FAI Sporting Code

Fédération Aéronautique Internationale

Annex A to Section 3 – Gliding

RULES FOR WORLD AND CONTINENTAL SOARING CHAMPIONSHIPS

CLASS D (gliders)
Including Class DM (motorgliders)

2013 Edition

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PRELIMINARY REMARKS

a) The Local Procedures describe operational procedures relevant to the site and complement these Rules.

b) In this Annex the words "must", "shall", and "may not" indicate mandatory requirements; "should" indicates a recommendation; "may" indicates what is permitted; and “will" indicates what is going to happen.

c) In this document words of masculine gender should be taken as including the feminine gender unless the context indicates otherwise.

d) The numbering format of the Sporting Code General Section has been used in the layout of these Rules.

e) Explanatory text and notes are included as unnumbered paragraphs in *italic Arial 10 font*.

f) In this document, wherever the word pilot, entry, champion or participant is used, it should be taken as crew, team-entry, champions or team, with reference to the 20 metre Multi-seat Class.

g) Geometric terms and standards, as used in these Rules, shall be in accordance with the following table:

Earth Model	The Earth Model to be used for all calculations specified in this Annex shall be a sphere of radius 6371.0 kilometers.
Distance	Unless otherwise specified, the terms "Distance", "Length", "Radius," "Separation," etc. shall be determined along the geodesic.
Direction	All bearings, courses, tracks and headings shall be referenced to True North and shall be specified at the point of origin.
Lines	Unless otherwise specified, the terms "Line", "Straight Line," "Line Segment," "Leg," etc. shall be considered to be geodesics.

Changes from 2012 edition

1.3.1	Note about dual controls added
1.4.1	Paragraph about communications with the Bureau inserted, subsequent paragraphs renumbered
3.4.3a	Number of entries allowed: edited to incorporate 2012 change, omitted from 2012 edition
4.1.1	Rule moved from comment to main text; new comment added
4.1.2 b	Acceptance check details
4.2.1	Reference to World Class removed, subsections renumbered
4.2.1 d	Wing loading limit deleted, word “disposable” added
4.2.1 f	Wing loading limit added
4.2.2	Rule moved from comment to main text
5.4	Comment about FR calibration interval deleted
8.1.1	Awarding of Team Cup no longer optional. Comment deleted.
8.2.1	“Valid day” wording clarified
8.5	Team Cup rules rewritten, awards in 10.2.3
8.7	13.5 m Class replaces World Class in overspan penalty and comment
9.1, 9.2	Complaint/Protest procedures clarified
App.	PW5 Configuration, SC3A Process moved to separate documents
App. 3	List of Safety features added, appendices renumbered

PART 1 GENERAL

1.1 OBJECTIVES OF THE CHAMPIONSHIPS The objectives are to:

a. Select the champion in each competition class on the basis of the pilot's performance in the tasks set;

b. Foster friendship, co-operation and exchange of information among soaring pilots of all nations;

c. Promote worldwide expansion of the public image of soaring;

d. Encourage technical and operational development of the sport*;*

e. Encourage the development of safe operational procedures, good sportsmanship, and fairness in the sport of soaring.

The Organizers may state any additional objectives in their Local Procedures.

1.2 GENERAL REQUIREMENTS

1.2.1 The Championships shall be controlled in accordance with the FAI Sporting Code, General Section and Section 3 (Gliders & Motor Gliders), and specifically with Chapter 7 of Section 3 and with this document, which is approved by the IGC Plenary and which constitutes Annex A to Section 3. Any competitor or Team Captain violating or tolerating the violation of these rules shall be suspended or disqualified from the Championships.

1.2.2 The winner is the pilot having the highest total score, obtained by adding the pilot's points for each championship day. In case of a tie, see paragraph 10.2.2. The winner will be awarded the title of World Champion, or, as appropiate, European, South American or other Continental Champion, provided that there have been at least four championship days (see 8.2.1) in that class.

Final places, for all tied results, should also be determined by the procedure stated in 10.2.2.

1.2.3 The total period of the event shall not exceed 16 days including two days on which the Opening and the Closing Ceremonies are held. At least one non-flying rest day shall be given during the period. An official practice period of three days immediately preceding the opening of the Championships shall be made available to all competitors. Major international soaring Events on the FAI Sporting Calendar should be separated by a minimum period of 4 days.

The Organisers may declare further rest days for stated reasons such as pilot fatigue. A rest day is a day declared a rest day in advance by the organizers or a day declared a rest day at first briefing.

1.2.4 The official language of the Championships shall be the English language; this shall include all regulations and information circulated to the competitors, any public announcements during the event, and briefings.

1.3 CHAMPIONSHIP CLASSES

1.3.1 The Championships shall consist of the one or more classes as described in the main body of Section 3 of the Sporting Code, Chapter 6, and as listed in the Local Procedures.

There is no requirement for multi-seat gliders to be equipped with dual controls.

1.3.2 If any one class does not have at least ten participants from at least five (four for Continental Championships) NACs on the first Championship day, the contest shall take place but no Champion will be declared. If classes need to be handicapped in a Continental Championship the DAeC handicap list should be used.

1.3.3 Motorised sailplanes shall be permitted to participate in their appropriate classes, provided they have fully functioning MoP recorders.

1.4 RESPONSIBILITIES OF THE ORGANISERS

1.4.1 **General** Before the final bid deadline, the Organisers shall cooperate with the IGC Bureau in reaching agreements regarding any special circumstances pertaining to the championships.

These may include: the number of entries allowed, the Handicap List, requirements for sailplanes and equipment, and special procedures.

1.4.2 **Safety** The Organisers shall pay due regard to safety and fairness in all aspects of the championships.

1.4.2.1 The Organisers shall, in cooperation with the Chief Steward, form a Safety Committee consisting of at least one of the event Stewards and one pilot from each competing class. The representative pilots shall be selected by vote of the other pilots in the class.

The role of the safety committee is to receive and investigate complaints regarding poor airmanship. The Committee has no powers of discipline but may censure a pilot and is required to advise the Organisers if a pilot repeatedly offends against sound airmanship.

The Organisers may issue additional rules regarding safety in the Local Procedures.

1.4.3 **Facilities** The Organisers shall provide:

a. All facilities necessary for the satisfactory operation of the Championships.

b. The travel and living expenses for Stewards and Jury Members, other than the Chief Steward and Jury President.

Other arrangements may be agreed upon with the individual Officials. The travel and living expenses for the Chief Steward and Jury President are the responsibility of IGC.

1.4.4 **Fees** The Organisers must pay sanction fees to FAI as decided by IGC.

1.4.5 **Documentation** The Organisers shall provide references to current versions of all documents described in this section and shall provide hardcopies of these documents to the Team Captains upon request. All of the documents in this section shall be published with these names and shall include the effective dates and times. After the Opening Ceremony, changes to these documents require formal notice to be given to the Team Captains. Only one format of each file will be official. In addition, a large scale map section showing each of the Start, Turn, and Finish Points shall be supplied to each competitor and Team Captain.

1.4.5.1 Local Procedures

The original publication of the Local Procedures shall be no later than 90 days

before the first scheduled day of competition.

1.4.5.2 Control Points

The Control Points are the Start Points, Finish Points and Turn Points that may be used during the Championships. The official format of the Control Point file shall be specified in the Local Procedures. The original publication of the Official Control Points file shall be no later than 30 days before the first scheduled day of competition.

Organisers are encouraged to make a clear distinction between Start, Turn, and Finish Points in the names or numbers of the Control Points. A single point may be used for more than one purpose, but this should also be made evident. Changes to the Control Point file after the Opening Ceremony should be allowed only in exceptional circumstances, and only with the consultation of the Chief Steward.

1.4.5.3 Forbidden Airspace

The Forbidden Airspace file shall be published in the "Open Air" format. It shall include all airspace that may result in a penalty if entered. Particular regions of forbidden airspace may be activated or deactivated at Briefing, but addition or permanent deletion of forbidden airspace requires a new publication of the Official Forbidden Airspace file. The original publication of the Official Forbidden Airspace file shall be no later than 30 days before the first scheduled day of competition.

Absolute altitude limits and Start altitude limits (if used) are specified in the Local Procedures and are not included in the Forbidden Airspace file. Changes to the Forbidden Airspace file after the Opening Ceremony should be allowed only in exceptional circumstances, and only with the consultation of the Chief Steward.

1.4.5.4 Task Sheet

The Task Sheets will be distributed at Briefing. The Task Sheet must include:

a) The date and Competition Day number
b) The Class (in Multiclass Championships)
c) The Task specification (see 6.2)
d) Operational Procedures in use
e) Any changes to forbidden airspace or altitude limits
f) Grid Time
g) Anticipated time of first launch
h) End of legal daylight
i) Any other information relevant to the day's flying.

Organisers are strongly encouraged to provide a graphical depiction of the task and nearby forbidden airspace, and relevant distances and bearings. However, these depictions and parameters are not to be taken as official for scoring purposes. A change of task at Grid Briefing (see 5.2c) should include the distribution of new task sheets.

