

Procedures – pre-briefing 1

We are pre-publishing information as much as possible before the competition and arrival at WMC2024.

This document **does not replace** the Local Regulations. The intention is for this document to further explain these important areas and clarify the regulations

We're pre-publishing this to avoid delays in what promises to be a busy week in July (weather permitting !)

We expect pilots to read carefully and be ready to fly upon arrival. We hope this will cut down on questions at Team Leaders briefings.

We've pre-published the Start Points (slide3), this enables safe passage to Start Points from take-off and enables pilots to be ready to fly the task. Airside procedures explain circuits, departure and arrival routes.

Please check for updates upon arrival at WMC2024.

April 2024, version 1



Official Chart

The official chart for the event is the **CAA ENGLAND EAST edition 16.**

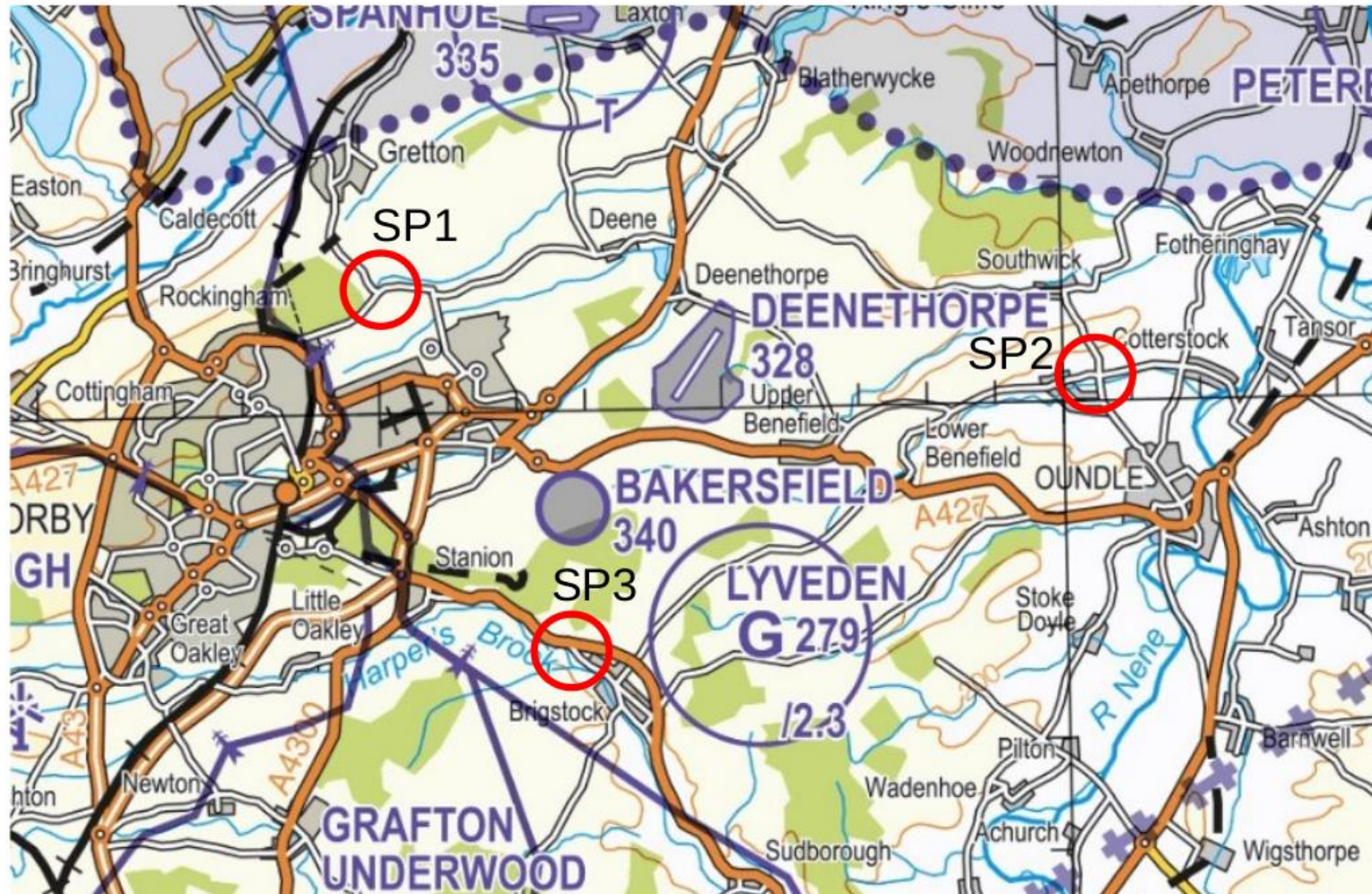
Thanks to one of our sponsors **Pooleys Flight Equipment**, each competitor will be given a copy of this chart on arrival at Deenethorpe.

