

Open Belgian Gliding Nationals 2026

OBGN 2026

Local Procedures v.1.2
January 2026

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A. CHAMPIONSHIPS DETAILS

1. Name of the Event: Open Belgian Gliding Nationals 2026 – OBGN 2026

2. Location of the Event:

- 2.1 Airfield: Saint-Hubert EBSH Belgium
- 2.2 Coordinates: N 50°02'09" – E 005°24'15"
- 2.3 Elevation: 561 m.
- 2.4 Airfield Frequency: 122.180
- 2.5 Contest flying will take place over territories of Belgium, Luxemburg, Germany and France.

3. Time Schedule:

- 3.1 Entries due 20 May, 2026 at noon (12:00).
- 3.2 Airfield will not be closed for training flights.
- 3.3 On site registration period: June 18, 2026, 14:00 until June 20, 2026, 09:00.
- 3.4 Self weighting period: June 13, 2026, 14:00 until June 19, 2026, 18:00.
- 3.5 Un-official training: June 13 to 19, 2026.
- 3.6 Configuration change closes: June 20, 2026, 09:00.
- 3.7 First mandatory briefing: Will be available before 20th June 2026 All pilots are required to assist at this briefing, while the presence of the crews is highly recommended. This briefing will be recorded and will be available on the OBGN website. Pilots are required to fill a specific declaration form about this briefing. Procedure will also be on the website.
- 3.8 Opening Ceremony: There is no specific open ceremony scheduled, for the moment.
- 3.9 Contest flying: June 20 to June 27, 2026.
- 3.10 Farewell party June 27, 2026, 19:00. TBC
- 3.11 Closing Ceremony and Prize Giving: June 27, 2026, 20:00. The CM keep the right to move the prize giving ceremony to June 28, 2026 10:00 depending on the situation of the day / competition.

4. Contest Officials

- 4.1 Contest Manager - CM: Quentin TENDYCK
- 4.2 Deputy Contest Manager - DCM: Frédéric PAEPE
- 4.3 Contest Director - CD: Frédéric PAEPE
- 4.4 Deputy Contest Director – DCD: Arnaud DEHOUX
- 4.5 Flight Director - FD: Olivier BRIALMONT
- 4.6 Chief Scorer - CS: Arnaud DEHOUX
- 4.7 Deputy Chief Scorer DCS: Quentin Tendencyck
- 4.8 Sniffer: Olivier BRIALMONT or any other CD designated participating or non-participating pilot.

5. Jury

- 5.1 The Jury will be composed of 3 persons.
- 5.2 The Jury will not be required to be on the site for as long as they can set up a working communication system among them.
- 5.3 Jury members and president will be drafted from the Belgian Official Observer's list.

- 5.4 The Jury:
Members:

- Laurent Marenne
- José Jaime
- Stéphane Vander Veken

6. Addresses for Correspondence and Entries:

The Centre National de Vol à Voile (CNVV)

E-mail address: obgn@cnvv.be

Website : https://www.soaringspot.com/en_gb/obgn-open-belgian-gliding-nationals-2026-saint-hubert-ab-2026/

Phone number: 061/61 12 68

Fax number 061/61.38.20.

B. GENERAL

1. Official Language

English is the official language of this contest. In these Local Procedures, the words “must”, “shall” and “may not” indicate mandatory requirements; “should” indicates a recommendation; “may” indicates what is permitted and “will” indicates what is going to happen. Briefings will be given in English but if necessary, explanation may be given in French or Dutch.

2. Rules references

The Championships will follow the rules of the FAI Annex A to Section 3 – Gliding, 2025 Edition, except stated otherwise in these Local Procedures. In other words, Local Procedures have priority on FAI Annex A to Section 3 – Gliding, 2025 Edition. Please read both documents attentively as multiple changes occurred since last editions.

