

AERO CLUB COMO

TRANSLATION of “REGOLAMENTO SPORTIVO NAZIONALE” NATIONAL AIR SPORT REGULATION

“RALLY AEREO IDROVOLANTI” AIR RALLY FLYING - SEAPLANES

2017 EDITION



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The Aero Club d'Italia for the year 2017 is organizing the next sporting event:

Italian Championship Powered Flight Category Rally- SEAPLANES – Pilots sect.
Italian Championship Powered Flight Category Rally- SEAPLANES – Navigators sect.

delegating the execution of the competitions scheduled at Aero Clubs that have requested it. These latter undertake to treat the logistics and to comply with the provisions of this Regulation and all instructions issued by this Aero Club d'Italia.

RULES OF COMPETITION

A.1 Introduction

- A.1.1. The air rally competition for seaplanes valid for the Italian Championship is made in accordance to these Regulations and in accordance with the instructions given by the Competition Direction; the participant's minimum number should not be less than four.
- A. 1.2 The competition should be held only in VMC conditions and is subjected VFR rules; if during the route the weather conditions deteriorate, it is in the responsibility of the P.I.C. to decide whether to continue or stop the competition.
- A. 1.3 The Race Director is in charge of the race course
- A. 1.4 The Race Director at his discretion, may vary, suspend, modify or cancel the competition due to weather conditions, or any other justified reason.
- A. 1.5 The assignment of R.D. and of the Operating Sports Commission (CSO) is nominated by the Ae.C.I. on suggestion by the Organizer, which requires confirmation to the CCSA at least sixty days before the event.
- A. 1.6 The R.D. is responsible for the Pre-competition briefing, which is mandatory for all participating crews. The Pre-Competition briefing will contain all parts concerning safety and will be made in written form signed by the P.I.C. for oversight and maximum understanding. The D.G. in collaboration with the C.S.O. is responsible for monitoring the crews and aircraft before the competition (§ A.2.8 / 9) as well as to the control of precision landings in the vicinity of the grid.
- A. 1.7 Into the competition, the organizer Flying Club must subscribe a special RC Policy that will include the legal protection of the R.D.
- A. 1.8 The C.S.O. it's composed of a Chairman and two members with documented experience in rally racing field. Only one of the three members can belong to the Organizer ACB. Both the D.G. that the President and members of C.S.O. Judges must be Sports V.M. appointed by C.C.S.A. with a valid judging card. The C.S.O. It is governed by. 4.2.2N the National Sporting Regulations issued by AeCI and particularity, the CSO must:
- a) settle any dispute concerning the interpretation and application of this Rules and Regulations of the competition, adopting the relevant decisions;
 - b) take the necessary decisions in cases not expressly covered by the regulations above;
 - e) taking first instance decisions on any complaints, in the manner provided in § A.8;
 - d) perform any other tasks that it is expected in the specialty sections of the National Sport Regulations.
- A. 1.9 At each competition valid for the Italian Championship, the Aero Club D'Italia will provide a classification center and related equipment/devices suitable for processing of the provisional classification.

It's a task of the head of the Classification Centre : 1) the competition planning; 2) the flight test for the conduction, of all the enrooted pictures and CP; 3) the provision of the departing order and the envelopes containing the competition map 1:200,000, the photos, the road book and the competition card.

The head of the Classification Centre, after the competition, will give the DG the provisional classification just compiled highlighting any errors or rules breaches from the competitors, emerged in the decoding of the flight data recorders.

- A. 1.10 The preparation of the aircraft and related costs for the operation of the flight test for the reconnaissance of the competition are in charge to the organizer Aero Club.

