



Beker van Vlaanderen Zweefvliegen Flanders Soaring Cup



BZF Belgian Juniors



Albatros Zweefvliegclub vzw

Kiewit – België – www.zweven.be

Local Rules “Beker van Vlaanderen – Kiewitcup” and “Belgian Junior Championships 2026”

Competition Organisation Albatros Zweefvliegclub vzw

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Structure of the regulations

The regulations consist of three parts for the BVV and een additional part for the BJN

- A. Administrative stipulations
- B. Flying related stipulations
- C. Competition specific stipulations for the Kiewit Cup
- D. Belgian Junior Nationals

Part A and B are the same for all three competitions of the Flanders Soaring Cup. They form the base of the regulations.

Part C is specific for each competition and is an addition to part A and B.

In part C the same chapter numbers are used as in part B.

For Parts A, B and C, this is a translation of the Dutch regulations. In case of discussion or complaints, only the Dutch language version of the regulations will be used as reference.

For Part D (Belgian Junior Nationals) the English language will be the official language.

Definitions and abbreviations

BVV	Beker van Vlaanderen
Cup	Kempencup, Kiewit Cup or KeiheuvelCup
Club	The organizing aeroclub of a competition
Competition	A Cup
Competition team	The team responsible for organizing the competition
Competition director	The lead responsible for organizing the competition
Competition committee	The team responsible for an honest, sportive and safe competition
Jury	The team that handles complaints and differences for the attention of the Flanders Soaring Cup.
AST	Assigned Speed Task (or Racing Task)
AAT	Assigned Area Task
PIC	Pilot In Command
Contest Site Boundary	The area around the departure and landing site is defined in part C.
Outlanding	To land outside the Contest Site Boundary
Departure	Bringing the aircraft in the air
Start	The starting of a task by crossing the start line/sector
Finish	The finishing of a task by crossing the finish sector
Landing	Bringing the aircraft to the ground

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PART A Administrative stipulations

1. General

- A.1.1 The "Beker van Vlaanderen" (BVV) will be organized, under supervision of the "Liga van Vlaamse Zweefvliegclubs" (LVZC), by the clubs of the regional competitions ('Cups'), in the order of competition date:
- Kempencup, organizer Kempische Aeroclub at EBWE
 - Kiewitcup, organizer Albatros Zweefvliegclub at EBZH
 - KeiheuvelCup, organizer Koninklijke Aeroclub Keiheuvel at EBKH
- A.1.2 The BVV and every separate Cup will be held under the auspices of the Sporting Commission of the Koninklijke Belgische Aeroclub (KBAC), in accordance with the FAI-sporting code, Annex A and these special regulations.
- A.1.3 The ranking of the BVV will be determined by the rankings of the three regional competitions (Cups).
- A.1.4 Consult the website of the BVV on <http://www.lvzc.be/bvv-start>.

2. Class division

- A.2.1 All aircraft in the BGA handicap list are mentioned.
- A.2.2 Every participant of the BVV and/or a Cup must meet the following requirements:
- a) Register via the registration form on the website of the BVV, via which the participant acknowledges and agrees with these regulations;
 - b) The registration fee, of which the sum and the payment method will be published on the website of the organizing club, must be paid in full;
 - c) Being in the possession until the last competition day of a valid sailplane license with the note tow and/or winch launch, and the necessary recency requirements for that license;
 - d) Being in the possession of a FAI D-badge (silver C);
 - e) For winch launch, being able to provide evidence of the number of take-offs via a log;
- A.2.3 The BVV has three classes:
- a) The 'Friendly' class: a class without a mandatory transponder, with the goal of promoting competition flying and for fun.
 - b) The 'Sport-XPDR' class: a class with a mandatory transponder.
 - c) The 'Open-XPDR' class: a class with a mandatory transponder.
- A.2.4 The maximal BGA handicap for the Friendly class is 99. Aircraft in this class will always fly without water ballast. Aircraft with higher handicaps can participate in this class but outside of the competition.
- A.2.5 In the Sport-XPDR class the aircraft must have a transponder and the BGA handicap has to be 99 or lower.
- A.2.6 In the Open-XPDR class the aircraft must have a transponder and the BGA handicap has to be higher than 99.
- A.2.7 Every Cup uses the same class division.
- A.2.8 The handicap list of the British Gliding Association BGA handicap (Version V3 for 2026) applies. This list is published on the website of the BVV.
- A.2.9 In all classes a handicap correction will be applied.
- A.2.10 The competition team has the rights to combine the Sport-XPDR and the Open-XPDR classes if one of the classes does not have enough participants. The minimum is 8 participants per class.

