND CHIEF JUDGE

- B 12.1 The international jury is commissioned by FAI-GAC to observe that the event is properly organized and is run in accordance with the Sporting Code and these rules. The jury should have no hesitation in cancelling or postponing a championship, or any part of a championship, when it is obvious that the required standards laid down in the Sporting Code and these rules will not be met or when flying safety is endangered.
- B 12.2 All locations of officials where competition results are gathered or evaluated are open to inspections by the chief judge and the jury without warning. The president of the jury will be acquainted with these locations, and in consultation with the chief judge, will arrange to make inspections as they seem appropriate. The organizer must co-operate with chief judge and the jury during these inspections.
- B 12.3 The jury will have access at all times to the competition director. The jury will be provided with a copy of the master map before the start of the competition.
- B 12.4 All the navigation courses (copy of master maps, route instructions, departure and arrival charts, etc.) including all training courses must be sent to the chief judge or an expert, nominated by the chief judge, for detailed scrutiny, at least one month before the championship starts. The chief judge must ensure that all errors which have been detected are fed back to the route planner and request a full set of revised documents. He will ensure that all errors have been corrected in the revised documents.
- B 12.5 The final check of the complete organization of the championship must be completed by the chief judge three days prior to the start of the competition. The chief judge, accompanied by the route planner, must fly all competition routes to check the correct position of checkpoints, photographs and proposed canvas targets
- B 12.6 In the case of a protest which cannot be decided by the jury without further investigation, the jury should be assisted by the organizer to get the necessary proof. (i.e.: check of a checkpoint or photograph by car or from the air)
- B 12.7 The jury will be provided with an office of adequate size to hear protests. The office will be kept locked at all times in the absence of the jury.
- B 12.8 In a case where a jury decision is necessary, a ruling will be made by the majority.
- B 12.9 The jury, in consultation with the chief judge, has the right to authorize the use of technical equipment after suitable testing at the appropriate level.

B 13 RESULTS

- B.13.1 A master map showing the route with coordinates of turn points, targets and photographs must be published after debriefing of the last competitor. (This information may be also be published by electronic devices).
- B.13.2 A preliminary result sheet should be handed over to each competitor at the end of debriefing and must include the preliminary landing results.
- B.13.3 It should be the aim of the competition director to post the results at the earliest possible time after all protests have been investigated, amendments made and the results ratified by the international chief judge and jury.
- B.13.4 Results will be displayed on an easily accessible result board. However, it is also necessary for each team manager to receive a printout of the results.
- B.13.5 All final results together with all mark sheets, flight plans and photographs will be returned to each competitor as soon as results have been finalized. If necessary, the competition director will send these to the National Aero Club immediately after the championship.
- B.13.6 If an error is detected in the competition, the chief judge must consider the effect of this error on the rest of the competition, and if possible recalculate all results after correcting the error. If this error cannot be corrected, those portions of the competition which are affected must be cancelled and all the results recalculated. He must involve the competition director, route planner and jury to ensure that the results remain fair to all competitors. Only in extreme cases will an error invalidate that section of the flight.

B 14. PRIZES AND PRIZE-GIVING

- B.14.1 The usual awards approved by FAI will be made following ratification of the results by the international chief judge and jury.
- B.14.2 The host Aero Club should endeavour to provide additional prizes and souvenir gifts to the competitors.
- B.14.3 Awards should be made at the final banquet or at the closing function of the championship.
- B.14.4 The competition director must allow sufficient time (6 hours minimum) between the commencement of hearings on protests and the start of the final banquet. See also protests.
- B 14.4 Awards should be presented at the final banquet or the closing function of the Championship according to the procedure below;
 - a) The first ten crews in rally flying should be announced, starting with 10th position, and each one should receive an FAI diploma; the top three should receive FAI medals in addition to the diplomas.
 - b) The first six pilots and navigators in low time category should be announced, starting with 6th position, and each one should receive an FAI diploma, the top three should receive small FAI medals with the diplomas.
 - c) With respect to A 7.11, the first six women pilots and navigators should be announced, starting with 6th position, and each one should receive an FAI diploma, the top three should receive small FAI medals with the diplomas.
 - d) The first three crews, from the landing section of the competition, will receive small FAI medals and diplomas.
 - e) The various individual trophies for Rally Flying should then be handed out.
 - f) The last presentation should be the overall three winning teams (Countries), with Team Managers also receiving FAI medals and diplomas.
 - g) The national anthem of the winners, individual and team, must be played.
 - h) All participants should get diplomas for participation.
- B 14.5 Lists of Trophies
 - a) World Rally Champions
 - b) World Air Rally Team Champions
 - c) Continental Air Rally Champions
 - d) Continental Air Rally Team Champions
 - e) Other Trophies