1.4.5.5 Results

a) Any scores published before all Flight Logs have been analysed shall be labeled "Preliminary Results."

b) After all the Flight Logs have been analysed, the scores shall be published as "Unofficial Results." Unofficial Results are subject to review by the competitors and Team Captains.

c) After the expiry of the protest time and after all complaints and protests have been dealt with the scores shall be published as “Final Results”.

PART 2 CHAMPIONSHIP OFFICIALS

2.1 THE CHAMPIONSHIPS DIRECTOR

2.1.1 The Championship Director shall be in overall operational charge of the Championships and be approved by the IGC. He shall have a Deputy Director and Technical Officials to assist him. The Championship Director is responsible for good management and the smooth and safe running of the Championships.

a. He shall make operational decisions in accordance with the rules of the Sporting Code and of the Championships. The decisions shall be published without delay in writing on the Official Information Board in the Briefing Hangar.

b. He may penalise or disqualify a competitor for misconduct or infringement of the rules.

c. He shall give evidence to the International Jury if requested.

d. He shall publish the officially accepted entry list, issue daily results with the minimum of delay, and report the full results to his NAC and to FAI.

2.1.2 The Director or his named deputy shall be available at the contest site at all times while Championships flying is in progress.

2.2 STEWARDS AND JURY MEMBERS Stewards and Jury Members may not be competitors, nor hold any operational position in the organisation.

The Stewards and Jury Members must understand and speak English and possess a thorough knowledge of: the FAI Sporting Code, General Section, Section 3 including Annex A, the FAI International Jury Members Handbook, and the Local Procedures for the Championships.

2.2.1 **Stewards** The IGC Bureau shall nominate a Chief Steward, at least one year prior to the event, plus at least one other Steward, of nationalities different to that of the Organisers, except that in the event of a last minute failure to attend, a replacement Steward of any nationality and acceptable to the other Stewards may be invited.

a. The nominations shall be approved by IGC.

b. One Steward shall be present at the contest site throughout all major operational activities including during the official practice period.

The primary responsibility of the Chief Steward is to ensure the timely completion of all organisational aspects of the competition.

The role of the Stewards is to provide advice and/or support to the Director, the International Jury, the Team Captains and the competitors. Stewards must have extensive experience of soaring competitions and conduct themselves in accordance with the guidance provided in the IGC Steward Handbook.

2.2.2 **International Jury**

a. A nominated Jury shall consist of the President of the Jury plus two Members. The President shall be appointed by the IGC. Both Members shall normally be appointed by the IGC, except that, in exceptional circumstances, the President may be empowered to appoint one Member, in consultation with the President of the IGC, from amongst persons present at an event. One or both members may be absent from the event provided:

(i) They are available as required by the Jury President to hear a protest, and

(ii) They are available on the final day of competition to hear any protests arising from the last day of competition, and to take part in the final Jury Meeting to confirm the results.

b. In addition to being the Chairman at Jury meetings, the President has the right to require the Organisers to abide by the FAI Sporting Code and the published Local Procedures for the Championships. If the Organisers fail to do so the President of the Jury has the power to stop the Championships until a Jury meeting has considered the situation.

c. The Jury has the right to terminate the Championships if the Organisers fail to abide by the FAI Sporting Code and the published Local Procedures. They may recommend to the FAI Secretary General that all entry fees be returned.

d. **Meetings of the International Jury**

(i) Attendance at Jury meetings is compulsory for Jury members, except for special reasons such as illness or emergencies. In such cases the Jury President may accept an eligible replacement nominated by the Jury member concerned.

(ii) Jury meetings are to be conducted in accordance with the FAI International Jury Members Handbook.

(iii) Decisions by the Jury shall be reached by simple majority. The President of the Jury shall report the details of any protest to FAI.

e. **Dissolution of the International Jury** The Jury shall only cease its functions after it has given its decision on all protests that have been correctly made. If no protests are outstanding it shall not cease its functions until the time limit set for the receipt of protests following the last task. The last action of the Jury is to approve the competition results of the Championships and declare the Championships valid, providing they have been conducted in accordance with the rules and the decisions of the Jury.

The International Jury deals with protests made by competitors. The Jury Members must strive to be neutral and independent of the Championships Director's decisions but be prepared to give advice and answer queries regarding interpretation of the rules and the general running of the event if raised by officials of the event.

PART 3 NATIONAL TEAMS

3.1 SELECTION OF TEAMS Each NAC shall select its own Team Captain, competitors, and assistants. The NACs shall certify to the Organisers (normally in the entry form) that the team members qualify under these rules.

3.1.1 The Team Captain, competitors and crew members, by virtue of entering, agree to be bound by these Rules and the Local Procedures issued for the Championship, by any rulings and requirements stated by the Organizers at any briefings, and the airspace regulations in force during the Championships. They are also deemed to accept, without reservation, any consequences resulting from the event (for instance see 3.6 on insurance).

3.2 QUALIFICATIONS A competitor must be a citizen or resident of the country of the entering NAC and satisfy the conditions of the FAI Sporting Code, General Section 3.7 on citizenship and representation, and must;

a. Hold a gold badge, or, hold a silver badge and have competed in at least two National Championships;

b. Have flown at least 250 hours as a pilot in command, of which at least 100 hours must be in sailplanes;

c. Hold a currently valid FAI Sporting Licence.

d. Hold a Pilot Licence or equivalent document issued or endorsed by the authorities of the country in which the sailplane is registered, or of the country where the Championships take place;

e. Know, understand, and abide by the FAI Sporting Code, General Section, Section 3 including Annex A and the Local Procedures issued for the event.

A Team Captain:

- *Should be of the nationality of his NAC but a substitute of another nationality, holding written authority from the NAC concerned, may be accepted at the discretion of the Organisers.*
- *May be a competitor or crew member but preferably be additional to them. A crew member may be of any nationality.*

3.3 TEAM CAPTAIN'S RESPONSIBILITIES The Team Captain represents his NAC and is the liaison between the Organisers and his team members. A Team Captain not fulfilling his responsibilities, as detailed in this Section, may be suspended or disqualified in accordance with paragraph 1.2.1. The Team Captain:

a. Should endeavor to ensure the proper conduct of his team members and that the pilots do not fly if ill or under the influence of alcohol or drugs, or suffering from any disability that might endanger the pilot or others.

b. Is responsible for compliance by his team members with the terms of the Certificate of Airworthiness or Permit to Fly of the competing sailplanes and, where appropriate, with the laws of his own and those of the Organisers' country.

c. Is responsible for ensuring that all members of his team receive and understand all information given at any Championships briefing.

3.4 ENTRY

3.4.1 **Application for Entry** Application for entry shall be accepted only on the official entry form, and accompanied by the entry fee in full. Incomplete entry forms or those containing inaccurate information will not be accepted.

After four months before the opening day applications may be accepted, only if there are vacancies, at the discretion of the Organisers. Exceptions may be made for applications from the opposite hemisphere.

3.4.2 **Entry Fee** The entry fee shall cover all operational costs during the Championships, except that aero tows may be paid as used, at the discretion of the Organisers.

a. Entry fees shall be returned:

(i) In full, if the Championships do not take place,

(ii) Unused fees shall be paid back if the Championships are stopped or cancelled for reason of force majeure,

b. A competitor who withdraws shall have no right to the return of any fees.

3.4.3 **Pilots**

a. Each NAC may enter the number of pilots approved by the IGC and specified in the Local Procedures. The limit is two entries per class, or 3 entries per class in Junior and Women Championships. In the 20 metre Multi-seat Class, only one entry (one crew) is allowed per NAC. A pilot withdrawing after the final entry deadline may be replaced by another pilot from the same country provided he/she is eligible according to the allocation procedure.

An entry shall be taken as a single pilot in a single seat glider, a single pilot in an Open Class glider, or the entire cockpit crew of a 20 metre Multi-seat glider. For Continental Championships with a limited number of nations participating, the IGC Bureau may approve a higher number of entries per class.

b. The safe number of entries per class depends on the local conditions and operating procedures. Therefore the entry numbers per class for each specific contest will be decided by the IGC Bureau on the basis of evidence provided by the Organisers, subject to the proviso that the maximum number of entries per class shall be 50 plus the reigning Champions in the appropiate class.

c. The current Champions of the FAI multiclass WGCs, the Current Champions of the FAI Women WGC and the current Champions of the FAI Junior WGC may compete as additional members of their team in their relevant classes, even in excess of the 50 per class limit.

d. Two-seater sailplanes may compete in the Open class either flown solo or dual. The crew member is considered to be variable ballast and can be changed on a daily basis. Only the nominated pilot in command shall be listed in the results.

e. In the 20 metre Multi-seat Class the sailplanes must be flown dual. The two pilots on board constitute a crew that can not be changed, each pilot may occupy either seat on a given competition day. Both pilots on board the two-

seater shall be listed in the results and both must fulfill the requirements for competitors in accordance with the FAI Sporting Code, General Section.

f. If the total number of entries or the number of entries per class exceeds the maximum numbers set for the event the number of entries will be reduced in accordance with the IGC Country Ranking List. A detailed procedure is found in Appendix 2.