This chart, or a section of it must be used for all flights from Deenethorpe after initial arrival.
The vertical limit of this chart is 5000ft
Chart is 1:250,000 scale
During the competition no other chart can be used *
Copies of it can be bought in advance direct from Pooleys
<https://www.pooleys.com/shop/caa/caa-uk-charts-1250-000-scale>

* see FAI Sporting code Section 10 4.31.7



Task Start Points



SP1. West – T junction south of Gretton village. NW edge of the racetrack (not shown on chart)

SP2. East – crossroads south of Southwick village

SP3. South – T junction NW of Brigstock village

Speed Scoring

Most navigation tasks will include some element of ground speed scoring.

We will use the **2** methods below to score speed

1. Absolute Time
2. Sampling

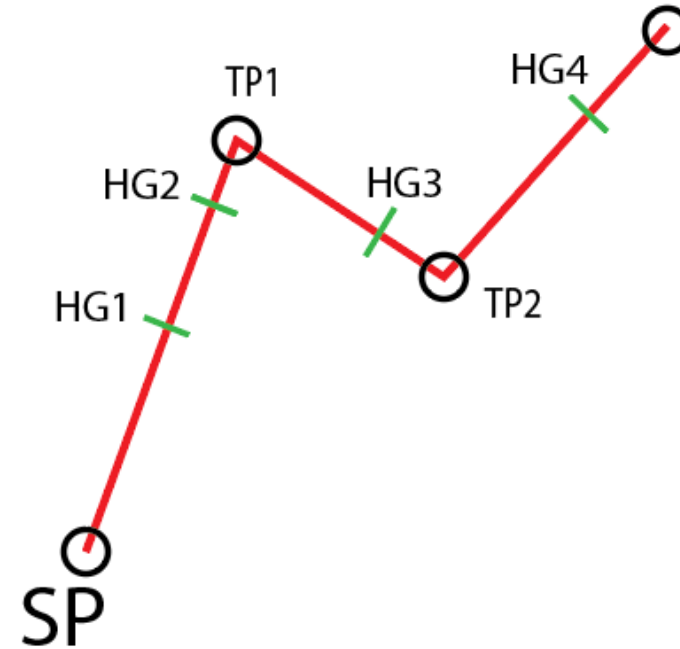


Speed Scoring

1. Absolute time

Here we will score ground speed based on the time the pilot is expected to pass a hidden gate or turnpoint. The expected time will be calculated using the pilots declared ground speed, the absolute track distance from SP and the pilots give SP time. Where you pass through turn points on the given track that are greater than 90 deg (example TP1) a 1-minute time allowance 'may' be made for precision turn. (this will be detailed in the task description)

All the Tps and Hgs in this example could be scoring timing gates. Not all gates will be timing gates