3. Participation modalities and conditions

- A.3.1 The BVV is an international competition. Participants domestic and abroad are welcome.
- A.3.2 Minimum requirements for a Pilot in Command (PIC): see part B chapter 2.
- A.3.3 Participation of the BVV and/or a Cup is in teams.
- A.3.4 For the composition of a team applies:
- a) A team consists of minimal 1 and maximal 6 persons, with minimal one PIC;
 - b) A team remains unchanged for the duration of the entire BVV;
 - c) A nominative sign-up of the entire team must be done before the first Cup;
 - d) The team is allowed to change the crew of the participating aircraft between and during the Cups as long as they choose from the list of teammates given during the registration.
- A.3.5 Teams bind themselves for the whole BVV and/or Cup to one class.
- A.3.6 An aircraft of the Sport-XPDR class can also register for the Friendly-class, if they have a maximum handicap of 99 and they refrain from transponder use.
- A.3.7 Either single seater or double seater aircraft are allowed to participate. Double seaters will be assigned to one class based on their handicap factor.
- A.3.8 If a team wants to switch gliders during a Cup or between two Cups, the competition director of the Cup or the next Cup respectively will decide on this. In case of damage, the competition director will base the decision on the FAI sportingcode, Annex A article 4.1.3.
- A.3.9 Motorgliders (turbo and selflaunch) and TMG's can be integrated with the other gliders. See further part B chapter 3.
- A.3.10 Teams participating in at least 1 Cup will automatically be included in the ranking of the BVV.
- A.3.11 A team has a valid participation in a Cup if:
- a) The team has registered;
 - b) The registration fee has been paid;
 - c) A pilot of the team is present at the initial briefing.
- A.3.12 The participating pilot must be insured for damaged against a third party, covered by a valid extraordinary or civil liability policy (BA/WA) that provides for an aviation clause.
- A.3.13 The participating pilot/board commander is jointly and severally liable for any accidents that may occur under his responsibility before, during or after the competition, which may incriminate the organizing club or any of its organizers or participants.
- A.3.14 The participant waives recourse against the organizing club and its competition team for any complaint or financial liability.

4. Points calculation and ranking

- A.4.1 The calculation will be done by class. The winner of a cup will hereby receive 100 percent, the score of the other participants will be calculated by percentage in proportion to the winner's score. If a Cup has only 1 valid race day then the results of that Cup/class will be reduced by 5%. A pilot/team will receive 0 points per cup in which he/she did not participate. The final result is the average of the two best obtained percentages of the Cups. The percentages will be rounded at 2 decimals.
- A.4.2 A class is valid for the BVV from a minimum number of participants:
- a) Starting from 3 participants for the Friendly-class;
 - b) Starting from 5 participants for the Sport-XPDR and Open-XPDR classes.
- A.4.3 Rankings and prizes will be awarded to the teams. There is one prize per team.
- A.4.4 After each Cup an intermediate BVV-ranking will be made.
- A.4.5 The BVV final rankings will be known as soon as the final Cup is finished.
- A.4.6 The final rankings will become final after homologation of the Cup competition results.
- A.4.7 It is not possible to submit the BVV results for the Belgian ranking and the IGC ranking. However, this may be possible per cup, see Part C "Competition specific stipulations".