3.4.4 **Rejection of Entries** The organising NAC may not reject any entry to a Championship made in good faith and complying with the terms of entry.

3.5 REGISTRATION

3.5.1 On arrival at the contest site, each Team Captain and his competitors shall report to the Organisers' Registration Office to have their documents checked and to receive any supplementary information.

3.5.2 After the close of registration, no change of sailplanes or pilots shall be permitted. Pilots whose documents have not been checked and found to meet all requirements shall not be permitted to fly until the requirements are met.

3.5.3 The Organisers, if appropriate, shall require the following documents and translations:

a. Documentary proof of insurance, or medical insurance cards.

b. For the pilot:

(i) Proof of nationality or certificate of residence (FAI General Section 3.7);

(ii) Valid Pilot Licence or equivalent document and proof of qualification regarding hours and badges; and

(iii) FAI Sporting Licence valid for the year of the event.

(iv) A Therapeutic Use Exemption (TUE)

If, due to health problems, you are taking any medicines that are on WADA's prohibited list you should obtain a Therapeutic Use Exemption(TUE). You should contact your NAC to get information on how to obtain a National TUE. A national TUE is automatically recognized by FAI. Put the TUE in a sealed envelope and hand it to the Event staff upon arrival. This is extremely important in case of doping testing

c. For the sailplane:

(i) Valid Certificate of Airworthiness or Permit to Fly; and

(ii) Third party insurance certificate for the sailplane.

3.5.4 The Organisers shall state in the Local Procedures:

a. If additional documents are required, and

b. Which documents shall be carried on board the sailplane.

3.6 INSURANCE

3.6.1 Third party insurance, as specified in the Local Procedures, is the responsibility of the entering NAC.

3.6.2 Personal medical insurance is required for all team members, covering accidents and sickness, including any local hospital costs and the costs of transport back to the team member's home country.

PART 4 TECHNICAL REQUIREMENTS

4.1 SAILPLANES AND EQUIPMENT

4.1.1 The competitors shall provide sailplanes, trailers, retrieve cars, and other equipment, including GNSS Flight Recorders, radios, oxygen systems, parachutes, and survival equipment of a performance and standard suitable for the event.

a. The airworthiness, safety and safe operation of competing sailplanes and any associated equipment and vehicles, as appropriate, shall be the responsibility of the competitors at all times.

b. Each occupant of a competing sailplane shall use seat belt and shoulder harness and wear a serviceable parachute on each competition flight .

c. The Organisers may provide flight tracking devices and will state in their Local Procedures if they will require competing sailplanes to carry them.

d. The Organisers may specify in the Local Procedures additional mandatory equipment if approved by the IGC Bureau.

In the 20 metre Multi-seat Class only, and in gliders certified to be operated with modified control systems, entries that include a pilot with a physical disability may be eligible for a scoring bonus. Inquiries regarding eligibility for this bonus should be directed to the IGC Bureau before the deadline for entries.

4.1.2 Each competing sailplane shall be flown within the limitations of its Certificate of Airworthiness or Permit to Fly and:

a. Must have been issued a valid Certificate of Airworthiness or Permit to Fly not excluding competitions.

b. Shall be made available to the Organisers at least 72 hours before the briefing on the first championship day for an acceptance check in the configuration in which it will be flown.

The acceptance check will include:

i. verification of the installation of an industry-standard collision avoidance transceiver, if its use in the contest area is authorised by governing law;

ii. a demonstration by the pilot of a simulated emergency cockpit evacuation; and

iii. verification of the incorporation of at least two of the safety features listed in Appendix 3.

The configuration shall be kept unchanged during the whole competition. Exception: In the Open Class only, it is allowed to change complete wing panels and/or winglets. No instruments permitting pilots to fly without visual reference to the ground may be used during the contest. If carried on board they must be reported to the Organisers during the acceptance check and rendered inoperative. The Organisers may specify instruments and procedures covered by this rule in their Local Procedures.

All discrepancies found during the inspection must be corrected not later than 20:00 on the day before the first scheduled competition day. By that time Flight Logs (see 5.4) from all FRs in use must also have been delivered to the Competition Office. Noncompliance will result in denied competition launches.

Configuration refers to the shape, and dimensions of the primary structure of the sailplane and includes movable control surfaces, landing gear, winglets, and wing tip extensions. The configuration is considered to be changed if the shape, or dimensions of the primary structure are altered, or, for a motorglider, if either the engine installation or the propeller is modified. "Instruments" includes any portable devices that use a gyro or inertial platform or high precision GNSS positioning and/ or attitude sensing technology.

4.1.3 Damage to a sailplane must be reported to the Organisers without delay. A damaged sailplane may be repaired. The following items may be replaced instead of being repaired: control surfaces; the complete horizontal stabiliser; airbrakes or flap surfaces; canopy; undercarriage gear and doors; propellers; non-structural fairings; and, wing tips and winglets but not the entire outer wing panels.

If the damage was no fault of the pilot, the whole sailplane or any part of it may be replaced with the consent of the director of the Championships. Landing damage is normally assumed to be the fault of the pilot.

4.1.4 A competitor involved in a collision in the air shall not continue the flight but land as soon as practicable. Both pilots will be scored as having landed at the position at which the collision occurred.

4.1.5 During the Championships, on days when tasks are set, sailplanes entered in the event may only be flown on Championship tasks, except that the Organisers, at their discretion, may permit a sailplane to be test flown.

4.1.6 The Organisers have the right to inspect a competing sailplane at any time during the Championship up to the Prize Giving.

4.2 MAXIMUM TAKE OFF MASS

4.2.1 The following Maximum Take Off Mass (MTOM) and wing loading limits shall be enforced:

a. Open Class – 850 kg.

(i) Changes to the wing panels and winglets shall be permitted during a Championship.

(ii) The mass limit and configuration changes shall remain in force until 30 September 2017.

b. 18 M Class – 600 kg.

c. 15 M and Standard Classes – 525 kg.

d. Club Class – No disposable ballast permitted and MTOM limited to the Maximum certified Take Off Mass without waterballast according to Type Certificate Data Sheet (TCDS).

e. 20 metre Multi-seat Class – 750 kg.

f. 13.5 metre Class – 35 kg/m^2

g. Organisers may impose additional restrictions to the above maximum take-off masses to take into account any operational factors such as obstacles, airfield limits, runway and tow plane limitations, and prevailing weather.

MTOM according to TCDS for any specific glider must not be exceeded under any circumstances.

4.2.2 Checking take off mass shall normally be completed before the sailplanes reach the grid. Adding mass, or changing configuration/crew member (Open Class), beyond the weighing point is prohibited.

The Local Procedures shall give details of the procedures for checking the mass for all Classes.

4.3 CONTEST NUMBERS

4.3.1 The contest numbers, as validated by the Organisers, shall be displayed:

a. On the underside of the right wing, approximately 2.5 m from the centreline of the sailplane with the top of the figures or letters towards the wing leading edge. The height of the letters or figures should be not less than approximately 80% of the wing chord.

b. On both sides of the tail fin and/or rudder. These must be at least 30 cm high.

c. On the glider trailer and crew car.

4.3.2 Contest numbers shall consist of not more than three letters or figures or a combination of letters and figures in a plain block style with a single colour that contrasts strongly with the sailplane's background colour.

4.3.3 The Organisers may require competitors to modify contest numbers that they deem to be similar, confusing or not complying with this paragraph 4.3. Competitors not complying with the Organiser's requirements shall be denied competition launches.

Contest numbers on the sailplane and vehicles not only assist the Organisers and other competitors to identify the sailplane, but also enable the public and the media to identify the sailplane, the pilot, the crew and the country.

PART 5 GENERAL FLYING PROCEDURES

5.1 GENERAL Cloud flying and unauthorized aerobatics are prohibited. Any maneuvers hazardous to others in the air or on the ground shall be avoided and will be penalized and competitors shall avoid dropping water ballast in any manner likely to affect other competing sailplanes.

5.2 BRIEFING A briefing shall be held each morning, during the training and championship flying periods, at which full meteorological and operational information appropriate to the task of the day shall be given. This shall include units of measurement and times as appropriate if not already stated in the Local Procedures.

a. All pilots shall attend briefing except that a competitor who is unable to attend, for reasons outside his control, shall be represented by his Team Captain.

b. Flight and safety requirements given at briefing shall carry the status of Local Procedures.

c. The time between the end of briefing and first launch must not be less than 30 minutes. For grid briefings involving task setting the corresponding minimum time between briefing and first launch is 15 minutes.

All flight and safety requirements shall be provided in writing for the Team Captains.

5.3 EXTERNAL AID TO COMPETITORS The following limitations are imposed so that the competition shall, as far as possible, be directly between the individual competitors, neither controlled nor helped by external aid.

5.3.1 **Radio Transmitters and Transceivers** Communications radios are for voice transmissions between team members and between them and the Organisers only.

a. They may not be used to contact Air Traffic Services other than for obtaining permission from an airfield to land on it, unless the Organisers add specific requirements in the Local Procedures.

b. Voice transmissions may only be made on frequencies prescribed by the Organisers.

c. The Local Procedures shall designate common radio frequencies that shall always be used by competitors for flight safety.

