RULES FOR
SAILPLANE GRAND PRIX

These rules apply to the World Sailplane Grand Prix and to Qualifying Sailplane Grand Prix

Version 5
Valid for the SGP round 2012-213

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PART 1 GENERAL

1.0 DEFINITIONS:

a. **Sailplane Grand Prix (SGP)**: Wherever this phrase is used in these Rules it refers to both 'World' and 'Qualifying' Sailplane Grand Prix events.

- **World Sailplane Grand Prix**: A Grand Prix which has the format of a World Championship, the objective of which is to select the World SGP Champion.

- **Qualifying Sailplane Grand Prix**: A National Grand Prix, approved by the IGC, the objectives of which is to enable pilots to qualify for the next World Sailplane Grand Prix.

b. In this document, wherever the word he, his or him is used, it should be taken as he/she, his/hers or him/her.

1.1 OBJECTIVES OF THE SAILPLANE GRAND PRIX (SGP) The objectives of the SGP are:

a. To make gliding competitions more easy to understand and more attractive for the public and the media;

b. To promote world-wide expansion of the public image of soaring;

c. To foster friendship, co-operation and exchange of information among soaring pilots of all nations;

d. To encourage the development of safe operational procedures, good sportsmanship, and fairness in the sport of soaring.

1.2 GENERAL REQUIREMENTS

1.2.1 The SGP shall be controlled in accordance with the FAI Sporting Code General Section, Section 3 (Gliders & Motorgliders) and with this document.

1.2.2 The Winner shall be the pilot having the highest total score obtained by adding together the pilot's place scores for each Grand Prix day (refer to 10.2 in the case of a tie).

1.2.3 The total duration of the competition shall be a minimum of 6 and a maximum of 8 consecutive days. The organizers shall make available to all competitors at least one official practice day immediately preceding the opening of the SGP.

1.2.4 The official language of the SGP 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 CLASSES The SGP will be run in an FAI recognized class for single seat sailplanes. For a World SGP this class will be the 15M class but Standard Class gliders will be allowed to participate. All eligible sailplanes will be permitted to participate; including motorised gliders provided they have fully functioning MoP recorders.

1.4 RESPONSIBILITIES OF THE ORGANISERS

1.4.1 The Organisers shall pay due regard to safety and fairness in all aspects of the SGP.

1.4.2 The Organisers shall provide:

a. All facilities necessary for the satisfactory operation of the Grand Prix,

b. Each competitor with all complementary information upon arrival at the contest site, turn and control points, and an electronic version of the start, turn point and control point data base in the most usual file formats for turn point data files, and

c. Full meteorological information during the SGP, access to which shall be available to competitors and assistants in addition to briefing material supplied to the competitors.

1.4.3 The organisers shall perform doping controls in accordance with FAI Rules and National Requirements.

1.4.4 The Organisers of a SGP must pay sanction fees to FAI as decided by IGC.

1.4.5 The living expenses for the International Officials (Referee at a SGP, Referee and Steward at a World SGP) are the responsibility of the Organisers. Their travel expenses are the responsibility of the IGC.

PART 2 SAILPLANE GRAND PRIX OFFICIALS

2.1 THE SGP DIRECTOR The SGP Director will be in overall operational charge of the event. In case of a World Sailplane GP, the SGP Director shall be appointed by the IGC. He shall have other officials as detailed below to assist him. The SGP Director is responsible for good management and the smooth and safe running of the SGP. The Director or his nominated Deputy shall be available at the contest site at all times while SGP flying is in progress.

a. He shall make operational decisions in accordance with rules of the SGP and in conformity with the FAI Sporting Code, General Section. Decisions shall be published without delay in writing.

b. He shall penalise or disqualify a competitor for misconduct or infringement of the rules in accordance with the requirements of 8.6 and the penalty list at 8.7.

c. He shall give evidence to the Referee if requested.

d. He shall publish the officially accepted entry list and issue daily results with the minimum of delay.