A.2 General rules

- A.2.1 During the briefing, smoking is prohibited.
- A.2.2 The competition official time will be expressed in local time or UTC. A GPS, showing the official reference time, will be exposed.
- A.2.3 In case of a technical malfunction of the aircraft or the flight recorder, the crew must remain into the aircraft and must not communicate with any other competitor. They must communicate their issue to the Competition Direction, and then follow the provided instructions.
- A.2.4 Aircraft modifications shall be accepted only if certified by the competent authorities.
- A.2.5 Each crew will be given a competition map, not necessarily aeronautical, enough to cover the whole route, geotagged and with scale of 1: 200,000.
- A.2.6 The starting order with times of take-off must be exposed and delivered during the briefing to every pilot in competition. Between each take-off, there must be a separation in time of at least 2 minutes.
- A.2.7 Takeoffs crews of the same Aero Club, where possible, should be separated by a time minimum of 6 minutes. The inclusion of a foreign crew cancels this recommendation.
- A.2.8 It's prohibited the use of any electronic device and / or autopilot that can facilitate the conduct of the competition. The Competition Director and the C.S.O. are responsible for the verification of the devices do not allowed to be removed or sealed in the case that they are integrated panel tools, the seals will be checked after the competition.
- A.2.9 The aircraft, crew, personal belongings may be subject to inspection by the C.S.O. for the search of equipments not permitted for navigation / communication. The whole inspection must be completed within 5 minutes before the time of delivery of the envelope of the competition.
- A.2.10 The competition envelope containing everything necessary for the performance of the competition, including the material for planning, photo and card game (see Appendix 2) must be delivered between a minimum of 35 minutes and a maximum of 45 minutes before take-off. The C.S.O. may increase these delivery times for valid operational needs.
- A.2.11 The Organizers will use data from flight recorders to see if the crew performed the flight in accordance with the instructions given. Every mistake will pay a penalty (§ A.4).
- A.2.12 After takeoff competitors will have to go to the Starting Point within a set time and Described in the Road Book, enough to cover the entire distance..
- A.2.13 After Finish Point, competitors will have to go to precision landing, then float to the docking lot and deliver the race card within an established time and described in the Road Book, enough to cover the entire route.
- A.2.14 After landing, floating to the mooring must be carried out without delay following the instructions given by the TWR or ground-based personnel.
- A.2.15 Reaching the mooring position, crews must remain in their aircraft until they have handed their competition record card to the personnel and not communicate with nobody. The competition record card must be completed and ready for delivery, together with the flight recorder, within the established time (point A.2.13).

A.2.16 It's prohibited to all the crews to communicate with each other from the time of first envelope delivery to the delivery of the envelope by the last crew at the end of the competition, and also it is forbidden for anyone to approach competitors during the time to planning the race and before each crew has returned the envelope after arriving at the dock.
The Judges and the components C.S.O. are responsible for checking compliance with this rule.

A.3 Competition details

A.3.1 Navigation test

A.3.1.1 The navigation test starts from takeoff (TO) and the first point of overflights will be the starting point (SP). The race continues along the track vertices (CP) and ends at the final point (FP). The length of each competition must be between 80 nm and 100 nm, and is calculated by first point of the race (SP) to the last point (FP). For security reasons or in special cases related to weather conditions or for any other safety reason, the CSO, in agreement with the Classification Centre, can change the length of the path or change its configuration. The distance between a point and the following one is included, except in cases of major force, is between 5 nm and 15 nm and total number of points are between a minimum of 10 and a maximum of 16 including ST and FP.

A.3.1.2 The competition will consist of the following tests:

1. Plotting test;
2. Timing test (Punctuality Test) on the CP;
3. Observation Test :
 - a) CP Pictures;
 - b) Enrooted pictures (min.8 / max.16) Ground canvass targets

A.3.1.3 After take-off the pilot must follow the instructions received to reach the SP. The SP must be overflown keeping the heading of the aircraft already en route to the first point (CP1).
The aircraft, as it flew through the CP and FP, must keep the heading set for that points.

A.3.1.4 After passing the FP aircraft must follow the instructions given to the approach and landing.

A.3.1.5 During the flight, the recorded tracks and altitudes will be verified by examining data recorded by flight recorders. Not following the given instructions will result in penalties awarding according to § A.4.