A single frequency should be designated for the launch, start, finish, and landing. One frequency should be designated for each Class flying within a common task area. To improve safety, competitors should maintain a listening watch on the designated frequencies, especially during the launch, prior to starting, while finishing and landing, and when thermalling with other sailplanes.

5.3.2 **Other Types of Aid** Leading, guiding, or help in finding lift by any non-competing aircraft is prohibited. Competing sailplanes abandoning their task or still airborne after cancellation of their task must land or return to the competition site and land without delay and may not lead, guide or help in any way competitors in other classes still flying their assigned task.

5.4 CONTROL PROCEDURES Flights shall be controlled by GNSS Flight Recorders (FR).

a. All FRs approved by the IGC up to two months prior to the Opening Day shall be accepted. A valid calibration certificate must be provided for each FR.

b. Two FRs may be used. One being designated to the Organisers as the primary recorder and the other one as a back-up.

c. FR recording intervals shall be set to 10 sec or less. Non-compliance may be penalized.

d. FRs shall be switched on for at least two minutes before first take off to establish an altitude baseline. All motor gliders being launched by aerotow must carry out the following procedure during the official practice period or on the first competition day: After release the engine must be started within 5 minutes and run for a maximum of two minutes to provide a positive MoP record on the Flight Log. This procedure may be used on any day to test the engine but needs to be carried out only once, provided that:

   1) Flight Logs from FRs submitted show a positive record of the engine run.

   2) Flight Logs on each subsequent competition day also show evidence that detection of MoP is enabled.

   The FRs must remain switched on following an engine run on the ground.

The submitted Flight Log(s) must cover all flights made during the day.

e. If both recorders fail and the Flight Record is interrupted for a period longer than one minute, then the glider shall be considered as having outlanded unless satisfactory evidence can be provided that the glider did not, during the interruption of the Flight Record, violate airspace or, in the case of a motor glider, use the MoP.

f. Competitors must submit a Flight Log for evaluation on each Championship Day on which a launch was made, regardless of the outcome of the flight(s). Where possible the Flight Logs submitted must include Pilot ID and Contest Number in the IGC file.

g. The Organisers will accept a Flight Log from the backup FR in the event that the primary FR fails to provide satisfactory evidence of correctly fulfilling the task as claimed by the pilot. Additionally, the Championship Director may require submission of Flight Logs from all FRs carried, regardless of equipment failures.

h. The Organisers shall be informed of any change of equipment including the designation of the primary FR. Non-compliance may be penalized.

5.4.1 Penalties may be imposed by the Organisers for unauthorized interference with the GNSS equipment, data or internal program, or Tracking equipment.

PART 6 TASKS

6.1 TASK TYPES The following task types are available for use during the Championships. A single task type should not be used for more than 67% of the Championship Days in each class.

- **Racing Task**
- **Assigned Area Task**

6.2 TASK DEFINITIONS

6.2.1 **Racing Task (RT)** Speed over a course of two or more designated Turn Points, with a finish at the contest site. The task is specified by the designation of the Start, the Turn Points (in order), and the Finish.

Finishers receive "distance points" (the same number of distance points for each finisher) and "speed points".

Non-finishers receive "distance points" only (the distance points are calculated relative to the maximum distance flown).

6.2.2 **Assigned Area Task (AAT)** Speed over a course through two or more designated Assigned Areas, with a finish at the contest site. The task is specified by the designation of the Start, the Assigned Areas (in order), the Finish, and the Minimum Task Time.

Finishers receive "distance points" (the same number of distance points for each finisher) and "speed points". Speeds are calculated based on each finisher´s elapsed time or the Minimum Task Time, whichever is greater.

Non-finishers receive "distance points" only (the "distance points are calculated relative to the maximum distance flown).

6.3 EXPLANATIONS OF TASKS

6.3.1 **Racing Task**

a. The Organisers shall set a Start, two or more Turn Points (7.5.1) to be achieved in order, and a Finish.

b. The task is completed when the competitor makes a valid Start, achieves each Turn Point in the designated sequence, and makes a valid Finish. A Turn Point is achieved by entering that Turn Point´s Observation Zone.

c. The Task Distance is the distance from the Start Point to the Finish Point via all assigned Turn Points, less the radius of the Start Ring (if used) and less the radius of the Finish Ring (if used).

d. The score given to each competitor (in accordance with Part 8) shall take into account the Marking Distance and the Marking Time defined as follows:

(i) For a completed task, the Marking Distance is the Task Distance.

(ii) If the competitor has outlanded on the last leg, the Marking Distance is the distance from the Start Point, less the radius of the Start Ring (if used), through each Turn Point to the Finish point, less the distance from

the Outlanding Position to the Finish Point. If the achieved distance on the last leg is less than zero, it shall be taken as zero.

(iii) If the competitor has outlanded on any other leg, the Marking Distance is the distance from the Start Point, less the radius of the Start Ring (if used), through each Turn Point achieved plus the distance achieved on the uncompleted leg. The achieved distance of the uncompleted leg is the length of that leg less the distance between the Outlanding Position and the next Turn Point. If the achieved distance of the uncompleted leg is less than zero, it shall be taken as zero.

(iv) For finishers, the Marking Time is the time elapsed between the last recorded valid Start Time and the Finish Time. For non-finishers the Marking Time is undefined.

(v) For finishers, the Marking Speed is the Marking Distance divided by the Marking Time. For non-finishers the Marking Speed is zero.

6.3.2 **Assigned Area Task**

a. The Organisers shall designate a Start, two or more Assigned Areas (7.5.2) to be achieved in order, a Finish and a Minimum Task Time.

The following distances should be included in the task information for pilots:
- *The nominal Task Distance, assessed via the center of each Assigned Area, and*
- *The minimum and maximum Task Distance achievable via the Assigned Areas.*

The Assigned Areas should be large enough to allow the pilots to adjust the length of their flight in order to avoid finishing before the Minimum Task Time if their speed is higher than expected.

b. The task is completed when the Competitor makes a valid Start, passes through each Assigned Area, in the sequence designated by the Organisers, and makes a valid Finish.

c. Credited Fix For each Assigned Area, a single fix will be determined which will be taken as the end of the previous leg and the beginning of the next leg. The scorer will choose the set of Credited Fixes that results in the maximum possible credited distance.

d. The score given to each competitor (in accordance with Part 8) shall take into account the Marking Distance and the Marking Time defined as follows:

(i) For a completed task, the Marking Distance is the distance from the Start Point to the Finish Point via all Credited Fixes, less the radius of the Start Ring (if used) and less the radius of the Finish Ring (if used).

(ii) If the competitor has outlanded on the last leg, the Marking Distance is the distance from the Start Point, less the radius of the Start Ring (if used), through each Credited Fix, to the Finish Point, less the distance from the Outlanding Position to the Finish Point. If the achieved distance on the last leg is less than zero, it shall be taken as zero.

(iii) If the competitor has outlanded on any other leg, the Marking Distance is the distance from the Start Point, less the radius of the Start Ring (if used), through each Credited Fix, to the point of the next Assigned Area which is nearest to the Outlanding Position, less the distance from the

Outlanding Position to this nearest point. If the achieved distance of the uncompleted leg is less than zero, it shall be taken as zero.

(iv) For finishers, the Marking Time is either the time elapsed between the last recorded valid Start Time and the Finish Time, or The Minimum Task time, whichever is greater. For non-finishers the Marking Time is undefined.

(v) For finishers the Marking Speed is equal to the Marking Distance divided by the Marking Time. For non-finishers the Marking Speed is zero.

PART 7 COMPETITION PROCEDURES

7.1 THE LAUNCH GRID The classes shall be launched separately. The complete grid order shall be drawn by lot before the first flying day.

a. The grid order of each class shall rotate after each Championship Day for that class, as follows:

i. a group of approximately 2/7 of the sailplanes shall be moved from back to front or:

ii. one or more rows of sailplanes shall be moved from back to front with the goal of moving approximately 2/7 of the total. Individual position in each row is irrelevant.

b. The grid order shall be published in the early morning. Sailplanes must be on the grid at the time specified by the Organisers.

c. "Grid Time" is the time at which all sailplanes in all classes must be in their proper positions for launching. The Organisers shall specify the Grid Time at Briefing and publish it on the task sheets.

d. Only the sailplanes on the grid at Grid Time shall be considered in any changes to the opening or closing times of the start gate.

e. The Organisers shall state in the Local Procedures whether water ballast may be discharged after mandatory weight checks, and any required control of the discharge.

7.2 LAUNCHING

7.2.1 **Definitions**

a. The Contest Site Boundary defines the geographical area, or areas, near the departure airfield within which a competitor may land—and be entitled to another launch.

b. The Release Area is defined as a geographical area within which the glider must be released from the tow plane or the MoP must be shut down for a motor glider.