2.2 REFEREE The Referee shall be responsible for the SGP being run according to the rules, for checking all scores and for adjudication of any protests during the SGP. The Referee for a World SGP shall be nominated and approved by the IGC. The Referee for a Qualifying SGP shall be approved by the Bureau and may be nominated by the Organiser.

a. He shall be present at the event site for the SGP.

b. He shall deal with protests filed by a competitor by hearing the protest in presence of the SGP Director and give his decision as soon as possible.

c. He has the right to terminate the SGP if the Organisers fail to abide by these Rules and the general sporting requirements of the FAI Sporting Code.

b. He shall approve the final results of the SGP.

2.3 STEWARD For a World SGP the IGC shall nominate a Steward at least one year prior to the event. The role of the Steward is to provide advice and/or support to the Competition Director and to ensure the timely completion of all organisational aspects of the competition. The Steward shall have an extensive experience of the

Sailplane Grand Prix and conduct himself in accordance with the guidance provided in the IGC Steward Handbook.

PART 3 PILOTS

3.1 SELECTION

a. A Qualifying SGP shall be open to international participation. A maximum of 20 entries shall be allowed. A minimum of five places must be reserved for international competitors. If at the closing date for entry these places have not been taken up by international pilots they become available for reallocation to national pilots. If at the closing date there are more international entries than places allocated, priority will be given according to the IGC Ranking List.

b. Entry to the World SGP will be open only to pilots who have qualified through a Qualifying SGP. If there were more than 10 entries at the qualifying SGP, the three first placed pilots will qualify, If there were between 5 and 10 entries, the two first placed pilots will qualify. There will be no qualifying pilot if there were less than 5 entries. Additionally the reigning SGP Champion is allowed to participate and if no pilot from the host country achieved qualification. The IGC Bureau may also invite additional pilots as they feel appropriate.

3.1.1 Competitors and crew members, by virtue of entering, agree to be bound by these Rules and the Local Procedures issued for the World Sailplane Grand Prix, by any rulings and requirements stated by the Organisers 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 3.5 on insurance).

3.2 ENTRIES

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

3.2.2 **Entry Fee** The entry fee shall cover all operational costs during the SGP, except that aero tows may be paid as used, at the discretion of the organisers. A competitor who withdraws shall have no right to the return of any fees.

a. Entry fees shall be returned:

(i) In full, if the SGP does not take place,

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

3.3 PILOT CRITERIA To be allowed to participate in the SGP a pilot must:

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

b. Hold a Pilot License or equivalent document issued or recognized by the authorities of the host nation;

c. Hold a current FAI sporting licence;

d. Fulfill any additional criteria for participation that may be set by the Organizers or the IGC Bureau.

3.4 REGISTRATION

3.4.1 On arrival at the contest site, all pilots shall report to the Organisers' Registration Office to have their documents checked and to receive any supplementary information.

3.4.2 After the close of registration, no change of sailplane 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.

3.4.3 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

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

c. For the sailplane:

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

(ii) Third party insurance certificate for the sailplane.

3.5 INSURANCE

3.5.1 The sailplane must be covered for third party liability to an amount specified by the Organisers.

3.5.2 It is the responsibility of all pilots and crew members to obtain personal medical insurance covering accidents and sickness during the SGP, including any local hospital costs and the costs of transport back to the team member's home country. Neither the organisers nor the FAI/IGC shall be responsible for any costs resulting from accidents or illness to SGP participants.

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 SGP flight.

4.1.2 Each competing sailplane must have a valid Certificate of Airworthiness or Permit to Fly not excluding competition flying and shall be flown within the limitations of this Certificate of Airworthiness or Permit to Fly.

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 SGP Director. 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 shall be scored as having virtual outlandings at the position at which the collision occurred.

4.2 AIRCRAFT MAXIMUM MASS LIMIT The maximum take-off mass shall normally be the limitation set for the class in the current edition of Annex A to the Sporting Code Section 3, 'Rules for World and Continental Soaring Championships'. However at a World SGP the maximum wing loading shall be limited to 50 kg/m2. The Organisers shall carry out mass checks in tow out configuration every day before griding.