3. Objectives of the Championships

- 3.1 Select the 2026 Belgian National Champions.
- 3.2 Select the 2026 Open Belgian Gliding Nationals Champions.
- 3.3 A minimum of 1 valid day is required to crown a Champion in one class.
- 3.4 The Open BGN titles will only be attributed if at least one foreign pilot participates in the concerned class(es).
- 3.5 One Cup will be attributed to the woman pilot who scores the most points overall in the OBGN.
- 3.6 One Cup will be attributed to the pilot under 25 years on January 1st 2026 who scores the most points overall in the OBGN.
- 3.7 Fly a safe, fair and fun contest. Safety is paramount!
- 3.8 Foster friendship, co-operation and exchange of information among participants.
- 3.9 Allow as many pilots possible to enjoy the Belgian Ardennes countryside and weather conditions.

4. Classes

- 4.1 Championship classes: Club; Combined Standard, 15M and 20M; Combined 18M, 20M and Open; 20M class gliders being divided into the 2 combined classes through their respective handicap. See exception in point B.4.7
- 4.2 Club class will include all gliders on the FFVP club class handicap list, before any additional performance enhancement handicap increments (Exception on rule G.1.9). Club class rules prohibit the use of water ballasts.
- 4.3 Combined Standard, 15M and 20M class will include all gliders with a handicap from 104 to 117 (both included) on the FFVP multiclass handicap list.
- 4.4 Combined 18M, 20M and Open class will include all gliders with a handicap higher than 115 (included) on the FFVP multiclass handicap list.
- 4.5 If a glider can fly in multiple classes the pilot can choose the class.
- 4.6 The choice between classes must be made by June 20, 2026, at 12:00.
- 4.7 In case the Combined Standard, 15M and 20M or the Combined 18M, 20M and Open class has less than 10 participants before the first task, both classes will be merged into one class called Combined class.
- 4.8 If the Combined Standard, 15M and 20M or the Combined 18M, 20M and Open are merged, one general ranking will be maintained and will be used for submission at the IGC ranking list. In parallel, one ranking for the Combined Standard, 15M and 20M class

and one ranking for the Combined 18M, 20M and Open will be made to select the 2026 Belgian National Champions and the 2026 Open Belgian national champions.

- 4.9 A minimum of 6 Belgian pilots must have scored at least 1 point to render a Class eligible for a national title.
- 4.10 To be crowned Belgian Champion, a pilot must have the Belgian citizenship and be member of the FBVV/BZF via the RBAC, or via a club attached to the LVZC, or the FCFVV, or the Royal Belgian Air Cadets.
- 4.11 Pilots competing for a national title on a 2-seat glider must both be citizens of Belgium and be member of the FBVV/BZF via the RBAC, or via a club attached to the LVZC, or the FCFVV, or the Royal Belgian Air Cadets.
- 4.12 For pilots competing on a 2-seat glider, the pilot-in-command must remain the same for the whole contest. The second pilot or passenger can be changed as often as desired, but the registered pilot must always have a better IGC ranking than his (her) passenger. If this would not be the case, the crew will be scored Hors Concours (HC) in the 2026 Open Belgian Gliding Nationals contest. None of the pilots will have IGC or Belgian Ranking List points.
- 4.13 In order to secure the existence of any class, the contest director has the possibility to force the allocation of a glider (with handicap at the limit of the classes) to the class with the fewest participants

5. Safety

- 5.1 An Emergency Plan will be part of the documentation distributed to the participants at registration. It will also be available on the Contest Website.
- 5.2 A Safety Briefing, given by the Contest Manager/Director, will be part of the Mandatory Briefing on 20 June 2026 at 09:30.
- 5.3 A Safety / Advisers Committee will be in place during the contest. It will be presided by the CD and will be composed of the CM, or his deputy, and one pilot of each class. Those pilots will be selected during the first briefing on June 20, 2026 at 09:30.
- 5.4 The same pilots will also serve as advisers in the air for the CD.
- 5.5 The role of the Safety / Advisers Committee is to discuss any matter pertaining to Safety and proposing ways to correct any inadequacy in the organization or pilot flying behavior. The Committee has no power of discipline. This remains the CD's prerogative.
- 5.6 The safety frequency will be: 122.180.
- 5.7 A safety box will be available for anonymous comments to the organization from pilots or crews. This box is not limited to safety; any suggestion, remark, comments will be welcomed. The CD or CM will check this box regularly.
- 5.8 Glider spoilers should at all times be in a safe position prior to take off: either locked closed or extended and moving; so it is obvious the pilot has control of them.
- 5.9 Maximum speed for vehicles within the airport is limited to 25 km/h.
- 5.10 A mandatory rest day will be imposed to all competitors after a total of 5 consecutive valid days is reached in any of the classes. Competitors will not be allowed to fly that day, except for one or more instrument check flight(s). The test flight(s) must not exceed 1 hour total. Penalty is the next valid day disqualification.