Speed Scoring

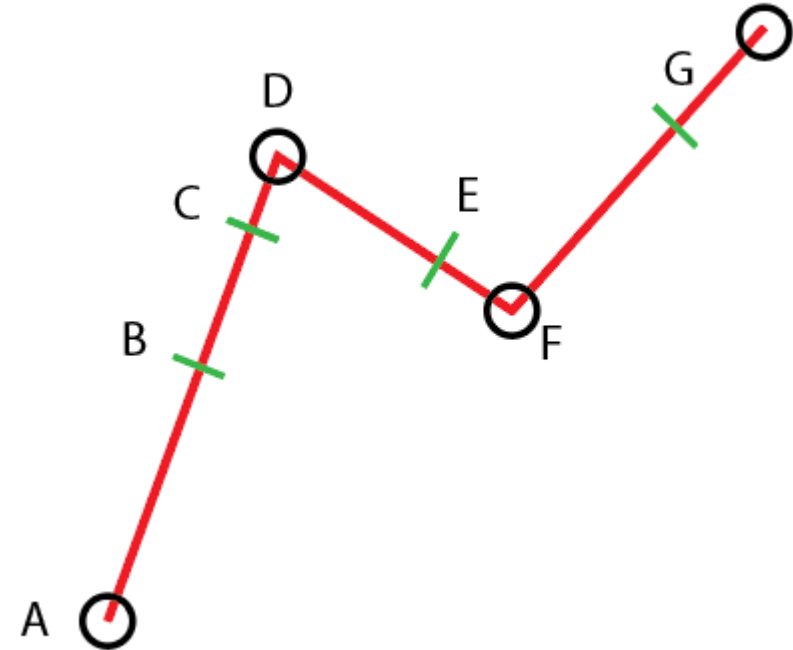
2. Sampling

Here we will take the time a pilot passes 2 particular gates Turn Point (**TP**) or Hidden Gate (**HG**) and compare that to the expected time to travel between them at the pilots declared ground speed.

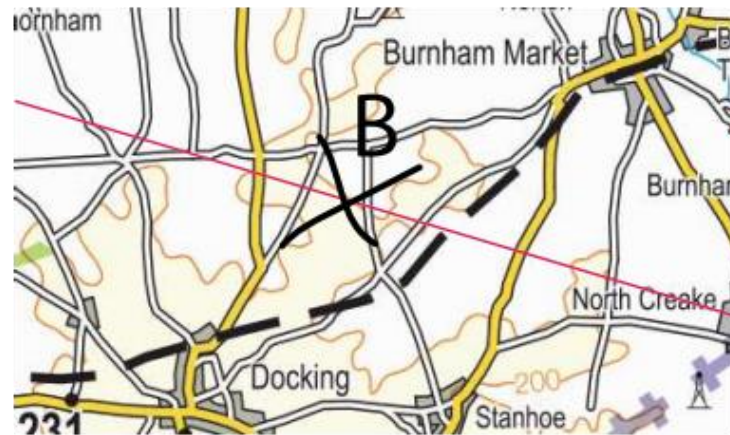
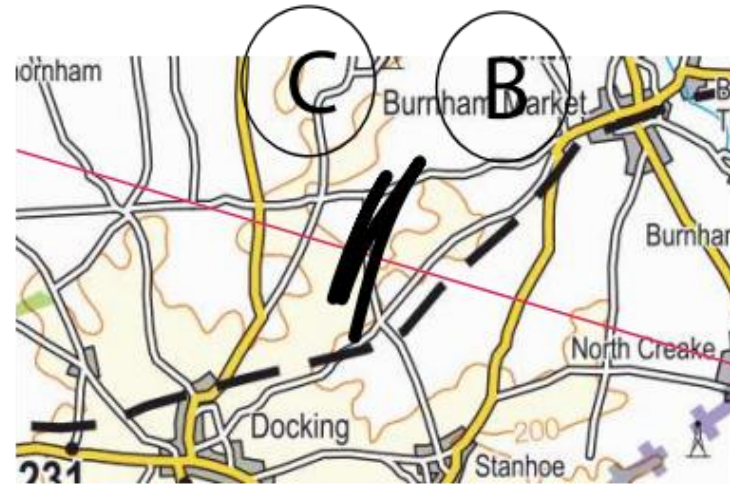
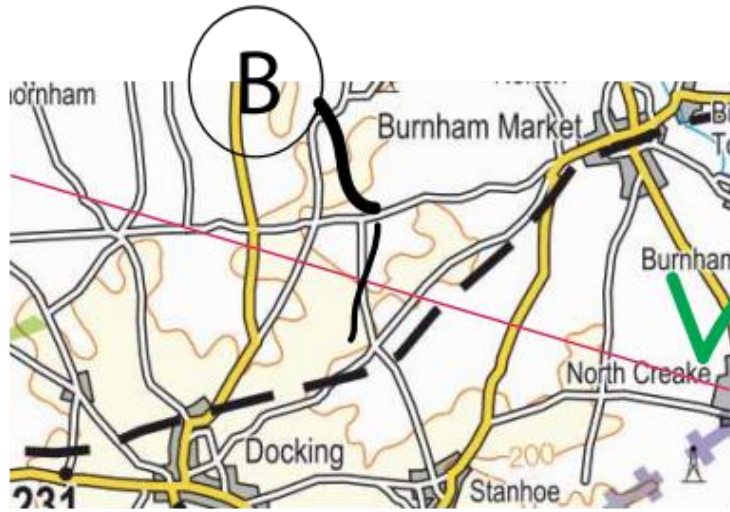
For this example, we may score any of the following

- A-B
- A-C
- B-C
- D-F
- F-G

We will *not* score through a TP example
C-E or E-G



Marking your Photo Location



- Use a pen colour other than red, ideally black
- Draw the mark at right angles to the track line
- Make it clear which photo it is
- If you make an error, ask for another chart before passing your chart to scoring.