4.3 AIRCRAFT INDENTIFICATION

4.3.1 Contest numbers, as validated by the Organisers, shall be displayed on the sailplane, trailer and crew car and shall be positioned on the sailplane:

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 shall be not less than 80% of the wing chord.

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

4.3.2 Contest numbers shall be 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 may be denied a launch.

4.3.4 The Organisers may require competitors to display transfer logos and advertising banners on their sailplanes.

4.4 TRACKING SYSTEMS The Organisers will require competitors to carry data recorders, cameras and data transmitters to provide position information and video pictures to be broadcast via the Internet and television mediums. The pilots have to agree to carry this equipment on board. Any interference with these units in order to prevent them from working properly is prohibited and will be penalised

PART 5 GENERAL FLYING PROCEDURES

5.1 GENERAL Cloud flying and unauthorised aerobatics are prohibited. Any manoeuvers hazardous to others shall be avoided and may be penalized and competitors shall avoid dropping water ballast in any manner likely to affect other competing sailplanes.

5.2 BRIEFING A briefing will be held each morning, during the training and SGP flying periods, at which full meteorological and operational information appropriate to the task of the day and the airfield shall be given. This will include units of measurement and times as appropriate.

5.3 EXTERNAL AID TO COMPETITORS The following limitations are imposed so that the SGP 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** Radios are for voice transmissions between team members and between them and the Organisers only. Any other data transmission between competitors, or between them and the ground, is prohibited except as required: (i) by the organisers; or (ii) for safety purpose or; (iii) for anticollision warning,

a. The Organisers shall designate a common radio frequency on which all transmissions will be made during the contest. All pilots shall remain on this frequency. Non-compliance may be penalized.

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 must land or return to the SGP site without delay and may not lead, guide or help other competitors in any way.

5.4 CONTROL PROCEDURES

5.4.1 Flight verification will be made using GNSS flight recorders (FR).

a. All GNSS FRs approved by the IGC up to two months prior to the Opening Day shall be accepted.

b. At least one GNSS FRs must be used. If two recorders are used, one shall be designated to the Organisers as the primary recorder and the other one as a back-up. The Organisers shall be informed of any change of equipment including the designation of the primary FR. Non-compliance shall be penalised.

c. GNSS FRs recording intervals shall be set to 5 sec or less. Non-compliance may be penalised.

d. FRs shall be switched on for at least two minutes before take off to establish an altitude baseline. For motor gliders having an MoP capable of being started in flight (including sustainer MoP) a test run during flight on the first competition day or the last practice day shall be required to prove the ENL of the flight recorder works. The FR must remain switched on following an engine run on the ground.

e. The Organisers shall require the flight record from the backup FR only in the event that the primary FR fails.

f. If both recorders fail and the flight record is interrupted for a period longer than one minute the sailplane shall be considered as having a virtual outlanding at the point of interruption unless satisfactory evidence can be provided that the sailplane did not, during the interruption of the FR record, violate airspace or, in the case of a motor glider, use the MoP. IGC Files delivered by tracking units may be used to provide this evidence.

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5.4.2 Penalties shall be imposed by the Organisers for unauthorised interference with the GNSS equipment, data or internal program.

PART 6 TASKS

6.1 THE SAILPLANE GRAND PRIX TASK

6.1.1 The Organisers shall set a number of Turn Points in a sequence. The minimum length of a SGP Task shall be 100 km.

6.1.2 After the opening of the Start Line, the competitor shall cross the Start Line and complete the task by passing through these Turn Points, in the sequence designated by the Organisers, and returning to the contest site in the shortest time.

6.1.3 The organisers may give two tasks on the same day provided all competitors complete the first task. If they intend to do so they shall announce their intention at the first briefing of the day.

