

# Räyskälä Masters rule differences

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## REFERENCE RULES FOR DOCUMENT

- Finnish National Gliding Championship rules **rev. 2025 v4**
- FAI Sporting Code Section 3 Annex A **2024 edition**

## CHANGES IN LATEST REVISION

Changes added will be **highlighted** in the document

- Updated to follow latest 2025 revision of Finnish National Gliding Championship rules
- FIN 1.4.5.5 updated to current version (task sheet requirement for start type)
- FIN 5.3.1 updated to current version (more lenient data usage)
- FIN & SPC 7.4.2.1 difference added (increasing or reducing the start time)
- FIN 8.3.1 updated to current version (scoring parameter differences)
- FIN & SPC 8.4.1 difference added (scoring calculation, max points basis)
- FIN & SPC 8.4.2 difference added (scoring calculation, max points basis)
- FIN 8.7 updated to current version (PEV penalization)

## FOREWORD

This document lists the differences between the Finnish National Gliding Championship rules and the FAI Sporting Code Section 3 Annex A (Rules for World and Continental Gliding Championships). In Räyskälä Masters, the Finnish National Gliding Championship rules are applied, with some more detailed specifications and procedures, that are listed in the local procedures.

This document merely provides a list between the two rule sets and should not be used as such as the sole source of rule information for the Räyskälä Masters competition. Always check the local procedures for the valid sets of rules in use.

The differences between wordings like “internationally” versus “in Finland” are considered self-explanatory and are therefore left out from the scope of this document. For example, while in FAI Sporting Code it states “promote worldwide...”, in the Finnish National rules it is worded “in Finland...”. For the intended use of this document those kinds of differences are considered not to be of major importance. This document focuses on the differences that influence the actual competition process, flying, penalties etc., between the two rule sets.

## RULE LIST

For ease of use this list follows the frame of the FAI Sporting Code Section 3 Annex A. The differing rule points are depicted in a table form. For each rule in this list, first the Sporting Code version is shown, which after the equivalent and applied version of the Finnish National rules is shown in bold. To furthermore lessen the chance of mistakes, the cells containing the Sporting Code rule index are coloured red, and the cells containing the in-use Finnish Nationals rules are coloured green. Below the formal rule section quotations are explanatory sections, where the differing points between the rule sets are described in a plain-worded fashion.

In the following table the FAI Sporting Code Section 3 Annex A is referred to as SPC, and the Finnish National Gliding rules as FIN. The Finnish Aeronautical Association’s Gliding Committee is abbreviated as FGC.

### General

SPC 1.2.2 General requirements	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 appropriate, European, Pan American or other Continental Champion, provided that there have been at least four championship days (see 8.2.1) in that class.
FIN 1.2.2	<b>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 Finnish National Champion, provided that there has been at least one championship day (see 8.2.1) in that class.</b>
Difference	In the Finnish Nationals only one competition day is required for the winning pilot to be awarded the title of Finnish National Champion.  <i>Side note: The competitor must have a Finnish competition licence, in order to be able to win the title of Finnish National Champion.</i>
SPC 1.2.3 Period of the event	a. The total period of the event shall not exceed 15 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 training period of three days immediately

	<p>preceding the opening of the Championships shall be made available to all competitors.</p> <p>b. Major international soaring Events on the FAI Sporting Calendar should be separated by a minimum period of 11 days.</p> <p><i>The Organisers may declare further rest days for stated reasons such as pilot fatigue. A rest day should be declared on the day before, but may be declared earlier, or as late as the first Briefing on the day in question.</i></p> <p>c. The dates of the competition must be fixed, i.e. no reserve competition days are allowed. The last competition day will be on a weekday (Monday through Friday), with the Closing Ceremony the next morning. The day of the Closing Ceremony will not be scheduled as a competition day.</p>
<b>FIN 1.2.3</b>	<b>The total period of the event shall not exceed 14 days. The Opening and closing ceremonies must be held during this time frame. The organizer must declare a non-flying rest day, at latest after ten consecutive competition days flown. The organizer may declare more rest days for example due to pilot fatigue.</b>
Difference	<p>In the Finnish National Championships, the maximum length of the event is 14 days. There are no mandatory rest days to be held unless there are 10 consecutive flying days.</p> <p>There are no mandatory official training periods.</p> <p>There are no restrictions for the last competition day, or on what weekday it must be held. There are no requirements for the Closing Ceremony to be on a separate, or on a non-competition day.</p>
<b>SPC 1.2.4</b>	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.
<b>FIN 1.2.4</b>	<b>The official language of the Finnish National Championships is Finnish; this shall include all regulations and information circulated to the competitors, any announcements during the event, and briefings. According to the organizer's judgement, other languages may be used <u>alongside</u> Finnish.</b>
Difference	According to the Finnish National rules, the official language used in the competition must be Finnish. However, the organizer may also use other languages, if deemed necessary.
<b>SPC 1.3.1</b> <b>Championship classes</b>	<p>The Championships shall consist of the one or more classes as described in the main body of Section 3 of the Sporting Code, Chapter 5, and as listed in the Local Procedures. Unless otherwise approved by the Bureau, Club Class gliders and 20 metre Multi-seat Class gliders must appear on their respective Handicap Lists, which are published in the IGC Procedures for Handicapped Classes document.</p> <p><i>There is no requirement for multi-seat gliders to be equipped with dual controls.</i></p>
<b>FIN 1.3.1</b>	<p><b>The Finnish National Championships shall be held in three classes:</b></p> <p><b>CLUB CLASS</b></p>