Checking photo positions

To improve accuracy, and consistency when scoring photo locations, we have created this 14cm precision ruler that is calibrated with the Section 10 scoring rules.



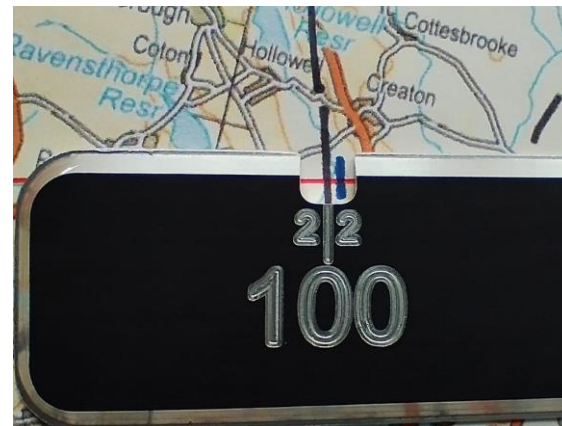
Scoring

Description	Point value
SP, FP, all TP	50
Track gate	100
Photo, ground marker (in 2 mm tolerance)	100
Photo, ground marker (tolerance: > 2 mm, < 5 mm)	0
Photo, ground marker (out of 5 mm tolerance)	-100
Time gate (5 sec tolerance)	100
Each second outside of 5 sec tolerance	-3



Example chart marking

- Red = track
- Black = position marked by pilot
- Blue = actual location of the photo



The example with the ruler overlaid, scoring 100 points

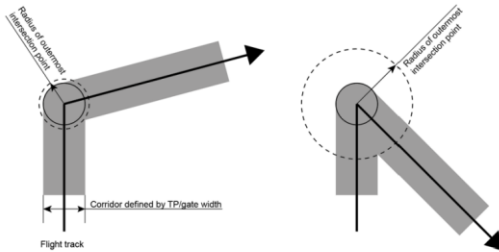


A different example where the marked photo position is **Outside** the 2mm tolerance, and scoring zero

Backtracking – Please read and understand

[Microsoft Word - S10 - 2023.docx \(fai.org\)](#)

4.24.5 During a navigation along a leg, competitors must not **backtrack** along the track line against the direction of the task under any circumstances. **Backtracking** is defined as flying with an angle of greater than 90 degrees, when the flight data recording shows this deviation for more than 5 seconds in sequence, in respect to the intended flight direction within a corridor defined by the width used to score gates in the task. The only exception to this is within a radius defined by the distance from the centre of the turnpoint to the outermost point of intersection between the two corridors, as defined by the following diagram:



For microlight tasks, **backtracking** is further defined as rejoining the active track line at a point prior to the point where you departed from it.

Penalties

Description	Value
Late quarantine	-20%
Late take-off	-20%
Late for scoring	-20%
Engine on inside quarantine stand	-20%
Backtracking against the direction of track	-50%
Flying into prohibited area (marked in the task map)	-100%
Outlanding	-100%
Quarantine breach	-100%
Landing after time limit	-100%

In tasks with more than one possible active track line (e.g. Cog wheel navigation with unknown legs), all track lines shall be considered as active.

Missing your take off time

Penalties	
Description	Value
Late quarantine	-20%
Late take-off	-20%
Late for scoring	-20%
Engine on inside quarantine stand	-20%
Backtracking against the direction of track	-50%
Flying into prohibited area (marked in the task map)	-100%
Outlanding	-100%
Quarantine breach	-100%
Landing after time limit	-100%

Occasionally for circumstances out of your control e.g. an engine problem or a puncture you miss your allocated take off time.

At the competition director's discretion, you will be allocated a new start time either at the end of your class or at the end of the original start list.

This will enable you still to complete the task. You will receive a 20% penalty.