5. Publication and media

- A.5.1 The BVV rankings will be available on a page provided for that purpose on the BVV website.
- A.5.2 The participant agrees that his/her entry for participation in the BVV and/or a Cup, as well as the flight results obtained, may be published on paper and/or via the Internet.

6. Duties and powers of judges and competition team

- A.6.1 To handle claims and disputes:
 - a) a jury is assembled for the BVV;
 - b) at individual Cups, the competition committee of the organizing club is responsible.
- A.6.2 The BVV jury only handles complaints related to the BVV regulations and its application.
- A.6.3 The BVV jury is composed of three voting members, namely the race commissioners of the three organizing Cups, and a non-voting chairman.
- A.6.4 Complaints related to the BVV are received by the jury chairman. They will be submitted to the jury members and after the ruling transmitted to the person(s) involved by the chairman.
- A.6.5 The ruling of the BVV jury may be appealed to the Sports Commission of the KBAC.
- A.6.6 Any protest must be submitted in writing to the competition director, accompanied by a deposit of 25 euros which, if the complaint is accepted, will be refunded.
- A.6.7 Any protest must be submitted to the competition director no later than the next day's briefing.
- A.6.8 The protest will be handled by the competition committee of the organizing competition according to the FAI Sporting Code, General Section.
- A.6.9 The decision of the competition committee may be appealed to the KBAC Sports Commission.
- A.6.10 The competition committee reserves the right to limit the number of participants by class, nationality, region, or in total. In this they owe no explanation to the participants.
- A.6.11 The competition committee reserves the right to sanction or possibly exclude participant(s) from the competition if unsafe behavior is observed during the competition (steep departure, dangerous finish or landing, near miss, etc.). They owe no explanation for this to other participants.
- A.6.12 By signing and/or starting in this contest, the participant (or participants) declares to be familiar with, and agree to these contest regulations. If the race committee responds to violations against these regulations, which compromise the smooth running and safety, there is no recourse.
- A.6.13 These standing regulations may, if deemed necessary by the competition committee, be modified to suit the circumstances of the moment. If this occurs, it will be explicitly indicated at the briefing.
- A.6.14 Any dispute not provided for in these regulations will be decided by the competition committee.
- A.6.15 For both Article A.6.13 and A.6.14, the competition committee shall first refer to the FAI Sporting Code.

7. Award ceremony

- A.7.1 The BVV proclamation and awards ceremony will take place during the annual Liga-symposium.
- A.7.2 A BVV Cup will be awarded for each class.
- A.7.3 The BVV Cup is a challenge cup and is awarded to the winners in the various classes for the duration of one year.
- A.7.4 The BVV Cup will be returned to the BVV organizers during the month of January following the awards ceremony.
- A.7.5 The BVV Cup always remains the property of the organizers of the BVV.

8. Disclaimer

- A.8.1 By participating in the competition "Flanders Soaring Cup" and/or the "Kempencup" and/or the "Kiewit Cup" and/or the "KeiheuvelCup", a pilot or team declares to agree with these regulations and their application.
- A.8.2 In case of discussion or complaints, only the Dutch language version of the regulations will be used as reference.

PART B Flying related stipulations

1. General

- B.1.1 The selection of the tasks, their evaluation, decisions on whether or not to proceed with the race, issuing penalties for rule violations and the like are the remit of the competition committee.