	<p>Club class is as defined in FAI Sporting Code Section 3 Chapter 5.5.7. In club class, the handicaps used are the handicaps certified by the Finnish Aeronautical Association's Gliding Commission's (now on referred to as FGC).</p> <p><b>RACING CLASS</b></p> <p>Racing class is intended for standard and 15m class gliders. In racing class the FGC verified handicaps are used. The approved gliders for the racing class are determined according to the handicap list in such a way, that the FGC determines the highest and lowest handicap, with which gliders possessing those handicaps are allowed to participate in the class. Gliders having a lower handicap than the handicap list's minimum handicap may participate in the class. However, their handicap will then be the aforementioned handicap list's minimum handicap.</p> <p><b>OPEN CLASS</b></p> <p>Open class is intended for 18m, 20m and open class gliders, as well as the newer 15m class gliders. In open class the FGC verify handicaps are used. The approved gliders for the open class are determined according to the handicap list in such a way, that the FGC determines the lowest handicap, with which gliders possessing that handicap are allowed to participate in the class. Gliders having a lower handicap than the handicap list's minimum handicap may participate in the class. However, their handicap will then be the aforementioned handicap list's minimum handicap.</p>
Difference	<p>The Finnish National Championships class classifications have some differences compared to the SPC classifications. In FIN classes are divided in club, racing and open. Racing consists of 15m and standard, open consists of 18m, 20m and open class gliders. The classes also have some more detailed specifications, which are tied to the handicap system and handicap list in use.</p> <p><b><u>All classes in the Finnish National Championships use handicaps verified by the FGC.</u></b></p>

SPC 1.4.2 Safety	<u>Safety:</u> The Organisers shall pay due regard to safety and fairness in all aspects of the championships. This shall include the distribution of an Emergency Plan to the Team Captains.
FIN 1.4.2	<b><u>Safety:</u> The organizer must, by all possible means, take into account aspects regarding safety and fairness.</b>
Difference	FIN does not require an emergency plan to be handed out to the team captains.

SPC 1.4.2.1 Safety	<p>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 may be selected by vote of the other pilots in the class.</p> <p><i>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.</i></p> <p><i>The Organisers may issue additional rules regarding safety in the Local Procedures.</i></p>
FIN 1.4.2.1	<b>The organizer may issue additional rules regarding safety in the Local Procedures.</b>
Difference	In FIN there is no requirement for a safety committee to be established.

SPC 1.4.4 Fees	<u>Fees:</u> The Organisers must pay sanction fees to FAI as decided by IGC.
FIN 1.4.4	<b>The organizer must deliver the results of the National Championships to the IGC for the purpose of maintaining the ranking list. The organizer takes care of any payments regarding delivering the results to the IGC.</b>
Difference	Finnish National rules state that the organizer must inform the IGC of the results of the competition. Any costs regarding this informing process is the responsibility of the organizer.

SPC 1.4.5 Documentation	<u>Documentation:</u> The Organisers shall provide hardcopies of official documents to the Team Captains upon request. In addition, a depiction of the Task area showing each of the Start, Turn, and Finish Points shall be supplied to each competitor and Team Captain. If local regulations require the carriage of paper charts suitable for navigation, the Organisers will explain how to obtain such charts in the Local Procedures.
FIN 1.4.5	<b>The organizer shall provide these sets of rules and the documents described in this section, along with the publishing date of the documents. If any documents are changed while the competition is under way, each pilot must be informed of the matter. Only one, the latest version of a document is an official one.</b>
Difference	Notices on any changes of the related competition documents are given to all pilots, not to team captains. No large scale map regarding the competition need be provided by the organizer to the competitors.

SPC 1.4.5.1 Local procedures	The Organisers must submit the Local Procedures to the IGC Bureau for approval in time for publication at least 90 days before the first scheduled day of competition. Changes to the Local Procedures during the competition must be approved by the Chief Steward, announced at Briefing, and published on the official notice board.
FIN 1.4.5.1	<b>The organizer must publish the Local Procedures well in advance before the start of the competition. The competitors must be informed of any changes made to the Local Procedures.</b>
Difference	There is no specific date limit set, before which the Local Procedures need be published. Changes to the local procedures do not require an approval of the Chief Steward.