Late for scoring

Penalties

Description	Value
Late quarantine	-20%
Late take-off	-20%
Late for scoring	-20%
Engine on inside quarantine stand	-20%
Backtracking against the direction of track	-50%
Flying into prohibited area (marked in the task map)	-100%
Outlanding	-100%
Quarantine breach	-100%
Landing after time limit	-100%

In the task briefing sheets there will be a specified time limit for marking up your chart and completing any paperwork required post flight. Example below from a Task Description, the time in this example is specified as 25 mins.

*'After landing, proceed to your quarantine space, your marking up time will start when your engine has been switched off. This time will be noted by the Marshall. The limit is **25 minutes**' The time will end when you pass your marked up chart to a marshal.*

This is to avoid pilots fast taxiing and rushing or marking charts whilst taxiing.

When you have completed your marking of the competition chart inform the Marshal who will note your time. They will then accompany you to the scoring tent. The scoring team will then manage your initial scoring.

Please note the time taken to walk to the scoring tent is **not** counted in your allocated time limit.

Electronic Equipment

1.11.11 ELECTRONIC EQUIPMENT

CIMA approved GNSS flight recorders and ELT's without voice transmission capability are permitted and may be carried. Sealed mobile phones, **switched off**, may be carried for use after landing or in an emergency, the director must be immediately informed if the seal is broken.

Unless otherwise briefed, then in the period between entering quarantine before flying a task and leaving quarantine after flying a task only materials issued by the organizer, mathematical calculators without any capability for any data transfer, and clocks may be used for preflight preparation and flight control. No other electronic devices with **real or potential communication and/or navigation capabilities** shall be available to, or accessed by the pilot or crew. (S10 4.27)

Glass cockpits and electronic instruments are becoming common place in modern microlights.

Before the competition starts aircraft scrutineering / inspection will take place to satisfy the Championship director of airworthiness and compliance with the local regulations.

All other electronic devices with real or potential communication(e.g. Bluetooth headsets)/ wearable tech or navigation capabilities **must be declared at registration and demonstrated that they are disabled (unable to provide any navigational help) and approved for carriage by the Championship Director.**

A document describing the device will **be signed by the competitor when** it is being sealed and disabled, and the document will be retained by the organization.

Before each task the Director may ask marshals to check for infringements. The penalty is disqualification from the competition if infringements or deliberate acts of misuse of electronic devices are found.

1.11.12 EXTERNAL AID TO COMPETITORS

Any help in navigation or thermal location by non-competing aircraft, including a competing aircraft not carrying out the task of their own class is prohibited. This is to ensure as far as possible that the competition is between individual competitors neither helped nor controlled by external aids. (S10 4.26)

Declaration form will be available, self-declare and ensure counter signed.

