



FAI Sporting Code

*Fédération
Aéronautique
Internationale*

Rules and Regulations Air Rally Flying

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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 given route instructions using basic equipment
- emphasizing the ability to follow 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) thereby demonstrating 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 a FAI member country.
- 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 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/or paint the wheels.
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 Between a minimum of 15 minutes and a maximum of 30 minutes before take off a competition envelope, containing all information and instructions for the execution of the flight, will be handed over to the crew in/at the aircraft.
- A 2.13 The competition flight is to be conducted according to these rules and the flight instructions.
- A 2.14 The organizer will use GNSS-FR data to check if the crew has executed their flight in accordance with the flight instructions, deviations will incur penalties in accordance with A 4 (each time).
- A 2.15 After landing the crew will stay in the aircraft and is responsible for handing over the competition answer sheet to a guide in time. This time is the actual passing finish point time plus an announced time specified by the organizer.
- A 2.16 Thereafter the competition envelope, which must contain all maps with the route, the flight instructions and all photographs, must be given to the guide.
- A 2.17 Until debriefing the crew must not communicate with anybody, except officials.
- A 2.18 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. Each flight will have a length between 80 NM and 120 NM and minimum of 10 legs and a maximum of 16 legs. When two tests are flown at one day, the total length will be not more than 200 NM. Each leg will be between 5 NM and 20 NM. When four competition flights are flown, then the first one will be cancelled.
- A 3.1.2 Each competition flight will consist of:
- flight preparation (plotting),
 - time checks,
 - observation test (photographs, canvas targets on ground),
 - 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) and intermediate Start Point (iSP) shall be over flown in the direction of the outbound track. Checkpoints (CP's), Final Point (FP) and intermediate Final Point (iFP) shall be over flown in the direction of the inbound track.
- A 3.1.4 After passing the FP/iFP aircraft must follow the prescribed arrival instructions.
- A 3.1.5 Prescribed departure and arrival tracks will be checked using GNSS-FR data. Not following the instructions will result in penalties according to A 4.4.
- A 3.1.6 A turn of more than 90° from the track between SP and iFP, and from iSP to FP will incur penalties each time when the FR shows this deviation for more than 5 seconds in sequence.
- A 3.1.7 Turns after passing the time gate must be executed into the shortest direction from inbound to outbound course. These turns don't fall under the "more than 90° rule" if the turn is completed in 45 seconds after gate passage.
- A 3.1.8 At SP (ISP) the gate has a "gate line", being a distance of 1,0 NM right and left of SP (ISP). Crossing in opposite to the direction of flight this "extended SP (ISP) – gate line" any time, gives 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 instruction. Turning Points (TP), SP, iFP, iSP and FP are checkpoints.
- A 3.2.2 All CP's must be exact points on the ground and on the map
- A 3.2.3 Instructions on checkpoints may be given as
- known position
 - co-ordinates (latitude and longitude)
 - 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 center of marked any 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 position". 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 Instruction on leg may be given as;
- leg defined by scenic features {from CP (x) follow river until CP (x + 1)}
 - leg defined by arc; arc {from CP (y) follow the arc to CP (y+1)}
 - In the case of a leg in the form of an arc the information including the center point of the arc which must be a "known position". A copy of the arc on the competition map and the radius of the arc must be given in the instructions.
 - in case of use of point a) or b), approximately leg distance and exact time must be given in the instructions
 - A part of the route given in two sealed envelopes.
In this case, one of this 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 in the envelope will contain a minimum 2 and maximum 3 CP.
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 magnetic variation to be used.
- A 3.2.8 Distances will be given in tenths of nautical miles or kilometers. A conversion factor from millimeter 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 3.3 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 assigned take-off time and will be included in the flight instructions for take-off each CP's and the time to hand over the competition sheet. The take off time will be taken at a clearly announced T/O time gate.
- A 3.3.2 Timing will be checked during take-off, on a minimum of 75% of the CP's and when handing over the competition answer sheet.
- A 3.3.3 Time will be checked when the aircraft crosses a gate perpendicular to the inbound track, (SP/iSP to the outbound track) running through the CP and extending 0.5 nm either side of the track.

A 3.4 Observation Test

- A 3.4.1 The observation test begins at the start point (SP), followed by the checkpoints (CP's) until IFP, and from ISP, followed by checkpoints and ends at the finish point (FP) except pkt A.3.4.8
- A 3.4.2 The subject of observation test will be photographs, and if appropriate, canvas targets on the ground.