6. Data Base

- 6.1 Control Point file format: Cup
- 6.2 The TPOBGN2026.cup will be available on Soaringspot before June 1st, 2026. This is an updated data base with new Turn Points added.

6.3 The OBGN2026 WEEK V1 and OBGN2026 WEEKEND V1 will be available on the Soaringspot before June 1st, 2026. This is an updated data base with new Airspace files added.

7. Place of publication of operational decisions

All official operational decisions will be placarded on the Official Board, placed contiguous to the Contest Office.

C. ENTRIES

1. Finances

- 1.1 Entry fee: 180 Euros per participating glider, 280 Euros if registration occurs after May 20, 2026 and 120 Euros for first time participating pilots and for pilots less than 25 years old on January 01st, 2026. A prepayment of 5 tow tickets or 5 self-launch tickets is required with the Entry Fee.
- 1.2 Tows and self-launch tickets are fully refundable, if not used by the end of the contest. Assisted take off tows are not allowed during the competition.
- 1.3 Tow tickets are 54 Euros each, 44 Euros for pilots less than 25 years old on January 01, 2026.
- 1.4 Self launch tickets are 22 Euros each.
- 1.5 The above fees include airport user's fees.
- 1.6 **By registering, pilots acknowledge that they understand and will abide to these Local Procedures.**
- 1.7 Registration is online only, using the Contest website: Please pay on the account of the Organisation. IBAN: BE19 6501 5753 6212 BIC: REVOBEB2 If your bank requests an address, here it is:
Aérodrome boîte 1
6870 Saint-Hubert
Belgique
- 1.8 Registrations can be cancelled with full refund until June 7, 2026.
- 1.9 Pilots who are not accepted because of rules C.2.1 to C.2.2 will be fully refunded.

2. Participants

- 2.1 Number of allowable entries: 60.
- 2.2 First registered, first accepted.
- 2.3 Registry is only considered as completed after payment in full of C.1.1 is received and approved by the CM.
- 2.4 There is no limit of entries per class, for as long as rule C.2.1 is respected.
- 2.5 Team flying is authorized.

3. Documentation

- 3.1 Only 1 document will be required at onsite registration: the statement of compliancy signed by the pilot in command of the registered glider.
- 3.2 Additional documents required with the glider during the contest:
 - 1) The glider flight manual (AFM) or a copy (which can be a reduced version in size).
 - 2) The original Registration Certificate.
 - 3) The original Certificate of Airworthiness or Permit to Fly.
 - 4) ARC valid for the duration of the contest.
 - 5) The glider radio license.
 - 6) Third Party Insurance Certificate.
 - 7) The glider logbook.
 - 8) The day task sheet.
 - 9) Current paper maps covering the task area.
 - 10) The original and up-dated Weight & Balance sheet(s).
 - 11) Valid Glider Pilot's License with currency requirement fulfilled.
 - 12) Glider Pilot's Medical Certificate valid for the duration of the contest.
 - 13) Therapeutic Use Exemption (TUE) if applicable.