A.3.1.6 Right or left turns more than 90° from route connecting two points between the SP and FP will be detected by the flight recorder and sanctioned (§ A.4.5).

A.3.1.7 After passing a point the turn must be made following the shortest path to reach the next point. These turns will not fall under the "rule of more than 90 degrees" (§ A.3.1.6) If made within 45 seconds after the passage of the point.

A.3.1.8 The SP has a "gate line" which extends to 1 nm on both sides perpendicular to the outbounding route. The violation crossing according to the A.3.1.3 section provide, for the crew, the same penalties provided for turns to the right or left of more than 90 ° from the route.

A.3.2 Plotting test

A.3.2.1 All control points (CP) and the routes, will be clearly described into the flight instructions. The vertex, the SP, and FP will be considered as control points (CP).

A.3.2.2 The CP should be clearly identifiable on the ground, they must be described in the flight instructions, must be defined and identifiable on the race map where they have to be presented with a symbol according to the legend of the conventional maps graphics, They must have an exact position on the ground and must be verified to the ground by the R.D. through the use of two independent GPS who work with at least 6 satellites and have WGS 84.

A.3.2.3 The instructions on the CP can be given in the following forms :

- a) known position
- b) coordinates (latitude and longitude) ;

c) heading and distance to or from the CP described in the manner of the previous points a) or b) .
The information provided should not allow ambiguous identifications .

A.3.2.4 The symbols of airports, VOR , NDB , or the intersection of the geographical coordinates reported on competition map are " known positions " and may represent CP . The organizer can declare other objects on the map as " known position " . All " known positions " must be highlighted by the organizers on the competition map and check on the flight instructions.

A.3.2.5 Points known to the competition direction, but unknown to the guests crews, will not be considered as "known positions"

A.3.2.6 Instructions on every leg may be given as :

a) track carried out by the overflight of a track on the ground { from CP (x) follow river until CP (x + 1) } . In this case, in the flight instructions, you will be given the correct heading for an approach direct CP (x + 1) , the length of the section and the exact time it will take.

b) track realized from the description of an arc of a circle {from CP (y) follow the arc until the CP (y + 1)}. The center of the arc will be a known position and will be indicated in the instructions of flight (maximum three navigations arc for each race).It's the task of the contestants draw the arc on the paper

A.3.2.7 The course will be given as true course.

A.3.2.8 Distances will be given in miles and tenths of nautical miles. The competitors will be given one scale for conversion, on maps, by millimeters in Nm and / or Km. and a Minute/meter relative to the race speed.

A.3.2.9 The envelope will contain a map with the path already drawn, provided in a closed and sealed envelope (security envelope). The opening of the security envelope will be penalized in accordance with the Point A.4.4.

A.3.3 Proof of punctuality time (Timing Test)

A.3.3.1 The official time of the race will be read on a GPS. The time (hh: mm: ss) will be expressed in local time, or UTC as elapsed time after the assigned time for takeoff. These times will be given in the form of competition for takeoff, overflight of each CP. Time to take-off will be detected the crossing of a line of take-off well defined.

A.3.3.2 It will be timed: time of takeoff, time to fly over the CPs and the time of delivery of the race envelope.

A.3.3.3 In particular, the time will be detected when the aircraft crosses the gate which cuts the CP that it extends by 0.5 nm on both sides perpendicularly to the approaching route, (for SP perpendicular to the leaving route).

A.3.4 Test day reconnaissance sight (Observation Test)

A.3.4.1 The reconnaissance test starts from the starting point (SP), continues with all CP's and will end at the final point (FP).

A.3.4.2 Reconnaissance will be tested to view photographs of the CP, photographs in route and / or the canvas targets on the ground.

A.3.4.3 The Crews will be provided of the CP's photographs (min. 10, max 16) and in-route photographs (Min. 8, max 16).

A.3.4.4 CP's Photographs are taken by the approach heading the point, and all are true.
The CP's photographs are marked with the number of the CP in the correct overflight sequence.