Remark:

Trophies a) and b) will not be awarded during Continental Championships,

Trophies c) and d) will not be awarded during World Championships.

B14.6 The Charter for the AIR BP TROPHY for best Navigation and Observation

- The trophy is presented by Air BP Ltd. And was first awarded in 1995 at the 9th World Rally Flying Championship in Denmark.
- The trophy is a perpetual challenge cup, and shall be awarded at each World Rally Flying Championship for the best in navigation and observation.
- The trophy remains in the custody of the National Aero Club until the next World Rally Flying Championships take place.
- The crew winning the trophy shall have the year and their names engraved on the cup and will ensure its safe and timely delivery to the next championship.
- A miniature of the trophy shall be awarded to the winning crew as their property.
- In the event that the World Rally Flying Championship is discontinued, the cup shall be returned to Air BP Ltd. for safe keeping, until the championship resumes, or another competition of a similar nature takes place.
- The trophy cannot be won outright, but shall remain as perpetual Challenge.

B 14.7 Slovakia Trophy

- The trophy is presented by the Aero Club Dubnica and first awarded in 2000 at the 4th European Air Rally Flying Championship in Slovakia.
- The trophy is a perpetual challenge cup made in the glassworks Valaska Bela and will be awarded to the winning crew in the individual competition at each European Air Rally Flying Championship.
- The Slovakia Trophy remains in the custody of the National Aero Club of the winner until the next European Air Rally Flying Championships
- The crew holding the Slovakia Trophy shall have the year and their names engraved on the cup and will ensure its safe and timely delivery to the next European Championship.
- In case the European Air Rally Championship is discontinued, the cup will be returned to the Aero Club Dubnica until the championships resume or another competition of a similar nature takes place.
- The Slovakia Trophy cannot be won outright, but shall remain as perpetual challenge.

B 15. ACCOUNTS AND PAYMENTS

- B.15.1** The organiser must provide an efficient system of accounts for each competitor. The competitors must settle all accounts at the end of the training week and again at the end of the competition week. Credit card payment facilities (Visa and MasterCard) will be provided and cash in local currency will be accepted for all debts.

APPENDIX B I COMPETITION BUDGET**1. Accommodation (including breakfast)**

	single	double	days
Hotel			
Low price accommodation			

2. Meals

	hotel	airfield	days
Lunch			
Dinner			

3. Opening Ceremony

	price
Buffet	
Entertainment	
Others	

4. Closing Ceremony

	price
Buffet	
Entertainment	
Others	

5. Personal Costs, born by the Organizer

		total
Jury	3	
International Chief Judge	1	
International Judges	4	
National Officials		

6. Preparation of Competition

Flight time (Photos, route check)

Material:

Photos

Envelopes

Task sheets

Maps

number	price	total

7. Support from Sponsors and “others”**8. Exchange rate Local Currency to €**

C. LOCAL RULES

C 1. INTRODUCTION

C 2. ORGANIZER

C 3. PLACE

C 4. DATES

C 5. ENTRIES

Completed entry forms shall be submitted by the competitor's NAC and shall be sent to:

..... to arrive by.....together with the entry fee. Entries received after this date may be accepted if there are vacancies, at the discretion of the organizer. If a NAC sends a final entry but fails to pay the required entry fee, that NAC shall lose its right to participate in subsequent General Aviation Commission events until the fee is paid.