D. TECHNICAL REQUIREMENTS

1. Additional equipment

- 1.1 All gliders must be equipped with FLARM.
- 1.2 FLARM's must be activated throughout the duration of all flights during the contest. Files from the FLARM's can be requested by the CD at any time during the contest. (See penalties for not abiding). Stealth, competition and no tracking modes use are left at the pilot's discretion. OGN registration is not mandatory. We also suggest competitors to temporarily unsubscribe to the other tracking providers like, but not limited to, FlightRadar21, GlidePort.Aero, Skylines, if they don't want to be tracked.
- 1.3 The Primary and Back Up flight recorders have to be an IGC level 1, 2 or 3 flight recorder in a correct date and time configuration. They must have an operational barometric sensor. The maximum recording interval is 4 seconds. It is strongly recommended to set the recording interval to 1 second. The Primary flight recorder log file will always be given first to the organizers.
- 1.4 If the flight computer installed in the glider produces a log file, this computer must be designated as the Primary flight recorder and its file must be provided after each flight.
- 1.5 The Organizers will score the Primary Flight Log. In the event that the first FR fails to provide satisfactory evidence of correctly fulfilling the task as claimed by the pilot, the Flight Log from the Back Up FR will be used for scoring. Additionally, the Championship Director may require submission of Flight Logs from all FRs carried, regardless of equipment failures. An additional hour (total two hours after landing) is granted for delivery of the Back Up log file to the organizers.
- 1.6 Engine equipped gliders must have both primary and BU flight recorders equipped with operational engine sensors.
- 1.7 All flights originating from EBSH during the period between June 13 to June 27 2026 must be documented. A pilot who refuses to provide a flight log during this period of time will be disqualified for the day. If it happens during a cancelled day or a non-contest day; the pilot will receive 0 point at the closest scored day.
- 1.8 The organizers have the right to request files from both primary and back up flight recorders at any time between June 13 to June 27, 2026.
- 1.9 Glider and trailer anchoring equipment. Both must be secured every night and non flying days.

2. Instruments that must be removed from the sailplane

- 2.1 Cloud flying instruments and instruments allowing pilots to fly without visual reference to the ground are prohibited and must be removed. These include, but are not limited to: Bohli, Chanz, KT1 and other gimballed compasses, turn and bank indicators, artificial horizon. Random checks will be conducted by the organization during the contest.
- 2.2 AHRS software embedded in the new generation flight computers must be disabled during the flight. The IGC files must indicate that this function is disabled during the flight.

3. Weighting

- 3.1 Participating gliders will have the occasion to weight their gliders by themselves with the official scales prior to the first official task. This weighting will just be a reference for them. The same equipment will be used for official weighting during the contest.
- 3.2 Random weighting will be organized on the grid during the contest.
- 3.3 It is the responsibility of the pilot to have his glider under the Maximum Takeoff Mass (MTOM) at all times during the contest.

- 3.4 Overweight offences will be penalized according to G.3 Penalties. The tolerance is 10 kg for gliders under 20 meters wingspan and 15 kg for gliders with a wingspan of 20 meters or longer.
- 3.5 All club class gliders will be weighted before or during the contest. Pilot from the club class must provide the weight of their glider + equipment + pilot. This weight will be used as reference for handicap calculation before the official weighting. Handicaps will be adapted retroactively if there is any difference between the weight provided and the official weight.

4. Contest Numbers

- 4.1 Rules regarding glider contest number FAI SC3 Annex A, par. 4.3 will be enforced
- 4.2 In case of identical or similar contest numbers, glider registered the last will have to change its contest number.

E. GENERAL FLYING PROCEDURES

1. Units of measurement

Time:	Local time (UTC + 2h), hours (24), minutes, seconds.
Altitude:	Meters in QNH. Flight Levels.
Distance:	Kilometers and meters.
Horizontal speed:	Kilometers per hour.
Vertical speed:	Meter per second.
Heading, bearing and radials:	Degrees true.
Coordinates:	Degrees, minutes and seconds.
Pressure:	Hectopascal / millibar.
Weight:	Kilograms.

2. Radio requirements

Gliders must be equipped with a two way 8.33 MHz radio.

3. Communication to ATS unit

Pilots may contact ATS units for safety related reasons only.

4. OBGN radio frequencies

Launch:	122.180
Contest Ground, start and finish:	122.180
EBSH:	122.180
Safety:	122.180
Team flying:	122.385 - 126.810 - 135.235 (TBC)

5. Safety frequency

Pilots must have the safety frequency selected as secondary listening frequency on their glider radio. Safety and emergency calls will be relayed on this frequency only. It is highly recommended that pilots flying in gaggles should monitor this safety frequency.