This will take place during practice week



AIRSIDE PROCEDURES

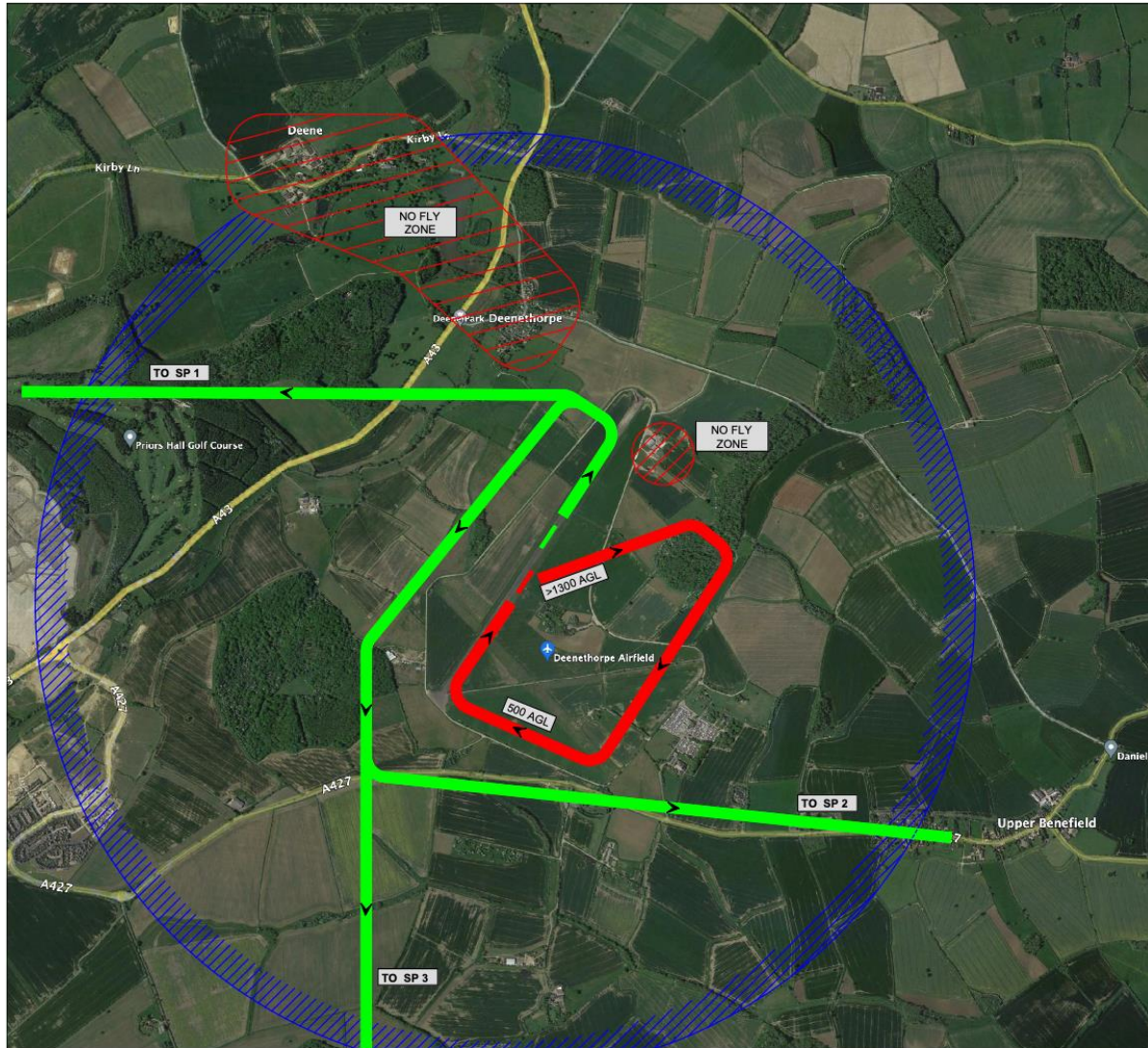
These procedures will be used and enforced at all times for any aircraft flying in or out of Deenethorpe Airfield.

This includes all Practice Flying, Free Flying and Competition Flying.

For the Safety of everyone at WMC 2024, please read these procedures carefully and follow them whilst you are with us.



Procedure A - Runway 04 in use



Departure & Arrival Lanes for Runway 04

All departing aircraft must climb out and turn west following the green departure lanes marked. **DO NOT** exceed 1000ft AGL whilst within the 2.5nm Diameter **Restricted Height Zone**

All arriving aircraft must be above 1300ft AGL before entering the 2.5nm diameter **Restricted Height Zone**. Once overhead the landing deck, aircraft shall begin their descent following the Red circuit pattern on the eastern side of the airfield as shown.

Descending to go around the trees, once within the airfield boundary, landing aircraft shall not exceed the airfield boundary line.

No Fly Zones include the farm on the NE corner of the airfield and the two villages of Deene & Deenethorpe.

Procedure A - Runway 04 in use

Take Off Line 04 Hard & Landing Deck 04 Grass

Departures or **Take Off** will only be permitted from the **HARD** runway, for Procedure A that is 04 Hard.

Arrivals and **Landing** will only be permitted on the **GRASS** Runway, for Procedure A that is 04 Grass.

All aircraft after take off must keep to the west side of the centreline and follow the marked exit routes.