C 6. ENTRY FEE

C 6.1 The entry fee is set out below:

- for the aircraft: NONE
- for each pilot and co-pilot (Navigator)
- for each additional team member (Team manager, engineers, supporters etc)
- for international judges and judge observers: 50% of competitor's fee)

Additional information concerning the quality of the hotel, charge for single and double bedrooms should be included.

The entry fee must be paid with a check for the amount entitled to, or by a bank transfer to

C 6.2 Each entry form is regarded as accepted only when it is acknowledged by the organizer; the acknowledgement will only be given when the entry fee has been received by the organizer.

C 6.3 Entry fees include transport to and from hotels, accommodation, all meals and Prize Giving banquet; for competitors the competition maps are also included.

C 6.4 Entries may be cancelled before the final entry date without penalty.

After the final entry date, cancellation will be penalized by withholding 10% of the entry fee for each crew.

Cancellation later than 15 days before the beginning of the event will be penalized by withholding a maximum of 50% of the entry fee.

C 7. TEAM MEMBERS**C 8. AIRCRAFT AND INSURANCE**

C 8.1 Aircraft

C 8.2 Insurance

C 8.3 Fuel Prices

C 8.4 Oil Prices

C 9. ARRIVALS**C 10. LANGUAGE****C 11. BRIEFINGS****C 12. SPECIFIC RULES**

Time System

C 13. COMPETITION MAP**C 14. DOPING CONTROL****C 15. CORRESPONDENCE AND COMMUNICATION**

D. JUDGES AND JURY

D.1 GENERAL

- D.1.1 The General Section of the Sporting Code (4.3.2) specifies that the international jury must have a thorough knowledge of both the Sporting Code and the Rules and Regulations governing the event. Rule 4.3.3 requires international judges to have detailed knowledge of the Rules and Regulations of the Sport concerned.
- D.1.2 The General Section of the Sporting Code specifies that the international jury (4.3.2) and the chief judge (4.3.3) shall be appointed by the commission concerned with the discipline (GAC).
- D.1.3 In the event that an appointed jury member or the chief judge is unable to take up his appointment, he must inform through his NAC, at the earliest possible time, FAI/GAC, the organizing NAC and the president of the jury. A replacement will be appointed by the president of GAC following consultation with the chairman of the sub-committee concerned and the organizing NAC.

D.2 INTERNATIONAL JURY

GAC championships will have a three-member jury. The jury has, by unanimous decision, the authority of FAI/GAC to provide an interpretation of the rules where a dispute over clarity has arisen during a competition. No precedents are thereby created and any subsequent amendment to the rules would be made at the next GAC general conference. A team manager, with the international judge may approach the jury for such an interpretation of any rule which may not be clear.

D.2.1 SELECTION

- D.2.1.1 Jury members must be selected from the appropriate approved list of international jurors, which is held and updated by FAI/GAC.

Jury members for an event will be proposed by the organizing NAC to the sub-committee concerned. The sub-committee will evaluate the proposal and will give advice to GAC.

GAC will then decide on the advice of the sub-committee and appoint the jury members and the president of the jury for the event concerned.

- D.2.1.2 In selecting jury members, attention must be given to the relevant sections of the Sporting Code, particularly in respect to not selecting two members of the same nationality or the same nationality as the organizing NAC.

D.2.2 QUALIFICATION

- D.2.2.1 International jurors must have had experience either as a jury observer, international judge, as chief judge or as competition director. Their qualification as international judge and a working knowledge of English is compulsory.
- D.2.2.2 The sub-committee concerned will propose to GAC to delete any person from the LIST OF INTERNATIONAL JURY MEMBERS if the individual was not acting as INTERNATIONAL JURY MEMBER or INTERNATIONAL JUDGE or Competition Director of international competitions within the last 5 years (or as a competitor in international competitions within the last 2 years).
- D.2.2.3 Jury observers are only permitted to study the working of the jury, as directed by the president of the jury, without, in any way, interfering with decisions.
- D.2.2.4 Requirements for being a jury observer:
- Attendance at one World or Continental Championship as competitor.
 - Experience of organizational work and judging at major national events.
 - Appointment as an international judge.
- D.2.2.5 Experience in the organizational work and judging is obtained by participating in at least three major national events either as a judge or assistant competition director.
- D.2.2.5 The Application form for appointment as an international jury member is attached as Appendix DI.