A.3.4.5 The photographs in route are marked by letters, they are in sequence and into the roadbook there will be indicated in wich leg the picture is, the target to identify will be circled on the photograph and must be

at a maximum distance of 300 meters from the route. Route photographs are located with a maximum angle of more or less 45 °with respect to the approach path and with an angle between 30° and 60° from the ground and a height ranging between 1000 and 1500 feet. The crew will have to indicate in the race card field marked by letter of the founding photo:

- a) its distance from the previous CP (in Nm and tenths of Nm rounded to one decimal place);
- b) the identification number of the previous CP.

A. 3.4.6 The canvas targets on the ground (maximum 5 per race) will be placed between the CP and must be positioned at a maximum distance of 100 meters from the route.

A.3.4.7 In case of use of canvas targets to the ground, the maximum number of pictures in route will be reduced the same number of canvas targets used (example: with 3 canvas targets on the ground will be allowed a maximum of 13 photos). The crew will have to indicate in specific field on the race card:

- a) the shape shown by the canvas target on the ground (see appendices 1);
- b) its distance from the previous CP (in Nm and tenths of Nm rounded to one decimal place);
- c) the identification number of the previous CP.

A.3.4.8 There will no photos neither canvas targets on the ground before the SP, within the first 5 nm after the SP, nor 1 Nm before each CP, nor after the FP.

A.3.6 Flight Data Recording equipment

A.3.6.1 The Classification Center will provide each crew an approved flight data recorder.

A.3.6.2 Technical requirements for flight recorders are those reported in the FAI Sporting Code, Section 2, Annex 4.

A.3.6.3 It is crew responsible for the operation of the flight recorder, once embarked on the plane. The data recorder becomes an integral part of the airplane equipment and its malfunction will be treated as a normal fault. The crew will be classified only according to the data recorder will have stored.

A.3.6.4 No competitor is allowed to manipulate the flight recorder in any way, worth it disqualification. Particular concerns or issues regarding the use of flight recorder must be resolved during the briefing.

A.4 Penalties

A.4.2 Proof of punctuality time of CP and CPE:

Overflying the theoretical time +/- 5 sec.	0 penalties
Every second before/after theoretical time over 5 seconds.	3 penalties
Overflight of a CP out of the gate	100 penalties
	Up to 100 penalties

A.4.3 Test reconnaissance view:

Photo / canvas targets on the ground between CP :	
For each correct identification of the location (tolerance 0.50 nm)	0 penalties
Correct identification with position error between 0.50 nm to 1.00 nm	15 penalties
Not observed	30 penalties
Incorrect or position error over 1.00 nm	50 penalties

A.4.4	a) not detected the passage of a gate (CP - CPE)	100 penalties
	b) Violation of the rules of safety and flight (each time)	600 penalties
	e) Flight below the minimum height (each time)	200 penalties
	d) Violation of the instructions given (each time)	200 penalties
	e) Safety envelope open	300 penalties
	f) Transport of electronic equipment unauthorized	disqualification

A.4.5	track greater than 90 ° from the route for more than 5 seconds (between SP and FP) (each time)	200 penalties
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A.4.6	Late presentation of Envelope	300 penalties
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A.4.7	Failure to listen on the race frequency (each time)	200 penalties
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- A.4.8 Each crew who for whatever reason lands at an airport other than planned and does not continue the race it will be considered withdrawn. If you keep the race will not be made abatements on the recorded times.

A.5 Disqualification

- A.5.1 The disqualification of a crew may result from:
- a) any misconduct on the ground or in flight,
 - b) dangerous conducted flight that could endanger people and / or things,
 - e) attitudes of protest addressed directly to other competitors,
 - d) failure to comply with the rules and regulations of the race,
 - e) violation of the anti-doping FAI rules,
 - f) tampering with the flight recording systems
 - g) transport of unauthorized electronic equipment
 - h) any form of deception.
- A 5.2 The decision to disqualify a crew belongs to the race director after consulting with the Operating Sports Commission (CSO).