- A 3.4.3 Crews will be provided with two sets of photographs.
a) The first set will be checkpoint photographs (min.: 10, max.: 18),
b) The second set will be enroute photographs (min.: 15, max.: 20).
- A 3.4.4 Checkpoint photographs may be taken from any direction. They may be correct or incorrect. If correct, the feature on the photo must be the CP. If the checkpoint photograph is incorrect, the feature shown on that photograph must not be within 1,0 NM of the checkpoint. The crew will decide and mark the appropriate box on the competition answer sheet. The photographs will be marked with the checkpoint number and will be in correct sequence.
- A 3.4.5 Enroute photographs will be marked with letters and are not in sequence. The enroute photographs will be presented in two groups. Information about the use of these groups will be given in the flight instructions. The maximum photographs in one group are 10. The object to be identified will be ringed on the photograph and must be within 300m of track.
- A 3.4.6 The enroute canvas targets will be situated only between CP's and must be within 100m of track. There will be a maximum of 5.
- A 3.4.7 In case use of canvas targets for every ground canvas target used there will be one photo less from max 20. (eg. 3 ground canvas target used and 17 photos max).
- A 3.4.8 There will be no enroute photographs and canvas targets on ground prior to the SP, within the first 5 NM after SP, within 1,0 NM after any CP, after FP and between iFP and iSP.
- A 3.4.9 Distances of enroute photographs and canvas targets on ground will be directly measured from the previous checkpoint
- A 3.5 Landing Test**
- A 3.5.1 The landing test normally will be done as a full stop landing; however, when two landings are scheduled in one stage, the intermediate landing may be done as a touch and go landing. When using an intermediate landing the last CP prior to the landing will be defined as "intermediate FP" (iFP) and the first CP after the touch and go landing will be defined as "intermediate SP" (iSP).
- A 3.5.2 Each landing will be made out of 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 on the windward main wheel.
- A 3.5.4 The nose wheel must be off the ground until one of main wheel 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 case of a three point landing with a tail wheel aircraft, the touch down of the main wheels will be measured if the distance between touchdown of the tailwheel and mainwheel(s) is less than the distance of 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. Wind direction and speed shall be measured close to the zero line at 2 meters high by suitable equipment and have to be recorded in the touchdown moment of each aircraft. The Chief Landing Judge will decide when crosswind conditions exist. Crews will be advised by radio. If the crosswind component exceeds 15 knots, the landing test of that stage will be cancelled.
- A 3.5.9 The maximum tailwind component for scored landings is 5 knots. If the tailwind component exceeds 5 knots 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:
- a) Landing not in accordance with A 3.5.4.
 - b) 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.
 - c) In authorized crosswind conditions, touchdown on the leeward main wheel with the windward main wheel off the ground to a height of more than one diameter of the main wheel.
 - d) Any part of the aircraft other than the wheels touching the ground.
 - e) Retraction of flaps and/or change of spoiler setting overhead the marked landing strip before touchdown.
 - f) Touchdown with blocked wheels.
 - g) Any mainwheel leaves the ground, while nosewheel remains on it.

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

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 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 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 3.6.6 The coordinates of the check points as well as that of the positions of the photos must be provided to all team managers as soon as the last team is debriefed. These co-ordinates and the positions of the photos should be supplied as a print out or in electronic form on a CD into the team manager post boxes.
- A 3.6.7 The Chief Judge or appointed International Judge must check all enroute track deviations 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. 200 penalties
A 4.2	Time test: Overhead at given time +/-2 sec More than +/-2 sec advance/delay per second Passing a timed CP outside time gate	0 penalties 2 penalties 200 penalties max. 200 penalties
A 4.3	Observation test: <u>Photos between checkpoints</u> , each correct identification within 0,5nm of actual position > 0,5 NM to 1,0 NM Not observed Incorrect or outside limit <u>Enroute canvas targets on ground</u> , each correct identification within 0,5nm of actual position > 0,5 NM to 1,0 NM Not observed Incorrect or outside limit <u>Photos at checkpoints</u> , each: Correct identification Not observed Incorrect identification	0 penalties 20 penalties 40 penalties 80 penalties 0 penalties 20 penalties 40 penalties 80 penalties 0 penalties 50 penalties 100 penalties
A 4.4	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 Carriage of unauthorized electronic equipment	200 penalties 600 penalties 200 penalties 200 penalties 100 penalties Disqualification
A 4.5	Manoeuvres more than 90° for more than 5 seconds from the track between SP and iFP and between iSP and FP, each time	200 penalties
A 4.6	Landing test (see APPENDIX II): White line Area "A" Area "B" Area "C" Area "D" Area "E" Area "F" Area "G" Area "H" Landing out of landing box, rolling out of 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 Penalties for abnormal landings will be given in addition to other landing penalties; however, the maximum per landing will be	0 penalties 10 penalties 20 penalties 30 penalties 40 penalties 60 penalties 70 penalties 40 penalties 60 penalties 200 penalties 50 penalties 200 penalties 200 penalties 300 penalties 150 penalties 300 penalties
A 4.7	Late submission of competition answer sheet or infringement of A 2.15	300 penalties
A 4.8	Not monitoring a prescribed frequency	200 penalties
A 4.9	If a crew lands at an airfield different from the official routing and continues flight, no time allowance will be made.	