2. Registration and admission requirements

- B.2.1 Of each glider participating in a Cup, the PIC of that glider must be in possession of the following valid documents:
- a) registration certificate in the registry of the country where the glider is registered;
 - b) certificate of airworthiness;
 - c) proof of insurance against third parties;
 - d) fully completed flights logbook.
- B.2.2 Aircraft in the Sport-XPDR and Open-XPDR classes must be equipped with an approved and working transponder system.
- B.2.3 The possession and use of FLARM is permitted in all classes and is highly recommended.
- B.2.4 Contest letters must be affixed to the underside of a wing and on both sides of the keel plane/directional rudder. In case of equal contest letters in the same class, the first entered will have priority.
- B.2.5 The use of FAI approved Flight Recorders is mandatory for all classes.
- B.2.6 Each aircraft must be equipped with a radio that can be tuned to the local frequency of the airfield. This frequency is reserved for the competition committee and can only be used by pilots in case of high urgency. Notification of approach to land is also done on this frequency. The local frequency is described in Part C Chapter 1.
- B.2.7 Any aircraft that can be equipped with "winglets" will be entered as such, with associated handicap factor, unless the pilot specifically states otherwise at the time of entry. The aircraft will be used unchanged all competition days.
- B.2.8 Start tickets can be purchased at registration and during the competition in the competition secretariat. Unused tickets can always be exchanged for the purchase value.

3. Special regulations for motor gliders

- B.3.1 Motor gliders must be equipped with a Flight Recorder with activated engine noise level registration.
- B.3.2 Self-launching motor gliders
- a) will, even if they start on their own, have to pay a lump sum per start;
 - b) will stop the engine after taking off to the maximum altitude (as agreed upon during the contest briefing). Further altitude gains must be made using thermals.
- B.3.3 Engine run-through test is obligated on the first competition day. Non-self-launching motor gliders must start the engine as soon as possible after disconnecting the tow and run the engine for a maximum of 2 minutes to show that the engine run record is readable on the Flight Recorder. Further altitude gains must be made using thermals.
- B.3.4 Sink out of motor gliders: after shutting down the engine, and the glider is sinking out, it is mandatory to land back to perform a second or third landing. Restarting the engine during the same flight (after the engine run-through test) results in a virtual outlanding at the moment of engine use. A restart of the task is no longer allowed.

4. Briefing

- B.4.1 Each day starts with a general briefing. A pilot who does not attend the briefing has no recourse for any ambiguities. The regular time of the briefing is listed in Part C Chapter 4.
- B.4.2 During the briefing, the participant will be informed of:
- local procedures
 - local radio frequency in use;
 - Mandatory and prohibited places and routes on the airfield;
 - Airspace situation;
 - Take-off methods and procedures;
 - circuit flying, finishing and landing procedures;
 - meteorological situation and evolution;
 - competition tasks with information on airspace and turnpoints.
- B.4.3 Further topics covered during the briefing include:
- announcement of miscellaneous;
 - answering questions.

5. Start preparation and departure

- B.5.1 Flight Recorder, if programmable:
- time setting is UTC+2;
 - all information such as: date, pilot name, aircraft type, registration, competition number and class are entered;
 - mandatory use of the turning point database published and downloadable on the BVV website or the organizing competition (if available);
 - take-off, start point, turn point and finish coordinates are entered;
 - the maximum recording interval is 5 seconds.
- The aircraft-pilot-Flight Recorder combination is checked in the start row and sealed if necessary.
- B.5.2 The pilot must have his/her aircraft in the assigned place half an hour before the scheduled departure time, communicated at the briefing. Half an hour before the departure time, the aircraft will be placed in the starting position (box). At least 5 minutes before departure, the pilot must be ready for departure. If a pilot is not present, he/she will join behind all classes and lose one departure opportunity.
- B.5.3 Each competitor is entitled to three departures per race day, within three hours of the opening of the start and subject to the other stipulations of this chapter.
- B.5.4 The first departure of each flying day is mandatory. If a pilot does not wish to depart he/she will join behind all classes and lose one departure.
- B.5.5 An incorrect departure, due to the competitor or his team, will be considered an effective departure. He/she thereby moves to behind all waiting aircraft. An incorrect departure not due to the participant will not be considered as departure. The pilot will be given the opportunity to depart again as soon as possible.
- B.5.6 Provisions related to landing within the Contest Site Boundary:
- A competitor who lands after disconnection will, if his/her class is still being towed/winched, join behind his/her class and may appeal for his/her second or third departure turn;
 - If a subsequent class is already being towed/winched at that time, the pilot will have to wait until that class is completely towed/winched;
- B.5.7 Departing or starting after outlanding (landing outside the Contest Site Boundary) is not allowed.
- B.5.8 Departing or starting after finishing (completing the task) is not allowed.
- B.5.9 If the number of landings is significant, launching the next class may be delayed for some time, if departures have not yet begun.
- B.5.10 The departure order of the second or third departure, in case of discussion between several candidates, will be determined by the registration order with the competition director.