6. Airspace

- 6.1 Any entering of controlled and/or forbidden airspace will be considered as airspace violation. Minimum penalty = outlanding.
- 6.2 Sporting airspace limits will be defined on the daily task sheet.
- 6.3 Any exiting of sporting airspace limits by more than 100 meters will be considered as airspace violation. Minimum penalty = outlanding. Less than 100 meters will induce point penalties per FAI SC3 ANNEX A.8.7.
- 6.4 Airspace violations are assessed both horizontally and vertically.
- 6.5 Horizontal infringement is measured in meters by the distance from the furthest penetration point to the nearest airspace limit.
- 6.6 Vertical infringement is measured in meters by the distance from the furthest penetration point to the upper or lower airspace limit.
- 6.7 Altitude/height reference is the lowest regional QNH as written on the task sheet.
- 6.8 Airspace violations while flying an outlanding pattern shall not be assessed.
- 6.9 Airspace violations after a virtual landing will be penalized.

F. CONTEST PROCEDURES

1. Contest site boundaries / gridding

- 1.1 Contest site boundaries are defined by the airport limits of EBSH. A map depicting these boundaries is available on the website.
- 1.2 Gridding will be done by classes without dedicated line or position. The system will be explained at the first mandatory briefing.
- 1.3 All gliders must be on the grid at grid time. Penalties apply and missing gliders will be denied the first launch.
- 1.4 At grid time, the grid will be compressed as necessary. Crews or pilot must be present for this operation.
- 1.5 Classes may or may not rotate everyday depending on the weather, runway situations and number of valid days achieved in the different classes.
- 1.6 Traffic at the airport is regulated and will be briefed at the mandatory briefing.
- 1.7 All traffic, pedestrian included, must stop once the launch is under way. The only exceptions to this rule are for organization Officials and airport personnel / vehicles or for pilots with reduced mobility and their crew, after coordination with Tower or Flight Director.

2. Water ballasts

- 2.1 Water ballasts use is authorized in all classes, except Club Class.
- 2.2 There will be minimum 2 ballasts supply zones with multiple accesses on the airfield, 2 on the northern side and up to 2 on the southern side, depending on the size of the fleet.
- 2.3 Discharging water ballast on the grid is forbidden without the explicit authorization from the CD or, if not present, from the Flight Director.
- 2.4 All contest days in all the classes, except the Club class, should allow full use of the water ballasts up to the MTOW. If the airfield status does not allow a safe and non-field damaging take off procedure, the CD has authority to cancel one or more classes.

3. Motor gliders

- 3.1 Are considered in this category all gliders equipped with a sustainer engine or a self-launching engine that has not been disabled for the contest.
- 3.2 There are 2 ways to disable the engine for this contest:
 - Complete removal of the engine.
 - Complete sealing of the engine doors under contest organization supervision.Either method must be declared to the contest organization at the time of the onsite registration.
- 3.3 Pilots of motor gliders can elect to either self-launch or perform a launch with a tow plane. In this case, once released, they are allowed to perform an engine check for a maximum of 2 minutes and remain below the given day release altitude.
- 3.4 If pilots of motor gliders have not performed an engine check during the training period and have not entered a satisfactory log file showing the engine test, this test must be performed immediately after their first launch on their first Contest Day.
- 3.5 As authorized in the FAI SC3 Annex A 7.3.2.c. rule, motor gliders are allowed the use of MoP without an intervening landing. The procedure is described underneath.
- 3.6 Motor gliders are authorized to restart their engine, below 850 m QNH, on the downwind side of the runway in use, within 1.5 km from the center of the airfield and in opposite direction of the runway in use. They will rejoin the release area at or below the day given release altitude. They will not be allowed to take a start within 20 minutes after the engine shuts down.

4. Launches

- 4.1 Release areas and tow patterns maps are on the web site.
- 4.2 Release altitude, either 1060 m or 1160 m QNH will be announced by radio before the take-off of the first glider in the concerned class. For a normal tow, the tow plane has to waggle wings before the pilot may release. A participant may be penalized for release early from a normal tow unless in the release zone and will be charged a full tow ticket.
- 4.3 Relight procedure will be briefed at the mandatory briefing and is published on the web site.