7.2.2 **Contest Site Boundaries** Contest site boundaries shall be designated by the Organisers and described in the Local Procedures.

a. The Organisers shall designate a re-landing area which shall be shown at briefing.

b. A competitor landing outside the contest site boundaries after a regular launch shall not have any further competition launch on that day.

7.2.3 **Launching Period** The launching period shall be announced at briefing and given on the task sheet. The end of the launching period shall be before finishers are expected. If the Organisers delay the start of launching, other relevant times shall be delayed accordingly or the day cancelled.

The launch should be organised so that the time to launch the class is as short as possible. Competitors should not be refused a launch if they are ready to launch prior to the end of the launch period.

7.2.4 **Suspending Launching**

Once launching has started, the Organisers may suspend towing for reasons of safety or fairness. If the suspension is sufficiently long to give an unfair advantage to those already airborne, the Championship Director shall either order the landing and regridding of the airborne competitors or cancel the task.

7.2.5 **Delaying or Canceling the Task**

The Organisers may delay or cancel the opening of the start gate if they consider that the conditions are not suitable for the task to be flown safely or fairly.

7.3 LAUNCHING PROCEDURES

7.3.1 **Number of Launches** Each sailplane is permitted a maximum of three launches per day.

a. If, before the first launch in the class, a sailplane cannot be launched due to a fault by the Organisers, the launch in that class shall not be started.

b. If a pilot postpones his first launch on his own initiative, or he is not ready when his turn comes up, he shall lose that launch (i.e. it will count as one of the three launches allowed).

c. A competitor requiring a second or third launch shall be launched as soon as possible after a launch has been offered to the last sailplane in the class that is currently being launched.

d. A failed take-off or a failure of the towplane resulting in jettisoning or premature release of a sailplane shall count as an official launch if the pilot elects to stay airborne. It shall not count as an official launch if the pilot lands immediately, even if outside the contest site boundaries, and reports to the launch point without delay.

7.3.2 **Motor Gliders** Motor gliders may self launch or launch by aero tow. The Organisers shall describe the launch procedures in the Local Procedures.

a. If they self launch their MoP must be shut down in the designated release area at or below the maximum release altitude. Refer to 5.4d.

b. If they require a second launch for a start, they must land prior to taking the new launch, otherwise they will be scored to the position at which they started their MoP.

c. A procedure that allows a new Start to be made following the use of a MoP without an intervening landing may be used if:

i The procedure is described in the Local Procedures.

ii All gliders in the class are equipped with a MoP at the close of registration for the Championships.

7.3.3 **Release Areas** Release areas and towing patterns shall be described in the Local Procedures. The release areas shall be clearly separated and positioned in a way that makes it possible to establish safe and efficient towing patterns.

The standard release height or altitude shall be given in the Local Procedures and may be modified at Briefing.

a. Each release area should normally be used by one class at a time.

b. Pilots shall not release until after the tow pilot has rocked the wings of the towplane. Pull-ups before releasing are prohibited.

c. The Organisers shall ensure that the release areas and the release altitudes for launching are selected to enable competitors to land safely on the contest site for a relaunch, after allowing adequate time and altitude to search for lift after release.

The Organisers may establish areas around the contest site within which continuous circling is prohibited or is permitted in one direction only. The rules regarding circling in the vicinity of the contest site must be stated in the Local Procedures.

7.4 STARTING

7.4.1 **Definitions**

Start Point - is the midpoint of the Start Line or center of the Start Ring.

Start Time - is the time the competitor crosses the Start Line or leaves the Start Ring, interpolated to the nearest second.

7.4.2 **Start Options** The Organisers shall select which start option will be used during the contest. The Start Option selected for the Championship shall be stated in the Local Procedures. The options are:

a. **Start Line** A straight line, of defined length, perpendicular to the course to the first Turn Point, or the center of first Assigned Area.

b. **Start Ring** A circle, centered on a Start Point, and of sufficient radius to enclose the contest site and all release areas.

7.4.3 **Validity of Starts**

a. A Start is valid if the Flight Log shows that the glider crossed the Start Line in the direction specified on the task sheet or leaves the Start Ring.

b. If there is no proof that the competitor had a valid start after the opening of the start in his class, the start may nevertheless be validated if the Flight Log shows a valid fix within 500 m of the Start Line or the Start Ring after the opening of the start. The start position and the start time will be derived from that fix, but a penalty shall be applied. If no such event is detected the competitor shall be deemed not to have a valid start.

7.4.4 **Starting Procedures** The start shall normally be opened 30 minutes after a launch has been offered to the last sailplane in the class that is currently being launched. This time period may be reduced to 20 minutes if the distance from the center of the release area to the Start Point or Start Ring is less than 15 km.

a. The time of opening of the start shall be announced by radio. The radio procedures for announcing the start shall be detailed in the Local Procedures.

b. A maximum altitude (QNH) may be imposed prior to the opening of the start and shall be announced by the Organisers. The Organisers must describe the altitude procedures before start in the Local Procedures. The altitude(s) shall be specified at the briefing. At the time of opening the start the Organisers may:

(i) Keep the altitude limit unchanged; or,

(ii) Raise the altitude limit to an altitude at least 300 m below the main cloud base; or,

(iii) Delete the altitude limit.

7.4.5 **New Starts** A new valid start invalidates all previous performances of the day. Crossing a start line after passing through the observation zone of a Turn Point or an Assigned Area is not deemed to be a start unless the crossing time correlates with the pilot nominated start time (see 7.4.6)

7.4.6 **Communication of Start Times** Pilots shall communicate their start times to the Organisers within 30 minutes of their last valid start to an accuracy of two minutes and the Organisers shall publish starting times as quickly as possible. Penalties may be given for non-compliance or incorrect notification.

7.5 TURN POINTS AND ASSIGNED AREAS

7.5.1 A Turn Point is a way point between two legs of a flight. The Observation Zone of a Turn Point is the airspace in a vertical cylinder of 500 m radius centered on a Turn Point.

7.5.2 An Assigned Area shall be formed by:

a. A circle of a given radius, centered on a Turn Point, or

b. A geometric figure on the ground bounded by two lines of specified initial bearing from a Turn Point, a maximum distance from that point, and, optionally, a minimum distance from that point.

The Observation Zone of an Assigned Area is the airspace enclosed by the circle or geometric figure and extending vertically without limit.

7.5.3 Consecutive Assigned Areas must be separated by at least 1 km.

Organisers should avoid setting Turn Points or Assigned Areas too close to Start Points or Finish Points.

7.5.4 A competitor is credited with a valid achievement of a Turn Point or Assigned Area if the Flight Log shows a valid fix within the Observation Zone, or if a straight line between two consecutive valid fixes intersects the Observation Zone.

7.5.5 If a competitor fails to enter the Observation Zone, but the Flight Log shows a valid fix within 500 m of the Observation Zone then credit for achieving the Turn Point or Assigned Area will be given, and a penalty will be applied

7.6 OUTLANDING

7.6.1 **Real Outlandings** The position and time of a real outlanding shall be determined from the Flight Log as the fix showing the glider coming to rest, the use of the MoP, or the end of recording due to equipment failure, whichever occurs first.

a. When landing out the competitors shall comply with the instructions given in the Local Procedures. The Organisers shall be informed of an outlanding without delay. Non-compliance shall be penalized.

b. The Organisers shall assist competitors and crews in every possible way to locate outlanded sailplanes.

c. The starting of a motor glider's MoP, except as allowed by 5.4d, or a complete failure of the GNSS flight record (see 5.4e) is regarded as a real outlanding.

7.6.2 **Virtual Outlandings** For incomplete flights, the fix that represents the point of best performance will be taken as the outlanding position and time, regardless of the real landing position..

7.6.3 **Aero Tow Retrieves** The Local Procedures shall state if aero tow retrieves are permitted, and in what way they will be handled.

7.7 FINISHING

7.7.1 **Definitions**

Finish Point - is the midpoint of the Finish Line or center of the Finish Ring.

Finish Time - is the time the sailplane first crosses the Finish Line or enters the Finish Ring, interpolated to the nearest second.

7.7.2 **Finish Options** The Organisers shall select which finish option will be used during the contest. The Finish option selected for the Championship shall be stated in the Local Procedures. The options are:

a. **Finish Ring** A circle of specified radius (minimum 3 km) around the Finish Point encompassing the contest site and the landing circuits. A minimum altitude (QNH) shall be imposed for crossing the ring. Competitors crossing the finish ring below the minimum altitude, shall be penalized.

b. **Finish Line** A straight line, of defined length, at the elevation of the contest site, clearly identifiable on the ground. The finish line shall be so placed that sailplanes can safely land beyond it. A minimum altitude (QNH) should be imposed for crossing the line. Competitors crossing the finish line below the minimum altitude, except straight in landings, shall be penalized.

Option a. Finish Ring is to be regarded as the preferred finish procedure as it allows each pilot to slow down and concentrate on the landing procedures and other sailplanes prior to landing.

Organisers are encouraged to use a Final Turn Point to align the sailplanes with the desired direction of landing. If possible, separate Final Turn Points should be used for each class.