A.6 Registration

- A.6.1 Each crew must consist of a pilot and a navigator. No passengers can be boarded during the competition. The change of a crew member may be requested by writing to the competition director up to 5 minutes before the start of the first crew. The violation of this Article shall exclude crew from the competition.
- A.6.2 The pilot must hold a valid license, allowing him to fly the aircraft he will compete with. The crew must be familiar with these regulations and the supplementary race regulations that unconditionally accept from enrollment in the competition and must be able to apply them.
- A.6.3 All crew members must hold a valid FAI sporting license, released by AeCI, and an identity document should be shown at the enrollment time.
- A.6.4 At each race there will be a briefing in which it's mandatory the participation of the enrolled pilots. Navigators and Team leaders can also participate but not as Representatives of the enrolled pilots. During the briefing will be given the starting order.
- A.6.5 Crews must turn up to the race director within the time stipulated by the organizer. The briefing will be considered as the beginning of the event that will end after the Closing Ceremony (awarding cerem.). Competitors will have to abstain during this period without formal authorization of the race director will be considered withdrawn from the race.
- A.6.6 The organizers do not assume any liability for damage which in any case can derive to aircrews, a / c, third parties and things, and depending on the occasion of competition.
- A.6.7 It's faculty to the competition organizer to limit the number of participants.

A.7 Planes

- A.7.1 are allowed to compete the following aircraft:

- a) propellers aircraft piston engine equipped, even with the compressor, and turboprop falling in subclasses CI (a, b, c, d) and C-3 (a, b, c) provided by the FAI Sporting Code, Section 2 with number of seats not more than six;
- b) motor gliders with retractable engine not integrally mounted to the cell and cart conventional three wheels as required by the FAI Sporting Code Section 3;
- c) self-built aircraft registered with a permit in Flight;
- d) Advanced ULM.

- A.7.2 The minimum speed of the race allowed is 65 kts. The speed of the race will be chosen by the crew, it must be a multiple of 5Kt and will be more than 60% of the speed indicated in the official table issued by the Central aeronautical Sport's commission (Annex 1).
- A.7.3 The aircraft must have a range at least equal to the time required to fly the entire racetrack (from takeoff to landing) at the speed of the race, plus 10%, and with the fuel reserve as required by the VFR rules.
- A.7.4 All aircraft must be equipped with VHF transceiver station.
- A.7.5 Each aircraft must be fitted with the documents required by the Code of Air Navigation and provided by the competent aeronautical (ENAC for Italian registered planes). Each aircraft must be insured with regard to third parts responsibility with the limits set by the Law and extended warranties for non acrobatic competitions entered in the sports calendar of the Aero Club d'Italia and the FAI.
- A.7.6 While the aircrafts are parked outside, each team must provide personally to berth them with their own material.

A.8 Compliant and claims

- A.8.1 Complaints and claims are regulated by the FAI Sporting Code General Section 5.2.1 and the National Sporting Regulations § 5.1.N, § 5.2.1.N, and § 5.3.N § 5.4.1 N. Complaints must be accompanied by the sum of 200 €uros to be paid to the organizer entity. In case of rejection claim that sum will be forfeited by the CCSA

A.9 Final results

- A.9.1 In order for the race to be valid and certified for the Italian Specialties Championship, the combined total of the penalties resulting from the race, penalties set out in §§ A.4.1, A.4.2, A.4.3) will be more than 1500 penalties (takeoff +10 chrono + 8 photos route / canvas targets).
For counting purposes, should be the maximum penalty provided for each individual proof of punctuality time of CP and for trials of visual recognition, will be given the penalty corresponding to "not observed" and any penalties for landing trial.
- A.9.2 For the purposes of race ranking and standings of the Italian specialty, each crew will be assigned a "VOTE" resulting from the application of the following formula, taking into account the sum of the theoretical maximum penalty of the race and the penalties given:

$$\frac{K - \text{PENALTIES}}{K} \times 10$$

Where the parameters are given by:

- a) coefficient (K) = Total theoretical maximum penalties calculated in accordance with § A.9.1;
- b) Penalty = Total penalties accumulated by each team. The result will be accurate to 2 decimal (0.00). In the case in which the value of "penalty" will be higher than the value "K", the "VOTE" will be equal to 0.00.