DO NOT CROSS THE EXTENDED CENTRE LINE OF THE LANDING DECK

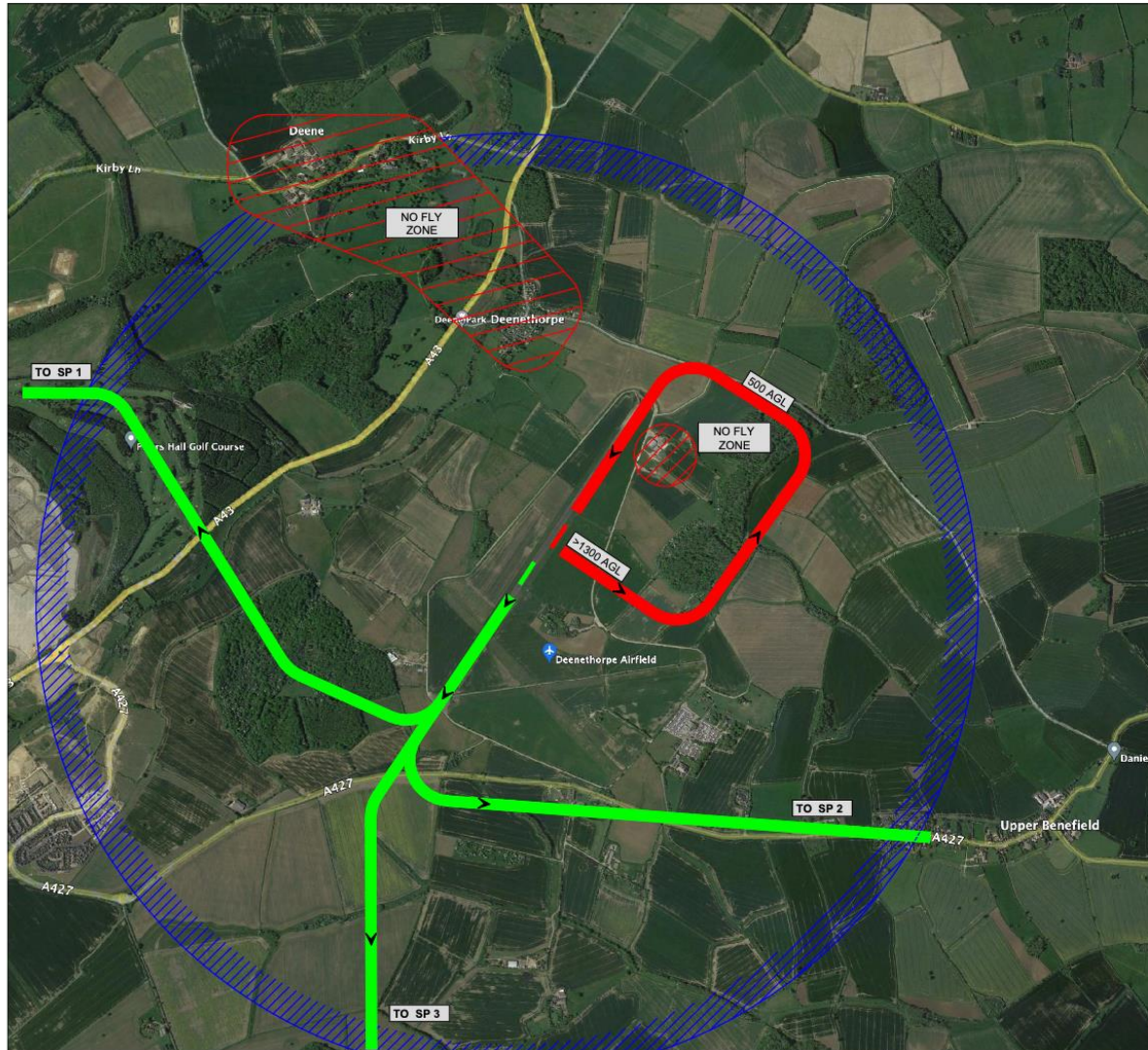
Upon ARRIVAL, all aircraft must join overhead at not less than 1300ft AGL and only decent on the East side of the airfield. All landings must be on the grass landing deck.

Taxi to and from the take-off line and landing deck must be via the marked Taxiway, **staying off the hard runway.**