PART 7 SAILPLANE GRAND PRIX PROCEDURES

7.1 THE LAUNCH GRID

a The grid order shall be set by the ranking on the last official practice day or drawn by lot before the first flying day.

b. The grid will be defined in the local procedures.

c. The grid order shall advance after every valid competition day according to local procedures.

d. Sailplanes must be on the grid at the time specified by the Organisers.

e. Only sailplanes on the grid at the time of the start of the launch shall affect the timing of the Start.

7.2 LAUNCHING

7.2.1 **Launching Procedures**

a. The beginning of the launching period will be announced at briefing. The release height and position shall be announced prior to the first take off. *The release altitude should be as close as possible to the start altitude, especially in weak conditions.*

b. If a sailplane or pilot is not ready to be launched due to a fault by the Organisers, the launch shall not be commenced.

c. Except in emergencies, pilots shall not release until after the tow pilot has rocked the wings of the tow plane. Pull-ups before releasing are prohibited.

d. If a competitor postpones his first launch on his own initiative, or he is not ready when his turn comes up, he shall be launched after the main launch is complete.

e. If a competitor has to be relaunched because of a failed take-off or a failure of the tow plane resulting in jettisoning or premature release of a sailplane he shall be relaunched immediately provided he reports to the launch point without delay.

f. If a competitor requires an additional launch for any other reason, he shall be re-launched immediately after the main launch is complete and shall be released in the nominated release area at the nominated release altitude. However a competitor landing back may also elect to be re-launched after the start line has been opened. He may then be released directly in the Start Area at the nominated start altitude (see rule 7.3.2 e). If several competitors require a relaunch they shall be offered a launch in the same order as they landed back.

g. Once launching has started, the Organisers may suspend towing if it is dangerous to continue.

7.2.2 **Procedures for Motor Gliders**

a. Motor gliders may self-launch or launch by aero tow. The Organisers shall describe the launch procedures at the briefing.

b. If they self-launch, their MoP must be shut down in the designated release area below the maximum release altitude.

c. If they require a second launch for a start, they must land prior to taking the new launch, otherwise they will be deemed to have a virtual outlanding at the position at which they started their MoP.

7.3 STARTING

7.3.1 **Definitions**

a. **Start Line** – a straight line, of 5km length, perpendicular to the track to the first Turn Point.

b. **Start Area** – the area "behind" the extended Start Line opposite to the first Turn Point.

c. **Start Altitude** – the maximum altitude at which the start line may be crossed once the start line is open. This altitude shall be set daily by the organiser as a function of the meteorological conditions. On the flight record the altitude of the start shall be measured by interpolating between the altitude at the last fix before the line and the altitude at the first fix after the line.

d. **Start Point** – the center of the Start Line. The Start Point should normally coincide with the Goal defined in 7.6.1.b.

e. **Start Speed** – the maximum ground speed at which the start line may be crossed. This speed is 170 km/H. On the flight record, the ground speed shall be measured by dividing the distance between the last fix before the line crossing and the first fix after the line crossing by the time interval between the two fixes. *(In most scoring software this is the speed given for the first fix after the line, so there is no interpolation required by the scorer)*

7.3.2 **Starting Procedures**

a. The Organisers shall announce by radio the opening time of the Start Line which shall be not less than 15 minutes after the main launch procedure has been completed.

b. Once the Start line opening time has been announced, the Organisers shall no longer delay the opening of the Start Line even if pilots fail to stay airborne or to reach the start altitude. They may however cancel the opening of the Start Line if it is dangerous to continue launching or the weather deteriorates so that the task may not reasonably be attempted or if more than half of the pilots fail to stay airborne before opening of the start line.

c. During the last 5 minutes before the opening of the Start Line, circling or turning (by more than 90°) to the right is prohibited. Non comp liance shall be penalised.

d. The pilots must be in the Start Area no later than one minute before the Start Line is opened. Non compliance shall be penalised.

e. Once the Start Line is open the pilots must start by crossing the line below the Start Altitude and within the Start Speed limit. Non compliance shall be penalised.

f. A competitor receiving a launch after the opening of the start line shall be released directly in the Start Area at the nominated Start Altitude. He does not need to stay behind start line for one minute and may start immediately but must cross the start line below the start altitude and within the speed limit. In this case no time penalty shall apply for not being behind the start line for one minute before the opening of the Start Line.