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 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 8 (eight) entries.
- A 6.2 Each entry (crew) shall consist of a pilot and a co-pilot/navigator.
- A 6.3 Each pilot must be in possession of a private pilot license, or a higher license duly valid. They must be familiar with these rules and able to apply with.
- 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 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 entries to five of any country.
- A 6.7 The host country shall not enter more entries than the maximum number entered by any other country.
- A 6.8 The organizer may invite and accept individual crews as guest participants.
- A 6.9 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.6.10 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 6.11 International Judges: see D 3.
- A 6.12 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 70 kts. 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, as soon as the preliminary individual result of a stage is available, provide each crew with the result after debriefing.
- A 8.2 The Competition Director will distribute the preliminary results of a stage in 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 chance to consider the results and, if not satisfied, to enter a complaint within one hour in writing without payment and signed by one of the crew concerned.
- 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 of filing 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 later than the end of the protest time, declared in the local rules or daily briefing.
- A 8.9 A preliminary overall list must be available at the earliest possible time but not before end of 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 has to investigate 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 FAI.
- A 8.13 After the team manager is advised of the Jury's decisions, the results of the protests will be posted at a previously notified position.
- A 8.14 A final overall list must be available at the earliest possible time after Jury decision.– marked "Final Results".
- A 8.15 The fee for a protest is 100 Euro and will be refunded in case protestor wishes to withdraw his protest prior to the Jury hearing or when the protest is successful.
- A 8.16 No inspections will be permitted between 22.30 and 07.30 hours local time, unless all involved parties agree to.
- A 8.17 Air Traffic Control recordings will not be used as evidence within a competition.