5. Circling and speed restrictions

- 5.1 Continuous circling is prohibited within the tow pattern below 1060 m QNH. This area is clearly marked on the release areas and tow patterns maps, available on the web site.
- 5.2 First pilot entering a thermal decides the turning direction of this thermal. This is applicable throughout the Task Area, including the Start Area. Subsequent pilots must follow the turning direction of the first pilot. In case two pilots arrive at the same time in a thermal and turn opposite directions, the lowest pilot must reverse his turning direction.
- 5.3 Pilots are strongly encouraged not to exceed 180 km/h, within 15 km from TP Saint-Hubert, prior to taking their start.

6. Start:

- 6.1 Start Geometry:
Will be a line of 10 km long centered on the start point, perpendicular to the course to the first Turn Point, or the center of the first Assigned Area.
- 6.2 Validity of Starts:
See FAI SC3 Annex A 7.4.4.
- 6.3 Start Procedure:
The opening of the start will not occur before 20 minutes after the launch of the last glider of each class. It will be announced on 122.385 frequency and repeated in the air by a designated CD adviser. Courtesy to the pilots, radio announcements at 10 and 5 minutes prior to and at opening time will also be provided by the organization. Missing any or all of these calls does not preclude the start opening, for as long as the initial 20 minutes call has been given and/or a holding call has not been announced. Any change, hold procedure or cancellation call will be repeated in the air by a designated CD adviser.
The PEV Start Procedures, as described in FAI SC3 Annex A 7.4.5.d may be used for the 2026 OBGN. PEV Wait Time and PEV Start Window will be announced every day. Those two time intervals will appear on the Task Sheet and will be briefed each day.
- 6.4 The maximum start altitude will be given at least 20 minutes prior to start line opening depending on the weather and airspace limitations. Penalties apply, however if the excess height is 50 meters or less, and the finish altitude exceeds the Minimum Finish Altitude by at least the excess height, there will be no start altitude penalty.
- 6.5 Multiple Starts
The Start Time is the time the competitor crosses the Start Line, provided this start is in accordance with F.6.3. The Start Time is interpolated to the nearest second. In the case of multiple valid Starts, the competitor has the right to be scored using the Start that yields the best score, for as long as this Start complies with F.6.3. A Start made after a properly completed Task will not be considered valid.
A competitor may claim only the first task completion each day.
- 6.6 Maximum speed crossing the Start Line is limited to 180 km/h ground speed.

7. Tasks

Racing Tasks (RT), Assigned Area Tasks may be used during OBGN 2026, following FAI SC3 Annex A 6.1 till 6.3.3.

8. Outlandings

- 8.1 After outlanding, fill out an Outlanding Form and call/SMS the retrieve office at +32479720464 Phone contact (call/SMS) is mandatory. Please do not use the radio for this purpose, unless phone contact is not possible or for an actual emergency.
- 8.2 You may also contact your crew to arrange the retrieve, but the retrieve office must be informed before any crew leave the airport on a retrieve.
- 8.3 Aero tow retrieves are authorized, from actual airports. The glider pilot must inform the organization of his intentions.
- 8.4 After starting of a motorglider's MoP on the task, the pilot must come back directly to the airfield without giving any information that could help other competing pilots achieving a better performance.