7.3.3 **Radio Procedures** The following radio messages will be made by the Organisers:

a. At least 15 minutes before the opening of the start line: "The Start Line will be opened at y Hour and the maximum start altitude is z m or zz ft " (altitude expressed in QNH).

b. At 10 minutes before the start: "The Start Line will be opened in ten minutes. The maximum start altitude is z m or zz ft. Pilots must be behind the Start line in 9 minutes".

c. At 5 minutes before the start: "The Start Line will be opened in five minutes, the maximum start altitude is z m or zz ft. From now, turns to the right are prohibited. Pilots must be behind the Start line in 4 minutes.

d. At 3 minutes before the start: "The Start Line will be opened in three minutes. Pilots must be behind the Start line in two minutes".

e. At 2 minutes before the start: "The Start Line will be opened in two minutes. Pilots must be behind the Start line in one minute".

f. One minute before the start: "The Start Line will be opened in one minute;

g. 30 seconds before the start: "The Start Line will be opened in 30 seconds "

h. 10 seconds before the start: "Start in 10, 9, 8, 7, 6, 5, 4, 3, 2, 1, Go !"

7.3.4 **Validity of Starts** A Start is valid if the GNSS FR shows a valid fix or a straight line between two subsequent FR fixes crossing the Start Line in the direction of the first turn point after the Start Line has been opened.

a. A pilot who starts before the start line is open will be penalised.

b. If a pilot misses a start (either by starting too early or by starting above the maximum altitude or above the maximum speed) and turns back in order to take a second start, this second start will not be taken into consideration. Such an attempt to restart will be penalised for dangerous flying due to the risks of head-on conflict with other gliders.

7.4 TURN POINTS

7.4.1 **Definitions**

a. **Observation Zone** – for a SGP GNSS Turn Point the observation zone shall be a circle of radius 0.5 km, centered on the turn point.

b. **Maximum Altitude** – a limit in QNH for rounding a turn point.

7.4.2 **Turn Point Procedure** The pilot has to fly through the Observation Zone of the Turn Point below the maximum altitude limit if any has been set.

7.4.3 **Validity of Turn Points**

a. A Turn Point is valid if the GNSS FR shows a valid fix or part of a straight line between two consecutive valid fixes within the Observation Zone.

b. If there is no proof that the competitor passed through the Observation Zone the rounding of the Turn Point shall be validated if the competitor was within 500 m of the boundary of the Observation Zone, but a penalty shall be applied.

c. If a maximum altitude has been set for the Turn Point and if a pilot rounds the Turn Point above this altitude the rounding shall be validated but a penalty shall be applied.

7.5 OUTLANDING

a. The starting of a motor glider's MoP, except as allowed by 5.4, or a complete failure of both GNSS FRs, is regarded as an outlanding.

b. The position and time of the outlanding shall be determined from the last valid fix on the GNSS flight record when the aircraft came to rest, before the starting of the MoP, or before the FR failure, whichever occurs first.

c. If prior to the real outlanding, the starting of the MoP or the failure of the recorder, the sailplane has reached a position giving a greater Marking Distance (see definition in 8.1) it will be considered as landed at the virtual Outlanding position determined from the valid fix on the GNSS flight recorder giving the best Marking Distance.

d. After landing out, the competitors shall inform the Organisers without delay by giving their position (co-ordinates). Non-compliance shall be penalised.