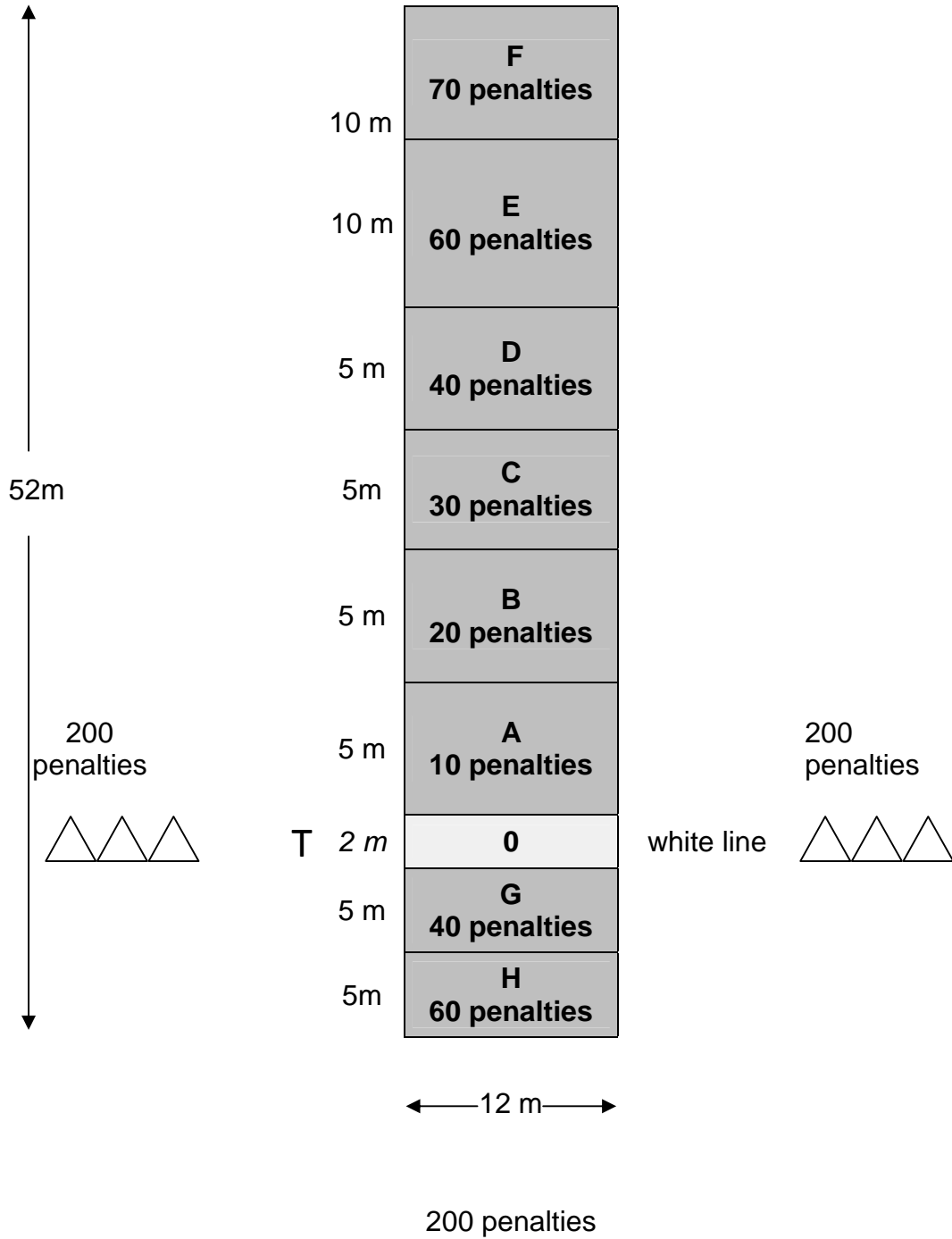
A 9. FINAL RESULTS

- A 9.1 To determine the order of placing each crew will be awarded penalty points in each of the individual tests.
- A 9.2 The World or Continental Champions will be the crew with the least numbers 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 further tie, the crew flying the aircraft with the highest declared competition speed will be placed first.
- A 9.4 In case of a 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 will be added. If all countries send three or more crews, the results of the three best crews from each country will be added.
- A 9.6 The team winners are the two (or three) best crews with the least total added penalties.

APPENDIX A I

Competition Landing Field

200 penalties



APPENDIX A II

Example Competition Task Sheet

Route 2 West		
CP	Description	Special Information
T/O	RAVENNA AIRFIELD - TAKE OFF	T/o position 400m from beginnig RWY Fly to SP according departure instruction
SP	T JUNCTION TC 288° FROM RAVENNA APT 14,3 km FROM LUGO APT	
ENROUTE PHOTOS A-M FROM 5NM AFTER SP UNTIL TP 6		
TP1	CROSSROADS TC 046° FROM LUGO APT 9,3 NM FROM TP2	
TP2	T-JUNCTION TC 355° FROM RAVENNA APT 28,4 km FROM TP4	OPEN ONE OF TWO ENVELOPES AFTER IDENTIFICATION CORRECT CP PHOTO AND FOLLOW INSTRUCTIONS
TP3	T-JUNCTION TC 340° / 11,5 NM FROM TP2	
TP4	Y-JUNCTION 44° 52' 30" N 12° 14' 30" E	
IFP	D= 6NM FROM TP2 D=8KM FROM TP4	Fly to T&G LANDING according arrival procedure
ISP	T-JUNCTION 44° 52' 32" N 12° 14' 33" E	After T&G LANDING fly according departure procedure
TP5	90° ROAD BEND TC 102° / 9,6 NM FROM TP4	FLY FOLLOW RIVER FROM TP5 UNTIL TP6. TIME CHECK AND GATE ON TP6 WILL BE SITUATED WITH INBOUND TRACK 020°
ENROUTE PHOTOS N-W FROM TP6 UNTIL FP		
TP6	T JUNCTION TC 327° FROM TP5 TC 063° FROM TP4	FROM TP6 FLY FOLLOW ARC UNTIL TP7 TIME CHECK AND GATE ON TP7 WILL BE SITUATED WITH INBOUND TRACK 120°
TP7	INSTRUCTION IN THE ENVELOPE (A or B)	
TP8		
FP	BRIDGE TC 242° / 15,8 NM FROM TP7	

APPENDIX A III

COMPETITION ANSWER SHEET

Rally No.:

A/C Reg.