7.7.3 **Validity of Finishes**

a. A Finish is valid if the Flight Log shows that the glider crossed the Finish Line in the direction specified on the task sheet or enters the Finish Ring. After crossing the Finish Line/Finish Ring the glider must land without delay.

b. A sailplane landing within the contest site boundary without crossing the Finish Line shall be deemed to have finished and shall be given as Finish Time the time at which the glider stopped moving plus five minutes.

7.7.4 **Finish Procedures**

a. Competitors shall announce their arrival on the finish line frequency by giving their contest number and the distance to go. The acceptance reply will be the contest number. The Local Procedures shall state the procedure in detail.

b. The finish officials shall repeatedly announce strength and direction of the wind, together with other significant meteorological data at the contest site.

c. The finish line or finish ring shall be closed at the end of legal daylight, or when all competitors are accounted for, or at a set time announced at Briefing. Competitors still on task after close of the finish line or finish ring shall be considered as outlanded at the last valid GNSS fix immediately preceding the closing time.

7.8 LANDING

7.8.1 The Local Procedures shall define the landing procedures, and give the radio frequency for landing, which preferably should be the same as the finish line frequency.

7.8.2 Hazardous maneuvers when approaching and after crossing of the finish line shall be penalized. Having crossed the finish line or finish ring the competitors shall land without delay.

7.8.3 Landing later than the end of legal daylight is not permitted. Non-compliance shall be penalized.

7.9 FLIGHT DOCUMENTATION All flight documentation, including Flight Logs and outlanding certificates shall be handed in after landing within a period which shall be stated in the Local Procedures. The Organisers may also require back-up documentation within a period stated in the Local Procedures. Non-compliance may be penalised.

7.9.1 Downloading of the Flight Logs from the Flight Recorder can be done by the competitor without the supervision of the organizers. These files can be handed in by any data device or transmission method, defined in the Local Procedures. All files are subject to validation. The Organizers may inspect Flight Recorders and Flight Recorder installations at any time, and may require a supervised data transfer from the Flight Recorder before accepting a Flight Log. Competitors shall retain daily Flight Logs in their Flight Recorders until that day's scores are published.

PART 8 SCORING AND PENALTIES

8.1 SCORING SYSTEM The Championships shall be scored according to the **1000-Points Scoring System:** The Score is expressed in points (the maximum available Score for the day is 1000 points). Each class shall be scored separately.

8.1.1 **Team Cup**: This may be used concurrently for a secondary ranking, but not to select the individual Champions.

8.2 COMMON RULES

8.2.1 **Championship Day** In order that a Day may be counted as a valid Championship Day in any class:

a. For each class, a launch opportunity shall have been given to each competitor in time for the competitor to carry out the task of the Day in question, and

b. For each class, more than 25% of the competitors, who have had a competition launch on that Day, shall have flown a Marking Distance of at least 100 km (after any handicapping is applied).

8.2.2 **Daily Scores** Each competitor shall be given a daily Score based on his performance on each Championship Day. The Score given to each competitor shall be rounded to the nearest whole number, the value of 0.5 being rounded up.

8.2.3 **Finisher** A competitor is deemed to be a "finisher" if he crosses the finish line or enters the finish ring after completing the task.

8.2.4 **Handicaps** Handicapping shall be used in the Club Class and may be used in the 20 metre Multi-seat Class in Continental Championships only. Organisers shall state in the Local Procedures if Handicapping is to be used in the 20 metre Multi-seat Class.

a. Handicaps shall be taken from the valid IGC Handicap list or any other list approved by the IGC Bureau for the specific Championships.

b. The Organisers shall publish a list of all competitors with their handicaps before the beginning of the Championships.

c. Handicaps shall be applied according to 8.3.2.

8.2.5 **Penalties** Flights that have been disqualified shall be given a zero Score for the Day, but shall be counted in the scoring formula. Any penalties shall be deducted from the competitor's Score after it has been calculated, according to this Section.

If the penalty reduces a competitor's raw performance for the day (eg: outlanded at the point of airspace entry) the penalty must be applied before the calculation of the Score. The appropriate penalty should be applied each time an infringement occurs (eg exceeding the maximum permitted` altitude is penalized for each infringement).

If the Day score after deduction of any penalties is less than zero, it shall be taken as zero, unless 8.6.4 applies.

8.2.6 **Cumulative Scores** Cumulative and Final Scores shall be calculated by adding the points obtained each Day on the nominated scoring system.

8.3 DEFINITIONS OF SCORING PARAMETERS

In the following tables the abbreviations RT and AAT are used for Racing Task and Assigned Area Task, respectively.

8.3.1 Championship Days

The parameters used for scoring each Championship Day are:

Dt	Task Distance. (Used in scoring RT only and defined in 6.3.1c)
Td	Minimum Task Time. (For the AAT, Td is specified at Briefing; for the RT, Td = 0).
Dm	Minimum Handicapped Distance to validate the Day. (Dm = 100 km).
n1	Number of competitors who achieve a Handicapped Distance (Dh) of at least Dm
n2	Number of finishers exceeding 2/3 of best Handicapped Speed (Vo).
N	Number of competitors having had a competition launch that Day
Ho	Lowest Handicap (H) of all competitors
Do	Highest Handicapped Distance (Dh) of the Day
Vo	Highest finisher's Handicapped Speed (Vh) of the Day
To	Marking Time (T) of the finisher whose Vh = Vo. In case of a tie, lowest T applies.
Pm	Maximum available Score for the Day, before the Day Factor is applied.
Pdm	Maximum available Distance Points for the Day
Pvm	Maximum available Speed Points for the Day
F	Day Factor
Day	If the Day is not a Championship Day (see 8.2.1) then all Scores = 0, subject to the application of penalties defined in 8.2.5.

8.3.2 **Competitors**

The parameters used for scoring each Competitor are:

D	Competitor's Marking Distance. (Defined in 6.3.1 for RT and in 6.3.2 for AAT)
H	Competitor's Handicap, if handicapping is being used; otherwise H=1
Dh	Competitor's Handicapped Distance. (Dh = D x Ho / H)
T	Finisher's Marking Time. (Defined in 6.3.1 for RT and in 6.3.2 for AAT)
Pd	Competitor's Distance Points
V	Finisher's Marking Speed. (V = D / T)
Vh	Finisher's Handicapped Speed. (Vh = D / T x Ho / H)
Pv	Finisher's Speed points
S	Competitor's Score for the Day expressed in points

Note for Scorers:
Before closure of the finish line, in order to keep preliminary results representative, it shall be presumed that competitors not accounted for are finishers, with Dh ≥ Dm and Vh = Vo, but they shall not appear in the ranking.

8.4 CALCULATION OF SCORES

8.4.1 **Racing Task**

a. Day Parameters:

Pm = the least of either: 1000 or: (5 x Do) - 250 or: (400 x To) – 200
F = the least of 1 and (1.25 x n1 / N)
Pvm = 2/3 (n2 / N) x Pm
Pdm = Pm – Pvm

The maximum points for the Day will be less than 1000 points if the Task Distance is less than 250 km or the winner's time is less than 3 hours, with the consequence that scoring gaps are limited to 4 points per Kilometer and 11 points per minute.

If there are no finishers, then Pm = the least of 1000 or: (5 x Do) - 250

b. Competitor's Score:

(i) For any finisher:
Pv = Pvm x (Vh - 2/3 Vo) / (1/3 Vo)
Pd = Pdm

Except: If Vh < 2/3 Vo then Pv = 0

(ii) For any non-finisher:
Pv = 0
Pd = Pdm x (Dh / Do)

(iii) **S = F x (Pv + Pd)**

If almost everyone finishes, a pilot with 2/3 of the winner´s speed will get about 1/3 of the winner´s score. All non-finishers will get fewer points, proportional to their distance.

8.4.2 Assigned Area Task

a. Day Parameters:

Pm = the least of either: 1000 or: (5 x Do) - 250 or: (400 x To) – 200
F = the least of 1 and (1.25 x n1 / N)
Pvm = 2/3 (n2 / N) x Pm
Pdm = Pm – Pvm

The maximum points for the Day will be less than 1000 points if the Task Distance is less than 250 km or the Task Time is less than 3 hours, with the consequence that scoring gaps are limited to 4 points per Kilometer and 11 points per minute.

If there are no finishers, then Pm = the least of 1000 or: (5 x Do) - 250

b. Competitor's Score:

(i) For any finisher:
Pv = Pvm x (Vh - 2/3 Vo) / (1/3 Vo)
Pd = Pdm

Except: If Vh < 2/3 Vo then Pv = 0

(ii) For any non-finisher:
Pv = 0
Pd = Pdm x (Dh / Do)

(iii) **S = F x (Pv + Pd)**

If almost everyone finishes, a pilot with 2/3 of the winner´s speed will get about 1/3 of the winner´s score. All non-finishers will get fewer points, proportional to their distance.

8.5 TEAM CUP

8.5.1 A Team Cup will be awarded at a valid FAI World Gliding Championships or Continental Championships.

8.5.2 For the purpose of the Team Cup, a team is considered to consist of all the competitors from a single NAC who are entered and scored in the Championships, with a minimum of one entry scored in at least two separate classes.