D.3 INTERNATIONAL JUDGES

A panel of about seven international judges (minimum of four from other than organizer's country) should be appointed whenever a competition contains subjective evaluation of performance (Sporting Code, GS, 4.3.3). International judges shall be appointed for all GAC events.

If a country sends a team of four or more crews to a competition, that country must nominate a minimum of one qualified international judge, as defined in the Sporting Code, GS, 4.3.3.1. If no international judge is sent, the entry fee for the international judge must be paid.

The organizer should evaluate the number of international judges required for the event. He will inform all NAC's should he not require the international judges. If an NAC intend to send the international judges anyway they should inform the organizer; however, for this personal the entry fee for supporters must be paid.

The panel of international judges will be led by the international chief judge according to the Sporting Code (4.3.3).

D.3.1 SELECTION

D.3.1.1 The international chief judge for an event will be proposed by the organizing NAC to the sub-committee concerned. The sub-committee will evaluate the proposal and will give advice to GAC. The GAC will then decide on the proposal of the sub-committee and appoint the chief judge for the event concerned.

D.3.1.2 The international chief judge shall not be of the same nationality as the organizing NAC according to the Sporting Code (4.3.5). The organizing NAC has the right to appoint international judges.

D.3.1.3 An international judge shall not be a competitor, nor a team manager, nor hold any position in the organization of the championship.

D.3.1.4 An international judge must be selected only from the approved list of international judges, which is held and updated by FAI/GAC.

D.3.2 QUALIFICATION

D.3.2.1 Qualifications for being an international chief judge:

- experience as an international judge during at least one World or Continental Championship,
- experience of organizational work and judging at major national events.
- An effort should be made to propose/select the chief judge from the current list of international jury members.

D.3.2.2 Any person should be deleted from the GAC's LIST OF INTERNATIONAL JUDGES if the individual was not acting as INTERNATIONAL JUDGE or competition director or competing as a competitor within the last 5 years.

D.3.2.3 An international judge shall have detailed knowledge of all the Rules and Regulations of the sport concerned according to the Sporting Code (4.3.2). A working knowledge of English is compulsory.

D.3.2.4 Qualifications for being an international judge:

- experience of judging at not less than three major national events,
- should preferably also have had experience as a competitor.
- He/she shall have been the chief judge or competition director at not less than one major national event.

Participation as judge observer can replace one other requirement.

D.3.2.5 It is essential that NAC's organize training seminars for prospective judges in connection with national events. At such seminars, the relevant Rules and Regulations including the Sporting Code should be instructed in theory. The event itself then becomes a practical exercise.

D.3.2.6 Application form for appointment as international judge is attached as Appendix DII).

D.4 CHAMPIONSHIP OFFICIALS

- D.4.1 The competition director shall be an international judge. A working knowledge of English is compulsory.
- D.4.2 The route planner must have experience in the route planning of major national events, run according to these rules and regulations.
- D.4.3 The local chief judge must have a working knowledge of English. He should have the qualification of an international judge.

D.5 COSTS

- D.5.1 The cost of travel to and from the venue for the event, together with the cost of accommodation and meals during the required stay at the venue, shall be borne by the organizing NAC for the international jury and the international chief judge.
- D.5.2 The organizing NAC shall not be required to bear all the costs for the other international judges. It is recommended that airline tickets and accommodation be arranged at low rates. The organizing NAC shall not charge more than half of the regular entry fee for required international judges. (See also D 3)

APPENDIX D I

APPLICATION FORM FOR APPOINTMENT AS INTERNATIONAL JURY MEMBER FOR RALLY FLYING AND PRECISION FLYING

Please print

Name.....

Address.....

.....

Tel:.....

Fax:.....

National Aero Club.....

Date of application:..... Year approved as FAI International Judge

Requirements (any two of the following four items):

1. Participation as jury observer (World or Continental Championship, 1 only)

Year:..... Venue:.....