Name:

Photos at Checkpoints			Official use only
CP-No.	Checkpoint Photo		Penalties CP Photos
	correct	incorrect	
SP			
TP1			
TP2			
TP3			
TP4			
TP5			
IFP			
ISP			
TP6			
TP7			
TP8			
TP9			
TP10			
TP11			
TP12			
TP13			
TP14			
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			
U			
W			
		Total B:	

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

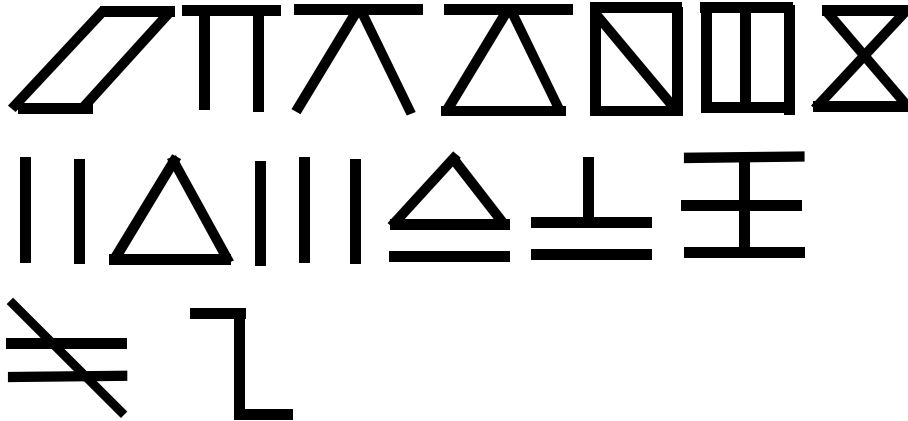
OPENED WRONG ENVELOPE	
Total D:	

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 crew 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.

B. ORGANIZATION RULES

B.1 GENERAL

- B.1.1 Before any National Aero Club offers to host a continental or world championship, that National Aero Club 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 Aero Club must be able to provide an airfield with limited traffic. An airfield with bilingual controlling during practice or any championship must be avoided.
- B.1.3 In selecting a venue, the host Aero Club must be able to provide reasonable accommodation close to the airfield. (see also B 4.1)
- B.1.4 The host Aero Club 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 Aero Club must follow the rules and regulations.
If any doubts exist as to interpretation 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 competition area.
- B.1.7 Practice for display, demonstrations, etc. must not interfere with 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 National Aero Club will take adequate insurance coverage for all competitors as required by the national law. In any case all international personnel (i.e. Jury, Judges, support personnel) must be insured by the Organizer against third party legal liability risk.
- B 1.10 The host National Aero Club will provide figures of competition expenses in accordance with Appendix B1 to GAC together with the Local Rules.
- B 1.11 To ensure that the organizers of world and continental flight championships abide by the appropriate rules and regulations and fulfils the commitments made by the organizers, an amount in EURO equal to the entry fee for five (5) crews will be given to the President of the Jury prior to the start of competition, 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 Jury President to FAI headquarters, to be held there until the matter can be reviewed at the next plenary meeting of 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 settling of a competition navigation course.
- B.2.3 Reference should be made to the facilities offered on each aerodrome, including those of air traffic control, fire fighting and ambulance service, availability of fuel, hangar space, etc.
- B.2.4 It is of advantage if the airfield enjoys either a restaurant or adequate clubhouse facilities for competitors and spectators.
- B.2.5 The airfield should be located not 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 additional 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/briefing room. For competitions the room should have ample space to hold sufficient tables where pilots waiting and can relax, seated and in shade
- B.2.10 Telephone and telefax facilities should be available. If the computer room is not established at the airfield, internet service must be available between airfield (debriefing) and computer room and also internet service must be available for participants all time.
- 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 waiting.

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. 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 be always two accommodations available, one higher class and one low price hotel.
- B 4.2 In order to find the most suitable accommodation to 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 chief, 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, sight seeing 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 aero club must be prepared to initiate arrangements for the hire of aircraft for participants unable to bring their own competition aircraft.