- B.5.11 If tow start is chosen, tow up will be done with tow planes to a fixed release zone to the maximum altitude, as mentioned during the contest briefing.
- B.5.12 For safety reasons, it is mandatory to turn left in thermals within a 10 km radius of the airfield.
- B.5.13 Dumping water above or in front of other aircraft is prohibited.

6. Starting method

- B.6.1 The starting line is a line a total of 10 km wide, perpendicular to the first leg, with a center defined in Part C. The line thus runs from this center 5 km to the left and 5 km to the right.
- B.6.2 The starting line will be opened 15 minutes after departure of the last aircraft in the respective class. At the time of opening the start will be announced over the radio.
- B.6.3 The opening of the starting line will be announced by radio for all classes by informing pilots of their waiting time 15 minutes and 5 minutes before the start. The radio frequency used for this purpose will be communicated during the briefing.
- B.6.4 The task start time is the timestamp of the last passage of the starting line in the IGC file.
- B.6.5 The starting line for a class will be closed three hours after the line for this class is opened. After this, no valid start can be made.
- B.6.6 Once the start is taken, the task is confirmed for execution. The starting line may be taken multiple times as long as the starting line is open.
- B.6.7 Landing back on the departure airfield before rounding all turn points and the finish line is considered an outlanding for the purpose of scoring. The pilot still has the right to depart again provided he/she is still entitled to a departure turn and provided the starting line is still open.

7. Competition tasks

- B.7.1 Tasks are Assigned Speed Tasks (AST) or Assigned Area Tasks (AAT).
- B.7.2 The turnpoint sector is a cylinder of radius 500m unless otherwise specified for AAT.
- B.7.3 For the Open-XPDR, Sport-XPDR classes, a race day is valid as soon as one pilot completes the distance of 100 km (with handicap).
For the Friendly class, a race day is valid when one pilot manages to cover 60 km (with handicap).
- B.7.4 If the task is changed by the competition committee after the briefing (e.g. to a B-task), this will be communicated to each pilot and signed off by him/her.
- B.7.5 The competition committee may cancel or invalidate a competition day or the entire competition if they deem there is good cause for doing so.
- B.7.6 A task is calculated when aborting or outlanding to the logging closest to the next turn point (= virtual outlanding). This distance is then circled back on the leg to be flown. The distance thus remaining on that leg is the valid distance.

8. Finish and landing

- B.8.1 The final glide will be flown with the Continuous Descend/Level-principle:
 - a) The pilot will fly descending or level during the final glide, and thus may not suddenly, abruptly pull up;
 - b) This applies during the final glide until finishing.
- B.8.2 The finish sector is a cylinder with a radius of 3000 m and a lower limit (minimum height) of 300 m AMSL (QNH) around the turning point defined in Part C Chapter 8.
- B.8.3 Finish times are measured to the nearest second and read from the IGC file.
- B.8.4 Upon landing at the departure airfield, the pilot must report to the contest frequency when the last turn point ("line up point") has been rounded.
- B.8.5 Landing can be done in three ways:
 - a) Straight-in: landing is done immediately, without a circuit or fly-by;
 - b) Fly-by: the landing site is flown over at a minimum height of 50 meters QFE and at sufficient speed for the landing circuit;

- c) Circuit landing: if the runway/wind direction changes during the task, the pilot will be informed of this during reporting on final glide. The landing is mandatory according to the applicable downwind circuit.