- A.9.3 When, due to major force, one or more challenges are canceled and then reduced the race "K", in the calculation of the vote, the "K" will be reduced accordingly before the vote. In this case the minimum expected coefficient will not be taken in account (§ A.9.1).

- A.9.4 The winner will be the crew who, on arrival, has achieved the highest rating according to the formula as defined in § A.9.2. The general classification will be compiled in descending order of votes reported by each crew. In case of a tie, will precede the crew with minor penalties in evidence of punctuality. If still tied will be ranked first crew whose plane has greater race speed.
- A.9.7 The Italian title specialties Rally - Hydro will be awarded to the Italian Crew who will obtained the highest score.

A.10 Awards Grants and subsidies

- A.10.1 up to 3rd place in each category a cup / plate for the pilot and a cup / plate for Navigator. The award of any nature is intended as temporarily until the approval of the competition by the CCSA.
- A.10.2 Competitors and event organizer is entitled to any contributions and benefits approved by CCSA according to budget availability. Although, with competitors already present, the race is postponed or canceled due to adverse weather conditions, the provision of contributions provided will be regulated by the Aero Club d'Italia.

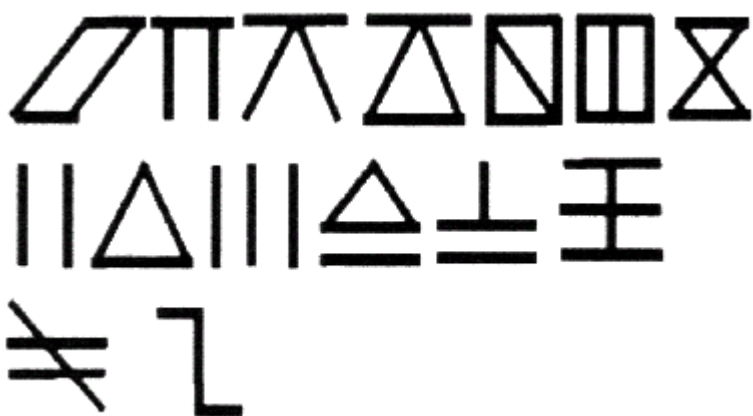
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Appendix 1 : SHAPES AND SIZES OF GROUND CANVAS TARGETS.

CANVAS TARGET INFORMATION

Canvas targets shall be WHITE and made of strips 0,5 meters wide and 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.

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Appendix 2 : COMPETITION RECORD CARD FAC-SIMILE

AEROCLUB _____ COMPETITION RECORD CARD
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PLANE REG. _____ CREW _____

ENROUTE PICTURES			
	PREVIOUS CP DISTANCE (NM)	CP N°	NOTES (Jury reserved)
A			
B			
C			
D			
E			
F			
G			
H			
L			
M			
N			
P			
R			
S			
T			
U			
CANVAS GROUND TARGETS			
SHAPE	PREVIOUS CP DISTANCE (NM)	CP N°	NOTES (Jury reserved)

Pilot or navigator sign.....

n.b. : record cards without sign and registration and crew fields unfilled will not be evaluated
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Appendix 3 : ENROLLMENT FORM FACSIMILE.