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

7.6 FINISHING

7.6.1 **Definitions**

a. **Finish Line** - a straight line, of 0.5 km length, at the elevation of the airfield and clearly identified on the ground. A minimum altitude shall be imposed for crossing the line (see paragraph c).
I*t is recommended to place the finish line at the beginning of the runway in order to make sure that the gliders can land safely after crossing the line at the minimum altitude*

b. **Goal** - the center of the Finish Line.

c. **Mandatory Reporting Point** - The organisers shall set a final turn point to align the gliders before the finish. A minimum altitude shall be set between this point and the finish line.
The reporting point should be set at a few kilometers from the finish line and the minimum altitude should be set to a minimum of 100m above the airfield elevation to prevent pilots from flying in ground effect.

7.6.2 **Finish Procedures**

a. Competitors shall announce their arrival on the Finish Line frequency according to the local procedures.

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

c. Flying below the minimum altitude between the reporting point and the finish line shall be penalised.

d. The Finish Line shall be closed at sunset, or when all competitors are accounted for. Competitors still on task after closure of the Finish Line shall be considered as outlanded.

7.6.3 **Validity of the Finish**

a. A finish is valid if the sailplane crosses the Finish Line, unassisted, in the direction specified at briefing.

b. Competitors crossing the Finish Line below the minimum altitude shall be penalised.

c. Notwithstanding 7.6.3 a, a competitor landing back at the airfield without crossing the Finish Line shall be deemed to have finished and shall be given as finish time the time at which his sailplane stopped moving, plus a penalty equal to the distance in meters from the nose of the sailplane to the line multiplied by one second.

7.7 LANDING

a. The landing procedures shall be detailed at the briefing.

b. Hazardous maneuvers when approaching and after crossing of the Finish Line shall be penalised. Having crossed the Finish Line the competitors shall land without delay.

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

7.8 FLIGHT DOCUMENTATION All flight documentation, including GNSS records shall be handed in immediately after landing on flash cards or memory sticks. The Organisers may also require back- up documentation within 30 minutes of making the request.

PART 8 SCORING AND PENALTIES

8.1 DEFINITIONS

a. **Task Distance** - the distance from the Start Point to the Goal via all Turn Points.

b. **Start Time** - the time at which the Start Line was opened.

c. **Finish Time** - the time the sailplane first crosses the Finish Line after completing the task.

d. **Marking Time** – the time elapsed between the Start Time and the Finish Time for an individual competitor.

e. **Marking Distance** - the sum of the legs correctly completed by the competitor,

commencing from the Start Point, in their proper order and the distance achieved on the next leg attempted but not completed if any. 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, or Goal in the case of the last leg, with the provision that if the achieved distance of the uncompleted leg is less than zero it shall be taken as zero

f. **Valid Day** - a Day shall be counted as a SGP Day if:

(i) A launch opportunity has been given to each competitor in time for the competitor to carry out the task of the Day in question, and

(ii) At least one competitor has completed the task.

8.2 BASIC SCORING

8.2.1 The Daily Basic score of all finishers shall be their marking time plus any applicable penalty.

8.2.2 The Daily Basic score of all outlanders shall be their marking distance. Their penalty (expressed in time), if any, will be recorded on the task sheet to keep track of any penalties awarded.

8.3 PLACE SCORING

8.3.1 If there are at least 9 finishers, the day's fastest pilot receives 10 points, the second fastest pilot receives 8 points, the third fastest pilot receives 7 points and so on down to the the ninth finishing pilot who receives 1 point.

8.3.2 If the number of finishers Nf is lower than 9, the fastest pilot receives Nf+1 points, the second fastest pilot receives Nf-1 points, the third fastest pilot receives Nf-2 points and so on down to the last finisher who receives 1 point.
For example if there are only 3 finishers the first finisher receives 4 points, the second 2 points and the third one point.

8.3.43 In case of a tie of two or more pilots, all tied pilots shall receive the same Place Score. The Place Scores of lower ranking pilots remain unchanged.
If there were 9 finishers and positions 2, 3, and 4 were tied, the Place Scores would be : 10, 8, 8, 8, 5, 4, 3, 2, and 1.