SPC 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. <i>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.</i>
FIN 1.4.5.2	<b>The organizer must publish the turn point list in use for the competition well in advance before the start of the competition. It is recommended to use the turn point list verified by the FGC.</b>

Difference	A bit simplified and less limiting explanation of the turn point file. There is no specific date limit set, before which the turn point list need be published. Otherwise the FIN text is quite self-explanatory.
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SPC 1.4.5.3 Forbidden air-space	<p>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. Sporting Limits may be used to implement graduated penalties around forbidden airspace, horizontally, vertically, or both. If used, they must be outside the forbidden airspace and must be included in the Forbidden Airspace file. Task area altitude limits (if used) are specified in the Local Procedures and are not included in the Forbidden Airspace file.</p> <p><i>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.</i></p>
FIN 1.4.5.3	<p><b><u>Competition and Forbidden Airspace:</u></b> The Competition Airspace consists of uncontrolled airspace (airspace category G) and the daily valid Competition airspace sectors. The airspace outside the aforementioned sectors does not belong to the competition airspace. A competitor has the right to fly outside the competition airspace after his competition performance has ended. This kind of situation may occur, when a competitor for example makes a virtual outlanding to the competition area boundary or starts his sustainer engine. A competitor is obligated to follow the Rules of the air, and get the necessary ATC clearance if/when entering controlled airspace.</p> <p><b>Active Restricted (R) and Prohibited (P) Airspaces are considered as Forbidden Airspace.</b></p> <p><b>The Organizer published daily the valid competition airspace sectors, as well as the forbidden airspace, specified with altitude and/or time limitations if necessary.</b></p>
Difference	<p>The biggest difference is that in FIN <b><u>uncontrolled airspace is included in the competition airspace</u></b> together with daily valid competition airspace sectors. And that <b><u>All active P and R areas are considered as forbidden airspace.</u></b></p> <p>After his competition performance/flight, a competitor may fly outside competition airspace, provided he gets all necessary clearances to do so.</p> <p>Otherwise just simplified way of stating the publishing of the competition and forbidden airspace. No requirements for the information to be specified in the Local Procedures concerning the altitude limits of the Contest area. All in all, no specified format is mandatory for the competition and forbidden airspace information.</p>

SPC 1.4.5.4 Communication with the teams	<p><b><u>Communication with the Teams:</u></b> The Organisers must establish suitable communications channels during the event, including, but not limited to:</p> <ul style="list-style-type: none"> <li>a) Physical mail boxes or mail stations for use by teams and officials.</li> <li>b) Official Notice Board</li> <li>c) Messaging system compatible with mobile phones in use at the event</li> </ul>
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	d) Forms for notifications requiring Team Captain signatures e) Forms for inquiries, complaints, and protests
<b>FIN 1.4.5.4</b>	<u>Communication with the Teams:</u> The Organisers must establish suitable communications channels during the event, including, but not limited to: 1) Official Notice Board 2) Messaging system compatible with mobile phones in use at the event 3) Possible forms in case the competitor has to acknowledge he has received the message with his signature
Difference	In FIN the required means of communications are less strict leaving out requirements for messaging the team captains.

<b>SPC 1.4.5.5</b>  Task sheet	The Task Sheets will be distributed at Briefing. The Task Sheet must include: a) The date b) The Class (in Multiclass Championships) c) The Task specification (see 6.2, 6.3) d) Type of Start and Start options to be used (see 7.4) e) Operational Procedures in use f) QNH g) Any changes to forbidden airspace or altitude limits h) Grid Time i) Anticipated time of first launch j) Safety frequency k) Emergency telephone numbers l) Any other information relevant to the day's flying. <i>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.</i>
<b>FIN 1.4.5.5</b>	<b>The Task Sheets will be distributed at Briefing. The Task Sheet must include:</b> <b>a) The date and competition day sequence number</b> <b>b) The Class</b> <b>c) The Task specification</b> <b>d) Type of Start and Start options to be used</b> <b>e) Take-off and landing procedures</b> <b>f) Competition airspace in use, forbidden airspace, and altitude and time constraints regarding these</b> <b>g) Grid Time</b> <b>h) Anticipated time of first launch</b> <b>i) Frequencies in use and the organizer's telephone number (for emergency use)</b> <b>l) Any other information relevant to the day's flying.</b> <i>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 should include the distribution of new task sheets.</i>
Difference	In FIN there is no requirement for the QNH to be published in the task sheet.

## Championship Officials

SPC 2.1.1 & 2.1.2 Championship director	<p><u>2.1.1:</u> The Championship Director shall be in overall operational charge of the Championships. The Championship Director is the representative of the competition to FAI and is responsible for all communications with FAI. The Championship Director will cooperate with the Sporting Director in the interpretation of all applicable rules.</p> <p><u>2.1.2:</u> The Sporting Director is responsible for making all sporting decisions that directly affect the competition. He is in charge of the day-to-day running of the sporting FAI SC3 ANNEX A Page 12 aspects of the competition, which include task setting, task management, scoring, and the status of results. The Sporting Director will cooperate with the Championship Director in the interpretation of all applicable rules.</p>
FIN 2.1.1	<b>The Championship Director shall be in overall operational charge of the competition. The FGC shall appoint the Competition Director based on the competition organisation's recommendation. The Competition Director is responsible for the good management and smooth and safe running of the competition. For this purpose, the Director must have a sufficient number of assistants.</b>
Difference	In FIN there is no requirement for a Sporting director. In FIN the Competition director is basically in charge of both roles, with the help of the number of assistants he deems necessary. The same goes for the SPC's requirement for Task Setter, meteorologist etc. In FIN the competition director can more freely use the assistant's he deems necessary to fill these roles.