Procedure B - Runway 22 in use

Departure & Arrival Lanes for Runway 22



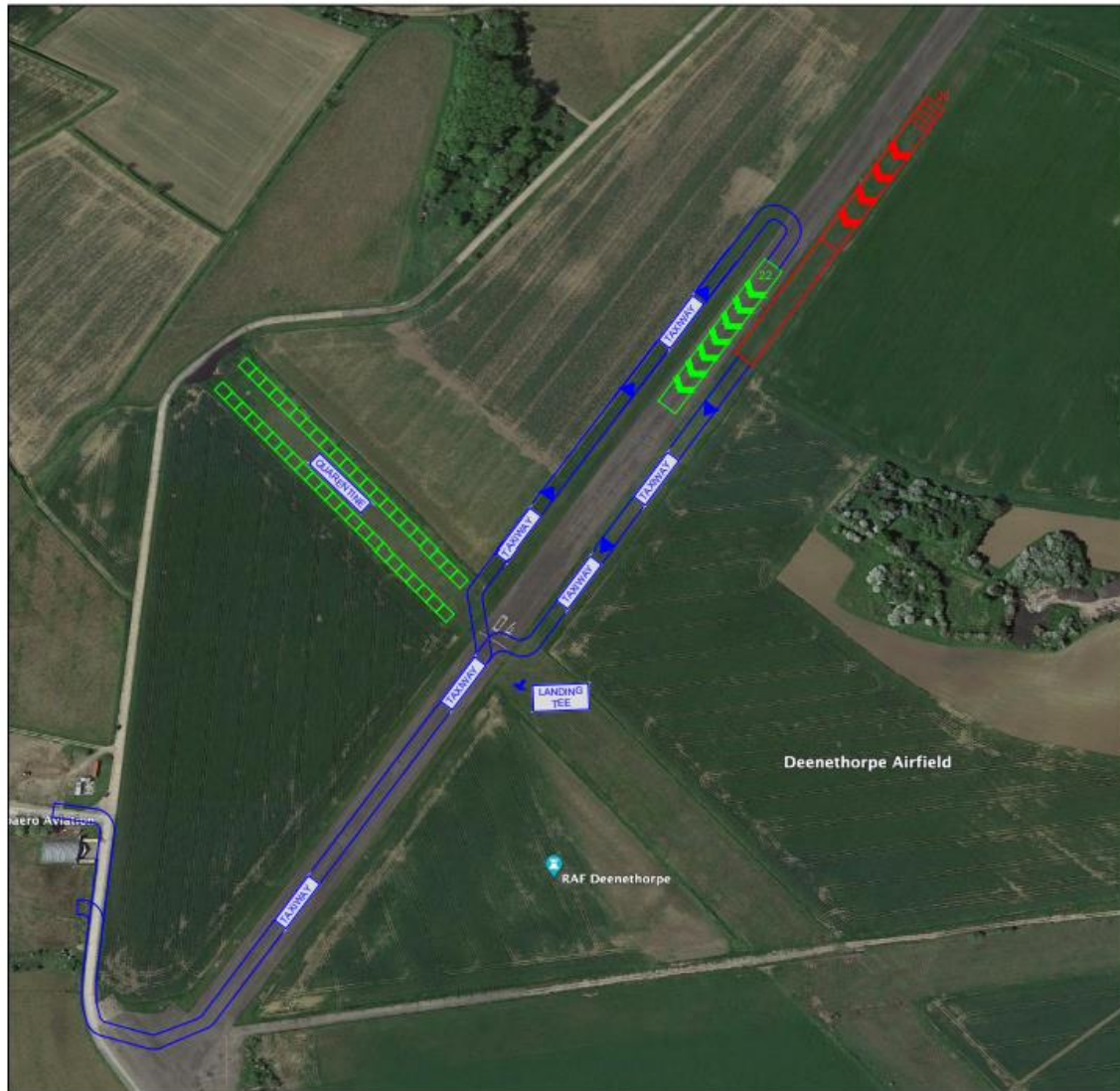
All departing aircraft must climb out following the green departure lanes marked.
DO NOT exceed 1000ft AGL whilst within the 2.5nm Diameter **Restricted Height Zone**

All arriving aircraft must be above 1300ft AGL before entering the 2.5nm diameter **Restricted Height Zone**.
Once overhead the landing deck, aircraft shall begin their descent following the Red circuit pattern on the eastern side of the airfield as shown.

Descending to go around the trees, turning after the wooded area heading NNE to then follow the road until turning Final for 22 grass. **DO NOT OVERFLY THE FARM**

No Fly Zones include the farm on the NE corner of the airfield and the two villages of Deene & Deenethorpe.

Procedure B - Runway 22 in use



Take Off Line 22 Hard & Landing Deck 22 Grass

Departures or **Take Off** will only be permitted from the **HARD** runway, for Procedure B that is 22 Hard.

Arrivals and **Landing** will only be permitted on the **GRASS** Runway, for Procedure B that is 22 Grass.

All aircraft after take off must keep to the west side of the centerline and follow the marked exit routes.

DO NOT CROSS THE EXTENDED CENTRE LINE OF THE LANDING DECK

Upon ARRIVAL, all aircraft must join overhead at not less than 1300ft AGL and only descend on the East side of the airfield. All landings must be on the grass landing deck.

Taxi to and from the take-off line and landing deck must be via the marked Taxiway, **staying off the hard runway.**