AEROCLUB _____

REGISTRATION FORM

Pilot data:

Last name _____ First Name _____

Date of birth _____ Medical examination expiration _____

Flight License n° _____ Expiration _____

FAI card N° _____ Renewal date _____

Navigator data:

Last Name _____ First Name _____

Date of birth _____ Medical examination expiration _____

Flight License n° _____ Expiration _____

FAI card N° _____ Renewal date _____

Crew nationality _____

Crew contact before the event

E-mail _____ e/o Fax _____

Crew contact during event Mobile number. _____

Airplane data:

Type (1) _____ Registration _____ Builder _____ Model _____

Power HP _____ Cruise spd KTS _____ Requested spd (2) _____

Insurance _____ Expiration _____

Based @ _____

The crew declares to know and accept the NATIONAL SPORT REGULATION – AIR RALLY FLYING SEAPLANES – 2015 Edition and the particular rules of the event

DATE _____

Pilot signature

Navigator signature

(1) Specify if airplane or ultralight

(2) In accordance with the NATIONAL SPORT REGULATION – AIR RALLY FLYING SEAPLANES – 2017 Edition

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APPENDIX 5 : Table of maximum speeds (Seaplanes)



TABLE of MAXIMUM SPEED for SEAPLANES AIR RALLY 2017 EDITION

APPENDIX 5 : Table of maximum speeds (Seaplanes)

TABLE of MAXIMUM SPEED

TYPE	MODEL	H.P.	Spd. Km/h	Spd. KTS
AEROFAB	LA250	270	270	146
CESSNA	C 206	300	260	140
CESSNA	R 172 K	195	222	120
CESSNA	C 172	160	197	106
CESSNA	C 305 C	213	185	100
MAULE	M7	235	197	106
PIPER	PA 18 S	180	210	113

APPENDIX 6 : Particular regulation sample

1. The Aeroclub _____ organizes for the day's _____ race Rally and / or speed, competition _____ the reserve and powered aircraft as Regulation national sports AeCI.
2. The sporting regulations of reference is the National Sporting Regulations Rally Air / Speed Edition 2017 SEAPLANES.
3. During all phases of the race pilots will be responsible for security operations flight in compliance with VFR rules, especially pilots are invited to respect minimum flight altitudes of 500 ft from ground or 1000ft over populated areas.
4. For serious violations to the discipline of flights and safety standards, a disqualification adopted measure from the race/s will be taken.
- 5 Each trial flight must be authorized and any aerobatic maneuver over the field are prohibited.
- 6 These provisions have force of regulation.
- 7 The preferential runway for takeoffs will be _____.
- 8 The airspace affected by the race/s is _____ and the competent FIS center will be _____ on the frequency _____.
- 9 Alternate Airports recommended, after verification, are _____ and _____

Registration and participation to competition

- 10 Registration will open 30 days prior to the execution of the race; Registration forms, complete in every part, must be received strictly at the Aeroclub at least 10 days prior to the execution of the race.
- 11 In very exceptional cases the sole responsibility of the CSO may be accepted with only 5 days in advance but with doubled fees.
- 12 Competitors must present themselves in the field to complete the registration procedures and the control documents within _____ hours of the day _____ before the race exactly at _____
- 13 Compliance with the program timetable is mandatory. Any changes will be promptly notified by the competition director.
- 14 The awarding ceremony of race/s, will take place during the lunch / dinner / ceremony during the day _____ at _____.
- 15 The cost of the race enrollment will be € _____ for every crew and includes lunch / dinner / ceremony of the day, and transfers to and from the airport
- 16 The Flying Club will make its facilities available to crews within limits allowed by their regulations.
- 17 A convention with the hotel _____ has been agreed at the price of euro _____ single room and eur _____ double room. Anyone interested is asked to book by calling, citing convention "Aerial Rally"
- 18 Race program
Airport / airfield in _____

- arrival: 2017 date _____ from _____ to _____

- term completion for registration : date _____ 2017 _____ hours

Race : date _____ 2017

- Pre-race briefing: time _____
- Early delivery envelopes: time _____
- Early sequences of takeoff: time _____
- Lunch / dinner / ceremony time _____
- Award ceremony : time _____

OFFICIERS :

- Competition director :
- CSO :

CONTACTS

Aeroclub
Street, no. , Cap city
Ph. _____

FAX _____

email _____