SPC 2.2.1 Stewards	<u>Stewards:</u> 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 from 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.
FIN 2.2.1	<b><u>Stewards:</u> The FGC may nominate a steward for the competition</b>
Difference	In FIN there are no mandatory requirements to have a steward or stewards.

## Competitors

SPC 3.2 Qualifications	<p><u>QUALIFICATIONS</u></p> <p>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 3.1.3 on citizenship and representation, and must;</p> <ol style="list-style-type: none"> <li>Hold a gold badge, or, hold a silver badge and have competed in at least two National Championships;</li> <li>Have flown at least 250 hours as a pilot in command, of which at least 100 hours must be in sailplanes;</li> <li>Hold a currently valid FAI Sporting Licence.</li> <li>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;</li> <li>Know, understand, and abide by the FAI Sporting Code, General Section, Section 3 including Annex A and the Local Procedures issued for the event.</li> </ol>
FIN 3.2	<b>A competitor must also satisfy the following requirements:</b>



	<p>A. Hold a silver badge. In Racing and Open classes the competitor must have competed in at least one competition lasting at least one week (In two-seaters at least one of the crew).</p> <p>B. Have flown at least 100 hours on sailplanes.</p> <p>C. Hold a valid Finnish FAI or Finnish Aeronautical Association's sporting licence. Other than Finnish sporting licence holders may participate on Hors Concours status.</p> <p>D. Hold a valid Pilot Licence and medical certificate, or equivalent document that legally allows to take part in the competition.</p> <p>E. Know, understand, and abide the FAI Sporting Code, as well as this set of rules and any regulations regarding the competition published by the organizer.</p>
Difference	In FIN there is no requirement for having the gold badge, only one prior competition requirement for open and racing classes and no 250 flight hours required (only 100 hours on sailplanes). To be able to compete in the Finnish National Championships, one must hold a Finnish sporting licence. Otherwise, a competitor may participate on Hors Concours status.

SPC 3.6.2 Insurance	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.
FIN 3.6.2	<b>Removed</b>
Difference	In FIN there is no requirement for a personal medical insurance.

## Technical requirements

SPC 4.1.1 Sailplanes and equipment	<p>...</p> <p>b. Each occupant of a competing sailplane shall use seat belt and shoulder harness. Each occupant must wear a serviceable parachute on each competition flight, unless the glider is equipped with an approved airframe recovery parachute system and the use of such a system is allowed by local regulations.</p> <p>...</p> <p>d. Each competing sailplane must have an installed red or white strobe light of sufficient brightness to be clearly visible to oncoming traffic. The strobe light may operate continuously, or it may be activated only when the proximity awareness system detects other traffic in the vicinity. The flash rate must be between 40 and 100 per minute.</p>
FIN 4.1.1	<p>...</p> <p><b>B. During a competition flight every occupant of the competing sailplane must use a seat belt and wear a serviceable parachute.</b></p> <p>...</p> <p><b>F. It is recommended to use the following safety enhancing features in a competing sailplane:</b></p> <ul style="list-style-type: none"> <li>a. Energy absorbing foam seat cushions</li> <li>b. ELT or PLB</li> <li>c. Markings improving the visible detection of the glider</li> <li>d. A strobe light improving the visible detection of the glider</li> <li>e. Possible other features as listed in Sporting Code Annex A, Appendix 2</li> </ul>

Difference	<p>In FIN there is no exceptions for crew members in using a serviceable parachute during a competition flight. An airframe recovery parachute system does not eliminate the requirement for personal parachutes for the crew members.</p> <p>In FIN it is not mandatory to have a strobe light installed to the sailplane.</p> <p>There are no mandatory requirements to have the listed safety features (unlike in SPC 4.1.2, see next section). In FIN these are only recommendations.</p>
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SPC 4.1.2 Sailplanes and equipment	<p>...</p> <p>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.</p> <p>The acceptance check will include:</p> <ul style="list-style-type: none"> <li>i. verification of the installation of an industry-standard collision avoidance transceiver, if its use in the contest area is authorised by governing law;</li> <li>ii. a demonstration by the pilot of a simulated emergency cockpit evacuation; and</li> <li>iii. verification of the incorporation of at least two of the safety features listed in Appendix 2.</li> </ul> <p>...</p> <p>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 disabled. The Organisers may specify instruments and procedures covered by this rule in their Local Procedures.</p>
FIN 4.1.2	<p><b>B. The organizer has the right to inspect the competition glider in the configuration it is flown. The inspection will include:</b></p> <ul style="list-style-type: none"> <li><b>a.) verification of the installation of an industry-standard collision avoidance transceiver</b></li> <li><b>b.) a demonstration by the pilot of a simulated emergency cockpit evacuation</b></li> </ul> <p>...</p> <p><b>On the first day of the competition each competing glider must be in the configuration that it will be flown during the competition. The configuration shall be kept unchanged during the whole competition. Exception: In the Open class, it is allowed to change complete wing panels and/or winglets. The handicap will be determined by the configuration giving the highest handicap. There may be instruments allowing flying without ground visibility in the glider, provided that they have been disabled. The organiser may specify the instruments covered by this rule.</b></p> <p><b>All navigational instruments are allowed. It is recommended to use the audio function on variometers, GNSS navigational instruments and gliding computers, to enhance the surveillance of look out airspace</b></p>
Difference	<p>There is no requirement for the technical inspection of the competing glider, however the organizer may inspect the gliders, if deemed necessary. In FIN there are no requirements for two safety features from the SPC Annex 2 list. However as per the previous section 4.1.1., they are recommended.</p>