Permitted methods are mentioned during the briefing.

- B.8.6 Downwind landings are not allowed.
- B.8.7 For each outlanding, the pilot will report the outlanding to the competition committee. The pilot will contact the retrieval crew himself.
- B.8.8 After completion of the flight at the departure airfield or upon return home of the pick-up crew, all logged flights of the day must be brought in to the contest secretariat no later than 1 hour after landing or homecoming. Only IGC files created by IGC-approved loggers with IGC validation, will be accepted by the competition committee. Log files from non-IGC-approved FLARMs will be accepted as backup only! The pilot remains responsible for submitting the IGC file from the flight(s) in question.

9. Airspace

- B.9.1 Respect for airspace regulations is an absolute requirement. Any first violation of this will result in a virtual outlanding at the point of violation or penalty points. Any subsequent violation will result in disqualification for this day of competition.
- B.9.2 A current aeronautical map for the area of flight should be present in each aircraft. The map should be within reach of the pilot.
- B.9.3 The airspace files used will be published on the organizing club's website before the start of the competition.
- B.9.4 Airspace requiring permission (clearance) from ATC is off-limits to participants. Exceptions will be discussed at the briefing.

10. Results

- B.10.1 Each day's results will be announced throughout the evening.
- B.10.2 Per day, a pilot's best task will be included in the standings.
- B.10.3 Each class has its own ranking and winner.
- B.10.4 The pilot who achieves the greatest number of points after all days of competition wins in his/her class.
- B.10.5 Prizes to be won are provided per team. Teams cannot therefore expect a prize for each pilot individually.

11. Point system

- B.11.1 The following principles are considered in determining the score:
 - a) international formula, calculation according to 1000-point system with handicap application;
 - b) competition results are calculated through the SeeYou Competition scoring program and are published publicly.
- B.11.2 The scoring scripts used will be published on the organizing club's website before the competition begins.

12. Penalizations

- B.12.1 Penalization for a horizontal airspace infringement is as follows:
 - a) A 0 meter tolerance applies;
 - b) For a first violation during task or competition, this is considered as an outlanding at the point of infringement;
 - c) A second violation or more during task or competition will result in disqualification for that day.

- B.12.2 Penalization for a vertical airspace violation is as follows:
- a) The QNH as given during the briefing is leading in determining the exceedance;
 - b) For an altitude exceedance of 100 meters maximum:
 - i) 1 point penalization per meter exceeded;
 - ii) penalization is cumulative with each new violation;
 - iii) disqualification cannot be set as a penalization;
 - c) For an altitude exceeding 100 meters:
 - i) for a first violation during task or competition, it is considered as an outlanding at the point of violation;
 - ii) A second violation or more during task or competition will result in disqualification for that day.
- B.12.3 Penalization for a missed start or turn point is as follows:
- a) Missed start line: 50 points penalization to a maximum of 500 meters from the start line;
 - b) Missed turn point: 50 points penalization to a maximum of 500 meters outside the observation zone.
- B.12.4 Penalization for undercutting the lower limit of the finish sector is 1 point penalization per meter of height.
- B.12.5 Penalization for a final flight not flown according to the Continuous Descend/Level principle is as follows:
- a) For a first offense during the competition, the penalization is 25 points;
 - b) Each subsequent violation during the competition will increase the penalization by 25 points.
- B.12.6 Penalization for late submission of IGC files is as follows:
- a) A first violation during the competition will result in a warning;
 - b) For a second violation or more during the competition, the penalization is 10 points each time.