If a team pilot is unable to continue to compete in the championship and as a result the team will not have an entry in at least two classes on subsequent competition days, then the team is ineligible for the Team Cup.

8.5.3 In each class, a competitor's day Score is divided by the day winner's score in that class, multiplied by 1000. This is called the competitor's Relative Score.

8.5.4 The Team will receive a daily score in each class where it has a competitor who takes a launch that day and where the class has a valid Championship Day (8.2.1). Called the daily Class Score.

The Team´s daily Class Score is the average relative score for the Team pilots in that class on that day.

The daily Class Score is calculated by dividing the sum of the Relative Scores of all team competitors in that class by the number of team competitors in that class who had an official launch that day. On any competition day, if a team does not have any competitors in any class that has a valid competition day, then it will not get a daily Class Score for that day.

8.5.5 The Team's daily Total Score is the average of the team's daily Class Scores.

On any competition day, if a team does not have any competitors in any class that has a valid competition day, then it will not get a daily Total Score for that day.

8.5.6 The Team Cup Score is calculated as the average of the team's daily Total scores. This is the sum of the daily Total Scores for that team, divided by the number of days that the team has a daily Total score, and rounded to the nearest integer. The winner of the Team Cup is the Team with the highest Team Cup Score.

8.6 PENALTIES AND DISQUALIFICATION

8.6.1 The Championship Director shall impose penalties for infringement of, or non-compliance with, any Rule or Local Procedure. The severity of the penalties ranges from a minimum of a warning to disqualification as appropriate for the offence. The penalties imposed by the Championship Director shall be in accordance with the appropriate list of penalties stated in Section 8.7 below:

8.6.2 Offences not covered by this list may be penalized at the Championship Director's discretion in accordance with the provisions of the Sporting Code, General Section 5.2.

8.6.3 Penalties shall be listed on the Score sheet of the Day on which the penalty was given.

8.6.4 Penalties in the following category:

- Dangerous or hazardous flying

and the following specific penalties:

- Flying under the influence of alcohol
- Positive doping control

shall be included in the competitor's overall contest results (including the competitor's cumulative Score), even if imposed during the practice period or on a day which does not meet the requirements of a Championship Day (8.2.1).

8.6.5 A competitor who has been disqualified shall surrender his Sporting License according to the Sporting Code, General Section 5.3.

8.7 LIST OF APPROVED PENALTIES

Type of Offence	First Offence	Subsequent Offence	Max Penalty
Overweight/Underweight of W kilograms	W x 2 pts	n x W x 2 pts	n x W x 2 pts
Wrong, late or missing information			
Documentation not complete	No launch	No launch	No launch
Configuration check not complete	No launch	No launch	No launch
Notification of start time > 30 min after start	Warning	10 pts	25 pts
Declared start time differing from the actual time	Warning	10 pts	25 pts
Changing FR without advising the Organisers	10 pts	20 pts	25 pts
Incorrect FR configuration (Time interval between fixes > 10 sec)	Warning	10 pts	25 pts
Late delivery of documentation (FR, outlanding certificate) according to time limit in LP.	Warning	10 pts	25 pts
Late delivery of backup documentation > 60 min.	Warning	10 pts	25 pts
Incomplete outlanding report	Warning	10 pts	25 pts
Incorrect Start			
Between 0 and 0.50 Km from the start line or Ring	50 pts	50pts	50pts
More than 0.50 km from the start line or Ring	No valid start	No valid start	No valid start
Starting above the altitude limit	1 pt/m	n pts/m	Day Disqual.
Incorrect claiming of Turn Points or Areas			
Less than 0.50 km from the boundary of the Turn	50 pts	50 pts	50 pts
More than 0.50 km from the boundary of the Turn	No Control	No Control	No Control
Incorrect Finish			
Finishing below altitude limit defined at briefing *not exceeding achieved speed points	1 pt/m*	1 pt/m*	Disqualification
Dangerous or hazardous flying			
Cloud flying or unauthorized aerobatics, para 5.1	100 pts	Day Disqual.	Disqualification
Circling in wrong direction in the local zone	Warning	(n-1) x 25 pts	Disqualification
Towing: early or late release	Warning	(n-1) x 25 pts	Disqualification
Towing: pull-up before release	Warning	Day Disqual.	Disqualification
Entering forbidden airspace vertically or horizontally	Outlanded at the point of airspace entry	Day Disqual.	Disqualification
Flying above the absolute altitude limit defined at briefing (**Sporting Limit**):			
Excess altitude 100m or less	1 pt/m	n pts/m	Disqualification
Excess altitude >100m	Outlanded at the point exceeding 100m	Day Disqual.	Disqualification
Finish: hazardous maneuver	25 pts	n x 25 pts	Disqualification
Landing: incorrect landing lane	Warning	(n-1) x 25 pts	Disqualification
Landing after legal daylight	10 pts/min	Day Disqual.	Disqualification
Cheating or falsifying documents			
Falsifying documents	Disqualification	Disqualification	Disqualification
Attempt to obtain external help for finding lift from non competing glider or airplane	Day Disqual.	Disqualification	Disqualification
Other Violations			
Flying under influence of alcohol	Day Disqual.	Disqualification	Disqualification
Late start of MOP after release from tow	Warning	(n-1) x 25 pts	Disqualification
Positive doping control	See FAI policy	See FAI policy	
Wing Span Penalty in 20m-multiseat, 18m ,15m, Standard, 13.5m & Club Class (#)	1 pt/cm	1 pt/cm	1 pt/cm

(#) If the span of a glider in the 20m-multiseat, 18 m, 15 m, Standard, 13.5 m, or Club Class exceeds the wingspan definition of the relevant class (or type), a penalty of a fixed number of points shall be subtracted from the daily score. The number of daily penalty points is obtained by subtracting 0.3 cm from the measured overspan, then rounding this number to the nearest whole cm.

Examples:

(i) A 2.7 cm overspan will give daily penalty points of 2.7 - 0.3 = 2.4 which is then rounded down to 2 points.

(ii) A 3.9 cm overspan will give daily penalty points of 3.9 - 0.3 = 3.6 which is then rounded up to 4 points.

PART 9 COMPLAINTS AND PROTESTS

9.1 COMPLAINTS

9.1.1 The purpose of a complaint is to obtain a correction without the need to make a formal protest.

9.1.2 Prior to the Championships a complaint may be made by an NAC. Such a complaint may concern only failure of the organizing NAC to comply with the regulations for entry or the eligibility or refusal of an entry. A copy of such a complaint shall be sent immediately to the Secretary General of the FAI, who shall keep the President of the IGC informed.

9.1.3 At any time during the Championships a complaint may be made through the Team Captain to the Championship Director or his designated official. Such complaint shall be dealt with expeditiously.

9.1.4 The complaint must be made in writing. The Championship Director will issue a written response as soon as possible.

9.1.5 The Organisers will keep copies of all complaints and responses, together with a log of the time that the complaint or response is received and the signatures of the Team Captain and Director (or his deputy).

9.1.6 If a competitor has no separate Team Captain, he may lodge the complaint himself.

9.2 PROTESTS

9.2.1 Protests may not be filed against the Rules governing the Championship, which are contained in the FAI Sporting Code, General Section, Section 3 and Annex A to Section 3.

9.2.2 A protest against a decision on a complaint as described above in 9.1.2 must have been made prior to the start of the Opening Ceremony of the Championships.

9.2.3. The amount of the Protest Fee shall be stated in the Local Procedures. Minimum amount is € 100. The protest fee shall be returned if the protest is upheld, or is withdrawn prior to the hearing by the Jury.

9.2.4 When dissatisfied with a penalty or the decision on a complaint made during the Championships, or if the Director fails to respond to a complaint within the protest period, a competitor has the right of protest.

a. Such a protest shall be made in writing, in English, and shall contain the following elements:

(i) It shall refer to the decision against which the protest is lodged;

This condition may be satisfied by the inclusion of a copy of the written response to a Complaint.

(ii) it shall include reasons for the protest; and

(iii) it shall state the remedy sought by the protester.

b. A Protest must be handed to the Championship Director or his designated official, by the Team Captain, together with the protest fee within the protest period. The protest period shall expire:

i. 14 hours after the publication of any ruling or decision against which the protest is made, on all but the final competition day; or

ii. 2 hours after the publication of the final scores or response to any complaint, on the final competition day. At that time the protest period for any previous day will also expire.

c. If a competitor has no separate Team Captain, he may lodge the protest himself.

9.3 TREATMENT OF PROTESTS The Championship Director shall deliver a protest to the Jury President without delay.

a. The President of the Jury shall call a meeting of the International Jury within 24 hours (as soon as possible on the last day) of receiving the protest from the Championship Director.

b. The Jury shall hear both sides on the matter of any protest, applying correctly the relevant FAI Regulations and the Rules for the Championships. In considering the protest the Jury shall be provided with access to all persons and information to assist in their considerations.

c. The Championship Director is bound by the decision of the International Jury.