9. Finishes / landings

- 9.1 Type: Ring of 10 Km centered on TP Saint-Hubert. Pilots can finish anywhere around the Finish Ring, but their Marking Distance will only take in account the distance between the last Credited Fix and the Finish Point, less the radius of the Finish Ring, for the last leg. In other words the pilots have interest to head directly towards the Finish Point after their last Turn Point! The Finish is a Ring not a Cylinder. Finish is only valid when the Flight Log shows a valid fix within the Finish Ring and the required altitudes. There is no possibility to get a Finish from underneath! A minimum altitude (MSL) shall be imposed for crossing the ring. Competitors crossing the finish ring below the minimum altitude shall be penalized. After crossing the Finish Ring the glider is encouraged to land without delay, except in case of inclement weather or heavy traffic.
- 9.2 Radio calls: Pilots must announce themselves at 10 km from TP Saint-Hubert on 122.180 frequency and listen for TWR info. The last call should be "XX entering downwind Runway YY". There is no other call necessary if joining the normal pattern for the runway in use. Supplementary calls should only be for safety reason, for a direct landing, landing on another runway or for requesting a low pass.
No other calls are required until the glider is on the ground. Safety first: if a call is deemed necessary by any pilot, it must be broadcasted. The organization will regularly repeat the QNH, wind speed and direction, RW in use and any perturbing factor. The Flight Director or CD may also provide advices for landing.
- 9.3 Minimum altitude entering the finish ring is 1100 m QNH for the Club class and 1000 m QNH for the other classes-
- 9.4 Low passes (passing at high speed above EBSH at less than 700 m QNH before joining safely the landing pattern in use) are prohibited; except if explicit authorization is given to a defined contestant by the Flight Director or the CD on the finish frequency. However, the minimum altitude above any obstacle is limited to 5 meters. Request for a low pass can only be done after the glider has crossed the finish ring. Penalties for low passes without authorization or out of the imposed limits are 50 points for the first offence and day disqualification for the next offence. The correct execution of the maneuver is the sole responsibility of the pilot.
- 9.5 Pilots must join the standard official visual pattern, of the runway in use, published for EBSH after finishing. Direct landings are authorized, for safety reason, but need to be radio coordinated with the tower, CD or Flight Director on 122.180.

- 9.6 Landing the glider safely without causing problems to other gliders or ground operations is the sole responsibility of the pilot. He will, however, follow as much as practicable the advices of the tower, CD or Flight Director.
- 9.7 A glider having correctly crossed the finish ring, but not landing within the contest site boundaries, will be considered as having completed the task.
- 9.8 A pilot abandoning the task and returning to EBSH shall contact the Flight Director on 122.180 frequency at 10 km and receive advice for landing.

10. Handling of flight documentation

- 10.1 IGC files from the Primary designated flight recorder, are required by the organization after the flight. If necessary, the Back up logger will be requested by the scoring team.
- 10.2 The file will be rejected if the file name has been changed.
- 10.3 Pilots must provide this file to the organizers, within one hour after landing for the Primary log file. Non-compliance shall be penalized.
- 10.4 Handling of flight documents has to be made through Internet at scoring@cnavv.be .

G. SCORING

1. Type of scoring

- 1.1 SeeYou Soaring Spot software available on June 01st, 2026 will be applicable.
- 1.2 Wherever non-Belgian pilots or a HC pilot/team are present in a Class, there will be two separate scoring, one for the Open Belgian Gliding Nationals and one for the Belgian Nationals.
- 1.3 The results sent to the IGC ranking system will be the ones from the Open Belgian Gliding Nationals.
- 1.4 Combined Classes will be scored using FFVP multiclass handicap system in force on June 1st, 2026. Club class will be scored using FFVP handicap for Club Class. See point G1.5 for deviation from the FFVP handicap system.
- 1.5 For club class: additional performance enhancement (not part of the original design) will attract the following handicap increments: Winglets: +0,4, unless part of the original design, or marked with a (w) on the list, unless the modification is manufacturer specified on a later version of the same glider design enjoying the same handicap.
- 1.6 For club class: If the takeoff mass is greater than Reference mass (RM), then the handicap will be increased by 0,4
for each 10 kg or part thereof that the takeoff mass exceeds RM.
- 1.7 For club class: The handicap will be reduced by 0,3 for each whole multiple of 10 kg that the takeoff mass is less than RM, but limited to a reduction of 0,6
- 1.8 Use of boundary layer de-turbulating resonance composite film and similar technologies is prohibited.
- 1.9 For club class: DG400 15m Handicap set the same as the aerodynamically identical DG200 (104 with reference weight of 380kg and adjusted to weight according to point 1,6 and 1.7)

2. Common rules

- 2.1 In order to have a valid Championship day in a handicapped class, 25% or more of the competitors who have had a contest launch on that day, shall have flown a Marking Distance of at least 40% of the minimum handicapped task distance. The distance as defined here above shall not exceed 100 km.