PART C Competition specific stipulations for the Kiewit Cup (Local Rules)

1. General

- C.1.1 The international competition Kiewit Cup 2026, hereinafter referred to as: Kiewit Cup is organized by the Albatros Zweefvliegclub VZW, hereinafter referred to as: Albatros
- C.1.2 The Kiewit Cup will be held at Kiewit airfield (EBZH, Belgium) on Saturday 23rd, Sunday 24th and Monday 25th of may 2026.
- C.1.3 The local competition frequency is 118.330 MHz unless otherwise notified at the briefing.
Team flying frequencies: 122.385 - 126.810 - 135.235
- C.1.4 The competition organization consists of:
- Competition director: Hugo Mertens
 - Competition Committee : Hugo Mertens, Lode Vos and to be nominated.
 - Coordinator flying activities: Jan Evens
 - Coordinator airspace: Hugo Mertens
 - Sports commissioner: Danny Verheyen
- All correspondence regarding the competition and participation in it will go through the competition secretariat: Hugo Mertens T +32 475/760180 and Lode Vos T +32 476/344813,
e-mail: kiewitcup@zweven.be
- C.1.5 Information about the Kiewit Cup is published on the Albatros website: <https://www.zweven.be>

2. Registration and admission requirements

- C.2.1 The registration period is open since February 1, 2026.
- C.2.2 Once the number of registrations reaches 60, the registration period closes.
- C.2.3 The amount and method of payment of the registration fee will be published on the Albatros website. Registration is valid only after the registration fee is paid in full into the account of Albatros.
- C.2.4 For the starting line-up, the system of "free gridding" will be used for each group of class and take-off method. This system will be explained at the first race briefing. The ground activities coordinator supervises the "free gridding" at the start site.
- C.2.5 If the contest is canceled, 15 euros of the entry fee will be refunded. The race becomes valid for a class once that class has been towed once in full.

3. Special regulations for motor gliders

No additional stipulations.

4. Briefing

- C.4.1 On the first day the briefing will begin at 10:00 a.m., each subsequent day at 10:30 a.m., unless otherwise decided by the competition committee at that time. In this case, the pilots will be notified.

5. Start preparation and departure

- C.5.1 Departures may be by towing or self launching; this must be announced by the pilot at the time of registration. The required rating for the selected takeoff method must be presented. The choice is final for the whole race; exceptionally for self launching sailplanes a tow may be expressively requested by the pilot, which may be granted by the coordinator flying activities.
- C.5.2 The Contest Site Boundary is the entire airfield within it's fences and additionally the maneuvering terrain at the east side of the airfield.
- C.5.3 Discharging water ballast on the grid is forbidden without the explicit authorization from the CD or, if not present, from the Flight Director.

6. Startmethod

- C.6.1 The center of the start line is turnpoint **1EBZH Hasselt Kiewit, 133ZNO Zonhoven or 130WIT Winterslag**. Each class will be assigned a fixed turnpoint, announced at the first briefing.

7. Competition tasks

No additional stipulations.

8. Finish and landing

- C.8.1 The center of the finish sector is the turn point **1EBZH**
C.8.2 Submitting the IGC file can be done physically or through the contest page on the specific competition site website, announced at the (Self) Briefing, where the flight can be uploaded.

9. Airspace

No additional stipulations.

10. Results

- C.10.1 The Kiewit Cup and Belgian Junior Nationals will be registered as an official IGC ranking competition.

Pilots can submit their race results for the Belgian Ranking, information about and further stipulations for participation in the Belgian Ranking can be found at <https://belgianranking.wordpress.com/>. Stipulations in the Belgian Ranking regulations take precedence over the stipulations in these regulations.

11. Pointsystem – additional information

- a) international formula, calculation according to 1000-point system with handicap application;
- b) completing an AST by at least 1 pilot: handicap only at speed participant;
- c) not completing an AST, but 1 pilot with the minimum distance in his/her class: handicap by distance participant;
- d) completing an AAT by at least 1 pilot: according to AAT rules with handicap;
- e) not completing an AAT, but 1 pilot with the minimum distance in his/her class: handicap by distance participant;
- f) 1000-point day from 250 km task for Sport XPDR and Open XPDR and 150 km task for the Friendly class;
- g) application of a daily factor: this is the ratio of the number of pilots with more than the minimum distance to the number of pilots started, times 1.25, with a maximum of 1;
- h) Pilots whose speed is less than 2/3 the speed of the fastest pilot will receive distance points only;
- i) competition results are calculated through the SeeYou Competition scoring program and are published publicly.
- j) These additional rules are applicable on all BVV-competitions, but are explicitly mentioned here for information

12. Penalizations

No additional stipulations.