8.3.54 On the last designated competition day, the organisers shall give an additional 1 point bonus for the first pilot rounding a designated turn point. No bonus point shall be given if the pilot does not finish the task.

8.4 SCORING PARAMETERS

All times are in seconds and all distances in km.

8.4.1 **Competition Day**

Dt = Task Distance
Ts = Start Time

8.4.2 **Competitors**

D = Competitor's Marking Distance
Tf = Competitor Finish Time
T = Finisher's Marking Time = Tf – Ts
Nf = Number of finishers
S = Score

R = Competitor's ranking (according to S)
P = Daily Place Score
O = Overall Place Score

8.5 SCORING FORMULA

8.5.1 **Daily Time Scores** The day is not a valid day if there are no finishers. The scores shall be displayed in hours, minutes and seconds.

For finishers: S = T

8.5.2 **Daily Place Scores**

For the winner of the day:	If Nf < 9,	P	=	Nf – R + 2
	If Nf ≥ 9,	P	=	10 – R + 1
For all finishers:	If Nf < 9,	P	=	Nf - R + 1
	If Nf ≥ 9,	P	=	10 - R

If a bonus has been given, the score for the pilot first rounding the designated turn point is:

P = P + 1

8.5.3 **Overall Place Scores**

For each pilot: O = P1 + P2 + etc…

TIEBREAK. If two or more pilots have the same place score after the last Sailplane Grand Prix day, the sequence between these pilots shall be decided by the daily results. The best ranked pilot shall be the one who has the most daily wins. If a tie still exists, the best ranked pilot will be the one with the most second placings, and so on. In case this procedure does not help to break the tie, the speeds achieved every day will be added together and the faster pilot (the one having the higher total of speeds) shall be ranked higher.
(this paragraph has been moved from 10.2.3)

8.6 PENALTIES AND DISQUALIFICATION

8.6.1 The SGP 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 shall be in accordance with the appropriate list of penalties stated in Section 8.7 below.

8.6.2 All penalties shall be expressed in times and added to the scores after they have been calculated according to section 8.7.

8.6.3 If a pilot has been disqualified, he shall be scored as though he had not started.

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

8.6.5 Penalties shall be listed on the score sheet of the Day on which the penalty was given.

8.7 LIST OF APPROVED PENALTIES

Type of Offence	Penalty
Overweight of W kilograms in case of a random check	W x 10 sec
Wrong or Missing Information	
Documentation not complete	No launch
Scrutinizing not complete	No launch
Late submission of FR	30 sec
Changing FR without advising the Organisers	1 minute
Incorrect Start	
Time spent outside the Start Area during the final 1 minute before the Start Line is open	Time x 2
Start before the Start Line is open	Time difference x 10
Start above maximum start altitude	1sec/meter
Start speed above 170 kpH	5sec / km/h in excess of 170 km/h
Attempt to restart	Start not valid + 10 minutes
Incorrect Rounding of Turn Points	
More than 0.50 km from turn point or area	5 minutes
More than 1.00 km from turn point or area	No control
Flying above max altitude in the observation zone of a Turn Point (if a maximum altitude has been set)	3sec/meter
Incorrect Finish	
Flying below the minimum altitude between the reporting point and the finish line.	3sec/meter
Landing on the airfield but not crossing the finish line	distance in meters from the nose of the sailplane to the line x seconds
Dangerous or Hazardous Flying	
Cloud flying	30 minutes
Circling in wrong direction before opening of the start	30sec / right turn or right circle
Towing: early or late release/ pull-up before release	1 minute
Finish Line: hazardous manœuvre	1 minute
Landing: incorrect landing lane	30 seconds
Flying above the absolute altitude limit (defined at briefing) if excess altitude < 100m	5sec/m
Flying above the absolute altitude limit (defined at briefing) if excess altitude > 100m	Outlanded at the entrance in the airspace
Entering restricted or closed airspace	Outlanded at the entrance in the airspace
Landing after legal daylight	Outlanded at the position of the sailplane at the expiry of the legal daylight
Cheating or Falsifying Documents	
Falsifying documents	Disqualifying
Attempt to obtain external help for finding lift from non competing sailplane or airplane	Day disqualification
Use of frequency other than the common frequency	2 minutes
Attempt to interfere with the tracking units	2 minutes
Other Violations	
Flying under influence of alcohol	Day Disqualification
Positive doping control	See FAI policy

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 At any time during the SGP a complaint may be made by a competitor to the SGP Director or his nominated Deputy. Such complaint shall be dealt with expeditiously.

