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~~, SP,~~ each CP's, ~~FP, for the latest landing time~~ 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.~~7~~ 8There 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.~~8~~ 9Distances 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 condition 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 ~~competitor.~~ 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 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 ~~(Appendix D III, page 37)~~
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 8.15 No inspections will be permitted between 22.30 and 07.30 hours local time, unless all involved parties agree to.
A 8.16 Air Traffic Control recordings will not be used as evidence within a competition.