	<p>On the first competition day, the glider must be in the configuration it is to be flown during the competition. In Open class one may change the configuration, but the handicap will be determined by the configuration giving the highest handicap.</p> <p>There is a strong recommendation to use the audio setting on onboard instruments, to enable the pilot to look out as much as possible.</p>
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SPC 4.2.1 Maximum Takeoff Mass	<p>a. Open Class – 850 kg.</p> <p>(i) Changes to the wing panels and winglets shall be permitted during a Championship.</p> <p>b. 18 M Class – 600 kg.</p> <p>c. 15 M and Standard Classes – 525 kg.</p> <p>d. Club Class – No disposable ballast permitted and MTOM limited to the lesser of:</p> <ul style="list-style-type: none"> <li>- Maximum certificated Takeoff Mass, and</li> <li>- Maximum certificated Takeoff Mass without waterballast according to Type Certificate Data Sheet (TCDS).</li> </ul> <p>e. 20 metre Multi-seat Class – 800 kg.</p> <p>f. 13.5 metre Class – 350 kg.</p> <p>...</p>
FIN 4.2.1	<p><b>A. Open Class – 850 kg. Changes to the wing panels and winglets shall be permitted during the competition. The handicap will be determined by the configuration giving the highest handicap.</b></p> <p><b>B. Racing Class – 525 kg.</b></p> <p><b>C. Club Class – No disposable ballast permitted. MTOM is defined by the latest version of the FGC’s handicap list.</b></p>
Difference	In FIN only three competition classes, and Racing class has its national limited MTOM of 525 kg. In Club class the MTOM restrictions can be found in the FGC’s handicap list.

SPC 4.3.1 Contest numbers	<p>The contest numbers, as validated by the Organisers, shall be displayed:</p> <p>...</p> <p>b. On the glider trailer and crew car.</p>
FIN 4.3.1	<p><b>The organizer validates the contest numbers used in the sailplanes. In case of coinciding contest numbers, the contestant that registered first has the right to the contest number he registered. The contest number shall be displayed:</b></p> <p>...</p> <p><b>b. removed</b></p>
Difference	In FIN there is a “first come, first serve” policy if two contestants have the same competition number. Also there is no need to display the competition number in the glider trailer or the crew car.

## General flying procedures

SPC 5.2 Briefing	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.
FIN 5.2	<b>A. All competitors must attend briefings. The competition director may, for special reasons, allow an absence from briefing. In this case the competitor is responsible</b>

	<b>for reporting to the competition director before the flight, and to find out about the task and any specific information related to the task.</b>
Difference	There are no team captains specified in the competition, and therefore no one can attend a briefing on behalf of a competitor. If a competitor is absent from a briefing, with permission by the competition director, the competitor must report to the competition director before the flight and get the task details.

<b>SPC 5.3.1</b> Communication by Radio	<p>a. Voice communication: Voice transmissions are allowed between pilots, teams, and Organisers only. Two-way voice communication on VHF between members of the Team (including the Team Captain) is not restricted in any way. Voice communications may be made only on frequencies prescribed by the Organisers.</p> <p>b. Data communication:</p> <ul style="list-style-type: none"> <li>-Reception of data from the ground must be from publicly available sources.</li> <li>-Reception of data from airborne transmitters is not restricted in any way.</li> <li>-Reception of data by a fixed mobile phone for display on a flight instrument is allowed. There is no restriction on the information contained in that data.</li> <li>-Other data communication between competitors, or between them and the ground, is prohibited except as may be allowed by the Organisers in the Local Procedures to enhance flight safety.</li> </ul>
<b>FIN 5.3.1</b>	<p><b>a.) Use of avionautical radio: Avionautical radios are for voice communications between the pilots, teams and organizers.</b></p> <ul style="list-style-type: none"> <li>- It is also allowed to contact Air Traffic Control Services via VHF radio</li> <li>- The contestant must remain on the frequencies prescribed by the organizer.</li> </ul> <p><b>b.) Data communication:</b></p> <ul style="list-style-type: none"> <li>- Data communication via telephone network is allowed</li> <li>- Data communication between airborne transmitters is allowed, including data communication via satellite</li> </ul>
Difference	<p>Data usage is more lenient in FIN, ie. no requirement for data to be only from publicly available sources.</p> <p>In FIN it is allowed to use VHF communications to contact air traffic control services during the competition.</p>

<b>SPC 5.4</b> Control proce- dures	<p>...</p> <p>c.) FR recording interval shall be set to 1 second. Non-compliance may be penalized.</p>
<b>FIN 5.4</b>	<p>...</p> <p><b>c.) FR recording interval shall be 5 seconds or less. Non-compliance may be penalized. The FR must be switched on 2 minutes before the first launch to register the altitude zero-level.</b></p>
Difference	in FIN the FR recording interval may be up to 5 seconds. The FR must be set on at least 2 minutes before the contestant's first launch.