B.5.2 Pilots 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 aero club 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 should, wherever possible, provide a sample of the competition map to every participating crew, at least one month before the competition.

B 6.5 Unofficial practice tasks provided by the Organizer should meet the same standard of the competition tasks. These routes should include a list of co-ordinates of all TP's, position canvas targets and photographs.

B 7. BRIEFING

B 7.1 The attendance of the personnel mentioned below is mandatory during briefings.

B 7.2 Opening Briefing will be given by the Competition Director and will be attended by Route Planner, Jury, International and Local Judges, Team Managers and all Crews. All competition Officials shall be introduced. The object is to explain the running of the competition, the program, restrictions, channels of communication, and the basis for judging.

B 7.3 Competitors Briefing will be given by the Competition Director and attended by Jury, International Judges, Team Managers and all Crews. This briefing may be combined with the opening briefing.

B 7.4 Judges Briefing will be given by the International Chief Judge, attended by all International and Local Judges.

B 7.5 Daily Briefing must be attended by all Team Managers, concerning the day's program. A weather briefing must be included.

B 8. METEOROLOGY

B 8.1 The meteorologist should be familiar with the competition area weather and with VFR flying.

B 8.2 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 8.3 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 8.4 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 8.5 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 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 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 navigation tests, two of which should be "bad weather" routes, and a training route must be available.

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:

- use checkpoints which are exact points on the ground,
- when using crossings, junctions, bridges, etc. as CP's and no sketch is provided to the competitor, the middle of the object will be the timing point,
- on turning point photos the timing point has to be marked,
- if no exact digital map is available during route planning, barographic altitudes (MSL) and co-ordinates of the checkpoints have to be surveyed on the ground, using two independent GPS, working on WGS 84, and an altimeter, set to "Standard Pressure".
- when taking the GPS readings, at least 6 satellites should be received,
- SP and FP must not be identical,
- 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 sketch

B 9.6 All photographs must be in colour and of good quality, minimum size 6 to 9 cm. They shall be taken with a 50-70 mm lens, from a height of 500 to 1000 feet AGL. 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 checkpoints may be taken from any direction. Photographs between checkpoints should be taken from a position as close as possible to the track and into the direction of the next CP (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 600 m 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.
- B 9.10 The Competition Director will define an undisturbed radio frequency (only competition) to be used during the navigation event. Competitors may be issued 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 by 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 Championship Event (see Appendix A II).
- 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 to the landing strip. Wherever possible, the spectator area should be fenced off for safety reasons. Team Managers only 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 marshaler and Ground Controller 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, with tuned in landing frequency, for information about 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.
- 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 Landing List.
- 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 cameras, one at each side of the landing field. If no electronic landing measuring system is used, video recording must be checked by two international judges to confirm or correct the visually taken landing results.

B 11. JUDGES, OPERATIONAL OFFICIALS, OBSERVERS

- B 11.1 The differing 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 side. 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 canceling 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 support of the Organizer is asked for these inspections.
- B 12.3 The Jury has access at all times to the Competition Director and may advise upon organizational problems. The Jury will be provided with a copy of the master map before the start of the Competition.
- B 12.4 The navigation course (copy of master maps, route instructions, departure and arrival charts, etc.) shall be send to the Chief Judge or an expert, nominated by the Chief Judge, at least one month before the Championship starts for inspection.
- B 12.5 The final check of the complete organization of the Championship has to be done by the Chief Judge one week prior to the start of the Competition. The Chief Judge, accompanied by the Route Planner, should make check flights to check all routes (including the two navigation training route) for correct position of checkpoints and pictures.
- B 12.6 In case that a protest can not be decided by the Jury without further investigation, the Jury should be supported by the Organizer to get the necessary prove. (i.e.: check of a checkpoint or picture 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 case where a Jury decision is necessary, a ruling will be made by 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 All results should be posted as soon as possible according point A.8.1, A.8.2, A.8.9 and A.8.14 and all amendments made and the results ratified by the Chief Judge and the Jury.

B 13.2 Results and a master map will be displayed on an easily accessible Results Board. However, it is also necessary for each Team Manager to receive a printout of the results. In addition, a list of any cancelled photographs, or checkpoints must be published.