1. Championship Details

D.1.1

The Belgian Junior Nationals 2026 is a part of the Kiewit Cup as a part of the “Beker van Vlaanderen” (BVV). The regulations of the BVV together with the local procedures of the Kiewit Cup will be the leading version. The rules and procedures in this document are an add-on and can overrule regulations of the BVV regulations.

2. General

D.2.1 FAI Annex A to Section 3

The Championships will follow the rules of the FAI Annex A to Section 3 – Gliding, 1 September 2023 Edition; except stated otherwise in the regulation of the “Beker van Vlaanderen” or in these Local Procedures.

D.2.2 Objectives of the Championship

Select the 2024 Belgian Junior Champion. A minimum of 1 valid day is required to crown a Belgian Junior Champion.

D.2.3 Classes

All participants of the Belgian Junior Nationals will join the Sport XPDR class of the Kiewit Cup competition. Participant flying a glider with a handicap above 99 on the BGA handicap list will also join the Sport XPDR class and won't be able to join the BVV overall rating.

3. Entries

D.3.1 To participate the participant should have his 25th birthday during the year 2024 or after and have the Belgian citizenship.

D.3.2 Pilots must comply with the rules outlined in the BVV regulations part A.3 and

D.3.3 additionally must be a member of the Belgian gliding federation (BZF) through one of it's members:

- Fédération des Clubs Francophones de Vol à Voile (FCFVV)
- Liga voor Vlaamse Zweefvliegclubs (LVZC)
- Royal Belgian aircadets (RBAC)

4. Technical Requirements

D.4.1 Additional Equipment

- All gliders must be equipped with FLARM.
- FLARM's must be activated throughout the duration of all flights during the contest. Files from the FLARM's may be requested by the CD at any time during the contest.

D.4.2 Equipment that must be removed from the sailplane

Attitude indicators, as well as gimbal mounted compasses or similar are not allowed. 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.

D.4.3 Weighing

- The maximum mass of the glider can be limited by the competition committee due to local circumstances or for safety reasons, in which case this will be announced during the briefing.
- Random weighing can be organized on the grid during the contest.

- It is the responsibility of the pilot to always have his glider under the Maximum Takeoff Mass (MTOM) during the contest.

5. Scoring

- D.5.1 The scoring proceeds in the same manner as described in the regulations of the BVV.
D.5.2 The junior with the highest ranking in the sport XPDR class will be the Belgian Junior Champion.

6. Doping

D.6.1 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:

- <https://www.wada-ama.org/en/resources/world-anti-doping-code-and-international-standards/world-anti-doping-code>
(World Anti-Doping Agency)

For the present contest the application of the anti-doping policy of the Flemish Government resorts to NADO Vlaanderen:

- <https://www.dopingvrij.vlaanderen/>

D.6.2 Following these regulations, the BJN 2026 will be declared to the authorities prior to the contest. Controls could be executed on a random basis.

D.6.3 These controls must not affect the overall conduct of the Contest.

D.6.4 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 Netherlands, Luxemburg and Belgian Gliding Federations and by the Countries authorities according to the applicable regulations.

D.6.5 The World Anti-Doping Agency approved the latest version of its World Anti-Doping Code on January 1st 2021. The latest FAI document regarding this subject is also dated January 1st 2021, titled FAI Anti-Doping Rules. It can be accessed here:

- https://ita.sport/resource/fai-anti-doping-rules/?utm_source=chatgpt.com