2. Participation as chief judge (World or Continental Championship, 1 only)

Year:..... Venue:.....

3. Participation as competition director (World or Continental or National Championship under identical rules, 2 only)

Year:..... Venue:.....

Year:..... Venue:.....

4. Participation as a competitor or team manager (in FAI Rally Flying Championship, 2 only)

Year:..... Venue:.....

Year:..... Venue:.....

I confirm that I have a detailed and thorough knowledge of the FAI Sporting Code and the current Rules and Regulations of the sport of Rally Flying.

Signed:.....

The National Aero Club of..... confirms, that the information given above is correct.

Date:..... Name of NAC Official (printed):..... Signature:.....

Position in NAC:..... NAC Address:

Tel:..... Fax:.....

APPENDIX D II

APPLICATION FORM FOR APPOINTMENT AS INTERNATIONAL JUDGE FOR RALLY AND PRECISION FLYING

Please print

Name:.....

Address:.....

.....

Tel.:..... Fax:.....

National Aero Club:..... Date of application:.....

Requirements (any two of the following four items):

1. Participation as judge (National Championship, minimum of 3 required)

Year:..... Venue:.....

Year:..... Venue:.....

Year:..... Venue:.....

2. Participation as chief judge or competition director

(National Championship, minimum of 1 required)

Year:..... Venue:.....

3. Participation as competitor (International Championship, minimum of 3 required)

Year:..... Venue:.....

Year:..... Venue:.....

Year:..... Venue:.....

4. Participation as a judge observer during an international championship, (minimum of 1 required)

Year:..... Venue:.....

I confirm that I have detailed and thorough knowledge of the Rules and Regulations of Precision and Rally Flying. I have a working knowledge of English.

Signed:.....

The National Aero Club of..... confirms, that the information given above is correct.

Date:..... Name of NAC official (printed):..... Signature:.....

Position in NAC:..... NAC Address:

..... Fax:.....

APPENDIX D III PROTEST

EVENT: **TASK:**

TEAM PROTESTING:

PROTEST:.....

..IF THIS SPACE IS NOT SUFFICIENT, PLEASE CONTINUE ON EXTRA SHEET

NAME OF TEAM MANAGER:

SIGNATURE:

SUBMITTED TO INTERNATIONAL FAI JURY DATE:.....TIME :.....
WITH PROTEST FEE OFEURO

VERDICT OF THE INTERNATIONAL FAI JURY :

PRESIDENT OF INTERNATIONAL JURY:.....DATE:.....TIME:.....

E. RECOMMENDATIONS AND GUIDELINES TO RALLY CHAMPIONSHIP ORGANIZERS ON YOUTH INVOLVEMENT

- E 1. If it is to prosper in future, RALLY FLYING needs to attract more young participants. As many young people (pilots) as possible should be given an opportunity to attend RALLY competitions.
- E 2. FAI WORLD and CONTINENTAL RALLY FLYING CHAMPIONSHIPS provide showcases in which young people can observe at firsthand what can be achieved in this type of air sport at the highest level.
- E 3. GAC is therefore urged to require all RALLY Championship organizers to:
- E 3.1 Include specific provisions for the involvement of young people in every recognized RALLY Championship.
- E 3.2 Appoint a designated member of the championship organizing committee (preferable a person with background in education or youth work) to take responsibility for organizing the youth participation program.
- E 3.3 Design an appropriate youth program. The scope and content of the program will necessarily vary according to factors such as location, resources available, nature and type of test. It may include elements such as:
- Distribution of information about how young motor flying pilots may participate.
 - A "Young People's Open Day" on which local schools and youth groups are invited to visit the championship. The visits must be properly hosted and explanations given on the RALLY flying sport and methods of the competition.
 - When it is compatible with safety and will not adversely affect the competitors, young people (pilots) should be integrated in the organization of championships. Many jobs can be performed by young volunteers, if properly supervised; i.e. marshals, helpers for timing gate duties, for registration and information (interpreters), guides, etc.
 - Organizing local competitions for young people in advance of the event, with the aim of heightening awareness of the air sport of RALLY flying concerned (painting, video, photographic, essay).
 - Seminars for teachers and youth leaders to show how the championship could be used as a theme for project work, studies, lectures, films and slide shows.
- E 4. The FAI Aviation and Space Education Commission (CIEA) are available to assist GAC in giving further advice to RALLY championship organizers.