9.4 APPEALS An NAC may appeal to FAI against a decision of the Jury in accordance with the provisions of FAI Sporting Code, General Section, Chapter 9.

PART 10 RESULTS AND PRIZEGIVING

10.1 RESULTS

10.1.1 Definition of status of results:

a. Performance: The competitors' results expressed in distance, speed, or time. They may be displayed on screens only;

b. Preliminary Results: Performances converted to points, before any verification. They may be displayed on screens only;

c. Unofficial Results: Preliminary results after verification of flight records from all competitors and including penalties;

d. Final Results: Unofficial results after expiry of the protest time and after all protests have been dealt with.

10.1.2 All Unofficial and Final Results shall be published with minimum delay clearly indicating the status of the results and the date and time of publication and with the pilots ranked by their performance for the day. Unofficial Results shall include the expiry date and time for protests and Unofficial Results and Final Results shall be signed by the Championship Director or his nominated Deputy.

Performance and Preliminary Results should be displayed as soon as possible to enhance media, public and competitor awareness of the championship results.

10.1.3 The cumulative scores of the Championships shall be final only after the Jury has ceased its functions. They shall be published before the Prizegiving is held.

10.2 PRIZEGIVING

10.2.1 At the Closing Ceremony the flags of the countries of the competitors placed first (the Champions), second and third should be flown and the national anthems of the countries of the Champions should be played. The Local Procedures shall state what flags, discs or tapes should be brought by the competitors.

10.2.2 The FAI will award a Gold, Silver and Bronze medal in each Championship class to the competitors placed respectively first, second and third.

a. Up to 10 Diplomas will be awarded to the first third of the competitors in each class.

b. Awarded Challenge Cups shall be held by the winners until they are put back into competition for the following Championships.

c. The Organisers shall award prizes to at least the top 25% of competitors in each class, and give commemorative medals or badges to all competitors, their assistants, and officials.

d. Small prizes may be given to the daily winners.

There shall only be one champion. If two or more pilots have the same number of points after the final competition day, the sequence between these pilots shall be decided by the daily results. The Champion shall be the pilot who has the most daily wins. If a tie still exists, the Champion shall be the pilot with the most second placings, and so on.

10.2.3 The FAI will award a Gold, Silver and Bronze medal to the captains of the teams ranked respectively first, second and third in theTeam Cup final placings.

a. The team winning the Team Cup shall collectively bear the title of Team Champion.

b. The Local Procedures may describe other prizes to be awarded to the teams.

PART 11 LOCAL PROCEDURES

Organisers of Championships shall use these guidelines for their Local Procedures. Each Local Procedure is identified by the appropriate Annex A paragraph number.

*The details in **Part A CHAMPIONSHIP DETAILS** must be completed.*

The Local Procedures must be submitted to the Chief Steward (with a copy to the Annex A Committee) as a stand-alone document for approval before being published. To enable this approval process the Local Procedures must be submitted to the Chief Steward at least six months before the opening ceremony.

The Local Procedures may not be published in any public place, including on a website, before they are approved. This is to avoid confusion arising should changes be required as part of the approval process.

The IGC shall approve the appointment of the Jury and Stewards.

After approval the Local Procedures shall be published as a stand-alone document no later than 90 days before the first scheduled day of competition.

A CHAMPIONSHIP DETAILS

Name of the Event

Location of the Event

Time Schedule

Preliminary entries due
Final entries due *3.4.1*
Deadline for approval of new GNSS FRs *5.4a*
Airfield closed for training flights
Registration period *3.5.1/ 3.5.2*
Technical inspection period (acceptance check) *4.1.2 b*
Official training *1.2.3*
Configuration change closes *4.1.2b*
First official Team Captains briefing
Opening Ceremony *1.2.3*
Contest flying *1.2.3*
Farewell party
Closing Ceremony and Prizegiving *1.2.3*

Competition Officials

Director of the Championships
Deputy Director
Task Setter
Chief Scorer

International Jury

President
Members

Stewards

Chief Steward
Steward(s)

Addresses for Correspondence and Entries

B GENERAL

1.1 Additional objectives of the Championships
1.3.1 Championship classes
1.4.2 *note* Additional safety rules
1.4.5.2 Control Point file format

C NATIONAL TEAMS

3.4.2 Entry fee
3.4.3 a. Number of allowable entries per NAC
3.4.3 b. Total number of allowable entries and number of entries per class
3.5.4 a. Additional documentation required
3.5.4 b. Documents required to be carried on board the sailplane
3.6.1 Third party insurance cover

D TECHNICAL REQUIREMENTS

4.1.1 c,d. Additional equipment
4.1.2 b. Instruments that must be removed from the sailplane
4.2.2 *note* Procedures for checking aircraft mass

E GENERAL FLYING PROCEDURES

5.2 Units of measurement
5.3.1 a. Radio communication required for contact with Air Traffic Services
5.3.1 c. Radio frequencies to be used during the Championships

F COMPETITION PROCEDURES

7.1 e. Requirements for discharging water ballast on the grid
7.2.2 Contest site boundaries
7.3.2 Launch procedures for motor gliders
7.3.2c Inflight procedures for motor gliders
7.3.3 Release Areas and Release Heights
7.3.3 *note* Areas where continuous circling is prohibited or permitted in one direction only

	7.4.2	Start Option to be used and Start geometry
	7.4.4 a.	Radio procedures for announcing the start
	7.4.4 b.	Altitude procedures for the starts
	7.6.1a	Instructions pertaining to real outlandings
	7.6.3	Provision of and requirements for aero tow retrieves
	7.7.2	Finish Option to be used
	7.7.2 a.	Minimum altitude for the finish ring
	7.7.2 b.	Minimum altitude for the finish line
	7.7.4	Finish procedures
	7.8.1	Landing procedures
	7.9	Handling of flight documentation
G	**SCORING**	
	8.2.4	Use of Handicaps in the 20 metre Multi-seat Class
H	**PROTESTS**	
	9.2.3	The amount of the protest fee
I	**PRIZEGIVING**	
	10.2.1	Requirements for flags, discs and tapes
	10.2.3	Additional team awards

IGC Handicap Lists

The IGC Handicap Committee is responsible for the evaluation, review and publication of glider handicaps. The IGC Handicap lists consists of:

IGC Club Class Handicap List

IGC 20 metre Multi-seat Class Handicap list

The handicaps for each class are published on the FAI website.
http://www.fai.org/igc-documents

Effective date for changes to the handicap list is April 1st each year.

General rules for the IGC Club Class:

Only Single Seat Gliders with a handicap index of 1,09 or lower are eligible.

Retrofitting a glider with retractable landing gear increases the Handicap by 0.02.
Retrofitting a glider with winglets increases the Handicap by 0.01.

The pilot is responsible for providing documentation to prove that his glider will be operated within the legal weight limits.

The handicap is based on the performance at IGC Reference Mass. Where a glider is flown at a higher mass by necessity, the pilot will have to provide documentation to prove that his glider is still operated within legal mass limits and the handicap will be increased by 0,005 for each 10 kg or part thereof that the glider exceeds the reference mass.

General rules for the IGC 20 metre Multi-seat Class Handicap list:

To be determined.

Pilot Selection Process

1. In the Bid, the Organiser sets the maximum number of entries for the event. Places for World Champions will be included in the maximum number of entries for the event.

2. The IGC Bureau, in conjunction with the organisers, will set a maximum number of entries per each class. Places for World Champions may be in addition of the Annex A maximum of 50 entries per class. These initial class numbers will be made public at the presentation of the Bid to the IGC Plenum.

3. As usual every NAC may enter 2 pilots per class (3 in Juniors' and Women's Championships) but only one entry per class is guaranteed, the 2nd (and 3rd if applicable) entry being subjected to the ranking of the countries. World Champions, having a right of entry, are accepted in addition to the NAC nominated entries.

4. At the closing date for Preliminary Entries the IGC Bureau in conjunction with the Organisers may transfer unused class allocations equally to other classes. NAC's may only transfer their 2nd and 3rd entries (as appropriate when NAC's have been offered a 3rd entry) to other classes if additional places are available.

5. At the closing date for Final Entries, oversubscribed classes are reduced to the maximum class number by removing the pilots of the lowest ranked countries which have entered a 2nd pilot (or 3rd pilot) in accordance with the IGC Country Ranking List effective at the date of closure of Preliminary Entries for the Competition.

6. A country will lose only one pilot across all classes, commencing with the most oversubscribed class, until all countries (with 2 or 3 pilots) have lost one pilot.

Safety Features

Energy absorbing foam seat cushions
Emergency Locator Transmitter or Personal Locator Beacon
Improved conspicuity by appropriate markings
Improved conspicuity by one or more strobe lights
Supplemental oxygen
Fixed rear view mirror
Spinal protection device
Increased shock absorbing landing gear
Emergency egress device
Side string angle of attack indicator
Acoustic stall warning system
Anti-submarining safety harness
Glider parachute recovery system (GPRS)
Pilot rescue system
Energy absorbing nose