

Precision Flying Sub-committee

Annual Meeting – Lausanne– February 17th. 2023



Changes in Landing Appendix

Changes / new in yellow

Abnormal landing (Bouncing)

- 3.1.4.** An aircraft is considered bouncing when both main wheels (or a sole main wheel) leave the ground after any touchdown, to a height of more than the diameter of the main wheel, or for a distance more than 15 m. A jump into a 5-meter box must be calculated this way: Box meters minus 4 meters, minus the measured lift-off point before.

Here we may add:

“If zero-line is crossed, 1 meter is added to calculation of length (due to zero field is 2 meters)”

Old 3.2.9. Any abnormalities after any bounce (as defined in points 1-8 above) must be considered as abnormal landing.

3.2.9. Any abnormalities (as defined in points 1-8 above) after any bounce (defined in 3.1.4) must be considered as abnormal landing.



4. DISCIPLINE SPECIFIC RULES

4.1. PRECISION FLYING

4.1.1. The landing test will be run as a separate event to enable the participation of all international judges to judge the event.

Old 4.1.2.

An official landing practice should be organized in order to run a final check of organization, staff, and systems involved in judging of landings. The two landings per pilot are required: Obstacle Landing and Idle power Landing without Flaps.

4.1.2. An official landing practice should be organized in order to run a final check of organization, staff, and systems involved in judging of landings. **At least one landing per pilot is required. It is recommended to have the official practice and landing competition on the same day.**

4.2. RALLY FLYING

4.2.1. Each landing will be from a normal approach, after the navigation flight, and as a normal landing (2.1.1)

▲ 4.2.2. 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~~ **this** landing test of that stage will be cancelled.



5. ORGANISATION RULES

5.1. TRAINING PRACTICE

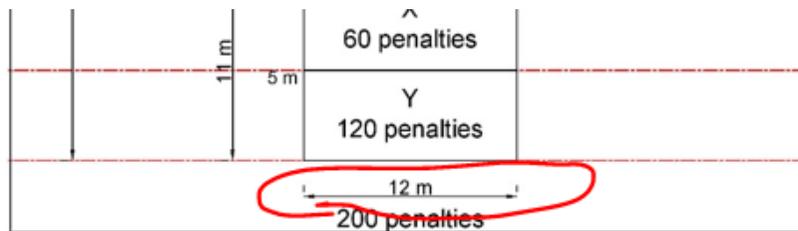
- 5.1.1. Landing practice for each competitor may be limited to not more than 2 landings after a navigation practice. Landing practice may be limited in the week prior to the competition week. Each competitor should be allowed **at least** 4 landings, in practice, in the competition week and prior to the start of the championship. An appropriate schedule will be prepared by the competition director.
- 5.1.2. Daily flying should be restricted to 08.00 - 18.00
- 5.1.3. Training practice must not be interrupted for display or show practice or other activities seriously disturbing the training practice.
- 5.1.4. Organizer will provide equipment for obstacle landing, that must be available on landing strip for every national team.



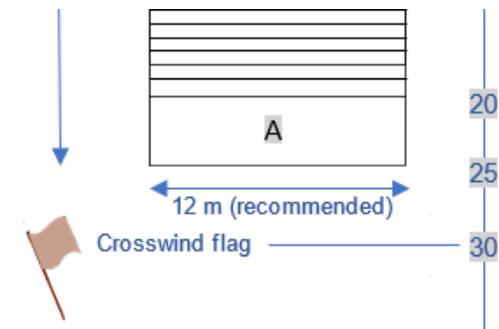
5.3. INTERNATIONAL JUDGES AND OPERATIONAL OFFICIALS

5.3.5. It should be made perfectly clear that ~~although the jury will be present~~ **even if the jury is present** in the same locality and making their own notes, these are only usable as supporting evidence, should they be required to decide a protest. At no time will they seek to influence any decision made by the judges. However, the president of the jury may, if the opportunity occurs, offer advice to the international chief judge if requested.

Landing strip



12 meters (recommended) (to be changed in drawings)





Changes in Precision Flying Rules

Changes / new in yellow

A.2.2 NAVIGATION TEST

A.2.2.18 Use of receivers that determine their position by analysing satellite signals are allowed (GPS **GNSS**). Use of any electronic device capable of two-way communication is not allowed (iPad, tablets, mobile phones, **any smart watch** etc.). Equipment showing maps below scale 1:500.000 or enable plotting competition route is not allowed. Mobile equipment is not allowed to show any maps. Any electronic equipment and autopilots could be sealed and shall not be used during the competition except in case of emergency. Any broken seals could result in disqualification of the competitor.

A.5 GENERAL RULES

A.5.2 In the event of a reduction in flying time, the competition director will discuss alternative tasks with the jury, international chief **judge** and the team managers before issuing directives on how the championship will be concluded.

A championship must include at least two flown navigation tests and two landings. **When two navigation tests are flown and only two landings are taken into account, the landing penalties will be multiplied by two.**

When only one navigation test can be flown, or when less than two landings are **taken into account**, there will be a Competition Winner but not a Champion.



A.10 TABLE OF PENALTIES

A10.1 FLIGHTPLANNING AND NAVIGATION

A.10.1.5 Altitude

- Flying below the minimum or above maximum altitude (each time / buffer 100 ft) It's up to the organizer to apply a technical margin of minimum 100 ft 500 500

B.2 VENUE

Old B.2.9

Special attention should be given to the placing and size of the flight planning/briefing room. For precision competitions the room should have ample space to hold sufficient tables with adequate separation between them when the pilots start at 3 -5-minute intervals.

B.2.10 Wi-Fi and internet access should be available at the airfield and accommodation.

B.2.9 Special attention should be given to the placing and size of the flight planning room. For competitions the room should have ample space to hold sufficient table with adequate separation between them when the pilots start at 3 -5-minute intervals.

B.2.10 Special attention should be given to the placing and size of the quarantine and briefing room. For competitions the room should have ample space to hold sufficient tables where pilot waiting can relax, be seated and be in the shade

B.2.11 Wi-Fi and internet access should be available at the airfield and accommodation.



Hope to see you in 2024 ☺



Best Regards

Allan Hansen

A handwritten signature in black ink that reads 'Allan Hansen'.