## Tasks

SPC 6.1 Task types	<b><u>TASK TYPES</u></b> 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.
FIN 6.1	<b><u>TASK TYPES</u></b> <b>The organizer may use the following task types, taking into consideration flight safety and weather conditions. If conditions allow, more than one task type should be used.</b>
Difference	In FIN here is a more free recommendation to use more than one task type.

## Competition procedures

SPC 7.2.4 Suspending launching	<b><u>Suspending Launching</u></b> 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 regriding of the airborne competitors or cancel the task.
FIN 7.2.4	<b><u>Suspending Launching</u></b> <b>Once started, the organizer may suspend towing for reasons of safety. If the suspension is sufficiently long to give an unfair advantage to those already airborne, the competition director must cancel the task.</b>
Difference	In FIN, if a long enough suspension of launching takes place, that the airborne competitors would have an unfair advantage, the competition director has to cancel the task. There is no possibility for the competition director to order a landing followed by a regriding.

SPC 7.3.1 Number of launches	... c.) A competitor requiring a second or third launch shall be launched as soon as possible. If the Sporting Director determines that a relaunch will not affect the class currently being launched, then he may authorize an immediate relaunch. Otherwise, the competitor seeking a relaunch must wait until after a launch FAI SC3 ANNEX A Page 32 has been offered to the last sailplane in the class that is currently being launched. ...
FIN 7.3.1	... <b>c.) A competitor requiring a second or a 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.</b> ...
Difference	In FIN there is no option to give a immediate relaunch when the launches for a class are still under way.

SPC 7.4.2.1 Opening and Closing of the start	<b><u>Opening and Closing of the Start</u></b> 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, if in the judgment of the Sporting Director, an opportunity for a fair Start is available to all pilots in the class. The minimum time period is 20 minutes.
FIN 7.4.2.1	<b><u>Opening and Closing of the Start</u></b>

	<b>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, if the distance between the centerpoint of the tow release area and start point or start cylinder is below 15km. The minimum time period is 20 minutes. The competition director may also increase the start time.</b>
Difference	In FIN there the possibility to reduce the start time is based on the distance between the tow release point and the start point. In FIN there is also the possibility to increase the start time from 30 min.

<b>SPC 7.5.2</b> Collision Avoidance and Tracking	Pilots may configure their proximity awareness transceivers in any way they wish, provided the position/velocity data transmissions are preserved. <i>Low power modes, limited information modes, and requests for "no tracking" are all allowable configurations of proximity awareness transceivers</i>
<b>FIN 7.5.2</b>	<b>Competitors are allowed to set the collision avoidance system to a mode that limits data transmission (so called stealth mode). The organizer may order a competitor to use the collision avoidance system in track mode, for the tracking of the glider.</b>
Difference	In FIN competitors may use the so called stealth mode in their collision avoidance systems. <b>However</b> , the organizer may order the system to be used in track mode. This is done to allow the tracking of the gliders for the purpose of sport coverage and to make gliding more audience friendly.

<b>SPC 7.6.5</b> Turn points and assigned areas	If a competitor fails to enter the Observation Zone, but the Flight Log shows a valid fix within 500 metres of the Observation Zone then the Scorer will choose whichever evaluation results in a higher score: either a) the pilot will receive credit for achieving the Turn Point or Assigned Area, and a penalty will be applied; or b) the pilot will not receive credit for achieving the Turn Point or Assigned Area and will not receive a penalty.
<b>FIN 7.6.5</b>	If a competitor fails to enter the Observation Zone, but the Flight Log shows a valid fix within 500 metres of the Observation Zone the pilot can get credit for achieving the Turn Point or Assigned Area. A penalty will be applied for incorrect turn point entry.
Difference	In FIN the scorer doesn't have the option to disregard the turn point entry if the distance is less than 500m, even if the scoring without entry to the turn point would result in higher scoring (due to no penalty given).

## Scoring and penalties

<b>SPC 8.1</b> Scoring system	<u>SCORING SYSTEM</u> The Organisers shall state in the Local Procedures which Scoring System (Classic or Alternative) will be used for each class.
<b>FIN 8.1</b>	<b>The 1000-point scoring system is in use in the competition (highest possible daily score is 1000 points). Scores for each class will be calculated separately.</b>
Difference	Only one scoring system, the 1000-point scoring system, can be used in the competition (i.e. the classic scoring system).