F BIDS, FINAL DECISION AND APPROVAL OF LOCAL RULES FOR WORLD OR CONTINENTAL CHAMPIONSHIP.

F 1. PRELIMINARY BID

A preliminary bid (or letter of interest) to host a World or Continental Championship may be made to GAC at any time (unrestricted number of years) prior to the date when the planned event shall take place. This preliminary bid shall contain: Type of competition (Rally or Precision), if it is a World or Continental Championship and the year of the event. Other information is welcome but not necessary. The preliminary bid shall be noted in the minutes of the first GAC meeting after the GAC has received the bid. The bidding NAC shall then confirm the bid at all coming GAC meetings (by letter or orally at the meeting) until the final bid is presented.

F 2. FINAL BID

The final bid to host a World or Continental Championship, containing all required information, shall be sent to the GAC no later than six (6) months prior to the GAC meeting when the decision will be made. The bid shall be forwarded to the chairman of the relevant sub-committee. The relevant sub-committee shall examine all bids and shall make their recommendations to the GAC meeting.

F 3. CONTENTS OF A FINAL BID

F 3.1 A final bid to host a World or Continental Championship shall contain the following information to be considered as valid:

- a) Name and address of bidding National Aero Club (NAC).
- b) Name and address of organization delegated by the NAC to organize the event (if any).
- c) Experience in organizing the relevant type of competition.
- d) Name, address and relevant experience of the competition director appointed by the organizer.
- e) The proposed date of the event.
- f) The venue (name of city and airfield).
- g) Airfield infrastructure that will be available for the competition (runway length and condition, elevation, equipment, buildings, facilities, ATC, other traffic, etc.).
The venue at the airfield must have the following facilities within walking distance of the apron where the competition aircraft are parked:
 1. Flight planning/briefing room
 2. Team managers post boxes for information distribution
 3. Shop that sells drinks, and snacks
 4. Adequate toilet facilities.
 5. Covered area for pilots waiting to enter the flight planning room.
- h) Weather history of the area at the relevant time of the year (air temperature, wind, thunderstorms, etc.).
- i) Description of the landscape in the area to be used for navigation flights (flat land, hills or mountains, lakes or rivers, wooded area or open fields etc. in general terms).
- j) Type and scale of competition map. (At least two samples of the map to be used in the competition must be appended to the bid.)
- k) Condition and any restrictions of airspace.
- l) Any special insurance requirements.
- m) Type of accommodation and distance between accommodation and airfield.
- n) An indication of the amount of entry fee and what the entry fee includes.
- o) APPENDIX B I, Competition Budget
- p) Any conditions concerning admission of participants to the country or location of the event.
- q) Pilot Licence Validation requirements.
- r) Aircraft Hire costs.
- s) Fuel Costs.
- t) Oil Costs.
- u) Aircraft Ferry Costs.
- v) Signed by the President or the Secretary General of the National Aero Club who is a valid member of FAI.

F 4 FINAL DECISION ON BIDS

- F 4.1 The GAC meeting will make the final decision of which NAC will be given the right to host a World or Continental Championship three (3) years prior to the date when the event shall take place.
- F 4.2 If there is no final and valid bid to host a particular championship three years in advance; the decision may be made at the meeting two (2) or even one (1) year prior to the event. (To be able to make a decision only one year prior to the event, the final bid together with the proposed local rules shall be in the hands of the chairman of the relevant sub-committee no later than six (6) months prior to the GAC meeting.)

F 5 LOCAL RULES

- F 5.1 Proposals for local rules for the championship shall be sent to the chairman of the relevant sub-committee no later than six (6) months prior to the GAC meeting that will approve the rules. The relevant sub-committee shall examine the proposed local rules and make their recommendations to the GAC meeting.
- F 5.2 The GAC meeting shall approve the Local Rules for the championship at a regular GAC meeting held at least eight (8) months prior to the event.