2.2 A competitor is deemed to be a “finisher” if he enters the finish ring after completing the task within the required altitudes.

3. Penalties

3.1 List of approved penalties in the FAI SC3 Annex A.8.7 applies to these championships if not specifically listed in G.3.2.

3.2 Additional or exception offences that may be penalized at the CD’s discretion include but are not limited to:

Type of Offence	First Offence	Subsequent Offence	Max Penalty
Start speed above 180 Km/h GS	5 pts per Km/h	10 pts per Km/h	15 pts per Km/h
Exceeding Max Start Altitude	1 pt per meter	1 pt per meter	1 pt per meter
Exceeding Min Finish Altitude (MFA)	1 pt per 1m up to 100m	1 pt per 1m up to 100m	1 pt per 1m up to 100m
Exceeding MFA by more than 100m	Outlanded at Finish Ring	Outlanded at Finish Ring	Outlanded at Finish Ring
Documentation not delivered	Day disqualification	Disqualification	Disqualification
FLARM not delivered upon request	Day disqualification	Disqualification	Disqualification
Non authorized flight on rest day	Next day disqualification	Next day disqualification	Next day disqualification
Overweight**	W x 2 pts	N x W x 2 pts	N x W x 2 pts
Low pass	50 pts	Day disqualification	Disqualification
Late at grid time	Warning	50 pts	n x 50 pts
Early release from aerotow	Warning	50 pts	50 pts
Discharging water ballast on grid W/O authorization	50 pts	50 pts	50 pts

** Warning if less than 50% overweight tolerance at the First Offence.

H. PROTESTS

- a. There are two ways for complaining in the OBGN 2026:
- b. A written complaint through the Safety box. This can be anonymous or signed. The organization will do its best to correct the issue, but is not bound to provide an answer to the complaint.
- c. A formal written protest.
- d. The amount of the protest fee is €150.
- e. The total amount will be reimbursed if the protest is upheld.
- f. Treatment of the protest will be per FAI SC3 Annex A.9.2.4 and 9.3.
- g. The Jury’s decision is final. The only possible appeal to this decision is at the FAI level.

I. DOPING

- a. Doping undermines the values of sport and the use of doping agents and methods by glider pilots could have consequences for the future of gliding sport.

Anti-doping regulations, policies and declarations have been adopted by nations and national and international sport organizations. Belgium, through its Flemish, French and German-speaking Communities, have ratified the Copenhagen Declaration on Anti-doping in sport dated March 2003. Following this declaration the above mentioned Communities have promulgated specific legal regulations which will be respected following their respective areas of competence. International and national regulations applicable for the contests can be found on following Internet sites: <http://www.wada-ama.org> (World Anti-doping Agency) <http://www.dopage.be> (Regulations applicable in the Belgian French Community)

- b. Following the regulations of the French Community, the OGBN 2026 will be declared to the authorities prior to the contest. Controls could be executed on a random basis.
- c. These controls must not affect the overall conduct of the Contest.
- d. A pilot who would be found positive after a doping control would risk being disqualified and/or expelled from the Championships by a decision of the jury, on proposition of the CD. Specific or legal procedures could also be undertaken consequently against the pilot by the Netherland, Luxemburg and Belgian Gliding Federations and by the Countries authorities according to the applicable regulations.
- e. The World Anti-Doping Agency approved the latest version of its World Anti-Doping Code on January 1st 2015. The latest FAI document regarding this subject is titled FAI Anti-Doping Rules effective on 1st January 2021. It can be accessed here: https://www.fai.org/sites/default/files/documents/fai_anti-doping_rules_2021.pdf

However the latest WADA rules are applicable for this competition. Rules of the French-Speaking Community, who has authority in this domain over the OGBN, are available here: <https://dopage.cfwb.be/>

TBD

Contest Director

Approved by the Belgian Gliding Federation on TBC
Belgische Zweefvliegfederatie vzw / Fédération Belge de Vol à Voile asbl