<b>SPC 8.2.4</b> Handicaps	<u>Handicaps</u> Handicapping shall be used in the Club Class and may be used in the 20 metre Multi-seat Class in Continental Gliding Championships only (not in
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	<p>World Gliding Championships). Organisers shall state in the CGC Local Procedures if Handicapping is to be used in the 20 metre Multi-seat Class.</p> <p>a. Handicaps shall be taken from the valid IGC Handicap list or any other list approved by the IGC Bureau for the specific Championships.</p> <p>b. The Organisers shall publish a list of all competitors with their handicaps before the beginning of the Championships.</p> <p>c. Handicaps shall be applied according to 8.3.2.</p>
<b>FIN 8.2.4</b>	<p><b><u>Handicaps</u></b></p> <p><b>The organizer uses the handicap system as detailed in section 1.3.1</b></p> <p><b>A. Removed.</b></p> <p><b>B. The organizers shall publish the handicap for each competitor.</b></p> <p><b>C. Handicaps shall be applied according to 8.3.2</b></p>
Difference	In FIN handicaps are in use for all classes, as detailed in FIN section 1.3.1 (handicap list published by the FGC).

<b>SPC 8.3.1</b> Scoring Parameter Definitions	<p><b><u>D1</u></b></p> <p>Minimum Distance for 1000 points, depending on the class:</p> <p>13.5 Metre, Club: D1 = 250 km</p> <p>Standard, 15 Metre, 20 Metre Multi-seat: D1 = 300 km</p> <p>18 Metre, Open: D1 = 350 km</p> <p><b><u>Dm</u></b></p> <p>Minimum Distance to validate the Day, depending on the class:</p> <p>13.5 Metre, Club: Dm = 100 km</p> <p>Standard, 15 Metre, 20 Metre Multi-seat: Dm = 120 km</p> <p>18 Metre, Open: Dm = 140 km</p> <p><b><u>n1</u></b></p> <p>Number of competitors who achieve a Handicapped Distance (Dh) of at least Dm</p>
<b>FIN 8.3.1</b>	<p><b><u>D1</u></b></p> <p>Minimum Distance for 1000 points, depending on the class:</p> <p>Club: D1 = 250 km</p> <p>Racing: D1 = 300 km</p> <p>Open: D1 = 350 km</p> <p><b><u>Dm</u></b></p> <p>Minimum Distance to validate the Day, depending on the class:</p> <p>Club: Dm = 100 km</p> <p>Racing: Dm = 120 km</p> <p>Open: Dm = 140 km</p> <p><b><u>n1</u></b></p> <p>Number of competitors who achieve a <b>Marking Distance (D)</b> of at least Dm</p> <p><b><u>Dr</u></b></p> <p>Highest Marking distance of the day (D)</p>
Difference	<b>The biggest difference is the definition n1. In FIN it is connected to the marking distance, where as in SPC to the Handicapped distance. This has an effect on the scoring and when a competition day becomes valid (enough pilots flying the minimum task distance)</b>

	Scoring parameter definitions D1 and Dm for the Finnish National class system. In short Club class is the same in both rules. Racing class equals the parameters of Standard, 15 metre and 20 Metre multi-seat classes. Open class parameters are equals the parameters of 18 metre and Open classes.
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#### 8.4 Calculation of scores

SPC 8.4.1 Racing Task or Distance Handi- cap Task	a. <u>Day Parameters:</u> Pm = the least of: 1000 or: $1250 \times (Do/D1) - 250$ or: $(400 \times To) - 200$
FIN 8.4.1	a. <u>Day Parameters:</u> Pm = the least of: 1000 or: $1250 \times (Dr/D1) - 250$ or: $(400 \times To) - 200$
Difference	In FIN the maximum daily points are based on the days highest marking distance Dr, not on the highest handicapped distance Do, as in SPC

SPC 8.4.2 Assigned Area Task	a. <u>Day Parameters:</u> Pm = the least of: 1000 or: $1250 \times (Do/D1) - 250$ or: $(400 \times To) - 200$
FIN 8.4.2	a. <u>Day Parameters:</u> Pm = the least of: 1000 or: $1250 \times (Dr/D1) - 250$ or: $(400 \times To) - 200$
Difference	In FIN the maximum daily points are based on the days highest marking distance Dr, not on the highest handicapped distance Do, as in SPC

#### 8.7 Penalties

SPC 8.7 Penalties	Late delivery of backup documentation >60min ...
FIN 8.7	Late delivery of backup documentation >90min ...
Difference	In FIN the deadline for the delivery of backup documentation is longer, 90min.

SPC 8.7 Penalties	Incomplete outlanding report ...
FIN 8.7	Not specified
Difference	In FIN incomplete outlanding report is not penalized.

SPC 8.7 Penalties	No PEV First offence: 60 pts Subsequent offence: 60 pts Max penalty: 60 pts
FIN 8.7	No PEV First offence: 50 pts



	<b>Subsequent offence: 50 pts</b> <b>Max penalty: 50 pts</b>
Difference	In FIN the penalty for no PEV is 50 pts, instead of 60.

SPC 8.7 Penalties	<u>Finishing below minimum finish altitude</u> First offence: 1 pt/m Subsequent offence: 1 pt/m Max penalty: Achieved speed points
FIN 8.7	<u>Finishing below minimum finish altitude</u> <b>First offence: 1 pt/m</b> <b>Subsequent offence: 1 pt/m</b> <b>Max penalty: Disqualification</b>
Difference	In FIN the max penalty for continuous finishing below finish altitude is stricter – <b>Disqualification</b> .