B 13.3 After the final results and all protests have been completed, all marked sheets and photographs will be returned to each crew. If necessary, the Competition Director will send these to the National Aero Club immediately after the Championship. It is recommended to post provisional results each day, even with protest still not decided yet.

B 14. PRIZES AND PRIZE-GIVING

B 14.1 The usual awards approved by FAI will be given, following ratification of the results by the Chief Judge and the Jury.

B 14.2 The host Aero Club should endeavour to provide additional prizes and souvenir gifts for the Championship.

B 14.3 The Competition Director must allow sufficient time between the commencement of hearings on protests and the start of the final banquet (see also Protests, A 8).

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 pilots and navigators in Rally Flying be announced, starting with 10th position and that each one receives an FAI diploma; the top three, to receive medals and diplomas.
- b) The various individual trophies for Rally Flying should then be handed out.
- c) The last presentation should be the overall three winning teams with Team Managers, also receiving medals and diplomas.
- d) The national anthem of the winners, individual and team, must be played.
- e) All participants should get diplomas for participation.

B 14.5 List 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 a World Championship.

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

- The Trophy is presented by Air BP Ltd. And 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 Championship take place.
- The crew holding the Trophy shall have the year and their names engraved on the cup and will ensure is safe and timely delivery to the next championship.
- A miniature of the trophy is 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 is returned, or another competition of a similar nature takes place.
- The Trophy cannot be run 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 are renewed or another competition are a similar nature appears.
- The Slovakia Trophy cannot be run outright, but shall remain as perpetual challenge.

APPENDIX B I COMPETITION BUDGET

1. Accommodation (including breakfast)

	single	double	days
<input type="checkbox"/> Hotel			
<input type="checkbox"/> Low price accommodation			

2. Meals

	hotel	airfield	days
<input type="checkbox"/> Lunch			
<input type="checkbox"/> Dinner			

3. Opening Ceremony

	price
<input type="checkbox"/> Buffet	
<input type="checkbox"/> Entertainment	
<input type="checkbox"/> Others	

4. Closing Ceremony

	price
<input type="checkbox"/> Buffet	
<input type="checkbox"/> Entertainment	
<input type="checkbox"/> Others	

5. Personal Costs, born by the Organizer

		total
<input type="checkbox"/> Jury	3	
<input type="checkbox"/> International Chief Judge	1	
<input type="checkbox"/> International Judges	4	
<input type="checkbox"/> National Officials		

6. Preparation of Competition

Flight time (Photos, route check)

Material:

	number	price	total
<input type="checkbox"/> Photos			
<input type="checkbox"/> Envelopes			
<input type="checkbox"/> Task sheets			
<input type="checkbox"/> Maps			

7. Support from Sponsors and “others”

8. Exchange rate Local Currency to €

C. LOCAL REGULATIONS

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 National Aero Club 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 for each category is set out below:

- for the aircraft: NONE
- for each Pilot and Co-Pilot (Navigator)
- for each additional Member of the Team (Team Manager, Engineers, etc.)
- for International Judges and Judge Observers: 50% of competitor)

Additional information concerning the quality of the hotel, charge for single and double bed rooms should be added.

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 competition maps are also included.

C 6.4 Cancellation of entries is possible 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 9. ARRIVALS**

- C 10. LANGUAGE**

- C 11. BRIEFINGS**

- C 12. SPECIFIC RULES**

- 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. 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 moment 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

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 having 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. The 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 Application form for appointment as a 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.

Each participating country should nominate a minimum of one qualified International Judge to an event defined according to the Sporting Code, GS, 4.3.3.1, if that country sends a team of four or more crews.

The organizer should evaluate the number of required International Judges for the event. He will inform all NAC about not required International Judges. If a NAC intend to send not required Judges he 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. 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 Qualification for being a International Chief Judge shall require experience as an International Judge during at least one World or Continental Championship, in addition to experience of organizational work and judging at major national events. Any 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 pilot 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 International Judges should have experience of judging at not less than three major national events, and 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 cost 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**

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 (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:.....

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 first hand 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. marshallers, helpers for timing gate duties, for registration and information (interpreter), 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) stands ready 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 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 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 IN 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.
- 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 site (name of city and airfield).
- g) Airfield infrastructure that will be available for the competition (runway length and condition, elevation, equipment's, buildings, facilities, ATC, other traffic, etc.).
- h) Weather history of the area at the relevant time of the year (air temperature, wind, thunderstorms, etc.).
- i) Describing 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) 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.