9.2 PROTESTS

9.2.1 Protests may not be filed against the SGP's Rules.

9.2.2 When dissatisfied with a penalty or the decision on a complaint made during the SGP a competitor has the right of protest to the Referee.

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,

(ii) It shall include reasons for the protest, and

(iii) It shall state the remedy sought by the protest.

b. A Protest, together with the Protest Fee of 150 Euros, shall be handed to the SGP Director or his nominated Deputy, by the competitor before the briefing of the day after the publication of the decision against which the protest is made (or within 1 hour after this publication on the last day)

9.3 TREATMENT OF PROTESTS

9.3.1 The SGP Director shall deliver a protest to the Referee without delay.

a. The Referee shall give his decision within 24 hours (as soon as possible on the last day) of receiving the protest from the SGP Director.

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

c. The SGP Director is bound by the decision of the Referee.

d. The protest fee shall be returned only if the protest is upheld, or is withdrawn prior to the hearing by the Referee.

PART 10 RESULTS

10.1 RESULTS

10.1.1 Definition of status of results:

a. Preliminary Results: Performances before any verification;

b. Unofficial Results: Preliminary results corrected following verification of flight records from all pilots receiving points and including penalties;

c. Final Results: Unofficial results corrected after expiry of the protest time and after all protests have been dealt with to include the consequences all decisions on these protests made by the Referee.

10.1.2 All Unofficial and Final Results shall be published with minimum delay clearly indicating the status of the result and the time of publication and with the pilots ranked by their performance for the day. Unofficial Results shall include the expiry time for protests and Unofficial Results and Final Results shall be signed by the SGP Director or his nominated Deputy. *A short prizegiving ceremony, based on unofficial results, should be organised daily, no later than one hour after the arrival of the three first pilots.*

10.2 VALIDITY OF THE RESULTS

10.2.1 The cumulative scores of the Sailplane Grand Prix shall be final only after the Referee has confirmed their validity. They will be published before the Prizegiving is held.

10.2.2 The Results of the Grand Prix are valid if there were at least 3 valid competition days.

ANNEX 1: LOCAL PROCEDURES

Local Procedures must be provided to the competitors by the organisers no later than one month before the event.

For a World SGP they shall be submitted to the IGC for approval no later than 3 months before the Opening Ceremony.

They shall contain the following information :

A. Documents to be presented by the pilot at registration
   1. Pilot
   2. Crew
   3. Sailplane

B. Technical requirements
   1. Scrutineering : location and schedule
   2. List of instruments that must be removed
   3. Requirement for High visibility markings
   4. Procedure for checking aircraft mass

C. General Flying Procedure
   1. Map of the airfield
   2. Units of measurement
   3. Single Frequency to be used
   4. Carriage of tracking units

D. Gridding
   1. Organisation of the grid
   2. Requirements for discharging of water ballasts on the grid

E. Launch procedure
   1. Procedure for motor gliders if they are accepted
   2. Release areas
   3. Release
   4. Re-lights (re-launch)

F. Finish Procedure
   1. Arrival announcement
   2. Mandatory Reporting points (if any)
   3. Procedure for direct landings
   4. Procedure for speed finishes
   5. Minimum altitude/height restrictions.

G. Outlanding
   1. Telephone number of the outlanding office
   2. Outlanding form (information to be provided)

I. Scoring
   1. Delay for handling of flight documents
   2. Handling of IGC files in electronic form