SPC 8.7 Penalties	Not specified
FIN 8.7	<u>Finishing below more than 100m of minimum finish altitude</u> <b>First offence: Outlanded at the finish line</b> <b>Subsequent offence: Day disqualification</b> <b>Max penalty: Disqualification</b>
Difference	In FIN there is a separate penalty specified if a competitor finishes more than 100 meters below the finish altitude limit.

SPC 8.7 Penalties	<u>Towing: pull-up before release</u> First offence: Warning Subsequent offence: Day Disqualification Max penalty: Disqualification
FIN 8.7	<u>Towing: pull-up before release</u> <b>First offence: Warning</b> <b>Subsequent offence: (n-1)*25p</b> <b>Max penalty: Disqualification</b>
Difference	In FIN, in the case of pull-up before release, the penalty for subsequent offence is a <u>point penalty</u> , as opposed to day disqualification like in the SPC.

SPC 8.7 Penalties	Not specified
FIN 8.7	<u>Flying laterally outside of competition airspace</u> <b>First offence: Outlanded at the point exiting competition airspace</b> <b>Subsequent offence: Outlanded at the point exiting competition airspace</b> <b>Max penalty: Outlanded at the point exiting competition airspace</b>
Difference	In FIN there is a simple penalty when exiting competition airspace (not flying to forbidden airspace). That is outlanded at the point where the pilot exited the competition airspace.

## Complaints and protests

SPC 9.1.3 Complaints	At any time during the Championships a complaint may be made through the Team Captain to the Sporting Director or his designated official. Such complaint shall be dealt with expeditiously.
FIN 9.1.3	<b>At any time during the competition a competitor may deliver a written complaint to the competition director. The complaint must be dealt with without delay.</b>
Difference	No team captains are used in the competition. Competitors may make their complaints by themselves in writing, and deliver them to the competition director.

SPC 9.2.1 Protests	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.
FIN 9.2.1	<b>Protests may not be filed against these rules, nor the Finnish Aeronautical Association's General Rules of the Finnish National Championships.</b>
Difference	No protests can be made against the Finnish rule sets.

SPC 9.2.3 Protests	The amount of the Protest Fee will be 100€. The protest fee shall be returned if the protest is upheld, or is withdrawn prior to the hearing by the jury.
FIN 9.2.3	<b>The amount of the Protest Fee will be announced in the Local Procedures. The minimum fee is 100€. The protest fee shall be returned if the protest is upheld, or is withdrawn prior to the hearing by the jury.</b>
Difference	In FIN it is possible to assign a larger protest fee than 100€, but the protest fee must be announced in the Local Procedures.

SPC 9.2.4 Protests	a. Such a protest shall be made in writing, in English, and shall contain the following elements: ...
FIN 9.2.4	<b>A. A protest shall be made in writing, in a language accepted in the competition, and it shall contain the following elements:</b> ...
Difference	A protest shall be made in a language that is approved in the competition.

## Results and prizegiving

SPC 10.1.1 Definition of status of results	Definition of status of results: a. Performance: The competitors' results expressed in distance (km), speed (kph), or time (h:mm:ss). b. Preliminary Results: Performances converted to points, before all Flight Logs have been analysed and all penalties have been applied. ...
FIN 10.1.1	<b>Definition of status of results:</b> <b>a. Performance: The competitors' results expressed in distance, speed, or time. An electronic display device is sufficient.</b> <b>b. Preliminary Results: Performances converted to points, before all Flight Logs have been analysed and all penalties have been applied. An electronic display device is sufficient.</b> ...

Difference	In FIN it is specified, that for the performance and preliminary results, an electronic display device is sufficient means for showing the results.
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SPC 10.2.2 Prizegiving	<p>The FAI will award a Gold, Silver and Bronze medal in each Championship class to the competitors placed respectively first, second and third.</p> <p>a. Up to 10 Diplomas will be awarded to the first third of the competitors in each class.</p> <p>b. Awarded Challenge Cups shall be held by the winners until they are put back into competition for the following Championships.</p> <p>c. The Organisers may award local prizes. If they do, prizes must be awarded to all the Diploma awardees.</p> <p><i>Commemorative medals or badges may be given to all competitors, their assistants, and officials.</i></p> <p>d. Small prizes may be given to the daily winners.</p>
FIN 10.2.2	<p><b>The Finnish Aeronautical Association will award a Gold, Silver and Bronze medal in each Championship class to the competitors placed respectively first, second and third.</b></p> <p><b>A. Up to 10 Diplomas may be awarded to the first third of the competitors in each class.</b></p> <p><b>B. Awarded Challenge Trophies shall be held by the winners until the next Finnish National Championships. There may be specifiers on the rules of the individual challenge trophies.</b></p> <p><b>C. The organizers shall award prizes to the top six competitors in each class.</b></p> <p><b>D. Daily winners shall be given credit to in the following day's briefing.</b></p>
Difference	In FIN, awarding Diplomas for the top 10 pilots in each class is optional. It is mandatory to give prizes to the top six in each class, and no commemorative medals are mandatory for each participant.